



Zündfolge

Quarter 3, 2021





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Boilerplate

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KALENDER

June 23, Wednesday

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

June 27, Sunday

E30 Picnic at LeMay Family Foundation.

July 8, Thursday

Track Day at Pacific Raceways.

Solo driving with no instruction, so solo drivers only.

July 17, Saturday

Whidbey Island Tour. A tour of beautiful Whidbey Island in mid-July!

August 14, 15, Saturday and Sunday

Tour to Sun Mountain Lodge. See article in this issue.

August 20, Friday

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

August 25, Wednesday

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

September 18, Saturday

Track Day at The Ridge Motorsports Park. Our annual day at The Ridge and on a Saturday. HPDE only, no CCC.

September 18, Saturday

Olympic Peninsula Tour with a stop at The Ridge. Enjoy a few touring laps of the track. Stick around if you want to see how the HPDE program works.

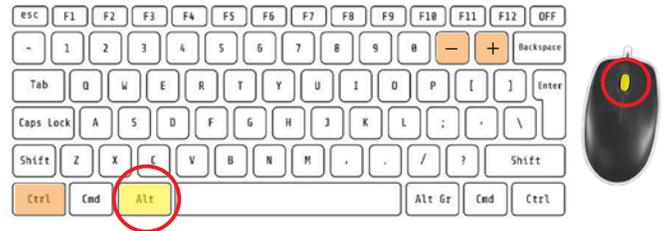
September 22, Wednesday

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

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

Navigating Zündfolge

THIS IS THE THIRD 2021 *Zündfolge* issue, which is our transition year between print and fully web-based communication. The four issues this year will be pdf only. A few members expressed frustration with navigating the online *Zündfolge*. 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.



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Please limit phone calls to these volunteers to between the hours of 9:00 am and 9:00 pm

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President's Column: Moving Forward



I AM HAPPY TO REPORT that our track and tour programs are moving forward at nearly full speed. We have had several packed track days with both Car Control Clinics and High-Performance Driving Events. We have also executed several sold-out tours. There is clearly a pent-up demand for Club events and I and your board are going to do everything we can to deliver them. Unfortunately, many

other types of events, such as Tech and Social events, are either cancelled or on hold. But I promise that we will look for opportunities as they become possible. I cannot express how grateful I am to the many volunteers and leaders within the Club who make these events happen, despite Covid restrictions on top of the other challenges in making these events successful. Personally, I remain fiercely optimistic that we'll meet and greet in large groups to see each other's cars and share our diverse experiences again. We'll shake hands with strangers again. We'll be fully human again. I promise this is not a political statement (and it pains me that the current state of the world made me feel that I needed to add this caveat). It is simply one human's expression of hopefulness to another. I hope you receive it as such.

Speaking of tours, do you know what it takes to lead a tour for our Club? They are not just spontaneous events that "happen." They are planned and

executed by an outstanding team of volunteers who have a plan and a process to ensure flawless execution. They not only plan the trips, but they also drive them ahead of time to determine best routes, pit stops and lodging. They also facilitate a smooth registration process. Then they shepherd a group of (mostly) strangers on an adult-sized field trip in (mostly) high-performance cars. Therefore, there is a cost to our tours and that's why we limit the benefit of the experience to Club members only. In my mind they are a premium feature of membership. So, take advantage of them, And the next time you participate in a tour, be sure to thank your tour leaders. They are doing a lot more than just showing up to lead a line of cars somewhere. If you want to help with a tour or learn how to facilitate one, contact me at president@bmwpugetsound.com.

mit besten grüßen!
Andy Wiest

Return of the E30 Weekend

IT IS WITH IMMENSE PLEASURE that we announce the return of the E30 Picnic.

The 2021 E30 Picnic sees a big serving of the same event everyone loves, with a small portion of new and exciting changes for its triumphant return. This year's event is proudly hosted by the E30 Chapter of the BMW Car Club of America, and we're welcoming a new featured sponsor for 2021—Liqui Moly.

The tried-and-true traditions shaped by the last eighteen years of E30 Picnics remain unchanged. This year's festivities will once again be held on the grounds of the LeMay Collections at Marymount in Tacoma on its regular date, the last Sunday in June which is June 27.

We have a growing list of sponsors who will be joining us at the event and providing lots of neat swag and items for the raffles, as well as cool things available for purchase on site.

Register at msreg.com/e30picnic2021. Get information at www.e30picnic.com.

On behalf of the Chapter Board of Directors and 2021 volunteer staff, we're all thrilled to be bringing back the premier E30 event in the world. Our sincere thanks to the Puget Sound Chapter for their hugely valuable assistance with the event. We hope you'll join us there!

*Chris Chappell, President
E30 Chapter, BMW CCA*



ON THE COVER
Oliver Zippe, Chairman of the Board of Management of BMW AG, with what BMW calls the New Class and we call the New New Class.
Photo by BMW Press

2021 BMW Tour Schedule

- **April 24 Cascade Foothills Tour** led by *Ed Walker*
- **May 14-15 Beach Bum Tour** led by *Phil Sanders*
- **June 4-5 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 and Greg Smith*
- **September 18 The Ridge Tour** led by *Dan Hemenway*
- **October 8-9 Walla Walla Wine Tour** led by *Greg Smith*

THE FIRST TWO TOURS—the Cascade Foothills Tour (led by Ed Walker) and the Beach Bum Tour (led by Phil Sanders)—were extremely popular and well attended. A great time was had by all participants.

As I write this, the Oregon Wine Tour led by Scott Hieronymus and Jeff Butler on June 4 & 5 will have occurred.

Whidbey Island Tour

The Whidbey Island Tour, led by tour leader Ed Walker, is always a great day drive. The tour starts out in Monroe for a few twists and turns heading toward the island. The tour runs up along Lake Roesiger, through Granite Falls and over to Smokey Point in Marysville. From there, west toward Warm Beach, up through Stanwood, La Conner toward Fidalgo Island, then over Deception Pass onto Whidbey. From there, we'll take curvy back roads all the way down the Island to Langley. You'll end up in beautiful Langley around lunch time. After lunch, it's just a few miles to the Clinton/Mukilteo ferry to the mainland. Lots of eating places, antique stores and other small town shops await you in Langley's historic district.

Sun Mountain Tour

The Sun Mountain Tour will be led by Archie Ferguson and Greg Smith. We return to the picturesque Sun Mountain Lodge on Saturday, August 14. This popular drive combines beautiful scenery, fun roads and a resort destination that challenges your desire to return home. Starting in Monroe, we'll snake our way north to reach Highway 20, the North Cascades Highway. This is a stretch of road that should not be missed, offering scenery of mountain peaks, valleys and lakes, along with twists and sweeping turns as the road climbs and dips through the Cascade Mountains. The route will include stops for scenic photo opportunities. We will eventually arrive in the town of Winthrop and drive up the mountainside to our destination, The Sun Mountain Lodge overlooking the Methow Valley. For those not familiar with Sun Mountain Lodge, you will probably be shocked that it even exists, a beautiful full-service resort. The Sun Mountain Lodge is situated above the Methow Valley with expansive views of the surrounding forest and valley and includes a luxurious spa, casual bar

and grill and a AAA Four Diamond dining room with an award-winning 5,000-bottle wine cellar focusing on Pacific Northwest labels.

Ridge Tour

The Ridge Tour, led by Dan Hemenway, is another exciting tour. From Federal Way, we will 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. Our destination will be 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. The tour will conclude with our parade laps at the track, but you may want to stay and see what our HPDEs are all about.

Walla Walla Wine Tour

The wonderful Walla Walla Wine Weekend Tour is led by Greg Smith. Back by popular demand, the Walla Walla Wine Tour promises to be an enjoyable Washington fall wine weekend outing. This is a two overnight wine tour. We will visit various wineries, tasting the best they have to offer. The Walla Walla Valley has over 1,800 acres of vineyards and is home to more than 150 wineries, which are in five main areas, each of which has a distinctly different feel. The climate, soil and conditions of the Walla Walla wine region offer a special environment in which to grow grapes of superb quality. We are fortunate to have reserved a limited number of rooms at the historic Marcus Whitman Hotel in downtown Walla Walla. Walla Walla is a beautiful town with many fine restaurants, tasting rooms and exciting night life.

We will be using Motorsport.Reg to sign up for the tours. There will be a fee for each person participating in the tour to help cover the cost of tour planning.

Greg Smith, Tour Leader



Sun Mountain Lodge in Winthrop, Washington

Whidbey Island Tour

Saturday, July 17

CAN'T WAIT TO GET OUT ON THE ROAD AGAIN? Join us Saturday, July 17. We'll be driving the Whidbey Island Tour—a scenic half-day tour.

Registration opens on July 1 at Motorsportreg.com. Cost is \$10/car. Limit is 25 cars, and at least one person in the car must be a current BMW CCA member.

Meet up by 8:00 am, out front of Starbucks at 19813 State Route 2, in the Monroe Plaza. After a short drivers' meeting, we head out at 8:30 sharp.

We'll be observing all state-mandated Covid 19 protections in effect as of the tour date.

Our run will head out toward Lake Roesiger, through Granite Falls, then over to Smokey Point in Marysville. From there, we'll go west toward Warm Beach, up through Stanwood and La Conner toward Fidalgo Island, then over Deception Pass onto Whidbey. From there, it's curvy back roads all the way down the Island.

We'll end up near the southern tip of the island in beautiful Langley around lunch time. After lunch, it's just a few miles to the Clinton/Mukilteo ferry back to the mainland. Lots of indoor and outdoor eating places, antique stores and other small town shops await you in Langley's historic district. Due to restrictions, we won't be able to find

one restaurant for the entire group. You might even want to drive back up the island on the main road. Or you can jump on the Port Townsend ferry to the peninsula for more adventures. You're also close to the legendary curves along Chuckanut Drive toward Bellingham.

Ed Walker, Tour Leader



Photo by David Lightfoot.

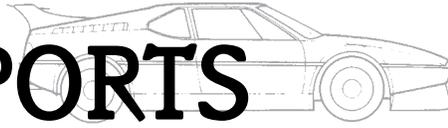
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MOTOR SPORTS



WE HAVE HAD A VERY SUCCESSFUL HPDE and CCC program so far this year. We started out with adhering to a strict set of guidelines and regulations due to the pandemic. Now, with a vast majority of Puget Sound drivers vaccinated, we can ease up on restrictions. The HPDE event on June 18 at Pacific Raceways will have in-car instruction as an option. Of course, both driver and instructor will need to be fully vaccinated and agree to this method of instruction. So far, we have had a great response and people are ready to have right-seat occupation again. Stay tuned for the fourth quarter issue of the *Zündfolge* for a final analysis of the driving season.

For those of you real tech-heads, read Andy Wiest's article on the Garmin Catalyst (page 12). The device takes Harry's lap timer to an exponential level. *Disclaimer:* Puget Sound Chapter BMWCCA does not condone, nor do we approve of posting lap times during

or after the event on social media. We do not run timed events which is strictly prohibited under the terms of our insurance. You should be using this data for your own consumption and as an electronic teaching tool. By all means, share this data with instructors during the event as a means to improve your driving skills.

There is a bit of a conundrum about the use of the electronic track position and data monitoring devices and analysis. The devices will tell you that placing your car at a different position on the track or entering a corner differently will increase speed and decrease lap time. Is this a bad thing? As an instructor, we do this verbally while sitting in the right seat to position the driver optimally on the track. So, what is the difference; we are not timing it nor are we recording it. The conundrum is that by increasing skill level, speed will increase, and lap times will decrease.

Technology is good, we all know this is true. What I want you all to remember is that fancy technology will get you only so far. Ultimately, you are responsible for physically translating this technology into muscle memory, vision and good judgement in the car. Relying solely on traction/stability control and data trackers will not make you a great driver; you have heard the instructor corps harp on this before. Learn your car, learn to drive your car and understand your car.

I hope to see a lot of you at the track, participating in our HPDE program and Car Control Clinic. It is a great way to spend a day with like-minded car nuts, all talking and thinking about driving the Ultimate Driving Machines.

See you on the track,

*Steve Libby, Co-CDI
Senior instructor
Driving Events Coordinator
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New M4 GT3 Introduced

BMW MOTORSPORT IS PROUD TO ANNOUNCE the new state-of-the-art BMW M4 GT3 customer race car based on the recently launched 2021 M4 Competition Coupe. Powering the new Coupe is the P58 3.0-liter inline-6-cylinder M TwinPower Turbo engine producing up to 590 hp.

The BMW M4 GT3 will retail for \$530,000 in the US (excl. shipping). The Competition Package adds \$55,000 and includes additional headlights, backlit door numbers, TPMS with eight sensors, spring and brake pedal travel measurement systems, BOSCH CAS-M rear-view camera radar system, an additional set of rims, and one day of training on the BMW M Motorsport M4 GT3 simulator.

In North America, the BMW M4 GT3 will be eligible to compete in the GT Daytona and GT Daytona Pro classes of the IMSA WeatherTech SportsCar Championship, as well as the GT class of the SRO Fanatec GT World Challenge America powered by AWS and SRO GT America powered by AWS series. *(You are welcome to bring to a Club HPDE, too—Libby.)*

The P58 M TwinPower Turbo engine in the M4 GT3 is some 80 lbs. lighter than the 8-cylinder engine found

in the BMW M6 GT3. This leads to better weight distribution. Based on the S58 found in the new M4 Competition Coupe, the M4 GT3's engine receives additional modifications including a change in the engine's mounting angle, a dry-sump, an engine-mounted oil tank with integrated oil /water exchanger, intake system with charge cycle split and two throttle valves, an exhaust system with charge cycle split, GT3-spec engine mounts and rear torsional vibration dampers.

"503 hp and 479 lb-ft—this is the most powerful straight-six engine we've ever fitted in a production car (M4 Competition)," said Marcus Engelke, Project Manager Drivetrain, BMW M4. "590 hp and 516 lb-ft—this is the most powerful straight-six engine BMW has installed in a racing car since the days of the BMW M1 Group 5," added Ulrich Schulz, Head of Drivetrain Design, BMW Motorsport.

The transaxle design in the new BMW M4 GT3 is a sequential, straight-tooth 6-speed gearbox which is a development of the gearbox found in the BMW M8 GTE with improvements made in run time, cost efficiency and performance.

BMW Press Club



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Driving in the Real World

What We Can't See Out of Our Bigger Vehicles



Photo by mokee81, iStock.

I'M WRITING THIS ISSUE'S ARTICLE the day after the Memorial Day holiday weekend, and it's partly inspired by an incident that took place on Interstate 5 as I was heading back home to Seattle in my 335i E90 after a visit to Portland. Traffic was dense but flowing smoothly at around 65 mph, and I'd just passed an enormous black 4-door Ford F150 pickup on its left. The truck looked almost brand-new, and the driver was an older gentleman sporting significant white hair.

Suddenly I became aware of something not quite right. I looked to my right just in time to see his towering truck hovering alongside, drifting slowly but steadily more than a quarter of the way into my lane—with me still in it, just inches away. I quickly laid on my

horn, whereupon he immediately jerked back into his lane and slowed way down, probably from both shock and shame.

From his vehicle's body language before I passed him, I could tell that this wasn't a reckless driver or someone in a hurry. I suspected two possibilities: He'd either drifted out of his lane because he'd fallen asleep at the wheel or was distracted; but, far more likely was that he hadn't checked his mirrors or properly looked over his shoulder before he changed lanes, and I'd been precisely in his blind spot. (Plus, his truck either didn't have lane-departure warning or lane-keeping assistance technology or he had them manually switched off—a good argument for having the tech and keeping them turned on.)

I'll never truly know what happened, but the conundrum of poor visibility out of big vehicles has been on my mind for a while. Pedestrian deaths and serious injuries in the U.S. have been soaring in recent years, rising 46 percent over the last decade as opposed to a 5 percent increase from all other traffic deaths. Between 2009 and 2016, the Insurance Institute for Highway Safety calculated an 81 percent increase in U.S. single-vehicle pedestrian fatalities involving sport-utility vehicles (SUVs). There are multiple reasons for this sharp rise, but I believe that this uptick in casualties and the rising sales of SUVs, pickup trucks, and crossovers is no accident, so to speak.

In 2015, SUVs began to outsell sedans, and in April 2018, Ford Motor Company announced it would stop manufacturing all but two of its passenger cars. In January 2021, IHS Markit reported that SUVs and crossovers accounted for at least half of all new-vehicle sales in America for the first time, and sales of pickups are looking strong as well. People love these over-size vehicles for their room, horsepower, comfort, perceived sense of safety and protection and frankly, vanity.

Ironically, however, in spite of drivers sitting up high and assuming they're safer as a result, these larger vehicles are incredibly deadly for pretty much all other road users. The primary problem lies in the height of their hoods and grilles. If the front of a passenger car hits a person, the injuries primarily involve the legs. But the raised height



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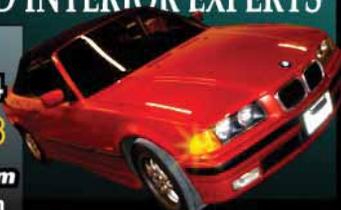
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of an SUV or truck means that the point of impact arrives in the torso or chest—where the body’s most crucial organs lie—and windshields hit heads. This trajectory almost guarantees death or serious injury, even at low speeds.

The shape of the grille makes a huge difference too. Most passenger cars’ front ends have angled slopes that essentially swoop up pedestrians, causing them to slide off hoods. But the current blocky, more aggressive, fashionable upright style of the front ends of many SUVs and pickups means that a person basically gets wrapped around the vehicle, according to Jingwen Hu, a crash-injury biomechanics specialist at the University of Michigan’s Transportation Research Institute, as quoted in an *Outside* article titled “The SUVs and Trucks We Love Are Killing People” (May 4, 2020).

What’s even worse is how people think they can see better from their SUV or truck because they’re sitting up high, but that doesn’t compensate for all the new blind spots that have been created by their vehicle’s dimensions. (And just in case you haven’t noticed, these vehicles keep gaining weight all the time—adding to the literal impact they have.)

Most of us are taught in driver’s ed that there are two or maybe three blind spots in your car, so you need to look over your shoulder before changing lanes, not just in your mirrors. But there are actually at least 11 blind spots in the average vehicle—often from overlooked places like window pillars, seat headrests and even your rearview mirror—essentially anything that blocks your view out the window.

Combine this with the thickness of these pillars, tinted glass and elevated height that obscures what’s next to your

front or rear bumper, or even at the sides. Factor in the possibility of not accurately detecting—that is, not just seeing, but actually registering—pedestrians or bicyclists with our usual careless hasty glances across a huge distance from within our vehicle or even behind us, and you start to get an idea of how easy it is to miss something—or someone.

Children are especially vulnerable because of their very small size and quickness of movement. Every parent (and driver) should read the chapter entitled “Killer Cars” in *Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America*, by Angie Schmitt, a national expert on sustainable transportation. In it, Schmitt describes the phenomenon of adults backing over their children in their driveways and accidentally crushing them to death. They are known as “bye-bye crashes” because it happens when kids dash out into the driveway to wave goodbye and they’re totally unaware that the driver cannot see them. As horrifying and unthinkable as it sounds, it happens to fifty children a week, according to KidsandCars.org, a nonprofit consumer safety group.



Photo by KidsandCars.org.

Before you rush to judge parents, it’s worth knowing just how huge these blind spots (or more appropriately, blind zones) are. In 2019, KidsandCars.org and an Indianapolis news station conducted an experiment to see how many children could sit directly in front of a 2011 Chevy Tahoe and be hidden from a woman of average height sitting behind the wheel. It turned out to be at least 17 children!

What’s more, in a different test by KidsandCars, 62 children could fit as a group behind a Cadillac Escalade and all 62 would be totally invisible in both the rear window and rearview mirrors.

It is true that newer vehicles often have backup cameras and video displays as well as warning systems that beep when they detect objects (and in fact, what I described above is precisely why these cameras were federally mandated on all new vehicles in the U.S. in May 2018). But older vehicles often don’t have them, and the technology is not always foolproof; cameras can be obscured by dirt or snow, or children may move too quickly for the system to detect them in time, especially if a driver is backing up swiftly. Or drivers may forget to check the video display before reversing or not hear the warning beeps, especially if they’re older or distracted.

Don’t misinterpret my words—I’m not necessarily saying not to buy one of these bigger vehicles. What I am saying is that privilege comes with responsibility—and that to own an SUV, crossover, or pickup means that we must drive it much, much more carefully to protect others.

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

But there are actually at least 11 blind spots in the average vehicle—often from overlooked places like window pillars, seat headrests and even your rearview mirror ...



PRO3™

The PRO3 Line

Jim 'Croc Man' Cissell

ON MAY 1, FOURTEEN MONTHS INTO COVID, the paddock at PIR was alive again with laughter and spectators were allowed up to 25% capacity. Twenty-one PRO3 cars and drivers showed up for the race. The competition was fiercer than I have seen in my 13 years of racing.

On Saturday, Corey Peters qualified with a 1:20.5, but Matt Lowell won the race. Corey finished second, Chuck Hurley (returning from E46) third, Jeff McAffer fourth and newcomer Scott Eckert was in fifth place. The best that two-time champ Brian Bercovitz could manage was sixth place with Daniele Hovington finishing eighth overall.

On Sunday, Matt won again with Corey, Chuck and Scott again second, third and fourth with Brian fifth and Daniele sixth. Matt has definitely served notice that he will be the front-runner this year. Yours truly (Jim) finished thirteenth Saturday and fourteenth on Sunday. The action was tight and clean all around. To my knowledge there were no major mechanical failures or collisions. Check out my video featuring five great PRO3 drivers and me: https://youtu.be/_eFxUrgxiQ

At our second race weekend on May 15-16, Tribute to the Volunteers at Pacific Raceways, twenty-nine PRO3 cars showed up. That's with the Canadian border closed, which could have meant another 11 racers, rivaling the 43 that we had at the 2015 Pacific NW Historics and NASCAR GASS races. In addition to 29 of 44 entries in Group 1, PRO3 represented almost one half of the entries in Group 5 and the Enduro.

With three NW races the same weekend (ICSCC, SCCA and Lucky Dog) all pulling from the same worker pool—and no Canadians (one-third of our workers) and five days before the race, we didn't know if we would even have a race. But everyone got on the horn and we ended up with three workers

on almost every corner. What an action-packed weekend it was.

There were lots of mishaps on track. On Saturday my brakes failed going into turn 2. Then I had a close encounter with a tow truck. Scott Studerus ended up in the berm at the exit of 6. And Dave Weller parked it in the ditch at turn 3, then came back Sunday and broke a rocker, ending his race weekend.

For those who survived, the racing was spectacular. On Saturday, Brian qualified with a 1:35.1. Coley ran a 1:35.2, followed by Corey, Matt, Jeff and former champ Shaun Northrop. In the race, it was Coley, Brian, Corey, Matt, Shaun, Daniele, Scott, Chuck and Jeff. Sunday, Matt qualified with an amazing 1:34.8. Sunday's race was all-out war. When the dust cleared, it was Matt, Jeff, Chuck, Shaun, Scott, Corey, Brian and Daniele, with the per lap gap between first and eighth being just 6/10ths of a second. Coley was the fastest by 4/10ths but ended up in the berm after five laps.

So, after two race weekends, it is Matt Lowell in a commanding lead with 50 points, followed by Corey and Jeff with 41,

then Chuck 40, Scott 36, Brian 33 and Daniele 30. With the return of former champs Chuck Hurley and Shawn Northrop, and Matt driving like a man on fire, Brian's attempt at a three-peat is not going to be easy.

There are so many new PRO3 drivers. In addition to Scott Eckert, there's Fil Aleva, Greg Hartman, Scott Studerus, Matthew King, Lou Kings, Guy Berry, Sean Hester, Robert Coneybeer and Scott Thompson. Welcome aboard. If YOU are thinking about getting started in PRO3, now's the perfect time with so many great cars changing hands. Stay in touch on Facebook—PRO3 Racing.

Come see all the action at our next races—June 19-20 at Portland International Raceway (PIR) and The Historics July 2-4 at Pacific Raceways. Don't forget to check out our PRO3 movie, Director's Cut, vimeo.com/549062642; website, pro3film.net; and GoFundMe site, gofund.me/aab784a2.

This is my final PRO3 Line for *Zündfolge*. Bill Ecker and I took over the writing duties from Michael Olsen back in 2016. Now, we pass on the reins

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to two of our younger and faster PRO3 racers. Thanks for the great run. Please stop by the paddocks and share car stories. Now, here's Nick Carbaugh and Eddie Taras.

Nick Carbaugh

PRO3 is a wonderful group to start your racing journey. Eddie and I both intended to just do track days but were pulled in by the siren of wheel-to-wheel competition. We seem to turn our fastest laps when right behind one another shrouded in the familiar Red Mist. Going forward we will try to bring you updates to the championship, introduce you to new drivers, and push you to test

your own metal and build skills in the crucible of PRO3 racing. Look for me in the paddock trying a last-minute fix on a budget race car, hauling it as high up the grid as I can.

Eddie Taras

I'm looking forward to the opportunity to share my journey into racing with you. For me, it all started with a car control clinic hosted by the BMW CCA Puget Sound back in 2014. And now, despite never being mechanically inclined, I own my own racecar and drive in PRO3... talk about a slippery slope! While I may not be the fastest one out on track, my current special ability is sticking to the

rear of a car and using telekinesis to force the driver in front into a mistake. Weaknesses...we don't have time to discuss all of those. Chat more next time.

PRO3's motto "friends between checkered and green" is always on display during race weekends. We encourage non-racers to come meet the drivers, see some great racing, celebrate in their wins and commiserate in the tougher moments. It's an awesome community brought together by our love for motorsports and old BMWs. Next race is June 19-20 in Portland, See you there! Come share your ideas for your own race car.



Photo by Karl Noakes.



Photo by Karl Noakes.

There is tight racing wherever you are in the pack. That's part of the attraction of PRO3.

Outgoing columnist Jim Cissell needs help getting back to the paddock from Turn 1.



Photo by Patrick Krohn.

The workers are the people who make the races possible. It takes a lot of them.

Game-Changer—the Garmin Catalyst

By Andy Wiest



The Garmin Catalyst attached to the center of the dash.

**“THE FUTURE IS ALREADY HERE.
It’s just unevenly distributed.”**

William Gibson, science fiction writer

One definition of disruptive technology is an innovation that significantly alters the way that consumers, industries, or businesses operate. We can all readily think of examples: GPS, IPOD, Smart Phone, social media, etc. The problem with disruptive technologies, is that they are notoriously hard to describe fully while they are in the early adopter stage. It typically requires one to experience the technology before one gets it. If you find this difficult to grasp, think back to when the smart phone was a new idea and many people scoffed at having a camera, internet and email on their phone. Many of us thought the flip-phone did everything so who would need a smartphone? I predict that this is what the Catalyst experience will be to many drivers.

I have been participating in High Performance Driving Events (HPDEs) with the Club and other organizations for several years. As such I have had experience with excellent instruction and completely Wild Wild West experiences on track (looking at you Track Night in America!). I am not a wheel-to-wheel racer, so I am not qualified to discuss the Catalyst from that perspective, but I know a little about what type of data collection and feedback systems they use to make a crude comparison. So, my assessment of the Catalyst will be from an HPDE participant perspective, which appears to be the center of Garmin’s target demographic.

The Catalyst is hard to define; precisely because it is unique in its design function and philosophy, which was clearly a

ground up approach by Garmin. It is almost easier to define what it is not: It is not a complete data acquisition system like an AIM system, but it does have aspects of the Solo series from a virtual coaching perspective. It is not a complete camera system like a VBOX but does include a decent dedicated front facing camera. Garmin labels it a “driving performance optimizer” and in my view it is a reimagining of the data collection system and video collection system as a combined tool, with a focus on immediate usefulness to the driver, not the data itself. As such, the Catalyst includes a virtual coach that purposefully limits the capabilities of both the data acquisition and video capabilities to a manageable set of things that an individual driver can understand and use, especially in situ, i.e., right after getting out of the car after your session.

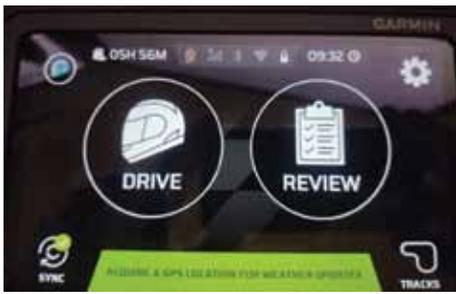
My very generous wife got me the Catalyst for Christmas, so, I had time to research it a bit before putting it to use on the track. The thought Garmin put into the user experience right from setup rivals Apple’s. The setup includes everything you need—the touchscreen unit with a decent sized display, a very strong mounting solution, an appropriately small, but clear camera and a complete wiring solution set if you want to wire completely to your car, or just go straight to a car USB connection or lighter socket. The unit is magnetically attached to the mount and is an almost perfect tablet size and weight to pop in and out at the track easily to instantly review yourself or with a coach. To paraphrase Goldilocks, it is neither too big nor too small, it is just right. The setup process is intuitive and links to your home Wi-Fi to update the software, and it also has a walk-thru process to align the camera correctly. It should be mentioned that it has a battery, so you don’t have to plug it into power. Looking at battery draw when I had it out of the car, it looks like you could go through a full track day on the battery if you wanted. It appears to have an extensive inventory of tracks (*full disclosure*: I have only used it at The Ridge). There is also no additional software to install on anything else... and this is a downside—the data is not

natively exportable to view on your desktop, but Garmin listened to its customers initial feedback and recently made the videos exportable via your computer’s file manager. It’s clunky but functional.

Once you have the mount installed (it is a strong suction mount that uses RAM mount-type technology), camera mounted and power routed, you place the Catalyst on the mount magnetically. If the place you plugged in has power, the Catalyst will start automatically. You will then be prompted to set up a driver profile and car (you can have multiple profiles and multiple cars). After that, it’s a simple selection between “Drive” and “Review.”

Drive

Drive mode is what you select in the pit before you go on the track. You select your track and your car and can select a few descriptors such as whether it is dry or wet. You then select “Start” and the Catalyst will start recording and analyzing once you go on the track. What Catalyst does technically is deceptively simple, but powerful. It divides the track into segments and then stitches together your optimal lap based on your performance. The Catalyst takes a minimum of three laps of data on a new track before it starts making recommendations, and the recommendations are based on an AI analysis of each segment. It will audibly coach in short snippets like “brake later here,” “track out more here,” “apex sooner here.” It will even tell you “good job” if you meet or exceed your previous performance in that segment. There are even two levels of verbal coaching, based on your preference (“Race” and “Advanced”) and you can link the voice to your car audio system via Bluetooth so you can hear it. The Catalyst also provides visual feedback of your performance in each segment by displaying a plus or minus time from your best with a green or red background (this is where comparisons to things like the AIM Solo are possible). When you finish your lap and pull into the pits, you are done with the real-time aspect of Catalysts’ coaching and now move into the Review mode.



Start here. Select Drive or Review.



Set up for Andy and his 135 to Pacific Raceways. This is set before entering the track.



Results from The Ridge in March.



The Catalyst shows an opportunity to save time.



The Catalyst says there is the opportunity to pick up almost three seconds!

Review

Review mode lets you play your segments and laps back with graphed comparisons of your data against previous or optimal laps or segments along with video. It is here that the Catalyst can be most closely compared to a stripped-down data collection system. I say stripped down, because it doesn't sync to car technical data such as RPM, gear, temperatures, etc. It only uses GPS, its knowledge of the track and your driving kinematics. But from that data, it gives you more than just comparisons for you to make sense out of. It recognizes things it calls "opportunities," which appear to me to be driven by "size of gain possible." But it is likely more complex than that. These opportunities are recommendations similar to what the in-car virtual coach was telling me, but now I can view it outside of the heat of the moment and fully understand and analyze them with repeating playback of those particular segments. It also allows you to compare different sessions and laps to identify best laps, best segments, top speeds and variance from optimal. You can then drill down to individual segments of each lap and compare to your own (or an instructor's—more below on how powerful a feature this is) optimal segment.

Opportunity

Some detailed discussion on the Opportunity screen is warranted: It has four options: Overview, Braking, Apex and Speed. In Overview it will do a graphic playback of that segment in time and position and compare that particular lap's segment against your optimal segment. Braking, Apex and Speed options give relevant data (and synced video) with simple coaching statements. This is powerful stuff. It is not just data. It is focused data and actual recommendations on how to be faster, just like a post-session talk with a real driving coach. To be clear, it certainly can't replace Ross Bentley. But for those of us on a budget, it is certainly good enough. And that is really what the Catalyst is about, and why it isn't just a data logger or just a video recording system. It is both more and less than those.

Ultimately, I found the post-run Review mode to be the more powerful aspect of the Catalyst. Popping it out of the car and comparing notes on your session and segments with other drivers or reviewing with a real coach seconds after your lap is phenomenal. If you have an instructor drive your car to demonstrate things (versus telling you in the pits after the fact), you will be able to record them and use them as your optimal segments to analyze them and train yourself to make those improvements. Wonder what Lewis Hamilton would charge to drive one lap in my car?

Wonder what Lewis Hamilton would charge to drive one lap in my car?

In summary, and with apologies to Colin Chapman, The Catalyst is the Lotus of high performance driving data acquisition and driver aids. It simplifies and adds lightness to the traditional process. Fundamentally, it limits the data to performance-relevant, driver-focused data in an incredibly compact package, both in size and features. It is both more, and less, than a full featured data-collection system as it culls the feature set to a manageable set of things the average HPDE participant, as well as amateur racers can use. It then identifies high ROI opportunities for you to focus on and gives specific recommendations in limited fashion—braking, speed and apex. And in truth, this is how a living, breathing coach tends to speak to us as well. What the Catalyst cannot do that a real coach can, is discuss the next level down or more esoteric things like weight transfer, trail-braking, how to "read" the track for key points, mental simulation, etc. It also can't tell you why you are having issues in a particular segment. But the Catalyst isn't trying to be a real coach. It is trying to be an optimized virtual coach for a solo driver, and in that role it does pretty well. While I have only had a short time with it, I anticipate the Catalyst will improve my performance over this driving season and I look forward to the experience.

The New New Class

By David Lightfoot

IMAGINE YOU'RE WORKING in the Marketing Department for BMW. Every seven years a new 7 Series comes out and you're faced with coming up with a creative way to market the new car. After many rounds of brainstorming sessions, the department settles on the tagline for the campaign: Der Neue BMW 7 Series or, in English, The New BMW 7 Series. And so it is every seven years.

A similar process is followed for the 2, 3 and 5 Series. Of course, sometimes a really new Series is introduced, such as the 4 Series a few years ago and the Marketing Department really had to dig deep. That's when we see slogans such as The All New 4 Series or The First Ever 4 Series. *How do they do it?*

Imagine the process when a truly revolutionary change occurs. Such is the case with BMW's realignment to a future with over 50 percent of vehicle sales expected to be electric. The automotive marketplace is undergoing the most comprehensive change in a century.

Over 90 percent of BMW's market segments will have a fully electric offering by 2023. This will be accomplished by using vehicle architectures that can accept gas/diesel, electric or hybrid powertrains.

BMW's production plants are being transformed to accommodate these changes. The combustion engine line in Munich is being relocated to Steyr, Austria and Hams Hall in the UK, to make room in Plant 1 for an enlarged production facility.

The biggest phase of this revolutionary change starts in 2025, with a new generation of high-performance electric drivetrains and batteries, a comprehensive change in the IT and software architecture in the vehicles and an aggressive new approach towards vehicle sustainability across the entire vehicle life.

What to call this new vehicle family? Again, the Marketing Department rose to the challenge. It will be called the Neue Klasse, or in English, the New Class. Really.

If you're a student of BMW history, you know that the Neue Klasse was the name given to the 1500 sedan that debuted in 1962. This was the beginning of the modern BMW company and the foundation for every BMW automobile since. Of course, there is the other issue, that Mercedes-Benz uses the term "Class" for its cars, such as S-Class, E-Class, et al. Mercedes has done this since the 1920s. While BMW has traditionally used "Series" for its cars.

So why would BMW choose a term that is confusing to those who know the company's history? A term that is favored by its traditional main competitor? Just a complete lack of any imagination as near as I can tell. A bunch of us could sit down with a few beers and come up with a dozen better terms for this radical new BMW.

But New Class it is. Let's call it the New New Class. Or, in German, the Neue Neue Klasse.

The Neue Neue Klasse models will provide what BMW CEO Oliver Zipse calls, "A completely novel user experience never before seen in series production vehicles. This will be accomplished by 'regionalizable technology stacks' that will be capable of optimally customizing a vehicle's operating system to suit the varying requirements in each of the world's major regions and their digital ecosystems, providing continuous upgrades to ensure that the operating system is always fresh." Thinking back to other BMW digital initiatives, gee, what could go wrong?

Zipse continues, "The **digital first** approach systematically integrated in the Neue Klasse will enable an increasing proportion of revenues to be generated over the vehicle's life cycle via **individually configurable and bookable features** going forward." Boldfacing for emphasis is from BMW's press release. In other words, just buying the car isn't enough anymore. BMW's intention is to create a stream of revenue from selling software features, on a subscription basis, to their vehicle customers.

As I write this, I've just gotten a preview. The BMW Connect app on my phone that I use for monitoring and controlling my i3 remotely has been deactivated. The app has allowed me to check the battery status, pre-warm or cool the car and a number of other handy features. It has been one of the best things about the car. But it is clearly lacking, in that it was free. In its place,



This is the i4 eDrive40, internal code G26, with an upper case G in G26.



This is the iX xDrive50, internal code i20, with a lower case i in i20. Got that?



The Board of Management of BMW AG, left to right: Dr Nicolas Peter, Finance; Dr Milan Nedeljković, Production; Oliver Zipse, Chairman; Frank Weber, Development; Ilka Horstmeier, Human Resources; Dr Andreas Wendt, Purchasing and Supplier Network; and Pieter Nota, Customer, Brands, Sales. The Management Board is pictured at the BMW Group Annual Conference at BMW Welt in Munich on March 17, 2021.

I've been offered a confusing subscription service that requires a reset of the car and probably a trip to the dealership. For that I'll pay \$50 per year. BMW wants to be a tech company, which means that they want to create ARR—Annual Recurring Revenue. They've gotten pushback on this sort of thing before, and they will again. I don't know of a better way to piss off a loyal customer. This feels like when I stay at a premium hotel and get a daily wifi charge; I always ask what the daily charge is for electricity and water. I'm getting mad just thinking about it.

I better move on. The Neue Klasse is part of BMW's push into digitization, electrification and sustainability. The sustainability part refers to greatly reducing resource consumption. Recycled materials will be used more than ever. BMW calls this the "circular economy approach." Vehicle design will consider the eventual recycling of all materials, leading to the use of more monomaterials, meaning the use of a single, recyclable material in a component.

In the production process, BMW is also reducing its carbon footprint. Across the entire lifecycle of the vehicle, the aim is for a one-third reduction by 2030. BMW aims to be the greenest vehicle manufacturer.

That's well and good, and I can feel smug driving along in my electric BMW. But I just don't see any way this reduces the cost of vehicle ownership. Especially since these vehicles are likely to have a useful life of no more than ten years. Welcome to our brave new world.

Naming Conventions

If you're wondering about the internal names for the New New Class, we've got you covered. The i4 is the G26, meaning it is part of BMW's conventional, as opposed to i cars development process, despite it being fully electric and having an i car marketing name. It is also a 4 Series despite being a 4-door sedan. BMW's sedans and wagons use odd numbers while coupes and convertibles use even number model names. Except when the car is a Gran Coupe, which this car is, so it uses the i4 moniker rather than i3. Oh yeah, there already is an i3 that is a completely different sort of car. But, logically, the sedan or wagon version of the i4 should be called the i3, if and when we see such models. There may also be gas, diesel and hybrid versions of the i4, which would presumably get different marketing names. Confused yet? It gets worse.

The iX has an internal project code of i20, making it a product of BMW's

purely electric car development. The only predecessor i cars have been the i3 (i1 internal code) and i8 (i12 internal code). Being named the iX doesn't give us a hint of where this car stands in BMW's hierarchy of models. And there already is the iX3, which is purely electric, so we're not sure where the iX goes in the plan. The first of the iXs to be sold will be the iX xDrive50. That's right, the x in iX is capitalized and the x in xDrive50 is lower case. The 50 will designate the relative position in the iX hierarchy, but it certainly doesn't designate displacement, since the car has a battery pack rather than an engine.

Take a pill and get used to it.



A nice example of the original New Class sedan.

The BMW [SPACE] Program

THE ALL-NEW, FULLY ELECTRIC BMW iX Sports Activity Vehicle and BMW i4 Gran Coupé made their North American debuts during two media events on Tuesday, June 1 at [SPACE] by BMW, a new immersive BMW brand experience at The Grove in Los Angeles (189 The Grove Dr, Los Angeles, CA 90036). Following the initial unveiling, [SPACE] by BMW opened to the public from Friday, June 4 through November 30 from 10:00 am to 7:00 pm daily.

[SPACE] by BMW is a two-story, gallery-inspired brand experience curated by BMW that will feature vehicle displays from BMW, BMW M, BMW i, MINI and BMW Motorrad. Local artist Spencer Mar Guilbert was enlisted to collaborate on the interior design, drawing inspiration from both the natural world and the iconography of street art, to create an organic thread that guides consumers through the journey of BMW innovation, performance and design.

“The debuts of the BMW iX and i4 are only the beginning,” said Uwe Dreher, vice president of marketing, BMW of North America. “We wanted to do something special to introduce these new vehicles, which is why we’ve created a brand platform in one of the most important electric vehicle markets in the world.” Dreher continued: “But [SPACE] by BMW will go beyond just vehicle debuts and displays. We will have a full schedule of programming and events which will create opportunities to engage and connect with consumers.”

[SPACE] by BMW

Over the course of the next six months, [SPACE] by BMW will be open to generate awareness and build excitement for BMW’s electric future. The venue will host different consumer and stakeholder events featuring collaborations in art, music and lifestyle and partnership activations with Marvel in support of the upcoming films, “Black Widow” and “Shang-Chi and The Legend of the Ten Rings.” There will also be opportunities to test drive many of BMW’s current plug-in hybrid electric vehicles.



An Electric Future

The BMW Group has been driving the transformation towards fully electric, connected mobility for more than a decade. BMW’s first purpose-built, fully electric vehicle, the BMW i3, was launched in 2013 alongside the hybrid-electric BMW i8 coupe in 2014. Building on the success of those pioneering vehicles, BMW has continually developed and improved its electric drivetrain technology and currently offers plug-in hybrid electric variants of many of its most popular models including the BMW 3 Series, 5 Series, 7 Series, X3 and X5. The fifth generation of BMW’s electric drivetrain technology will be featured in the BMW iX and i4. MINI is also on its way to an electrified future, expecting to go all-electric by 2030. MINI currently offers the battery electric MINI Cooper SE and the MINI Cooper SE Countryman SE, the brand’s plug-in electric hybrid.

With increased model availability and growing consumer trends, BMW expects that worldwide sales of its electric vehicles will rise by an average of 20% annually between 2025 and 2030. By 2030 fully electric vehicles are expected to account for at least 50 percent of the BMW Group’s deliveries to customers. The BMW iX and i4 represent an important part of BMW’s electric and sustainable future.

The BMW iX

The fully electric BMW iX Sports Activity Vehicle serves as the company’s technology flagship, bringing together the latest developments in the fields of electrification, connectivity, design, and services. The BMW iX will feature a range of 300 miles and two high-efficiency electric motors, providing around 500 horsepower. It will accelerate from 0 to 62 mph in under 5.0 seconds. MSRP is expected to be in the mid \$80,000 range. The BMW iX will arrive in the U.S. market in early 2022. Pre-orders are being accepted currently.

The BMW i4

The BMW i4 is a fully electric 4-door Gran Coupé which will arrive in the U.S. market in early 2022. Pre-orders are being accepted.

With its sporty looks, best in class driving dynamics and zero local emissions, the BMW i4 is a true BMW. The BMW i4 model line will be available in different versions covering ranges of up to 300 miles. With a power output of up to 530 horsepower the BMW i4 can accelerate from zero to 62 mph in around 4 seconds.

The BMW iX and i4 will also be the first two vehicles in the BMW product lineup to feature iDrive 8, the newest iteration of BMW’s driver-passenger-vehicle interface, designed to deliver a more natural interactive and holistic user experience between the driver and their BMW.

BMW NA Press Release



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X7 Pickup Created by Trainees

DEBUTED TWO YEARS AGO at BMW Motorrad Days, the BMW X7 pick-up is a unique conversion performed by BMW Group vocational trainees in cooperation with the Concept Vehicle Construction and Model Technology divisions at BMW Plant Munich. They started with an X7 xDrive 40i, with 340 horsepower. The bed is lined with teak, making this the perfect vehicle for taking gear to the boat. The exterior is painted in BMW Individual's Tanzanite Blue metallic. There are no plans to put an X7 pick-up into production, which is a shame, since clearly America needs a \$150,000 BMW pickup. Lengthen the bed a bit and this thing would sell.





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BMW Group Paves the Way for Production Network of the Future

THE BMW GROUP IS SPEEDING UP the shift towards electromobility and strengthening its global network for production of electrified vehicles. The company is investing 400 million euros in new vehicle assembly at the main plant in Munich and concentrating its European production activities for internal combustion engines at the Steyr and Hams Hall locations. “We are systematically implementing our electrification strategy. By the end of 2022, each of our German plants will be producing at least one fully electric vehicle,” according to Milan Nedeljković, member of the Board of Management of BMW AG responsible for Production.

The BMW Group is systematically gearing its main plant in Munich towards the future. Following the expansion of the body shop and construction of a new resource-efficient paint shop between 2016 and 2018, the company will be investing around 400 million euros in new vehicle assembly between now and 2026. “We are continually developing Plant Munich towards electromobility and creating efficient and competitive production structures for this purpose,” explained Nedeljković. “This decision signals our strong commitment to the Munich location.”

Manfred Schoch, Deputy Chairman of the Supervisory Board and Chairman of the European and General Works Council of BMW AG, noted: “The decision to build a new assembly at our almost 100-year-old Munich plant shows that transformation can secure, and even create, industrial jobs in the heart of the city—if it is approached strategically, and with courage. This decision provides a model for successful transformation in the German industry.”

The future assembly and its production processes will be designed for a new cluster architecture geared towards electric drive trains. Said Nedeljković: “This architecture will be in use from the middle of the decade. It will ramp up for the first time at our future plant in Debrecen, Hungary, before being rolled out across our global production network in stages.”

The new assembly in Munich will be built on the site currently used for

engine production. The combustion engines with four, six, eight and 12 cylinders produced there will be manufactured at the company’s locations in Steyr in Austria and Hams Hall in the UK going forward. “Restructuring our engine production network is a strategic move geared towards the future. We are also boosting our efficiency and optimizing our capacity utilization,” explained Nedeljković.

From next year, the BMW i4 and BMW iX will come off the production lines in Munich and Dingolfing

respectively. Fully electric variants of the new BMW 7 Series and the future BMW 5 Series are also ready to go in Dingolfing. Plant Regensburg will also start manufacturing the new BMW X1 in 2022, which will be available both with a combustion engine and a fully-electric drive train. From 2023, BMW Group Plant Leipzig, which has built the iconic BMW i3 electric car since 2013, will produce the successor to the MINI Countryman, with a combustion engine and as a fully-electric variant.

BMW AG Press



Dr. Milan Nedeljković is the Member of the Board of Management in charge of Production.



HAGERTY. Let's Drive Together

Local contact: Mal Maloney | 206-295-4877 | mmaloney@hagerty.com

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E-Drive Production Ramps Up

PRODUCTION OF FIFTH-GENERATION high-voltage batteries and battery modules for use in the BMW iX and BMW i4 is now underway at the Competence Center for E-Drive Production in Dingolfing. At the same time, the company is also increasing production capacity for its fifth-generation electric motor, which has been built in Dingolfing for the BMW iX3 since 2020 and will also power the BMW iX and BMW i4. “We expect at least 50 percent of the vehicles we deliver to our customers worldwide to be electrified by 2030. To achieve this, we are relying on our extensive in-house drive train expertise: We are increasing capacity at existing drive train production locations—like here in Dingolfing—and developing capabilities at others—like recently in Regensburg and Leipzig,” explained Dr Michael Nikolaides, Senior Vice President, Production Engines and E-Drives, BMW Group.

The BMW Group is investing more than 500 million euros in expanding production capacity for e-drives at its Dingolfing location alone between 2020 and 2022. From 2022, it will produce e-drives for more than half a million electrified vehicles. The BMW Group will invest a total of around 790 million euros in expanding capacity for electric powertrain components at its Dingolfing, Leipzig, Regensburg and Steyr locations between 2020 and 2022.

Standard production of the BMW iX will soon get underway at BMW Group Plant Dingolfing, followed by production of the BMW i4 at Plant Munich in the autumn. The highly integrated e-drives and high-voltage batteries for these vehicles will all be manufactured at the Competence Center for E-Drive Production in Dingolfing. The BMW Group already began producing battery components at Plants Regensburg and Leipzig in April and May 2021. In line with growing demand for e-drives, BMW Group Plants Landshut and Steyr are also stepping up production of e-drive housings.



The Dingolfing plant is BMW’s center of competence for e-drive.

Anders Warming to Head Rolls-Royce Design

ANDERS WARMING HAS BEEN APPOINTED Director of Design for Rolls-Royce Motor Cars effective July 1, 2021. Warming, 48, will rejoin the BMW Group from Warming Design, the company he founded in 2019. Previously, he spent 20 years in various positions with the BMW Group, including Head of Design at MINI and Exterior Chief Designer at BMW.

Warming was the designer of the E85 Z4 and the GINA concept vehicle. His job at Rolls-Royce will include taking that most traditional of brands into the age of electric vehicles. Warming loves being on the bleeding edge of design, so it will be interesting to see where he takes Rolls-Royce.



The GINA stands for Geometry and functions in ‘N’ Adaptations. It featured a fabric skin.



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