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Quarter 4, 2018



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## Club Website

[www.bmwpugetsound.com](http://www.bmwpugetsound.com)

## Zündfolge Staff

### Editor-in-Chief

David Lightfoot

### Associate Editor

Steve Libby

### Staff Photographer

Christian Bouchez

[photographer@bmwpugetsound.com](mailto:photographer@bmwpugetsound.com)

[Zundfolge@bmwpugetsound.com](mailto:Zundfolge@bmwpugetsound.com)

### Display Advertising

David Lightfoot

206-660-6190

[advertising@bmwpugetsound.com](mailto:advertising@bmwpugetsound.com)

### National Office

BMW CCA National Office  
640 South Main Street, #201  
Greenville, SC 29601  
Phone: 864-250-0022  
[questions@bmwcca.org](mailto:questions@bmwcca.org)

To join the Club, renew your membership or change your address, contact BMW CCA at: <http://bmwcca.org>

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## Boilerplate

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*Zündfolge design and layout by Paulette Eickman 206.283.1423.*

# KALENDER

## September 26, Wednesday

**Board Meeting.** All members welcome.  
RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## October 12-14

**Wine Tour** to the Walla Walla Wine Region.  
Sold out unless there is a late cancellation.

## October 24, Wednesday

**Board Meeting.** All members welcome.  
RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## November 14, Wednesday

**Board Meeting.** All members welcome.  
RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## December 27, Wednesday

**Lunch at the Triple XXX Drive-in** in Issaquah. Join us for our traditional end-of-the-year lunch.

For more information about any event, go to our website: [www.BMWPugetSound.com](http://www.BMWPugetSound.com).

## We Need Your Help

You'll notice the Kalendar doesn't have much on it. It's true that we're less busy as we go into fall, but the real problem is the lack of volunteers to organize events. We only have ten board members currently and three of those are related to our track events. Several positions are open and Steve Libby is filling three positions. We really need about six more board members. We could also use members who are willing to organize a single event, such as a tour, a wine tasting or a general meeting at a place of interest. This doesn't have to be a lot of work. If you've ever considered getting more involved, now is the time. Contact Steve Libby and let him know your level of interest. Or just attend a board meeting to get to know the group and see how you can contribute.

## BOARD OF DIRECTORS

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

### President

Steve Libby  
[president@bmwpugetsound.com](mailto:president@bmwpugetsound.com)

### Vice President

Dana Lantz  
[vicepresident@bmwpugetsound.com](mailto:vicepresident@bmwpugetsound.com)

### Secretary

Paul Melrose  
[secretary@bmwpugetsound.com](mailto:secretary@bmwpugetsound.com)

### Treasurer

Tom Olsson  
[treasurer@bmwpugetsound.com](mailto:treasurer@bmwpugetsound.com)

### BMW Summer Show

Steve Libby  
425.765.9629  
[president@bmwpugetsound.com](mailto:president@bmwpugetsound.com)

### Driving Events Coordinator

Steve Libby  
425.765.9629  
[DEC@bmwpugetsound.com](mailto:DEC@bmwpugetsound.com)

### Chief Driving Instructor

Mitch Delabarre  
509.670.1688  
[CDI@bmwpugetsound.com](mailto:CDI@bmwpugetsound.com)

### Tour Coordinator

Vacant  
[tours@bmwpugetsound.com](mailto:tours@bmwpugetsound.com)

### Membership Chairman

Daren Morales  
[membership@bmwpugetsound.com](mailto:membership@bmwpugetsound.com)

### Online Media Coordinator

Evan Kohout  
[website@bmwpugetsound.com](mailto:website@bmwpugetsound.com)

### Special Event Coordinator

Lance Richert  
425.644.8009  
[sig@bmwpugetsound.com](mailto:sig@bmwpugetsound.com)

### Tech Events Coordinator

Jeff Butler  
206.365.1565  
[tech@bmwpugetsound.com](mailto:tech@bmwpugetsound.com)

### Rally Coordinator

Evan Kohout  
[rally-coordinator@bmwpugetsound.com](mailto:rally-coordinator@bmwpugetsound.com)

### Registrar

Dana Lantz  
[registrar@bmwpugetsound.com](mailto:registrar@bmwpugetsound.com)

### Editor in Chief

David Lightfoot  
206.660.6190  
[zundfolge@bmwpugetsound.com](mailto:zundfolge@bmwpugetsound.com)

### CCA Pacific Region VP

Jeff Cowan  
[pacificvp@bmwcca.org](mailto:pacificvp@bmwcca.org)

# President's Column

THE DAYS ARE GETTING SHORTER AND FALL SEEMS TO BE AROUND THE CORNER, but that does not mean that we have less to do. True, the track season is over, but we are already looking to 2019. Events and communications with members are mostly done electronically as you all know. In this issue of the *Zündfolge*, I am highlighting two members who are responsible for the maintenance of the Club website and construction of the *Around-the-Sound* emails.

Kathleen Gillette has been the “person behind the curtains,” keeping our website up to date and the *ATS* rolling. She has been patient with me during the trying times of our website overhaul. We are truly fortunate to have her on the team.

James Santos is the newest member to the team as the assistant webmaster. James brings some fresh ideas to the table and very useful suggestions on how to make the website more user-friendly. James’s introduction to the Club was parking cars at Burgers & BMWs for the first time, a bit trial-by-fire. We welcome his ideas and talents to the Club.

## Kathleen Gillette

I am a graphic designer, master gardener, singer, team player, BMW driver, and all-around life enthusiast. I work as a graphic artist for Sound Publishing, where I spend my weekdays creating print and web ads and announcements for over 90 newspapers in British Columbia, Washington, and San Francisco.



I’ve been using my graphic design and photography skills for the Puget Sound BMW Club since 2013 which include: posting events and updates to the Club website; uploading the newest edition of the *Zündfolge*; designing and editing visuals including graphics, photos, and headers for use on the website and Club emails; and editing, building, and sending out the *Around the Sound* newsletters to keep you all informed about all the great upcoming events!

In my spare time, I am a singer and have sung in musicals and operettas, ranging from Ado Annie in ‘Oklahoma!’ to Mabel in ‘Pirates of Penzance’ and Violetta in ‘La Traviata.’

As a master gardener I enjoy helping others grow their own beautiful gardens, answering questions at clinics, and working with other avid, knowledgeable gardeners at demonstration gardens. I love combining the concepts of edible gardening and year-round flowers to create gardens that provide both beauty for the eyes and food for the table.

When not working on graphic design projects or gardening, I love to go on road trips around the west. And, I drive a bright red BMW 323i convertible!

## James Santos

I am a parent, a BMW lover, a gym rat, an avid DYIer, and a drummer. Besides that, I am currently the assistant webmaster for the Club. My day job is software engineer for REI. In my spare time, I enjoy a lot of REI products with my family taking advantage of the



great Northwest. I currently own a 1999 BMW 528i Touring black-on-black with a 5-speed manual gear box.

Elizabeth Andrew was the first woman organizer of the Labour Party in Wales in 1882 and was famously quoted “Volunteers do not have the time; they just have the heart.” You all know that the Club does not run by itself, but by volunteers. Time is short, we are busy, there are things to do, yet volunteers still make it work. We have been fortunate to have new members on the board and some new instructors who decided that it was time to give back to the Club. I ask you to consider getting involved. Contact me directly by emailing me at [slibby57@gmail.com](mailto:slibby57@gmail.com)

Thank you for supporting the Club and continuing to attend the events your board organizes.

*Steve Libby*  
President

*Puget Sound Chapter BMW CCA*

Official BMW Club

BMW Car Club of America Puget Sound Region

# Zündfolge

Quarter 4, 2018

BMW Introduces New Z4 in Monterey

**ON THE COVER**  
The production version of the new Z4 made its debut during Monterey Car Week on August 23, 2018. We'll see it in dealerships in spring 2019.  
*Photo by BMW Press*



# E30 Picnic June 24 LeMay Marymount

THE 17TH ANNUAL E30 PICNIC WAS AN AMAZING SUCCESS. The tsunami of E30s started rolling onto the beautiful emerald green grass of the LeMay Family Museum display field. And, like a well-choreographed ballet, all cars were parked in neat rows. BMW drivers

can park cars, plain and simple! The range of E30s ranged from pristine garage queens to near rat rods, a true display of the diversity of this amazing BMW body style. Lance Richert, the concert master, once again organized a show that will now go down in the record books.

## E30 Picnic Facts

- *Record number of E30s:* 280+
- *Furthest traveled:* Liam Kuck from Danbury, Connecticut—2,950 miles.
- *Highest mileage E30:* 820,xxx miles, owned by Art Magitman from North Carolina (drove in a caravan from the East Coast)



The huge crowd gathers for the raffle.



Lance (in signature pink pants) with some of the mileage award winners.

Photos by Christian Bouchez.

- *Youngest E30 owner:* 17-year-old Zeus Baltazar
- *Places of origin:* E30s came from ten states and two Canadian provinces
- *Snack of choice:* Attendees preferred Cheez-Its to Animal Cookies

**Cheez-Its vs. Animals Cookies**

The event major sponsor was Garagistic from California. They manufacture BMW parts for the E30, E36, E46, and the 2002. They had a tent displaying parts for E30s. But they also handed out Cheez-Its and Animals Cookies at the Saturday tech session. Drivers were polled on Sunday for their favorite.

**E30 Picnic Support**

BMW Northwest supplied the posters and brought out some new cars. They are a big supporter of the PRO3 Race series and we appreciate their support.

Raffle items are always a big part of the E30 Picnic and we would like to thank the following companies for their generous donations to the raffle:

- Griot’s Garage
- Bimmerheads
- BWeiss Leather
- Renown Steering Wheels
- Odometer Gears
- Group 2 Motorsports
- Donation of a rolling E30 Shell by Byron Sanborn

This show continues to grow in popularity. The big question is how many more E30s are out there and will they come to the show next year? Come out and see.

*Steve Libby, President  
318is 1991*



**With 280 E30s, the display field was almost full.**

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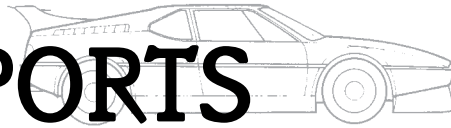
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# MOTOR SPORTS



BY THE TIME YOU READ THIS, we will have completed the 2018 track program, sadly. Yet, it has been a very successful year indeed. Here are some highlights.

Total number of Car Control Clinic trained drivers was 83, a new high for the program. Each driver was given a new set of skills in the toolbox to tackle daily driving here in the Northwest. Jeff Butler continues to deliver a program that is staffed with very competent volunteers and instructors who take the time to show drivers just what their BMW (and other cars) can do in a controlled environment. So many drivers come back and say “the accident avoidance exercise saved my life.” We aren't making this up; we get testimonials all of the time and that is exactly what we want. This past year, four instructor candidates were helping Jeff and the crew by honing their ability to teach drivers. Look for this program to continue and flourish. If you were a volunteer for the Car Control Clinic, out there chasing cones and helping set up the courses, thank you very much. We could not do this without dedicated instructors and volunteers.

The total number of drivers attending the High Performance Driving Education program was over 223. This couldn't have happened without dedicated instructors. We are truly fortunate to have a very professional, competent, and ultra-dedicated group of instructors whose mission is to pass on to new or seasoned drivers what they are most passionate about: driving. Don't forget the “education” part of HPDE; we are serious. We have no intention of turning drivers loose on the track alone and hoping for the best. We are here to push you to new limits so that you will acquire new skills. The honor of wearing the yellow whirt was bestowed on six new instructors this year: Karl Freese, Eric Graham, Greg Hedgpeth, David Orem, Nicolas Hostein, and Martin Wald. Congratulations to you all and we will be putting you to work.

We all owe a great deal of gratitude to Dana Lantz, our registrar. She keeps

all of the cats herded right up to the night before a track day. If you see her on the paddock, stop and say thank you. To all the instructors who donated their time this past year, thank you very much. We know that you do this for more than just a free lunch.

## 2019 Pacific Raceway Dates

- May 17
- June 7
- July 12
- August 23

We are working on getting a day for the Ridge. Now, how about this: what about doing a two-day event at Oregon Raceway Park ([oregonraceway.com](http://oregonraceway.com)) in either April or October? We are finalizing the organization of this now. That will be a total of six days of driving for 2019. Are you ready?

See you on the track.

*Steve Libby, President  
Puget Sound Chapter BMW CCA  
Senior Instructor*



Photos by Christian Bouchez.

**Fun in the sun at Pacific Raceway. Join us in 2019!**

# 2002 Anniversary/Summer Car Show

OUR TRADITIONAL LAST-SUNDAY-IN-JULY show at Cedar River Park in Renton was held on July 29. We've had this date, part of Renton River Days, for decades. It's a great date (statistically the best weather weekend of the year) and location. The show itself has changed over the years. For over 30 years it was our annual Concours d'Elegance. Then it became the Deutsche Marque show with other German car clubs participating.

This year we celebrated the 50th Anniversary of the introduction of the 2002, but we also invited the other

German car clubs again, so this was a bit of a hybrid. The Audi Club had a conflict and didn't participate but the Porsche and Mercedes-Benz Clubs had good showings. We even had a solo Volkswagen thing!

In total, we had about 140 cars shown and a good mix of historic and modern vehicles from all three marques. The owners were generous in sharing the histories of their cars. Us Bimmer guys learned a lot about old Mercedes and Porsches; great stuff. The proceeds of \$1,000 was donated to the Renton Lions

Club for their continued great work in the Renton area.

The event was so much fun and the camaraderie was enjoyed by all, so we're thinking we need to go back to the Deutsche Marque concept for next year and get the other clubs involved more and earlier. President Steve Libby was the organizer this year but let's get someone else to take this on for 2019. If you're interested in volunteering, Herr Libby will be happy to mentor you. Let Steve know.

*David Lightfoot*



Some BMW Northwest staff with the boss's beautiful CSL.



The local Porsche Club of America had a healthy contingent of beauties.

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**A beautiful row of 2002s to celebrate the 50th anniversary of this model.**



**The Mercedes-Benz Club members brought out a nice variety of cars.**



Photos by Steve Libby.

**This nice aerial shot shows the diversity of fine German machinery.**

# PRO3™

## The PRO3 Line

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



**Corey Peters (244) ran neck and neck with Brian Bercovitz (96) all season.**



**A pack of Canadians, Germans, and Americans mix it up in Turn 3A at Pacific.**

Photos by Doug Berger.

AS WE SIT DOWN TO WRITE THIS IN LATE AUGUST, only one weekend of racing remains for the 2018 PRO3 season. As you read this, the season is over, a champion has been crowned, and we have all tucked our cars away for the long cold winter—except for those brave souls committed to the 25 Hours of Thunder-Hill in December.

From this vantage point, it appears Brian Bercovitz (#91) has positioned himself to be champion, with a 17-point lead going into the final double-race weekend. Barring illness, plague, locusts, impeachment, or other unforeseen catastrophe, he only needs one finish of fifth or higher on either day to seal the deal. Considering that his worst finish this season to date was sixth, and every other race was a first or second, the odds are in his favor.

Hats off to Corey Peters (#244) in his newly painted Jeep-green ride. He also ran a very consistent year of first, second, and third place finishes and looks to have a lock on second place for the championship—unless The Ridge puts lady luck in his pocket—or he snaps another gear shift lever with his bare hands. Third to sixth places are still open to a wild, wild finish, with broken cars, freak parts failures, and just dumb luck conspiring to keep all those places in play. And The Ridge has historically

been a drama-filled weekend as the season closer and only fall race on the schedule (meaning RAIN). The fine art of racing in the rain can turn a field around in a hurry. Watch for Martin Berryman, the rain god, to score well.

One disturbing trend this year is the number of aliens in our midst. At Mission, the top nine finishers were Canadian or dual U.S./Canadian citizens. At the August 18 race at PIR, the top four finishers (Brian, Corey, Jeff McAffer, and Martin) were Canadians. And 5th, Gama, is from Mexico. We've got a veritable United Nations here.

Aside from the drama on track caused by a super-competitive pack at the front, it has been another banner year for PRO3 as a class. The 2018 grids have consistently had 17+ cars, with 20+ the norm, and an astonishing 28 cars at the IRDC summer classic at Pacific Raceways in July. That was second only to the 43 cars we had at the 2015 NW Historics. There was competitive racing from top to bottom. If you showed up to race, there was definitely someone there to race against.

We welcomed several “newcomers” to the field of regulars—Nor Coquillard, John Parkinson, Andrew Michel, Josh Voigt—and see more up and comers looking to join PRO3 on their way through the novice program. And these kids can

drive! Add to that the reappearance of several alumni PRO3ers after dusting off their cars including Rick Edwards, Tim O'Donnell, and Bart House.

Upholding the spirit of “friends between checker and green” this year PRO3 enjoyed camaraderie in the pits and beyond as well. Whether it was a head gasket repair overnight in Portland, a dinner social hosted by the gracious Rob Johnston (#141), replacing Matt Lowell's rear subframe then the front, or just dinner at a local restaurant as a group, the PRO3 community continued to bond and support one another throughout the season. You'll usually find Kevin Doyle at the center of the action, though most folks only recognize him by his legs sticking out from under some poor soul's bad bruised steed. And, thanks to Gama, Hank Moore, and Ross Bentley (among others) PRO3 is now taking that spirit to the next level with a group data-sharing web presence where any driver that is willing to share their own data can see the data of other drivers and learn how to improve. This level of mutual support stands in stark relief to the hyper-secretive attitude of some of the other groups out there.

Interestingly, the one driver who had the worst car luck this year, Matt Lowell, won a free 2019 IRDC entry fee in the drawing at Pacific, because

we had over 20 cars there, just one of many promotional ideas from our new president, Gama.

We're always looking for new ideas. HPDE drivers loved competing in our race weekends this year. And at PIR, Bill and Jim joined Dave Weller and PRO3 co-founder Ken Hill for dinner. Ken suggested a promotion with a local radio or TV station wherein we offer a free PRO3 ride-along to one of their lucky listeners/viewers. Stay tuned. Please, share YOUR ideas.

PRO3 also gave back to the ICSCC racing community. We gave of our cars and selves for charity rides, raising money for Seattle Children's Hospital and the Doernbecher Children's Hospital in Portland. Several drivers served as workers, most notably Ed Whitman. And IRDC saw PRO3 racers in several critical leadership roles including President (Gama Aguilar-Gamez #209), Equipment Manager (David Weller #6), Rules Chair (James Crivellone #68) and Chief Driving Instructor (Bill Ecker #137). Sixteen years in, PRO3 is as vibrant and robust as any racing group around.

Want to get involved? Call or email. There are lots of PRO3 cars for sale (though Nor bought Dave Bennitt's beautiful Watson-liveried car) and plenty of drivers willing to help you build a new one.

See you at the track!

*Bill Ecker, PRO3 #137*

253.709.7999

*bluebaronracingllc@gmail.com*

*Jim Cissell, PRO3 #119*

206.933.8642

*jim@voiceguy.com*

P.S. Unless there's a groundswell of support, our beautiful PRO3 calendars may be a thing of the past. With Lance Richert less involved, the effort and cost is too much.

P.P.S. Co-author Jim Cissell is a behind in finishing his race videos, but he has just posted our last race in Portland at [youtu.be/9aDCisn8JOY](http://youtu.be/9aDCisn8JOY) which features an epic battle between your co-authors.

Special thanks to Doug Berger for the great photographs all season long.



Crocman and the Blue Baron vie for last editing rights on the next column.

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# Driving in the Real World: Positioning—Wherever You Are, There You Were

by Mi Ae Lipe

ONE ASPECT OF UK DRIVER TRAINING that usually isn't adequately covered in the U.S. is positioning, meaning how, where, and why you're positioned in the roadway. In the UK, street drivers are taught the basics of IPSGA, which links Information, Position, Speed, Gear, and Acceleration into what should be a seamless whole. It's logical to understand and devilishly hard to master, but oh-so-satisfying once you get the hang of it.

Here in the U.S., road positioning is often a response to a momentary hazard—a little burst of quick reaction to a bicyclist riding on the shoulder, a parked car the door of which suddenly swings open, or emergency vehicles stopped on the side of the road. Much less common is positioning as something to be constantly integrated into our driving process, its role as every bit as important as its tandem partners—mirror checks, vision, and hazard perception.

## How does it work?

The premise is quite simple: Position yourself on the road to optimize your vision and to pass hazards safely and without drama. But what exactly does that mean? And how do you apply it to different situations?

Many of you reading this article are track rats or at least have more than a passing familiarity with High Performance Driving. Track driving is a controlled environment, unlike public streets. We've been trained to position ourselves for the fastest line through a curve or apex, and that's completely appropriate for the track. But, in the real world, it's often not the safest line.

It might help to familiarize yourself with a mantra of the UK system of car control: "Never go so fast that you can't stop safely on your own side of the road in the distance you can see to be clear." Inherent in this statement is that you should never drive beyond the limit point of what you can see.



## What's a limit point, you ask?

It's basically the farthest point you can see the road ahead. It's limited by the road's curvature, vehicles in front of you, landforms (like hills and cliffs), vegetation (hedges, bushes, and trees), buildings, and crests and dips, to name a few. As you travel through a curve, the limit point continuously unfurls in front of you as you "chase" it. Once the road straightens out, your limit point quickly opens up and you can see much farther down the road.

## Where does positioning fit in?

Imagine that you're driving a squiggly road that curves sharply to the left. You'd position yourself as far as safely possible to the outer right edge to maximize your view around the bend. In this case, driving closer to the center line reduces the distance you can see around that curvature ever so subtly, and it makes a big difference, not just for your visibility. It is just as critical to properly "present" ourselves to others coming from the other direction so they can see you as soon as possible.

In fact, when a center line is not clearly delineated on a roadway that is too narrow for two vehicles to pass each other at the same time at speed (like in a tight parking garage), it can be best to turn on our headlights, proceed with caution, and position yourself somewhat in the center of the road—even if it means being partially in the path of an oncoming vehicle.

This will be thoroughly unnerving at first—you're thinking, what if a blockhead comes around the corner too fast and rams straight into me? But the benefits are undeniable—the extra visibility gained in both directions by your positioning and having your headlights on will afford both of you just that much more time to respond (and I guarantee you will be paying very close attention at this point, so that won't be a problem).

That's just one example of optimal positioning. Regardless of how quiet a road appears, we should always be looking for hazards, or risk that can turn into hazards, and position ourselves away from those hazards. That means

taking into account the 3 Cs (as coined by driving instructor Christopher Johnson of WMST of Everett)—what you can see, what you can't see, and what could happen.

**Think of these possibilities:**

- Parked vehicles with doors that suddenly open or hide people amongst them
- Partially obscured or blind driveways out of which vehicles, children, and objects can quickly emerge
- Intersections and side streets with little or no advance visibility
- A semi-truck close to the edge of its lane
- Swerving or weaving vehicles whose drivers may be drowsy, distracted, or impaired
- The aforementioned bicyclists
- Pedestrians about to step into the roadway

- The crest of a hill where you have no idea what's at the top
- A dip that can hide an entire car
- A backed-up lane of traffic that might spit out impatient drivers at any moment
- Parking lots with vehicles backing out too quickly or pedestrians not paying attention
- Motorcyclists edging out on your back corners so that they can improve their own visibility

Each scenario demands its own judgement in positioning; sometimes you want to be left, right, center, or somewhere in between. If a situation dishes up multiple dangers, quickly choose the least hazardous option. Good positioning, along with constant mirror checks and high vision, makes us proactive drivers rather than reactionary ones—something we could all benefit from, no matter where we're at.

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

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# World Premiere of the New BMW Z4 at Pebble Beach

BMW HAS REDEFINED THE ROADSTER which was revealed under the California sun. On August 23, 2018, the Pebble Beach Golf Links near Monterey, the well-known venue of the Concours d'Elegance, was the setting for the world premiere of the new BMW Z4. With dynamic proportions, emotional design and fascinating sportiness, the open-top two-seater will take the classic roadster concept into the world of today and tomorrow. At Pebble Beach, the Munich-based premium carmaker presented the exclusive BMW Z4 M40i First Edition. The limited special edition of the roadster inspires not only with the agility, precision and dynamic handling char-

acteristics that are so typical of BMW M Performance models, but also with particularly sophisticated design and equipment features, including a body paintwork in Frozen Orange metallic.

The new edition of the roadster celebrated its world premiere at precisely the same location that served as the stage for the first public presentation of the BMW Concept Z4 last year. With its dynamic and progressive design language, the concept vehicle presented a vision of a charismatic sports car which, thanks to the production model, now becomes reality. Just a glance at the new BMW Z4's proportions leave no doubt about its dynamic potential. The central sitting position for the driver, the low center of gravity, perfectly balanced 50/50 axle load distribution, wide tracks and a compact wheelbase form the ideal prerequisites for inspiringly agile handling and intense driving pleasure.

The BMW Z4 M40i First Edition fulfils these expectations in every aspect thanks to an extremely powerful 340 hp, straight six-cylinder engine and a sports suspension with electronically controlled dampers, M Sport braking system, and an electronically controlled M Sport

differential in the rear axle transmission. The BMW M Performance automobile takes a mere 4.6 seconds to sprint from a standstill to 62 mph. Vertically aligned headlights, the BMW kidney grille sporting a mesh design, the bonnet stretching sports car-like over the wheels, large air breathers on the front wheel arches and the distinctive spoiler integrated into the rear lid all contribute towards the characteristic look of the new BMW Z4. The design of the interior also places the focus on the sportiness of the new BMW Z4. The driver-oriented cockpit styling is underscored by dynamic forward-oriented lines.



**Calvin Luk is an Australian of Chinese descent. He designed the F48 X1, the update to the F20 1 Series and the G01 X3. Last year's Z4 Concept was his, too.**



**The driver's view of the new Z4. It all looks pretty familiar except for the new speedo and tach, first introduced on the new 8 Series.**



**Designer Calvin Luk tapes accent lines on this full-size profile. He is a graduate of Art Center Design in Pasadena.**

Photos courtesy BMW AG Presse.

For a perfect start into a new roadster era, the new BMW Z4 M40i First Edition offers specific design and equipment features that add exclusive accents to the car's sporty flair. The expressive body paintwork in Frozen Orange metallic is combined with an electrically operated textile soft top in anthracite with silver effect, the BMW Individual High Gloss Shadow Line, black exterior mirror caps and 19-inch light alloy wheels boasting a bicolor, double spoke design. The interior of the first edition model comprises the Vernasca black leather trim with decorative stitching, electrically adjustable seats with memory function, and the Harman Kardon Surround Sound System.

Adaptive LED headlights with matrix function for the high beam, BMW Head-Up Display featured for the first time in a roadster and the BMW Live Cockpit Professional offering the latest networking technology underpin the advanced status the tradition-steeped concept of a two-seater, open-top sports car has reached with the new BMW Z4.

The world premiere of the BMW Z4 M40i First Edition at Pebble Beach

offers an exclusive and fascinating preview of the forthcoming on-road debut of the new roadster generation. BMW will announce all details of further engine variants, technical innovations,

and the diverse equipment features of the two-seater on September 19, 2018. The worldwide market launch will commence in the spring of 2019.

*BMW AG Press Release*



**The Z roadster family at Pebble Beach. The G29 Z4 out front. The back row, from left to right: Z1 (the only modern production BMW without a project number), E36/7 Z3, E85 Z4, E89 Z4, and E52 Z8.**



**With the 4.6 zero to 62 mph time, this will be a common view.**



**The most interesting thing about the front is the new treatment of the kidney grills.**



**The Z4 in its Pacific Northwest configuration, top up.**



**The Z4 in its natural state, with the electric top down.**



# BMW Team RLL Gets First Victory in M8 GTE

NINE RACES INTO THE INAUGURAL RACING SEASON of the newest BMW race car, BMW Team RLL added another entry in the record books by delivering the first victory and first double podium finish for the all-new BMW M8 GTE at the Michelin GT Challenge at VIR.

The No. 25 BMW M8 GTE, driven by Connor De Phillippi and Alexander Sims, completed 88 laps of the classic Virginia International Raceway two-hour-and-forty-minute race, winning with just a 1.323 second margin of victory. The No. 24 BMW M8 GTE, with John Edwards and Jesse Krohn co-driving, finished a very strong third, only 4.439 seconds behind their teammates, to cap a very exciting weekend. Opening the race in a big way, starting drivers Edwards, in the No. 24 BMW M8 GTE, and De Phillippi, behind the wheel of the No. 25 BMW M8 GTE, rocketed forward at the green flag to move into the second and third positions respectively. De Phillippi's jump from his fifth place starting position earned him the VP Fuels Stand on the Gas Award.

Edwards inherited the lead when the No. 67 Ford GT pulled off with problems on lap 28, pitting one lap later to hand off to Krohn. De Phillippi pitted on the next lap, handing the No. 25 M8 to Sims.

At the one-hour mark, Krohn raced in second position, Sims in fourth. Sims was slowed by an off-course excursion and a resulting collision with a GTD car that ultimately caused him to serve a drive-through penalty on lap 39. Not to be denied, the British ace and the team set upon a plan to get back to the front. Sims pitted for fuel and tires under the

race's only caution period while Krohn stayed out, now in the lead. Krohn pitted on lap 54, returning to the fight in fifth. By lap 62 the large crowd at VIR could see that today would be BMW's day. Sims, now in the lead, built up a 45 second gap to the balance of the GTLM field following the next round of pit stops. Krohn had charged from fifth to third by lap 65 while Sims, counting on his Michelin tires to double stint, took advantage of his margin to pit for only fuel and deliver the first win for the BMW M8 GTE by just over one second.

"First and foremost, congratulations to all at BMW Team RLL," said Victor Leleu, BMW of North America Motorsport Manager. "The race demonstrated a flawless execution from the crew, engineers and drivers. Everyone has put their heart and soul into the M8

GTE program and we couldn't be happier we were able to deliver the car its first-ever win at VIR. The team has had to adapt to a lot of changes with this new program. We had a few challenging races this year but no one ever doubted the potential of the new car from day one. Even after the cruel result at the previous race at Road America, everybody felt strong and kept plugging away, knowing it was just a matter of time. Today is that day! I'm very proud we proved the worth of the all-new M8 GTE against the most competitive GT field in the world."

"Great team effort today! Everybody did an excellent job!" said Brandon Fry, BMW Team RLL Technical/Racing Operations Director. "We had a good pit stop strategy and the drivers did an awesome job. This is something we've



The winning BMW Team RLL poses for a well-earned victory photo.

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been working towards for a while and we have had some bad luck go our way but everything finally came together today. So, good job by everybody. Super proud of the team!”

### Rahal Letterman Lanigan Racing

BMW’s partner, Rahal Letterman Lanigan Racing, based in Hilliard, Ohio and co-owned by three-time IndyCar Champion and 1986 Indianapolis 500 winner Bobby Rahal, former CBS Late Show host David Letterman and Mi-Jack co-owner Mike Lanigan, has been competing for almost three decades. Prior to the start of their 27th season of competition in 2018, the team had compiled 42 victories, 53 poles, 162 podium finishes, three series championships (1992, 2010, 2011) and claimed an Indianapolis 500 victory (Buddy Rice in 2004). In 2009 the team joined BMW of North America to campaign the new BMW M3 in the American Le Mans Series. The following year the team won both the Manufacturer and Team Championships in the GT category and swept all three GT titles—Manufacturer, Team and Driver—in 2011. In 2012,

the team finished second in the Team Championship and third in the Manufacturer Championship and in 2013, the team finished second in the Driver, Team and Manufacturer Championship. Since 2014, BMW Team RLL has competed in the GTLM class of the IMSA

WeatherTech SportsCar Championship with a two-car program and has brought their total to 17 wins, 23 poles and 68 podium finishes as well as a second-place finish in the Manufacturer, Team and Driver championships in 2015 and 2017.



The BMWs lead the pack at Virginia International Raceway.



## Hobbo—Motor Racer, Motor Mouth The Autobiography of David Hobbs

By David Hobbs with Andrew Marriott

Review by David Lightfoot

*Roundel* is supposed to be running a longer review of *Hobbo—Motor Racer, Motor Mouth, The Autobiography of David Hobbs*. I’ll just keep this to the Seattle-area connections to David Hobbs’s life.

You wouldn’t think there would be many Seattle-area connections with David Hobbs, but there turns out to be more than I expected. The first were races at Pacific Raceway/Seattle International Raceway. First in Formula 5000 and later in a Trans-Am race in 1970 (that I attended). He described our local track as “mainly a drag-racing facility with a very hairy, fast, downhill dash through trees—charming.” Jeez, you’d think he’s be kinder given he won the Formula 5000 race here.

There are also mentions of attending the hydro races during Seafair, racing with Lew Florence (who had a British car dealership at one time in what is now the Amazonia part of Seattle) and Tacoma hero Pete Lovely (who raced Formula 1 in Europe). Later he co-drove with the late Bruce Leven, the owner of Bayside Disposal and Bayside Racing, in Bruce’s Porsche 962.

Those of you who have followed David Hobbs’s career, either as a racer or a TV commentator, will enjoy this autobiography. It covers his entire life and, best of all, is written in the same dry humor voice that we’ve come to expect.

Published: May 29, 2018 | List Price: \$79.95 | Hardcover: 304 pages | Publisher: Evro Publishing Limited  
Language: English | ISBN-13: 978-1910505311 | Product Dimensions: 9.5" x 1" x 11.2"

## BMW Vision iNEXT World Flight



At press time, but before you read this, BMW was planning a co-branding marketing event with Lufthansa Cargo to present the #BMW #Vision iNEXT World Flight.

More than 300 international media representatives were to board one of the most advanced and efficient cargo aircraft in its class—a Boeing 777F from the Lufthansa Cargo fleet—to experience for the first time the vision of future mobility embodied by the BMW Vision iNEXT, the latest Vision Vehicle from the BMW Group.

Lufthansa Cargo and the BMW Group team worked together closely to turn this extraordinary vehicle and technology presentation from idea into reality. The assembled guests will be introduced to the pioneering vehicle and given a preview of the BMW Group’s future as part of an exclusive closed room concept specially conceived and designed for the occasion.

Preparations for the presentation event involved laying more than 7.5 km of wiring, while 78,000 LEDs in 165 video LED modules and ten 13,000 ANSI lumen projectors will light up a show inside the Boeing aircraft that appeals to all the senses. More than 120 specialists in exhibition stand construction, as well as experts from Lufthansa Cargo and the BMW Group played their part in making the project happen.

Around 30 tons of material were used to construct a suitable platform on which to showcase the BMW Vision iNEXT. The challenge for the various

engineers and specialists has involved not only staging a presentation the likes of which none of those present will have witnessed before, but also ensuring their creation would literally “take off.”

“iNEXT is our mobility proposition for the future, so it’s only logical that the BMW Vision iNEXT should be presented to a global audience in a fresh new style,” said Klaus Fröhlich, Member of the Board of Management of BMW AG, responsible for Development. “The World Flight is a fitting way to get the ball rolling.”

The aircraft’s exterior makeover takes its cues from the interior design created for the vehicle presentation. And this was the livery adorning Lufthansa Cargo’s Boeing 777F when it took off from Munich Airport to visit New York, San Francisco and Beijing.

## The Kidneys Get a Refresh

The coming iX3, an electric X3, shows a new variation on the traditional BMW kidney grills. There is no separation of the two kidneys in the center. The M2 Competition seems to be the first production BMW to use this theme, with the center part of the kidneys blacked out. Perhaps this will spread to the rest of the line up as new models are introduced.




**The iX3 front shows the two kidneys without a center separation.**




**The upcoming M2 Competition uses a blacked-out centerpiece to create a similar look.**

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# Bill Auberlen Named Brand Ambassador

The BMW Team RLL's 10th season representing BMW will not only see the debut of a new racing car, but it will also see a change to the driver lineup as Bill Auberlen transitions to a new role in support of BMW of North America's customer racing program as a BMW NA Brand Ambassador, among other duties. Racing fans will not be disappointed though as Bill will join BMW Team RLL for the four endurance races; Rolex 24 at Daytona, 12 Hours of Sebring, Sahlen's Six Hours of the Glen and Petit Le Mans.

Auberlen said, "I am honored to have been asked to become a BMW NA Brand Ambassador and look forward to additional opportunities with BMW of North America. First and foremost, I am a racing driver and am looking forward to four races with BMW Team RLL in 2018. My goal remains to get to the top of the list in all-time North American sports car victories and I want that achievement to be shared with BMW. We are only three wins away. We have not yet determined what else I may be driving but every opportunity in a BMW racing car is a good one."

Auberlen is already holds the distinction of winning more races driving BMWs than any other driver.

*BMW NA Press*



Bill Auberlen participated in his 400th race for BMW at Petit Le Mans last fall.



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## BMW Brilliance Automotive Expands Battery Factory in China

## BMW Manufacturing Continues as Largest U.S. Automotive Exporter

BMW Manufacturing announced that it exported 272,346 BMW X models from the Spartanburg plant during 2017. Nearly 87 percent of these Sports Activity Vehicles and Coupes were exported through the Port of Charleston with an export value of approximately \$8.76 billion, according to data from the U.S. Department of Commerce. This confirms that the South Carolina factory is the leading U.S. automotive exporter by value.

The remaining 13 percent of BMW X models were exported through five other southeastern ports: Savannah, GA; Brunswick, GA; Jacksonville, FL; Miami, FL; and Everglades, FL. All totaled, the Spartanburg plant exported more than 70 percent of its total production volume of 371,284 units.

“BMW X models manufactured in South Carolina continue to be a major contributor to the BMW Group’s success,” said Knudt Flor, president and CEO of BMW Manufacturing. “Plant Spartanburg’s achievement as the country’s leading automotive exporter demonstrates BMW’s trusted partnership with this state, its contribution to the U.S. balance of trade, and its commitment to the United States.”

BMW announced in June that it will invest an additional \$600 million in the Spartanburg plant from 2018 through 2021 to support manufacturing infrastructure for future generations of X models. An additional 1,000 jobs will also be added through 2021.

“As the nation’s leader in the export sales of completed passenger vehicles, South Carolina accounts for more than 16 percent of the total U.S. market share,” said Secretary of Commerce Bobby Hitt. “This figure perfectly depicts the state’s unmatched global connectivity and status as a major player in the global automotive industry.”

*BMW Manufacturing Co., LLC*



**A ceremonial ground breaking for the expansion of the BMW Brilliance battery plant featured a lot of men that rarely shovel dirt.**

The BMW Group continues to drive the expansion of electromobility. To achieve this, the company is adapting its production structures to growing demand for fully and partially electrified vehicles. Just seven months after opening its battery factory in China, the BMW Brilliance Automotive (BBA) joint venture laid the foundation for a comprehensive expansion of the plant. At the “High-Voltage Battery Center Phase II,” BBA will produce the new, more powerful batteries of the fifth-generation BMW eDrive technology for the fully-electric BMW iX3. Starting in 2020, the BMW iX3 will be built at the neighboring BBA plant Dadong.

Oliver Zipse, member of the Board of Management of BMW AG, responsible for Production: “Today, we break ground for the next stage of our electric model offensive. In this regard, we further increase the capacity of our local battery production. This enables us to follow the increasing demand for electro mobility in China.”

China is the BMW Group’s largest single market and the pacesetter for e-mobility worldwide. With six electrified models currently available, the BMW Group offers Chinese customers the widest range of options in the premium segment. In 2017, the BMW Group more than doubled its sales of electrified vehicles in China from the previous year and expects this growth to continue in 2018. Earlier this year, production of the new BMW 5 Series Plug-in Hybrid got underway at the BBA plant Dadong. Expansion of the battery factory underlines the BMW Group’s commitment to China.

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