



Zündfolge

Quarter 4, 2021





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KALENDER

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To join the Club, renew your membership or change your address, contact BMW CCA at:
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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.

September 22, Wednesday

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

September 25, Saturday

Oktoberfest at Griot's Motors, the first of what is hoped to be an annual event.

September 26, Sunday

Burgers & BMWs at Triple X in Issaquah. Better late than never, Burgers & BMWs returns after a year missed and a delay from our usual spring date.

October 8, 9 Friday, Saturday

Walla Walla Wine Tour. A tour of the Walla Walla wine region and two nights at the Marcus Whitman Hotel.

October 27, Wednesday

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

November 17, Wednesday

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

December 15, Wednesday

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

Watch the chapter website for more events as they are scheduled.



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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: Help Wanted



I SEE A LOT OF “HELP WANTED” SIGNS IN THE LOCAL AREA, so I figured I’d put one up here. While I am excited about the Club being likely to execute all of our normal events next year, I actually see opportunity to expand to new events with new Special Interest Groups. How cool would a Z Car Day, and an X Car Day, or an i Car Day be? But there’s a problem: your board is a small group of volunteers. And the board actually has some gaps in key positions right now. We also have long-serving people in some posts who deserve a break. We need new and frankly younger people on the board to chair new initiatives and provide diverse perspectives on our regular policies and programs. The truth is, we can all have good ideas, but without passionate people from within the Club volunteering to lead, those few

Dan Patzer



Daniel Patzer was owner operator of “Bimmers Only” for 50+ years. He was a man who was always eager to share his passion and knowledge

of BMWs with everyone. Dan joined the Pacific NW chapter of BMW ACA in its infancy. In those early years Dan took on the job of Editor. He named the newsletter *Zündfolge* (firing order) and wrote dozens of technical articles. His motto has always been, “Do it right or don’t do it.”

of us old-timers on the board simply can’t make it all happen. We could use some help with the following:

Website Content and Administration Experts

Running our website and email lists takes effort and key skill support to accomplish securely and in a timely manner. Our small team could certainly use some help and I bet there are a few Club members in the Puget Sound who have those skill sets.

Videographers

Are you good at filming and editing videos? Got drone skills? We would like more video content covering our events on the chapter website. If you are a professional who is also a Club member, this could certainly add to your resume.

Event Chairs

Is a board position too much of a commitment? How about running one event? We’ll help you, but we need people to chair events for the chapter.

Social Events

Not all of our events involve cars. Could you organize an event around something you are passionate about? A little bit of work but a lot of fun. And the Club can help cover costs and provide insurance coverage, if needed.

He became the Pacific NW adviser for BMW CCA for many more years, spending hours on the phone providing guidance, sharing his knowledge, and expertise over the phone, as well as providing instructions with detailed photos via email and Facebook.

With passion for fine machinery he became involved with the local BMW motorcycle club. Dan had a long and happy life; he lived his way. He died August 18, 2021. The Northwest BMW community has lost a legend. He is survived by his wife, Marilyn, his daughter, Anthea Becker, and his son, Phillip.

Our condolences to his family.

Special Interest Group (SIG) Leaders

Are you an (insert favorite BMW body code here) fan? Why not be the point-of-contact for all like-minded folks within the Club for events and other things for fans of that type of BMW? What other SIGs can you think of?

As we move toward 2021, consider leading something cool next year for the Club. Or assess if you have some spare time to serve in a board position. If you would like to observe a board meeting, that is always open to any member. Right now, it’s easy because we do them via Zoom. Send me an email at president@bmwpugetsound.com if you want an invite to your Club’s next board meeting.

If you have a skill and want to get more involved—increase your BMWness—contact me directly at president@bmwpugetsound.com. I want to talk to you about what you can add. I think you’ll find, as I have, that we come for the cars but stay for the people we meet. Club involvement is very rewarding.

mit besten grüßen!

Andy Wiest

Zündfolge
Quarter 4, 2021

ON THE COVER
The i Vision Circular is BMW's concept for a recycled and recyclable car for 2040.
Photo by BMW Press



The End of *Zündfolge* ... and a New Beginning

THIS IS OUR LAST “ISSUE” OF *ZÜNDFOLGE* AS WE’VE KNOWN IT. *Zündfolge* has been the chapter’s newsletter/magazine since 1975. During 2021, *Zündfolge* has been PDF only but before that it was an ink-on-paper publication mailed to members.

Dispensing with printing *Zündfolge* and sending it via snail mail was a fait accompli once the national board changed the dues-sharing arrangement between the national office and the chapters. The chapters have been left with so little money that operations have become difficult and the print magazine became a luxury we could no longer afford.

But this just confirmed the path we were already on. It had become abundantly clear that we could communicate with our members quicker, more frequently, and more cost effectively via electronic means. Thus, the path forward for the chapter is website centric with social media and outbound emails being the way we will make members aware of what is happening in the chapter.

Most of you know this has already begun, as we’ve been using *Around the Sound* bulk emails for a few years now, along with *Zündfolge* and other means.

A Little History

The chapter has had a printed publication almost since its founding as BEPS (BMW Enthusiasts of Puget Sound) in 1970. The chapter name changed to BMWACA, Puget Sound Chapter in 1972, as we affiliated with the Los Angeles club and the International Council of BMW Clubs.

The publication’s name was *Aus Freude Am Fahren*, but that was BMW’s slogan, so a new name was needed. In 1975, a contest was held to rename the newsletter. Dan and Marilyn Patzer’s suggestion of *Zündfolge* (firing order in German) was the winner. August 1975 was the first issue bearing the new name.

Zündfolge started in a small, 7" x 8.5" format. They were black and white and often enough covers were printed to serve for multiple months. Most articles dealt with technical issues, as BMW’s support for their cars wasn’t the best back then.

By the end of 1981, we had our first color cover, albeit enough were printed for a year at a time, so it looked like the same newsletter was coming to your house every month. April 1986 marked the transition to a full 8.5" x 11" format. The color covers were still printed in bulk, but we were able to print the date on the outside in black. The interior remained black and white for a few more years.

In August 1987, we actually reverted to black and white covers, the tradeoff being that the cover was unique each issue. This scheme persisted for years. It wasn’t until March 1994 that we were able to print a different color cover with each issue. With a color cover, it took us a while to understand that we could print full-bleed (to the edges of the cover). We first took advantage of that in November 1994, when we featured the new, at that time, Sandro Chia Art Car and gold metallic ink. That issue may be my favorite *Zündfolge* cover of all time. At that time, doing color printing meant doing color separations (negatives) in four colors and requiring four passes of the press! Five with the gold ink! It was expensive and limited as a result.

Of course, a printing press does more than one page per impression. In the case of *Zündfolge*, four pages were printed at a time. That allowed us to add a color centerfold starting in September 1996.

In 2000, after a long debate, the chapter voted to join BMW CCA as the Puget Sound Region Chapter.

It took a long time before we could do the entire interior of the magazine in color. What changed was digital printing replacing the traditional methods of layout and separations for color photos. July 2010 was the first *Zündfolge* in full color.

Through most of this time, *Zündfolge* was published 11 or 12 times a year, although there were a few exceptions. As digital media started to supplement *Zündfolge*, the frequency of the print magazine has decreased. In 2013, we went to six issues per year. In 2017, we went to quarterly issues. The year 2020

marked the last ink-on-paper issues, while this year has been a transition from quarterly issues, electronically only, to our digital future, which starts after this issue.

Contributors

The history of *Zündfolge* is one of an extraordinary publication by a local car club. It has only been possible to create, thanks to the dedication of a lot of volunteers over decades. This includes writers, photographers, editors, advertisers, layout people, production specialists, and so many more. On behalf of the chapter, let me simply say Thank You for your efforts. This has been something we can all be proud of.

A New Beginning

While *Zündfolge* is ending its run as a magazine, it has a new beginning as a medium. The chapter’s website will be the center of our universe, with social media and push email being used to inform members of what is new, with links back to the website.

Those push emails have been called *Around the Sound* for several years. As part of our rebranding and reconstituting of our media presence, *Around the Sound* is being renamed *Zündfolge Mail* or *Z Mail* for short. We hope this will honor and continue the heritage of the publication within the Puget Sound Chapter.

Own a Piece of History

For those who would like to keep, collect, or just peruse some of the historical ink-on-paper *Zündfolges*, let me know. We have a bit of an archive which will be brought to various events and are available to members. You can also arrange to pick them up from my home or a mutually agreed location.

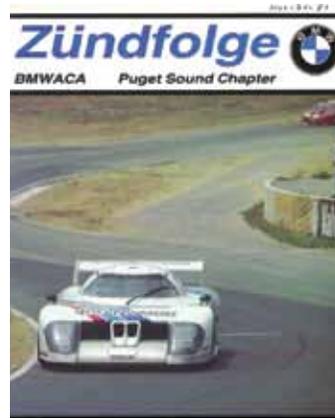
David Lightfoot
Zündfolge Editor



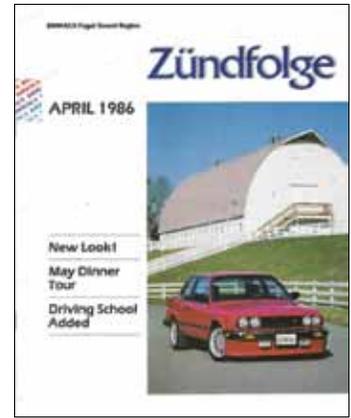
July 1975 marked the last use of the *Aus Freude Am Fahren* name for the newsletter.



August 1975 still had the tagline at the bottom but the name of the publication became *Zündfolge*.



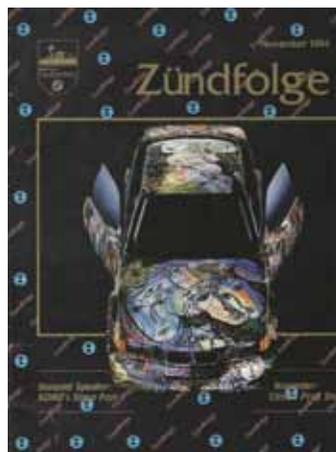
The November/December 1981 issue had our first color cover. It featured the M1C driven by David Hobbs.



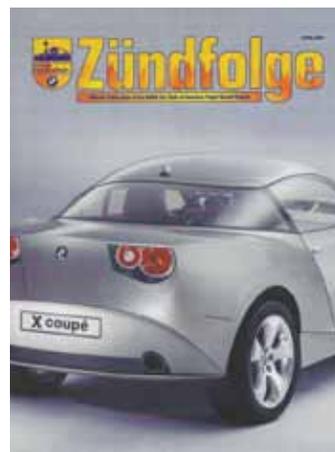
April 1986 was a big deal because we went to a full-sized magazine.



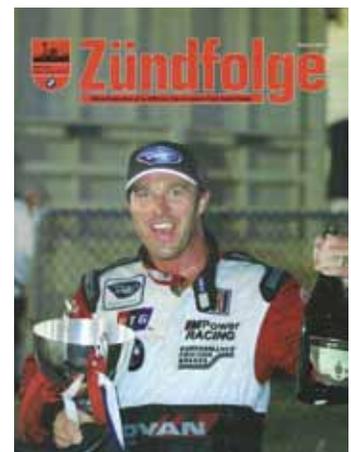
Starting in March 1994, we were able to do a different full-color cover with each issue.



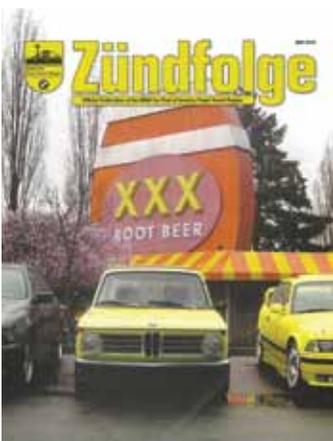
November 1984 was a real beauty with the Chia Art Car featured.



April 2001 featured the X coupe, famous for its flamed surfacing. Note the *Zündfolge* flaming letters.



March 2007 The world's winningest BMW driver, Bill Auberlen, graced the cover shortly after speaking at our banquet in Bellevue.



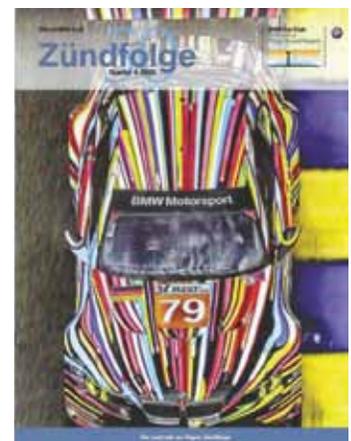
May 2010 had a yellow 2002 at Burgers & BMWs at the Triple X.



May/June 2013 - CSLs stand proud at our annual Concours d'Elegance.



September/October 2016 featured the restored Elvis 507.



The final ink-on-paper issue in Q4 2020 featured the Jeff Koons Art Car.

We're Getting a New Logo. Soon. Maybe.

OVER THE YEARS, your local chapter of the BMW CCA has had six logos and we're supposed to get another one soon. Why? Well, there's a story and a history behind that.

The current logo, a horizontal rectangle, has been in place since 2011. Given that these logo changes seem to occur about once a decade, we are due for a change. And since BMW has changed their corporate logo, it was time to change the logos of all the BMW clubs in the world. That process is underway.

Given that we've had a horizontal logo for the last ten years, it only makes sense that all the clubs will go to a vertical logo. Right? Change for the sake of change. The new logos for all BMW clubs worldwide will feature the new company logo at the top. The club's name will go above the mid-point of the logo and the club's discretionary portion—which is supposed to be a picture of some sort, no words,—will be at the bottom.

We have received a 33-page document dated July 2021 which provides guidance to the specifics of the new logos. So, we can get going on a new design, right?

Well, no actually. You see, BMW AG has created a new corporate font. It's a regular font in widespread use, but they've modified it slightly and now claim it as their own. All the new club logos must use the font, but they won't give it to us. I am not making this up.

Instead, in each country, they are providing the Holy BMW Font only to the national club organization, and then requiring an extensive non-disclosure document be signed by the national clubs. The national clubs must then design their chapters' logos and provide them to each chapter, while not allowing the chapter access to the Holy BMW Font.

Len Rayburn, the BMW CCA Creative Director, is designing all the chapter logos, each of which must go through the approval process in Munich. The logos are supposed to be available to the chapters by the end of 2021. But the 33-page guidance document has been modified but not yet distributed. I think a new Pope can be picked faster than this. Look! We must have a new logo! The tailpipe smoke has turned to white!

BMW's New Logo

BMW changed their corporate logo in March, 2020, which probably started the entire rebranding the chapters are getting caught up in. The historical logos are shown. The new logo, which comes in two versions, is considered a more modern interpretation of the historical logo. The official word from BMW is, "As an essentially modernized BMW brand appearance, it reflects the importance of the BMW brand for mobility and 'sheer driving pleasure' in the future and is a synonym for the conversion of the BMW brand into a 'Relationship Brand.'"

They go on, "With the candor and clarity the new transparent BMW symbol emanates, it entices more than ever before to **become a part of the World of BMW.**" You won't be surprised to learn that the boldfacing is BMW's.

With all this candor and clarity, I'm confused about what sort of relationship BMW intends with each of us. Actually, I think I get it. This is just marketing bullshit, but maybe BMW's marketing people believe it.

David Lightfoot

The BMW Club Logo

THE OFFICIAL SIGN OF A BMW CLUB. THE BMW CLUB LOGO.

Transparent (main) version:

BMW Club logo
The "transparent" version of the BMW Club logo (white text, white lines, blue and white version of the BMW symbol) is to be used whenever possible.

Only if not possible (e.g. because of a pattern, a restless or a white background), please use the "fallback" version (see page 14).



The BMW symbol is a promise of quality and stands for mobility at premium level.

The Name of the club (containing the term BMW Club / BMW Clubs / BMW [xyz] Club) clearly identifies the club as a member of the official BMW Club Organisation. It always appears in the top line, extending at maximum to the second line. A more detailed specification is provided in the remaining lines (e.g. a region or a section).

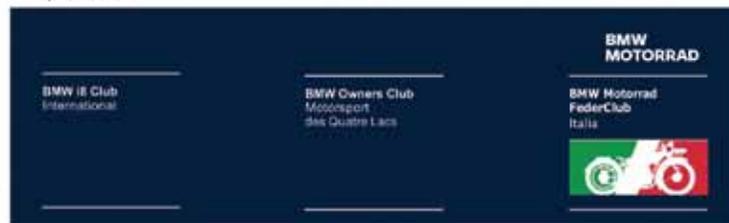
The BMW Club signet has a fixed aspect ratio of 10:4 and appears in a prominent position, directly below the club name.

Every BMW Club is required to create a master of both, the transparent and the fallback version of their individual BMW Club logo for approval by BCCM.

Fallback version:



Special versions:

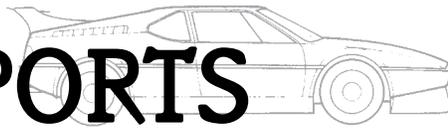


Please note that the logos shown in this document are conceivable implementations of the changes. These examples may not be currently confirmed or used by the respective BMW Club.

For some BMW Clubs, the BMW symbol may be supplemented with the symbols of BMW M or BMW i or the wordmark of BMW Motorrad (see page xx).

The so-called pairing may be utilised **only** by clubs with the respective clear reference and the explicit approval of BCCM.

MOTOR SPORTS



“One must maintain a little bit of summer, even in the middle of winter.”

– Henry David Thoreau

OUR DRIVING SEASON WILL HAVE ENDED by the time you all get this last Motorsport Column in the *Zündfolge* format. The quote from Thoreau is appropriate for this time of year. For those of you who enjoyed the Car Control Clinics and High-Performance Driving Education events, it might be time to keep that summer excitement going until next year. Now that there are no more track events and you have cleaned all the brake dust from the wheels, what is there to do until next year? Here is the 2022 Track and Car Control Clinic Schedule:

Pacific Raceways

April 15 Friday HPDE and CCC

May 6 Friday HPDE and CCC

June 17 Friday HPDE and CCC

July 7 Thursday Lapping Day from 9:00 am to 5:00 pm Solo drivers only

August 19 Friday HPDE and CCC

September 8 Thursday Lapping Day from 9:00 am to 5:00 pm Solo drivers only

The Ridge Motorsports Park

July 28 Thursday from 9:00 am to 5:00 pm

Although lead-follow has its advantages, there is really no substitute for having an Ultimate Driving Instructor in the right seat coaching you around the track. Perhaps a possible substitute would be the Garmin Catalyst, but a real live person is more fun and cheaper.

The Catalyst is being promoted by Ross Bentley as a very effective tool for driver training. Before dropping over \$1,000 for one of these, consider spending more time with an instructor even if you are a solo driver. Having that instantaneous, personal feedback is invaluable. Whenever you see a yellow shirt (instructor) wandering around the paddock, do not hesitate to either ask for a ride in their car or have them go out in your car. As instructors, we are here to assist drivers learn how to drive and enjoy this wonderful hobby. Even as an instructor, I appreciate and improve

my driving when I ask another instructor to ride along. We can learn something new and should strive to always be learning something new.

Starting next year, the traditional Motorsports Column in the *Zündfolge* will change. We are moving to an all-digital format. The advantage of this format is that driving-related information can be disseminated to you all any time. We are working on the final versions of the format. Look for announcements in the future.

In the meantime, keep thinking about driving. Apply what you have learned in a Car Control Clinic or HPDE to everyday street driving. They're the same: vision, smooth inputs, and control.

See you on the track!

Steve Libby

Senior Driving Instructor
Co-Chief Driving Instructor



Both drivers and instructors have commented that they appreciated the ability to have in-car instruction again.



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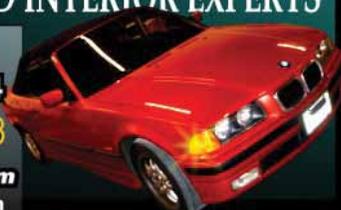
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Driving in the Real World

25 Ways To Improve Your Driving Immediately



Photo by Mi Ae Lipe.

REGARDLESS OF YOUR DRIVING SKILL, the type of vehicle you own, the season, or the road conditions, here are 25 practical tips to immediately improve your driving the next time you get behind the wheel:

1. Our brains physically can't see when our eyes are moving—only when our heads are still and our eyes can focus on the scene. That's why we may not see pedestrians, two-wheelers, and even entire cars when we're quickly glancing. Worse yet, we're more likely to miss something when we don't expect to see it. Slow down and be mindful when you look.
2. Practice regularly scanning the road a quarter of a mile ahead, or at least as far as you can see. This will help you anticipate changing conditions and traffic.
3. Don't hog the left lane and hold up traffic. Move over to the right to let faster drivers pass, even if you think you're in the "right." It's always better not to trigger road rage.
4. If you're behind a tall delivery or semi truck on streets with traffic lights, don't follow it too closely. If its driver runs a yellow light, you may not see that the light has turned red until the top of the vehicle clears the light. Then you may find yourself in the middle of the intersection with cross traffic already coming at you.

5. Regardless of what else you may be doing or is happening in your car while you're driving, never, ever take your eyes off the road for more than a second at a time. Even less is better.
6. If you're stopped for a red light at an intersection and the light turns green, quickly look both ways before you proceed to check for red-light runners.



Photo by weicheitfilm, iStock.

7. Don't brake unless it's truly necessary. Don't accelerate unless it's truly necessary. Keeping a light foot on both pedals saves both expensive fuel and your brakes.
8. Every time you run a yellow light, you may be forcing someone in the opposite direction who is trying to turn left to get caught in the middle of the intersection with oncoming traffic.
9. When you parallel park or do a three-point turn, look in the direction you want to go before you start moving the car. It makes all the difference in the world.

10. If you're trying to turn left and need to yield to oncoming traffic, it is fine to creep forward into the middle of the intersection if (and only if) you're the first vehicle in line. However, never turn your front wheels until you're ready to make the turn; if someone rear-ends you, they'll push you right into oncoming traffic—a potentially deadly scenario.
11. You can relieve your stress and fear by breathing deeply and relaxing. It's physically impossible to be tense when you're exhaling fully. Read more on my blog post about the subject: <https://drivingintherealworld.com/singing-on-the-ice>.
12. Your car is not your therapist. If you've fought with your boss, partner, or friend, don't use driving to blow off steam—or your vehicle as a weapon.
13. If you're stopped at a light and people are crossing in front of you, put on your parking brake briefly until they've completed crossing. The reason? If someone rear-ends you, your foot will slip off the brake and push your car right into them.
14. If you're stopped in traffic with a vehicle or obstruction in front of you, and in your rearview mirror you see someone barreling up from behind, do one of two things: (1) try to steer out of their direct path, or (2) if you have no room to move aside, set your parking brake—it may help restrain your vehicle to some degree when you get hit from behind.
15. A front-seat passenger should never bend their head down to retrieve something off the floor or put on their shoes—or put their feet up on the dashboard. Frontal airbags explode at mind-boggling speeds—at about 120 mph on the driver's side and up to 160 mph on the passenger side (it's faster there because the bag has farther to travel to reach a person).



16. An airbag works safely only if the occupant it is meant to protect is wearing their seatbelt. An airbag is designed to protect only at certain predicted angles; if a passenger's not wearing their seatbelt, that angle changes and the person slips aside, making that bag's cushioning far less effective or even useless.

17. You still need to buckle up if you're a backseat passenger (that includes taxi and Uber rides). Such riders (and unrestrained pets) have killed front-seat occupants when they shot through to the front seats. Unbelted back-seaters often get ejected out the windows or even the windshield.

18. You're 23 times more likely to crash when texting while driving. Texting has also been proven to be more dangerous than driving under the influence of alcohol. Enough said.

19. Aside from their chemical impairment effects, both alcohol and caffeine contribute to dehydration and heat exhaustion, which in turn affect fatigue and reflexes. It's something to watch out for on a long road trip—or really any time you drive.

20. Apps that automatically answer your smartphone may not be enough for you to resist the urge to check your device while you're driving, especially if you hear or see a notification. Putting your phone in silent mode in the backseat or even the trunk where you cannot reach or hear it may be the single safest thing you can do.

21. A vehicle that's "hovering" alongside your vehicle may need to change lanes into yours, even if their turn signal is not on. Watch for this. Also, be sure that your windshield pillar isn't blocking your view of their rear turn signal; learn to look around it to search for this possibility.



Photo by Imagegami, iStock.

22. On highways and multilane roads, avoid traveling next to vehicles when you'd all be running two- or three abreast. Stagger your position so that an "escape space" is always available.

- 23. Speed begets speed, and we humans have socially evolved to copy what others are doing, even if we don't notice it. If you're going too fast, it may influence others to be unsafe as well.
- 24. A mark of great versus good drivers is how they position their vehicles within their lanes to anticipate potential hazards and changing situations.
- 25. Get in the habit of looking in your mirrors every time you brake, accelerate, or are about to enter any intersection. It's tough, I know, but it builds awareness, alerts you to what's happening around you, and creates a muscle memory that will become automatic over time. And it really could save your life one day.

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.

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PRO3™

The PRO3 Line

Nicholas Carbaugh

SUMMER'S OVER, POINTS ARE TOTALED, AND THAT MEANS THE ICSCC PRO3 CHAMPIONSHIP IS DONE. Another victor is crowned in the most competitive racing class in the Pacific Northwest. A big highlight of the year was the Pacific Northwest Historics in early July. The relaxed atmosphere of a non-points race caused some atypical on-track fun. Rumor has it the fastest drivers intentionally backed up the field to keep the action two wide up and down the grid. The PRO3 documentary was out filming so look for great footage at (<https://pro3film.net/>). Getting bunched up was a great learning experience for newer racers who would normally drop out of the pack early in the race. In other sessions the grid was flipped into a "reverse grid" allowing the new and sedate to have the experience of leading the pack to a green flag. I'm sure the fastest guys entertained the crowd passing 10-15 cars in that short 8 lap race.

While the PNW Historics were action packed, the last race was where the real points would be counted and champions crowned. The title wasn't secure till the last weekend of racing as two top heavyweights in the class still had a shot at the title. It was an exciting weekend that I just have to recap.

It was #244 Corey Peters in his lime green eyesore chasing the hard charging #151 of Matt Lowell, both drivers finished third and fifth respectively in the last Points season in 2019, but both always near the front. Matt was slowly pulling ahead of Corey with the gap only jumping 10 points after Matt was handed a victory when the leader crashed out of race #4 at Pacific Raceways. That was a tough race for his normally metronomic rival Corey who languished back in sixth. (A position us regular joes only aspire to.)

On the final weekend Corey was put in a difficult position with a 13 point gap to close. He did what he needed to do and put the #244 on Pole position for Saturdays "Thunder at the Ridge" race. When the green flagged dropped Matt had a scruffy first lap, it looked like the tide had shifted, and Corey may get the win he needs to keep his championship hope alive. The ridge after all IS a hard track to pass at and Matt had slipped to a ragged fourth with some great drivers between him and victory.

To win a race in PRO3 you need to be a tactician, a student of details, and possess raw speed. But to win a championship? You have to WANT it. BAD. Some say it was a great pass, some say maybe a step too far, a hail-Mary, a lunge of questionable proportions, on

the very edge of control. On the second lap Matt launched a double pass into 8A that made one thing clear: That Championship was HIS and Matt was going to take it. (You be the judge. Go to the 2 min 30 second mark (https://youtu.be/2Q4vE_nISq8?t=159)). The rest of the race was all but a given. The incredible drive and traction of the #151 out of the last turn was just too impressive for even a high caliber driver like Corey to defend against. By the end of the race Matt had claimed victory and enters into PRO3 history as a PRO3 Champion 2021. Later that evening his wife hosted the annual PRO3 taco party in celebration where he held court over his defeated rivals.

The final race of the season on Sunday also did not disappoint. A 10-row deep



Photo by Scott Eckert.

PRO3 Scott Eckert's New Car.



PRO3 Smokey Track Walk.

split start filled the Ridge with screaming BMW in-line sixes. Battles raged up and down the field. PRO3 newcomer Scott E led the first half of the race, fending off repeated attacks from some of the best drivers in PRO3. I guess we can finally stop calling him a new guy. Eventually chaos gave way to performance and the top three ended as they did in the season's championship points. Matt Lowell, Corey Peters, and Scott Eckert all in close formation. The whole championship results can be found at [icssc.com/](https://www.icssc.com/).

Now that the season is over and the cars are cleaned up and tucked away for winter maintenance, I reflect back on the season's calamitous moments, thrilling racing, and heartbreaking defeats. What makes PRO3 popular is sharing all those moments with the people who make up the grid. Drivers, mechanics, volunteers, wives, dogs, and kids who come together in the spirit of sport and the love for racing classic BMWs. Without the people it wouldn't be such a magnetic class for new and experienced racers. One of the biggest shock performances this year has been Scott Eckert getting third in the championship. Just last year he was going through the novice program and this year he was immediately on the pace. When asked about his favorite racing moment he said *"It had to be my first*

PRO3 race in the new-to-me car at Portland International Raceway in May 2021. In order to prepare for the race and better learn the track, I spent a lot of time watching Corey Peters' race videos. In several of these videos, he's battling Brian 'The Champ' Bercovitz. It was my first weekend in the new car and I had no idea what to expect position-wise. When I found myself battling with Brian during my race, it was a surreal is-this-really-happening moment. I have tons of respect for these drivers and it was a lot of fun learning race-craft first-hand from one of the best. Lots of preparation goes into getting the car out to the track, and just showing up feels like a mini

victory. So having a good result after a hard fight is especially satisfying."

If you would like to join us, please engage with us during the off season. Follow us at PRO3racing on Instagram. Look for the next season's calendar at (<https://www.icssc.com/>). Come out to a HPDE with the BMW Club. Grab your race license from our partners at <https://proformanceracingschool.com/>. Plan to walk the pits next year or work a turn station for a ICSCC race to get a front row seat from unique angles.

See the track, meet the crowd, and feel if speed is calling you. If it is.... I hope to see you when the next green flag drops.



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'Lectric Road Trippin' Across Washington in an i3S

By Andy Wiest

"YOUR SCIENTISTS WERE SO PREOCCUPIED WITH WHETHER THEY COULD, THEY DIDN'T STOP TO THINK IF THEY SHOULD."

Dr. Ian Malcolm

(played by Jeff Goldblum) in Jurassic Park

(OK, it's a campy title, but how often do you get to use the terms "lectric" and "trippin'" in context? The editor was in his prime when those terms were "hip"... so let's see if he keeps them!) *(The Editor is having difficulty remembering his 'prime.')*

I decided to answer a question that I bet many of you have asked: "I wonder how hard it is to take a commuter EV on a road trip across Washington State?" I may have asked that with an adult beverage in my hand. It's a little foggy. Nevertheless, I decided that I would at least make the attempt. This is the story of my 350ish mile trip from Kingston to Pullman. In 90°F weather. In an i3S. What could go wrong?

First Some Background

Last year we purchased a 2018 i3S REX. It was, and is, our first electric vehicle. Why did we do this? And why something as polarizing as the i3? (People either love it or hate its "fugliness.") We needed a true 4-seater commuter vehicle to accomplish those car missions not particularly suited for Clifford (our Big Red Truck); Drei, the 335i with 180K (whatever breaks next will likely be expensive and immobilizing); or Eins, the 135i track car (can you say "harsh ride?"). The specific impetus was my new job, where I needed to drive 60 miles roundtrip to work and back.

To be honest, I didn't like the little i3 when it came out. It seemed silly. More importantly, I wasn't impressed with other EVs and still have the same opinion of the Prius as Jeremy Clarkson. But when several friends in the Club bought i3s and I got to experience them, I could see the appeal. It's a unique and high-tech design, well ahead of its time. Carbon fiber throughout. And it's surprisingly

light, especially compared to other EVs. (Looking at you, Tesla.) If you have (or install) a level 2 (240V) home charger and can get to work and back within the battery mileage, it becomes very practical and economical. And the looks grow on you. The part I didn't expect was that it would be so much fun to drive. It's rear wheel drive. It has 200 lb-ft of torque ... immediately. It drives like a true BMW. I even took it to the track during one of our Car Control Clinics and it was well balanced and sporty (the S model does have a sport mode, after all). But we did buy the model with range-anxiety insurance: The Range Extender (REX). Which proved prescient for my road trip.

REX

The REX is a 650cc BMW scooter motor that functions as a backup generator for the car. It fits neatly under the trunk in the back but it does steal some cargo space compared to the Battery Only Vehicle (BEV) version. It's important for the discussion that follows to understand

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that the i3 REX is not a true hybrid as we typically use the term today. The powertrain is completely electric. The gasoline engine, left to its own devices, automatically starts at 6% battery power and, with a 2.4-gallon tank, can take you about 60-80 miles. Or you can use a feature called Hold State of Charge (HSOC) at any battery level below 75% (so there's no danger of overcharging) and have the REX start and preserve your battery level. So, while it provides insurance against range anxiety, REX does require some understanding and planning to use it wisely, if you are going on a longer road trip. My mental model for the i3 REX power system is a WWII submarine. They had a battery for operating submerged and diesel engines for operating on the surface and charging the batteries. The metaphor isn't perfect, but it works.

With the battery fully charged on our 2018 model (newer models have ~1/3 more battery capacity), it can take me 100-120 miles, depending on which mode I put the car in (Sport, Comfort, ECO PRO, ECO PRO+). Typically, I drive in ECO PRO in summer (because the AC is still operable), and Comfort in winter (gotta have heat!). ECO PRO+ is very efficient but has no AC or heat, but it is good if you really want to stretch the battery miles. Range also depends on driving style and geography, as well as your average speed and the nature of your trip (starts and stops). But all of these are true of any traditionally fueled car as well, you just don't notice it as much because the energy reserve in the fuel tank is large.

What is not true of traditional cars is that the i3 can reclaim energy from active braking. It uses the electric motor as a generator to slow you down when you take your foot off of the accelerator pedal, which recharges the battery. Think of it as engine braking that magically puts gas back in the tank. If you are thoughtful in your driving, you can actually use this feature to slow the car every time and almost never engage the actual disc brakes. Pretty cool. But not so useful on long road trips at constant speed, unless you are going downhill.

So, with an understanding of how the i3's energy management is setup (and every EV has their own slightly different take), let's move on to the real discussion: how to take one of these



little cars on a 350+ mile road trip. While Tesla has pioneered the long-range EV and has built a formidable charging infrastructure throughout the U.S., not everyone has joined the Cult of Elon. Nor are Tesla Superchargers available to the rest of us ... yet. To be fair, I knew from the start I was taking the i3 out of its comfort zone. It's not designed to be a cross-country GT car. But I have family in Eastern Washington and since I had some time to plan for the visit and it would be too hot to take the convertible, I decided to attempt the trip in the i3. To further invoke Jeremy Clarkson, "How hard could it be?"

The first thing to understand is that the current EV charging infrastructure is similar to the early 1900's era of fuel availability or the early years of the cellphone industry. It is balkanized, with dozens of companies with differing prices, schemes, and standards. Also, there is an uneven distribution of these chargers across the country (unsurprisingly, a much higher concentration around major metropolitan areas), and, as I discovered, some reliability and availability issues.

There is also the issue of poor universal charging standards. Almost all EVs can use common level 2 chargers, but these are impractical for road trips unless you are using one overnight at a hotel or something, as they charge slowly. Level 1 (110V) are out of the question unless it's an emergency. What you really want to use are DC Fast Chargers (DCFCs) which can give a 60% charge from 25-85% in about 30 minutes on the 94A-hour battery in my i3. (Note: you typically want to stop at 85% because the i3, like all EVs, slows down the charge rate as you approach 100% for battery life reasons, so 85-100% is a slower, non-linear profile.)

The first thing to do in planning an EV road trip is to open your preferred

map app and figure out which DCFCs are on the way, and then get accounts and apps for the providers you intend to (or might need to) use. I also went on some online EV forums and asked about reliability and availability of the chargers in question and received some helpful advice. Each charging provider app also provides information on the availability and status of their own chargers as well. The overall goal was to minimize stops and use the REX judiciously and smartly to extend the range to get to my desired DCFCs and, ultimately, my destination.

So, having put my trip into Google Maps on my phone and also into the i3 navigation system, and with Jeff Goldblum's fateful words echoing in my head, I departed my home with a full fuel tank and a fully charged battery. I started on battery power alone and planned my first stop at BMW Northwest in Tacoma (shameless plug: this is where I got the i3) because they have a DCFC that is free for the first 20 minutes. Fortunately, it was open when I arrived and I was able to fully recharge the battery in 30 minutes while I looked at expensive cars and chatted with some people I know.

Next was the journey to Snoqualmie Pass on I-90. In this case, once battery fell to 75% (somewhere around North Bend), I manually engaged HSOC to start the REX. Going uphill, the REX can't keep up with the cars power requirements at 70-75 MPH. (I elected to drive the way I wanted versus hyper-mile it and annoy everyone on the road as the i3's most efficient speed is 56 MPH.) In the end, the 18-mile uphill journey used 25% of my fuel and only 9% of my battery. That made getting to Ellensburg, where I knew there were DCFCs, pretty straightforward. I pulled into Ellensburg

Continued on page 14

'Lectric Road Trippin' Across Washington in an i3S

Continued from page 13

with 25% battery and zero gas. I refilled gas and then went to the Electrify America chargers (there are eight there, of various flavors). And this is where I received my first unexpected surprise: the DCFC would only charge at a slow 16KW/hr rate instead of the 50 KW/hr rate the car is capable of. So, it took over an hour to get to 85%.

Undaunted, I ate lunch in the interim. The rest of the trip I executed two fuel stops at about hour intervals, as there were no DCFCs available across the rest of the state until I got to Pullman, where the hotel had a level 2 charger. (I picked the hotel based on which ones had a charger.) In the end, I pulled into Pullman with zero fuel and 11% battery. Overall, I calculated that I incurred a 20%-time penalty for using the EV. But it was certainly doable, even across some of the most rural areas of the state. Having the REX meant I really didn't have range anxiety. I just had to ensure I planned a few fuel stops to top off the two-gallon tank.

On the way back, I retraced my steps, but this time, when I got to Ellensburg with 25% battery, the Electrify America chargers simply didn't work. None of them. I was on the phone with their support for over 30 minutes until they finally gave up. Interestingly, there was a driver who had an Audi E-tron who pulled in right as I was leaving. He only had 40 miles left on his car. He was not very happy about the chargers not working. I felt very good to have the REX.

My wife provided distance travel support via text; she had located another DCFC in Ellensburg I might try. This one wasn't showing on Google Maps, but I did notice that the car's internal navigation system was indicating its presence. I had to sign up with another EV charging network (Greenlots, ironically owned by Shell), but that charger worked properly. Within 40 minutes I was fully charged and on my way. The last DCFC I used was at another set of Electrify America Chargers in North Bend. I was wary, but this time it worked at the full rate

(50 kw/hr) and I had lunch with a friend while it charged.

So, what is the moral of the story?

The EV infrastructure outside the major metropolitan areas is sparse and requires planning and patience to execute a distance trip in an EV, especially one with less than 200 miles of battery range. The charging networks are also not as robust and reliable as we have come to expect of our fuel distribution networks. Finally, you need to be able to be unhurried on a trip in an EV. You never know for sure what charging rate you are going to get, or if the charger will be occupied or even work at all. But a trip like this is definitely doable as the charging and navigation apps available let you plan it out to maximize the chance of success. Would I have done it without the REX? If I'm honest, no. I remember the look on that Audi E-tron driver's face. Could you accomplish a trip like this in a BEV? Yes. Should you? Probably not yet.

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BMW Z Cars—Roadsters and Coupes

By Jackie Jouret

Book Review by David Lightfoot

THIS IS THE EIGHTH BOOK Jackie Jouret has written about BMW history. Four have been done to accompany exhibitions at the BMW CCA Foundation:

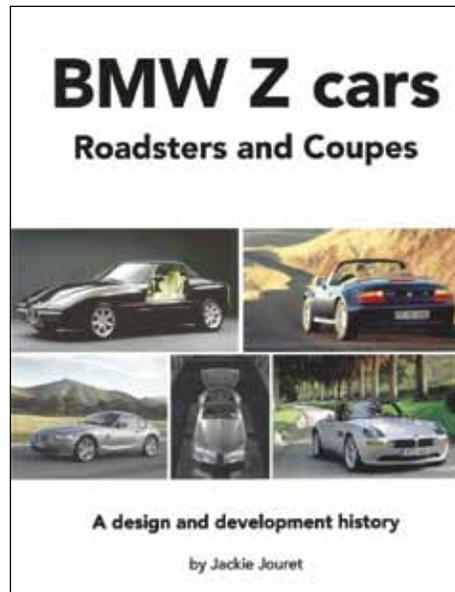
- *Heroes of Bavaria: 75 Years of BMW Motorsport*
- *The ICON: 50 Years of the BMW 2002*
- *PASSION: 50 Years of BMW Cars and Community*
- *GENESIS: BMW From the Beginning*

In addition, she has self-published:

- *The BMW 2002: The Real Story Behind the Legend*
- *Finding Elvis's 507: The Quest for the World's Most Famous BMW*
- *BMW in the 20th Century: The People and Products that Made the Company*

I've read them all and I appreciate the research Jackie does. She consults the factory archives and interviews the protagonists when they're still alive. And she's done a great job at setting the record straight in many cases and overturning urban legends that weren't true.

This book is, as the title indicates, about the BMW Z cars, including the Z1, Z3, Z4, Z8, and i8. In the case of the Z4, it includes all three generations. There is also the background of the BMW roadsters prior to the Z1, clear back to the 3/15 Warburg of 1930, the first BMW



roadster. The i8, while not given a Z name, is a roadster and is included.

The book's subtitle is *A design and development history*, and Jackie does provide the circumstances that led to the development of each Z car. This leads to some interesting sidebars, such as the GINA concept car with the shape-shifting fabric body. There are also sidebars about the Z07 concept that preceded the Z8, the Mille Miglia Concept from 2006, the 328 Hommage, and the Zagato Coupe and Roadster.

I think I know a lot about BMW's history, so I'm always delighted when I can learn something new. In Jackie's books I always learn new things. For example, I thought the Z in Z1 stood for Zukunft, German for future. It turns out, ZT was the internal designation for BMW Technik, the think tank where the Z1 was conceived. Project numbers there started with Z with a single digit after the Z for big projects, two digits for medium-sized projects, and three digits for small projects. Z1 was simply the first big project at Technik. The project name was used for the model's name. Once the car was approved for production, it needed an official Entwicklung (development) number. Because the Z1 used so many E30 parts, it was assigned the internal designation E30/Z.

The BMW CCA Foundation Museum currently has an exhibition featuring 17 BMW Z Cars. The Foundation did not choose to do a book to accompany this exhibition, so Jackie's privately published effort serves this purpose. You should get a copy.

The book is printed in black and white with a color, softbound cover, to keep the cost down (only \$29.95) and available through Amazon.

Peter Gleeson Claims a Trophy at Pebble Beach

RENOWNED BMW COLLECTOR, CHAPTER MEMBER, AND ALL-AROUND GOOD GUY Peter Gleeson did himself proud at the Pebble Beach Concours d'Elegance on August 15, 2021. His 1928 Isotta Fraschini Tipo 8A S Castagna Landaulet scored Second in Class, in a class with very heavy competition. The Isotta appeared at Pebble a few years ago, but the engine was damaged, and it took years to get it fixed. The car was delivered to Peter only six days before the show. Peter and his wife, Jennifer, spent the week cleaning the car. Meanwhile, most of the other cars in the show were professionally prepared. Second in Class is a big deal, given that Pebble Beach is the best car show in the world. The

photo shows Peter and Jennifer driving their car over the ramp to receive their

award. The event was live streamed by Hagerty for the first time.





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BMW i Vision Circular—Here We Go Again

By David Lightfoot

ABOUT TEN YEARS AGO, BMW was nearing introduction of the i3 and i8, two revolutionary cars that made it to production just a few years later. The i3 was a battery-electric vehicle and the i8 a hybrid, but they both shared carbon fiber structures and a ‘clean sheet’ design approach. The carbon fiber structure was meant to save weight to compensate for the added weight of the batteries, compared to conventional vehicles.

To reduce the energy consumption for the full lifecycle of the vehicles, the carbon fibers were spun in Moses Lake to take advantage of the inexpensive hydro-power available. The spools of carbon fiber were sent to Germany, woven into mats, cut to size, then impregnated with resin. Then the parts were sent to the assembly plant.

All this resulted in a pair of very expensive vehicles; the i3 was over \$50,000 new for a vehicle that struggled to reach a range of 100 miles in the first version. Neither the i3 nor the i8 were very successful from a sales standpoint. I love my i3, but people are still surprised to learn that BMW builds an electric car.



In terms of creating market awareness, it didn't happen.

Other manufacturers have taken more conventional technology to create more successful electric cars, especially Tesla.

BMW is on a new kick and that is to develop new electric vehicles from completely recycled and recyclable materials. They call this the “Circular Economy,” and it is one of the company's guiding principles going forward.

Unveiled in early September is the BMW i Vision Circular, to show BMW's

vision of a luxury car that showcases the attributes of the Circular Economy approach to vehicle development. They say that this concept car is what they envision for 2040. I'd say, if it takes that long, BMW won't be the first to market with something like this. Or maybe they will be, if no one else follows their lead.

The press kit on this car is awfully long, so we'll just present you the bullet points, which are pretty long themselves, that BMW has highlighted and let you decide what to make of this:

- The four-seat BMW i Vision Circular looks ahead to a compact, all-electric vehicle for the year 2040 that is focused squarely on sustainability and luxury.
- This Vision Vehicle has been designed according to circular economy principles across the board. The aim is to achieve 100% recycled materials use/ 100% recyclability.
- The all-solid-state battery in the BMW i Vision Circular is likewise 100 per cent recyclable and manufactured almost entirely using materials from the recycling loop. It will achieve much higher energy density with significantly reduced use of the most valuable resources.
- The BMW i Vision Circular therefore illustrates the BMW Group's all-encompassing, meticulous way of thinking when it comes to sustainable mobility. It seeks to be a pioneering force in the development of a circular economy and also extend its leading status for resource efficiency in production to all stages of the vehicle life cycle.
- Consequently, the BMW Group's overriding aim is to reduce CO2 emissions throughout a vehicle's entire life cycle. Besides electrifying the product portfolio and switching to renewable energy for manufacturing, the company is focusing particularly on circular economy principles and the use of secondary materials.
- The BMW i Vision Circular does not offer a foretaste of the ‘Neue Klasse.’ On a sustainability level though, the ‘Neue Klasse’ is being developed with the same mindset applied for the Vision Vehicle.
- Circularity was a factor in the design, development and manufacturing process for the BMW i Vision Circular from the outset as part of the ‘circular design’ approach.
- When it comes to the materials used, the focus with the BMW i Vision Circular is on recycled materials (“secondary first” principle) which can be disassembled quickly and easily at the end of the product life cycle.
- The deliberate spotlight on disassembly is therefore an important aspect. The quick-release fastener for the wheels, seats and instrument panel, and a cord tie in the rear seat bench do most to showcase the detachability of material connections in aesthetically appealing form, creating a “joyful fusion.”
- The rigorously applied circular design approach lends the BMW i Vision Circular a totally new and engaging aesthetic. At the same time, it shows that a high level of sustainability can go hand in hand with a luxurious appearance.

Continued on page 18

BMW i Vision Circular—Here We Go Again *Continued from page 17*

- At the front end, the kidneys and headlights have been newly interpreted as a digital surface. In the future, digital design could make geometric variations in lights and bumpers redundant, helping to reduce the quantity of materials and tools required.
- Instead of additive trim elements or badging of the sort currently used to signify quality, the brand logo is engraved on the front end and the vehicle badge is lasered on to avoid using extra add-on parts.
- The bumper area further down is manufactured from recycled plastic with a sophisticated marbled surface.
- The clear design language takes the car's proportions in a new direction for a BMW. The Vision Vehicle extends in an unbroken volume from the front to rear axle. Together with its electrified architecture, the vehicle offers a luxury-class interior on a small car footprint.
- Instead of being given a paint finish, the surfaces of the BMW i Vision Circular are presented in light-gold anodized secondary aluminum. The frame at the rear of the car displays an alluring interplay of bluish-purple surfaces created by the heat treatment process used for the steel.
- The refinement processes employed for the individual surfaces give them significant visual impact, while optimal reusability is maintained.
- The slightly transparent tires are made from certified, sustainably cultivated natural rubber. Colored, recycled rubber particles are added to the tire compound for strengthening and create an intriguing terrazzo effect which purposefully highlights the reuse of materials.
- The wheel rims are designed for minimal materials use. Rim centers with maximum permeability provide brake cooling, while the more enclosed surfaces to the outer reaches of the wheels ensure the greatest possible aerodynamic efficiency.
- All the display surfaces and light functions at the rear are integrated invisibly into the dark glass tailgate, replicating the approach taken at the front end. When the car is switched off, only the two-dimensional BMW logo in the dark glass surface is visible.
- The minimalist and aerodynamically optimized black bumper—likewise made from visibly recycled plastic—rounds off the rear-end design at its point lowest to the road.
- The interior of the BMW i Vision Circular shows what could be possible in the future when it comes to circularity and purposeful selection of materials—and the kind of intriguing aesthetics that might emerge as a result.
- Mono-materials and clever new joining techniques for them which avoid the use of glue ensure optimum suitability for dismantling and sorting at a later stage. In order to minimize the amount of waste and offcuts, all components and materials will be manufactured to fit exactly using processes such as 3D printing. Any surplus material will be systematically fed back into the materials cycle.
- The bright and welcoming interior greets the driver and front passenger with an open sense of space. The glass roof with pronounced rearward placement of the windscreen header gives those in the front the impression they are sitting in the open air.
- Two separate lounge seats with integral head restraints create an exclusive ambience. The upholstery is made from recycled plastic and is held within a light-gold aluminum frame.
- The back of the slim front seat shells is made of recycled plastics with a terrazzo-look finish. The circular 'joyful fusion' quick-release fastener allows the metal and fabric to be easily separated and sorted, and then reused.
- The global user experience in the BMW i Vision Circular, like its material qualities, deliberately showcases a more distant future with greater in-car intelligence and more sensors that react to the user.
- The classical instrument panel is turned into a next-generation user interface. At its heart is a 3D-printed, crystal body, which reacts to hand movements with an enthralling lighting effect.
- The crystal body is bordered on both sides by naturally treated wood from externally certified sources. Gold-bronze metal elements made from anodized secondary aluminum connect the instrument panel to the A-pillars. Here too, the 'joyful fusion' quick-release fasteners provide straightforward dismantling.
- The information area you would normally expect to find in a central information display is located above the instrument panel at the bottom of the windscreen. The existing windscreen is transformed into an information source and eliminates the need for any other displays in the interior.
- The steering wheel rim has been 3D-printed from wood powder and feels natural and warm to the touch. The unconventional, central positioning of the vertical spoke in gold-bronze adds a modern twist. It incorporates another crystal interface area featuring backlighting and displays similar to those of the instrument panel.



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- The large, slightly raised rear bench seat offers exceptional comfort for two with its softly padded side bolsters. The head restraints look like cushions, and audio speakers located beneath them give each seat its own dedicated sound zone.
- The woven fabric with elaborate Jacquard design for the rear seats is made from 100 per cent recycled material. The rear bench seat is bordered by an anodized aluminum frame in gold-bronze. The fabric and frame are held in place by a cord, which can be released again easily when it is time to dismantle the seat.
- The deep-pile carpet used throughout the vehicle is manufactured from 100 per cent recycled plastic.
- In the C-pillar, a glass iDrive Controller from a BMW iX enjoys a second life with a new function as a lamp.
- The sound design for the BMW i Vision Circular is the work of the composer Hans Zimmer and Renzo Vitale, Creative Director Sound BMW Group. It makes the car's circularity audible. Each and every tone featured captures the movements of the exterior structures, the interior areas, the materials, the lights and the visual animations.
- Alongside all its material and design innovations, the BMW i Vision Circular also offers the possibility of usage in a vehicle-to-grid scenario. Here, the vehicle would act as a mobile energy storage device and feed power back to its surroundings, e.g., buildings and infrastructure.
- Another key measure in the drive towards sustainable urban mobility involves making intelligent use of the available real-time and long-term traffic data in order to maximize efficiency. If the sensor data and information gathered by the individual vehicles is shared with the entire fleet (with the users' consent), all vehicles will benefit from the resulting swarm intelligence.
- Speed recommendations could be optimized to make better use of traffic light phases ("green wave"), traffic flows forecasted more accurately and periods of congestion minimized as a result of vehicles communicating with each other and with their environment. CO2 emissions caused by stop-start traffic or even searching for a parking spot would be reduced significantly across a large number of users.
- The BMW i Insights Vision app uses augmented reality to visually showcase the wealth of individual solutions offered by the BMW i Vision Circular and its positive overall contribution directly on the Vision Vehicle.



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Jeff Koons to Create Limited Edition M850i Gran Coupe

iX Debuts in Seattle

THE AREA DEALERSHIPS and BMW of North America combined to sponsor the debut of the new BMW iX at The Shop on August 12th. Reservations were mandatory and hard to get. There were only a limited number of slots and a lot of people wanting to see this car. Your Editor-in-Chief was able to get a spot and braved Seattle traffic to be there. The car is better looking in person than in photographs, but that's a pretty low bar to clear. One of the dealership employees suggested that I have a look at the finishes and tech in the interior.

The car was unlocked and the windows down, so I opened the door and sat in the front passenger seat. Immediately, one of the hostesses told me I couldn't be in the car as it was, "a prototype." I asked her why the car was here if I couldn't "try it on," but my question went unanswered. I got out of the car, as instructed, and looked around the exterior, then snapped a photo of the car with my phone. Again, I was reprimanded. "No photos are allowed; it's a prototype." Now, this is one of the most exposed cars in the world, with press kits out and photos in every car magazine in the world, and I couldn't take a photo. The only explanation was that it is a prototype. I drove a Z4 BMW prototype on the autobahn at 135 mph when I was researching my book on that car. Prototypes aren't that precious! And you're not holding back any secrets! And when they are done with the prototypes, they crush them because they can't be sold!

I wanted to ask why the iX doesn't have a real model name rather than just a suffix, or where it fits in the BMW hierarchy, but I was afraid this would be a case of three strikes and you're out. I already had gotten in trouble twice, so I got a glass of wine and a cheeseburger slider and made my exit.

RENOWNED AMERICAN ARTIST Jeff Koons, together with Oliver Zipse, Chairman of the Board of Management, BMW AG, announced that the artist will create a limited edition of the BMW M850i xDrive Gran Coupé. The 8 x JEFF KOONS will be produced in limited numbers for public sale following its world premiere at Frieze Los Angeles in February 2022.

BMW originally collaborated with Koons in 2010, when the artist created the 17th BMW Art Car, a unique BMW M3 GT2 which raced at the 24 Hours of Le Mans that same year. Today, the Koons BMW Art Car is among the most instantly recognizable entries in the collection.

"I am thrilled and honored about the opportunity to work with BMW again and to create a limited edition car," said Jeff Koons. "I was thinking very intensely about it: what is the essence of the M850i xDrive Gran Coupé? What is the essence of power? How can I create something that exemplifies all the energy of the BMW 8 Series that is also able to touch upon the human element? It's just a wonderful opportunity to be working as part of the BMW family again."

The complete body of THE 8 X JEFF KOONS will be handcrafted, with a multi-layer paint taking 285 hours to apply onto each car. The expressive and striking design combines eleven different



exterior colors ranging from blue to silver and yellow to black. The multi-colored interior is comprised of high-end materials, fine leather and a cupholder cover with special edition badging and the artist's engraved signature. The seats are made up of the striking red and blue colors of BMW's very own M brand. Overall, the energetic and powerful design includes elements of pop art, as well as geometric patterns, paying homage to the M850i xDrive Gran Coupé's intricate contours and shape.

BMW and Koons will present the limited edition M850i xDrive Gran Coupé at Frieze Los Angeles art fair in February 2022. On the occasion of the announcement in Munich today, the artist's very own Art Car as well as those by Alexander Calder, Andy Warhol, Roy Lichtenstein, Robert Rauschenberg, John Baldessari and Esther Mahlangu are on display at the Pinakothek der Moderne, showcasing the great legacy of BMW's worldwide commitment to the arts for half a century.

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