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January/February 2014





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KALENDER

December 27

End of Year Lunch at the Triple XXX in Issaquah. Come join us at noon. Start your diet five days later!

January 25

LeMay Museum Marymount Tour.

See the details in this issue.

January 28

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

February 1

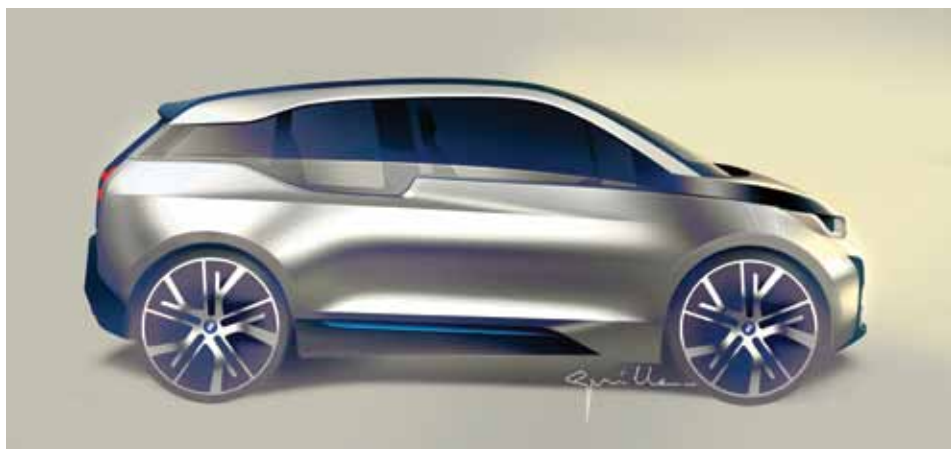
Sport Driving Tech Session at 425 Motorsports. See the details in this issue.

February 4

Deadline for the March/April *Zündfolge* which delivered to homes about March 1.

June 16-20

Oktoberfest in Colorado.



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Tour the LeMay Family Collection

January 25



IT'S NOT TOO LATE. There is still room to join our tour of the LeMay Family Collection, recorded by the Guinness Book of World Records as the "Largest Antique and Vintage Vehicle Collection" in the world, with more than 1,900 vehicles. We will meet at the Marymount Event Center at 10 am.

The Marymount facility is home to 500 vintage cars and motorcycles. In addition the Club has a unique opportunity to visit the LeMay Family Homestead. The Family Homestead is only opened once a year to the general

public. The Family Homestead houses approximately 300 vehicles and is located a short drive from Marymount. Carpooling is encouraged for the drive from Marymount to the Family Homestead. Each tour takes approximately two hours. We will break for lunch between tours. Bring your own lunch or dine at any of the fast food restaurants along Pacific Avenue.

Cost is \$10 for the Marymount tour or \$25 for the combination tour of Marymount and the Family Homestead. Payment will be at the event via cash or Visa/MasterCard. An ATM is available on site.

Saturday, January 25 • 10 am to 3 pm
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Technical Events Committee: Help Make the Club More Interesting, Come Join My Team

DEAR FELLOW GEARHEADS, techies, newbies and other BMW faithful who would like to get involved in some Club activities and help make the Club more diverse and interesting in the upcoming year. My name is Jeff Butler and I am the Club tech events coordinator for 2014. I am looking for members to join my team and help develop some new and interesting events for the Club this year.

If you ever wanted to get involved and contribute to a fun and exciting organization and spend time with awesome and likeminded people, now is your time and this is your calling.

I am having a team meeting at the end of January to develop the agenda for 2014 and to create a schedule of events. We will likely be meeting on a weekday after work at some local venue for beverages, snacks and creating some great ideas for events.

Please send an email with "tech events committee" in the subject line to me at Jeff@hauryscollision.com and be a part of creating the future.

Jeff Butler
Tech Events Coordinator



ON THE COVER:

The BMW i3 will be in dealerships by February we're told.

Photo from BMW Press.

MOTOR SPORTS



It's time to start thinking about the 2014 Track Season!

IT WAS A GREAT TRACK SEASON with only one event that was kind of rainy. Okay, it rained a lot that day, but the rest of the events were pretty darn nice. I hope you got a chance to experience driving The Ridge. If not, plan to do so in 2014 as it will make you a better driver. Most of us are very fortunate to have Pacific Raceways basically in our backyard. Speaking for myself, I have about every bump, crack and hole memorized on this track. But, driving The Ridge provides a great learning opportunity to master another track. So, for 2014, please take advantage of this venue and come out on September 18 for a HPDE day at the Ridge.

We've completed the track schedule for 2014. We have added another day

at Pacific Raceways and they are on Fridays. We have one event at the Ridge that is on a Saturday. Now, you all have no excuses for missing these track days!

Pacific Raceway

May 16 HPDE and CCC
June 20 HPDE and CCC
July 18 HPDE and CCC
August 8 HPDE and CCC

The Ridge Motorsport Complex

September 18 HPDE only

These dates are confirmed so you can put them on your 2014 calendar. Don't worry, we will be reminding you all of the upcoming events electronically via Around-The-Sound and on the Puget Sound BMW CCA website. It is also time to think about the new parts and modifications you want to make

to your BMW. I know that it may be a long time to May 16, but you can get started on projects. If you are ordering parts, make sure you take advantage of the discounts given to BMW CCA members. If the thought of working on your own car is appealing, then order a shop manual for your model. In this issue of the *Zündfolge*, there is an article describing the various options for home car lifts.

Thank you all for participating in the 2013 track program. Your continued support and participation of these events is greatly appreciated. You are all better and safer drivers for having come to the track. It keeps the instructors busy!

See you on the track in 2014!

Steve Libby

Vice President and Instructor

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Sport Driving Tech Session at 425 Motorsports

February 1

JOIN US ON SATURDAY, February 1 from 10 am to noon for an informative sport driving tech session at 425 Motorsports in Bellevue. 425 Motorsports is a specialty retail store that specializes in automotive driving and racing equipment.

Food and beverages will be provided to mitigate that morning hunger/thirst need so come by early and enjoy some coffee and bench racing.

425 Motorsports will be offering a special 10% off discount for Club members as well as 425 Elite Rewards which provides additional deals and savings. BMW driving events overview and safety gear tech session will fill the first portion and will be geared towards our outstanding driving programs held at Pacific Raceways as well as The Ridge Motorsports part in Shelton. Participation in these events is a great way to become a better driver and fully understand and enjoy the features of your BMW in a safe, controlled environment. Driving Events Chair, Rick Gulstrom, will explain the advanced HPDE

program and Jeff Butler will explain the Car Control Clinics. For those already planning to attend these programs this year, we'll have information about how to choose your helmet and other safety gear.

Mark your calendar for February 1 at 10 am and come hang out with us at

425 Motorsports. Get prepared for the motorsports season and enjoy some bench racing. The event goes until approximately noon. RSVP so we can have enough food and beverages.

Jeff Butler

Tech Events Coordinator
jeff@hauryscollision.com



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A Car Lift for Your Garage

by Steve Libby

THE PURPOSE OF THIS ARTICLE is to describe dedicated car lifts that will fit in your garage. Working on your own car is not as daunting as it sounds and can be therapeutic. If you do already but do not have a car lift, read on.

When I was beginning, I always struggled with getting the car up on jack stands without damaging the frame or eventually myself. We purchased a scissor style lift four years ago to maintain the fleet of two Subaru, two Triumph TR6s and a BMW E30 318is and it has suited our purposes fantastically. If you are serious about a car lift, here are some things to consider:

- Will the lift be permanently installed in your garage?
- Is there room for a four-post storage lift?
- Would a portable/storable lift work better for your available space?
- Would a scissor lift work for the kind of work you envision doing?

This article describes four types of car lifts from three different companies but is not meant to be a complete list.

Before you get under your car, you must read the rest of this article! I won't bore you with endless statistics about the number of people that are killed or seriously injured while under a car that is improperly lifted. There have been two recent ones in our area: a 20-year-old man that was working on his Honda on a scissors-type jack that fell and killed him and a 72-year-old man who was killed when his Nissan truck fell off the jack stands and crushed him.

Your car's weight is over 3,200 pounds; you are not going to survive this kind of weight on your head! Do not take short cuts and identify the proper jack points on your car. Invest in a heavy-duty hydraulic floor jack, well-constructed axel stands and ramps. There is absolutely no reason to scrimp on these. I would like to discuss four kinds of lifts that are currently available

on the market that are much safer alternatives to jack stands and floor jacks. Yes, they are more expensive, but how much are you worth?

Two-post Lifts with Dedicated Installation

These are the types of lifts we see in commercial shops and require professional installation with a specific thickness and type of concrete. These lifts also require more space than the average person has available. An example is from the company American Custom Lifts (www.aclifts.com) and their website is very informative.

This company manufactures a small two-post lift that is available and is permanently installed. You will need a 10-foot ceiling for this lift. Prices range from \$2,500 to \$5,000. For a complete list of the requirements and specifications for these lifts, please consult their website. I have spoken with the company representative and they are more than

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willing to provide advice on whether the concrete in your garage is suitable for lift installation. Potential customers submit photos of the area where the lift is to be installed as a major problem for installation is cracks in the floor. The company recommends using certified installers for their lifts and has a list of ones here in the Puget Sound region.



This is the American Custom Lifts 9F two-post lift in a garage. Note the tool box and lift height for a frame of reference and the cool BMW posters on the wall.

Single-post Lift with Dedicated Installation

This kind of lift has a single post that is capable of lifting a car. The lift seems to defy the laws of physics, but the clever engineers have this worked out. The advantage of this type of lift is that it saves space, taking up only one side of the garage. See www.aclifts.com for installation specifications.



This is the American Custom Lifts 6.5 single post lift. We want both of these cars!

Four-post Lifts

Four-post lifts are often used for storing two cars with limited space. The four-post lift requires that the car be driven onto the platform and stored with wheels on the car. This feature makes it more difficult to work on suspension and brakes.

Most manufacturers of four-post lifts have available options to accommodate separate jacks to lift the car off the runway to work on suspension. The advantage of this style of lift is that two cars can be stored in the space of one. An example of a four-post auto lift from American Custom Lifts is shown here. There are many different companies currently selling various versions of the four-post lift.

The price for the four-post lifts range from \$2,000 to \$3,000 not including shipping. I personally know of three people in the area with the four-post car lifts from this company who are very satisfied.



The American Custom Lifts Voyager four-post lift will fit in a bay of a two-car garage.

Portable Lifts

The examples described above require dedicated space. Not all of us have the luxury of so much room. Recently, two companies have come up with a solution to the space problem by making lifts that can be stored against a wall when not in use.

Dannmar MaxJax two-post portable auto lift (www.maxjaxusa.com). Costco is currently selling this lift system for \$2,299 excluding shipping. This two-post system has a 6,000-pound lift capacity and has a maximum lift height of 52 inches (with adapters).

An intriguing feature of this lift is that two lifting posts can be unbolted

from the floor and stored against a wall using the built-in castors. This is a hydraulically-operated lift that has a portable pump and fluid reservoir.

The company states that a minimum of four inches of 2,500-3,000 psi concrete is required for the installation of the floor anchors. A rotary hammer drill is required to sink the 7/8-inch anchor holes. The drill can be rented or a professional installer can be hired. The company does recommend a certified contractor be consulted if there are cracks in the area where the lift will be installed. Consult the website for actual customer photos of the lift installed in a two-car garage. The website also has a short video of the installation process and assembling the lift.

The advantages of this lift are portability, all the features of a full size lift with regards to accessing the entire underside of the car, and a reasonable price. The disadvantage of this lift is it only gets the car 48 to 53 inches off the ground.



The MaxJax 2 post carlift will easily fit in a single bay of a two car garage.

Scissor Lift by EZCarLift

(www.ezcarlift.com)

This lift is probably the simplest to operate and to store. I own this lift and my requirement for a lift was one that could be configured to fit the cars and to be stored when not in use. The principle of this lift is the mechanical screw and scissor lift mechanism. The lift is both raised and lowered using only a power drill and will lift a maximum of 4,400 pounds. The lift can be configured to be used perpendicular or horizontally to the car frame. The

Continued on page 8

A Car Lift for Your Garage

Continued from page 7

lift will raise the car a maximum of 28 inches off the floor. The two wide rails are connected by two cross members, one of which serves as a drive shaft to operate the screw drives. Placement of the lift under the car can be varied depending on which part you will be working on, but the factory jack points should be used. I purchased the optional drive-on ramp system.

Here are some photos from the website and in my garage of the 318is on the lift. The advantage of the EZcarlift is that it is portable, easily stored, requires only a power drill to both raise and lower the lift, is lightweight (about 150 pounds), and very safe. The disadvantages are really only two: the 28-inch maximum lift height and the cross members of the lift. The price starts at \$1,995 excluding shipping. The drive-over kit was \$239 and worth it.



318is "TRAKCAR" on the lift for the annual service before the start of track season.



The entire EZcarlift system can be stored flat against a wall. The photos also show the drive-over ramp set.

Summary

The type of car lift you might want to purchase will depend on your space, the condition of your concrete floor, whether you want a scissor lift or post lift, price, and if the lift will be permanently installed. Most of the lifts I have described in this article are over \$2,000, so this is not an insignificant decision. However, the ease of being able to get the cars up in the air for routine and yearly maintenance has been worth the price. The peace of mind of not having to worry if the car is going to slip off the axle stand is priceless. Please feel free to contact me if you have additional questions about the lift that I own.

Steve Libby
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Free 2014 PRO3 Calendars

THE BMW PRO3 GROUP is again providing free PRO3 wall calendars locally to Puget Sound Region Club members, a \$12 value to the rest of the country. To get your free copy, visit one of the following listed businesses



that have agreed to serve as distribution points for the calendar. Use your favorite search engine to get their business addresses.

Enjoy twelve colorful months of BMW PRO3 action racing at tracks around the Pacific Northwest, this year with additional rainy racing! Additional support has been provided by the Puget Sound BMW Club, 425 Motorsports, DynaSport, Accurate Engines and Haury's Lake City Collision.

This high quality calendar features PRO3 images shot through the lens of local photographers and designed by Club member Matt Ferbach. For those that own the 2013 calendar, this one is ten times better!

Calendars are also available for sale for \$12 each, visit www.PRO3-Racing.com for ordering details.

Lance Richert, PRO3 #35
Lance@Richertnet.com

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The PRO3 Line

PRO3

Old Man Winter and Flat Spots

It just so happens that I'm writing this column on what is (so far) the coldest day of the year, so it seemed only appropriate that I steer the direction of this month's diatribe to car care and arm-chair antics (racing related, of course).

My wife, Melanie, would love nothing more than for me to take up a different hobby; one that might involve occupying a lot less volume around the Olsen Compound. Just last month, she threatened to send me a notice of encroachment as it would seem that my BMW parts and other assorted car parts and remnants were starting to creep into view from the driveway. (That's the invisible barrier around here.) You see, I really don't take well to hints or suggestions, so she has learned that the best course of action is to just come right out and tell me that I need to address the visible eyesore that I prefer to call my "parts collection." Yes, stamp collecting or maybe even taxidermy might be her choice for a new hobby for me. Either would certainly be less expensive and doesn't come with all the extra parts. Well, taxidermy would, but that's a whole different topic for a different kind of magazine!

Instead, she is just going to have to accept the idea that (for now) my hobby of racing PRO3 is the chosen form of relaxation and escape that is necessary to keep my ADHD in check. She is starting to catch on to me though, as now it's more than just racecars and assorted parts cluttering, I mean, "well organized and cataloged" around the shop and its allowed boundaries. I've picked up a couple of hobby cars to keep me occupied during the winters and that has proven useful in many aspects. Primarily, the extra cars around

here are deflecting the attention from the PRO3 stockpile, at least for the moment.

With the newest addition being a 1953 M38A1 military Jeep (and a sister Jeep for parts) the shop space is now occupied by two cars that are not PRO3 cars, it poses a bit of a wintertime challenge for me: where and how to store the PRO3 car? In an effort to keep the costs of this hobby at a relative minimum, fancy heated and secured storage is out of the question. So The Reaper shall sit comfortably in the confines of the enclosed trailer. I guess it is technically a trailer all the time, but during the winter months when it isn't moving, I swear the interior temperature is more in line with that of a meat locker.

For the uninitiated into racecars, we don't actually run antifreeze in these

things. Straight water or with Red Line Water Wetter as an additive and that's it. (Jim Cissell doesn't even run water at times!) So when the temperature drops to freezing and below, especially for an extended period, it pays to swap out that water with a more typical antifreeze solution. Make sure you take the time to let the engine get up to normal operating temp after making the water swap so everything circulates. While you're at it, it's a good idea to drain the fuel cell (or tank) and splash a little fuel preservative in there to help prevent varnish. Circulate that fluid as well to help prolong the life of those injectors.

Quick side story: a fellow PRO3 racer a few years back found out the hard way that the extra cold winter took an unseen toll on his racecar's fire suppression system. The big red bottle inside

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his car apparently froze at one point and created a weakened condition. It let loose unexpectedly on his way to grid during the first race of the following season. So think about anything that might freeze or be susceptible to cold and figure out a way to protect it. In many cases it's as easy as hanging a solitary light bulb inside the car for the winter. Or, if you're the Hill brothers, you let the moss act as good insulation and take your chances.

Some racers will go so far as to put the car on jack stands and either remove the tires or at least take some of the pressure off them from the weight of the car. Me? That's more effort than I think I'll put into it and so I'll tell myself that I should do that, then figure I'll "get around to it" which translates to it never actually getting done. I can live with flat spots for a few laps come spring. Speaking of tires, I've read on the internets (which means it's true) that your extra tires are best stored indoors with the air bled out of them.

Did you change your oil? You might think about doing that before storing your car for the extended months. The

old oil in there is full of other stuff (that's the technical term) that probably doesn't need to be sitting in your oil pan all winter; best to change it out with new oil and, again, circulate accordingly. If anything, then your car is ready to hit the track without so much as a thought to "Oh, nuts! What do I need to do to it?"

On that note, because my memory now is nothing like it used to be, I've got some custom-made duct tape labels stuck right to the windshield alerting me to the changes made to the car. That will at least give me comfort knowing that come springtime, I can be assured that I won't forget something important... well, with the car that is.

Speaking of memory loss, ever wake up and wonder what day it is? PRO3 is offering up a great solution for that. It's the 2014 PRO3 calendar, now on sale at your favorite retail outlet (well, our favorites). For the bargain price of FREE be sure to grab yourself a copy or two and display it prominently in a public place. There are more than 5,000 units available as of this writing, so hurry! These things tend to disappear

once the word gets out. Can't find one? Hit up the nearest PRO3 monkey and ask them nicely for a copy. And they are just in time for the Holidays! You can find a copy at any of our sponsors including 425 Motorsports in Bellevue, Griot's Garage in Tacoma, BMW Northwest in Fife, Accurate Engines in Lynnwood, and Car Tender in Seattle. There are many more outlets offering the calendars as well, so keep your eye out for one.

With all that useful car preparation advice you now have, what are you doing sitting around reading this? Get out to the garage and get that racecar put to bed for the winter! As for me, I plan to continue to scour Craigslist for that 'must-have' next project that is sure to cause my wife to question the wisdom on encouraging me to "get a hobby" all those years ago.

*Michael Olsen is a BMW CCA Club member and drives the Spirit Halloween Superstores PRO3 car #130 in local ICSCC competition racing
rickshaw_racing@yahoo.com
www.pro3-racing.com*

Annual Event

HAPPY NEW YEAR fellow members and welcome to 2014! We have a great year planned for all of you and hope that you're able to join us at our various Club events throughout the year.

One event is our annual event on Sunday, July 27, 2014. Previously known as the "Concours d'Elegance," we have made some refinements this year, in order to increase attendance, provide a little more validation to the judging component, attract both local and regional sponsors, and make the event fun for everyone.

Some of the refinements are: The name of the event has been changed to: "The Gathering of the Heritage." It will still contain a judged "concours" component, but the focus of the event is to bring as many of our members together for a day of vehicle admiration, friendship and conversation.

For the judged component, we are acquiring knowledgeable guest judges to participate. So far, we have locked in our very own Pacific Region VP, Nick

Owen. We are continuing to look for (and interview) potential guest judges, so if you have recommendations, email me with their name and contact information.

For those members not interested in participating in the judged component of the event, we have made parking your car (on the lawn) FREE. We want to fill Cedar River Park with our cars! Plus, any car parked on the lawn is eligible for the "People's Choice" award, so clean those cars and arrive early to secure your spot.

The feature car, ell, to align with our new event name, "The Gathering of the Heritage," our feature CARS will be the Classics (i.e. any BMW series that the majority of the production run was 25 years ago or more). Since 1989 is the cut-off, this means E30s and E31s, but not E32s or E34s and any older series, please bring it out to the show!

Also in alignment with our feature cars, Hagerty Classic Car Insurance has agreed to be a sponsor of our event, and Starke Shelby (of Northwest Insurance



Center, Inc.) will be at the event representing Hagerty.

Stay tuned for more details in our March/April issue of *Zündfolge*, and if you have any questions (or would like to be a part of The Gathering of the Heritage committee, please contact me.

Thank you!

Brandon J. Kelly
The Gathering
of the Heritage
Coordinator



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2014 Board of Directors

Here is the slate for 2014. We will have twelve Board positions for 2014 with the consolidation of Membership into Vice President.

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<i>Tour Coordinator</i> Ed Walker	<i>New Media Chair</i> Gernot Kalcher	<i>Special Events Coordinator</i> Lance Richert



Photo by Benjamin Toombs.

E30 Picnic Painting Crew: (left to right) Brian King, Reid Morris, John Parker, Chris Forsythe, James Crivellone, and Jeff Butler. This is the crew that helped Chris Forsythe prep, then put back together, his E30 after the free Haury's Paint Job.

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i3: The Future is Now

by David Lightfoot

PROJECT i's FIRST CUSTOMER PRODUCT IS THE i3. But you knew that. It would be difficult to have missed the launch publicity around the i3, such as been the media blitz. But digging deeper, Project i represents something very interesting for our favorite car company. Consider two things.

First, BMW is a very conservative company. One family, the Quandts, own 46.6 percent of the stock, giving them effective control of the company. The Quandts have had this position in BMW AG since 1959 when Herbert and Harald Quandt saved BMW from the clutches of Daimler-Benz. Herbert Quandt's third wife and widow, Julia, and her two children with Herbert, own the company stock. Those two children, Suzanne Klatten and Stefan Quandt, are members of the Board of Directors.

The Quandts have always exercised a very conservative style in strategic matters. For example, the historic department, BMW Group Classic, must be self-sustaining financially. The same holds true for the racing department. The Board of Directors always insists on two alternatives to any new model. The Board then makes the final decision on which version is chosen. Another example of the conservative approach is that almost all parts are sourced from BMW suppliers. BMW does not manufacture many parts and thus minimizes capital outlay. Those parts that provide a competitive advantage are manufactured by BMW, but these are few.

A second thing to consider is that Project i is being watched closely by the entire automotive industry. At this point, no other manufacturer is following BMW's path of sourcing, production and use of carbon fiber in a mass production environment, something never done before. Many view BMW's path as too risky. BMW is not outsourcing the carbon fiber manufacturing to a supplier but rather they are doing it themselves. The actual arrangement is a joint venture with SGL, the leading carbon fiber manufacturer in Germany. BMW has taken a large stock ownership position in SGL. Volkswagen group also purchased a large block of stock.

Suzanne Klatten (see the Quandts above) purchased enough of SGL to give BMW effective control.

The Strategy

BMW has a well-developed strategic planning process. Several years ago they realized their business model might not be sustainable. Their model being the building and selling of luxury and high-performance automobiles that burn fossil fuels. Their research revealed that many younger people are not particularly interested in cars or even in learning how to drive. Many young people view the automobile as Enemy Number One in the environmental equation.

BMW realized that they needed to take the automobile out of the environmental debate and make the production and use of automobiles (or, more broadly, personal transportation) sustainable and environmentally neutral from production through the end of the vehicle's life.

Thus began Project i. If BMW is right about this, they will have a huge lead over their competitors. If they are wrong? Well, I think they've got a backup plan.

Roll-Out

Series production of the i3 started on September 18, 2013. The first customer cars were delivered November 15, 2013. U.S. dealerships will have their first i3 for customers to see in February 2014 and deliveries are to begin during the second quarter of 2014. The price in the

U.S. will be \$41,350 or \$45,200 for the version with the range-extender engine.

The i8 supercar will be introduced in late 2014. The i3 and i8 are "bookends" in the i sub-brand. The middle of the range will be filled in later, starting with the i5 in 2015.

Dealerships will offer loaners to i3 owners for longer trips. The loaners will be conventionally powered. BMW will also arrange for the installation of the home charging station that most i3 owners will need. There is also a solar energy program to produce the electricity from photo voltaic cells. Other services will be offered via a program called 360 Electric.



Remember to plug in your i3 every night—just like your cell phone.



Deliveries of the i3 have begun at BMW Welt.

All photos from BMW NA and BMW AG.

The Mega-City Car

The i3 started life called the “mega-city car,” intended for metropolitan areas with a population of ten million or more. As the i3 is being introduced, it is clear that the market for urban vehicles extends beyond the few mega cities worldwide. Just as Smart cars are common in the Seattle metropolitan area, I expect i3s will be popular in our area.



The architecture of the i3 has two main components: the aluminum Drive module and the carbon fiber Life module. The Drive module includes the powertrain, chassis, battery and structural and crash functions. The Life module includes the body and the passenger cell.

Building the Future

The LifeDrive concept has a number of advantages. The two modules can be built in parallel and then combined, making production faster. The factory requires less investment because the press shop is eliminated. Steel body panels require enormous presses and molds while carbon fiber parts use a completely different process. There is a press shop but is separate from assembly and the machines are much smaller.



The batteries sit low in the chassis, providing a low center of gravity.

The use of carbon fiber for mass production has never before been achieved. Carbon fiber parts have been used in aerospace and racing. But carbon fiber has been expensive for many reasons. The fibers themselves have been expensive to produce, the body parts have been laid-up by hand and the parts have required hours of curing in ovens.

BMW has figured out how to reduce the cost and time to produce carbon fiber parts. They are not there yet, but the goal is to get the cost down so that it is no more expensive than aluminum parts. It is not expected that the cost will ever be as low as steel parts.

The precursor material for the fibers is custom made by Mitsubishi Rayon

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i3: The Future is Now *Continued from page 15*

Company in Otake, Japan. It arrives at the Seattle docks and then is transported by truck to Moses Lake. The site was chosen for the availability of inexpensive hydroelectric power from Wanapum Dam. The SGL Automotive Carbon Fibers (SGL ACF) joint venture plant in Moses Lake creates spools of carbon fiber thread. The individual filaments end up black from being cooked at high temperatures. These filaments are seven microns thick. A human hair is 50 microns. For this application, 50,000 of these individual filaments are bundled into rovings or heavy tows and wound on reels.



Carbon fiber filaments take a long journey through the Moses Lake plant.

The rovings from Moses Lake are then shipped to the Wackersdorf (Germany) Innovation Park, the SGL ACF joint venture's second site. Here, the carbon fiber is processed into laminates. These laminates have different alignments of the fibers and are stacked in layers prior to being cut to size and shape. (Scraps are recycled and used elsewhere in the i3.)



This close up shows the carbon fiber mat woven from the tow produced in Moses Lake.

The stacks from Wackersdorf are then turned into body panels at BMW plants located in Landshut and Leipzig.

Both plants run three lines dedicated to Carbon Fiber Reinforced Plastic (CFRP) parts. BMW has developed a production process that utilizes high-pressure resin injection rather than high temperatures to create CFRP body panels. The process creates parts with the required rigidity in minutes rather than hours. The process is completely automated.



Carbon fiber body panels sit awaiting assembly.



Carbon fiber panels are pressed into shape.

In a new body shop in Leipzig, the CFRP components are bonded together. There are only one-third as many body parts as in a conventional steel body. The bonding (gluing) process is quiet since there is no welding or riveting as well as being completely automated. The glue is active for only 90 seconds before hardening begins. Some parts are heat-treated to reduce the hardening time to only ten minutes.



Robots assemble the Life module.



Windmills provide the power for the i3 production area of the Leipzig plant.



A windmill outside the Leipzig plant.

The interior cabin of the vehicle is installed in the CFRP Life module. This includes all the options you order for your i3. It also includes leather that has

been tanned using olive oil, eucalyptus wood and pressings made from recycled materials. Two monitors, one in front of the driver and one centered high on the center of the dash, appear to be free-floating. It makes every other car seem to come from the Stone Age.

The load-bearing structure of the Drive module is built in Dingolfing and is made of cataphoretically-coated aluminum. The Drive structure is made up of 160 individual aluminum parts that are welded together.

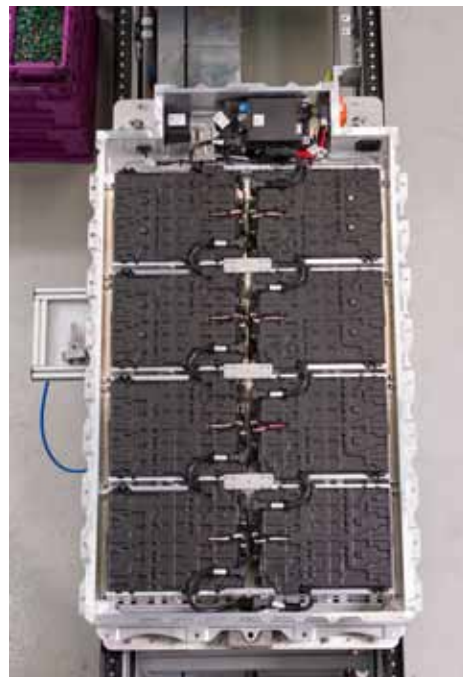


The i3 dashboard looks familiar but more futuristic.



The dual screens appear to float above the dash.

The high-voltage battery cells come from a supplier. They are clamped into modules, bonded and robotically welded. The batteries weigh 450 pounds and are located in the center of the car. The 125 kW electric motor and drive electronics are built in-house at Landshut. If one opts for the range extender, a 650 cc, 34 horsepower, two-cylinder engine is added with a 2.4-gallon gas tank. The gas engine acts as a generator for the batteries and never drives the wheels.



The battery pack is placed low in the Drive module.

Continued on page 18

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i3: The Future is Now *Continued from page 17*

The Life and Drive modules are combined at the “marriage” station on the production line. The Life module is lowered onto the Drive module and they are glued together.

The outer skin is added including the painted parts. Body panels are painted separately using a process that does not require priming. A dry overspray separation process is used, which saves 70 percent of the water and 75 percent of the energy of a conventional paint shop. The paint provides the sheen of the outer surface and protects against rock chips and damage from sunlight. Most of the outer skin is made up of injection-molded thermoplastic.

It is interesting that the i3 is a “body-on-frame” vehicle, rather than the unibodies that are used in virtually all modern cars. If you know your BMW history, the i3 is much like the Z1 from 1987. That is, the Z1 used plastic body

panels attached to an aluminum chassis but it used a conventional drivetrain.

The i3 weighs 2,700 pounds including the 450 pounds of batteries. The range extender adds another 330 pounds. For the base model, the sprint to 60 mph takes 7.2 seconds and the top speed is 93 mph. This isn’t going to be your track rat but that’s plenty peppy around town. Of course, just looking at those skinny tires tells you this isn’t going to be as competent as a “normal” BMW in the corners.

The Backup Plan

The history of electric cars is not that good. In the early days of the automobile, over a century ago, electric cars competed successfully with gasoline cars. But the problem then, as now, was poor battery range and the weight of the batteries. Gasoline eventually won. The i3 will do 80 to 100 miles on a battery charge. The range extender doubles that.

Using the 220 volt charger, the car can be charged fully in three hours

Still, the Nissan Leaf, Tesla Model S and others have had modest success but electrics certainly are not mainstream yet. What happens if they are never fully embraced by the public and Project i fails?

If the Project i cars fail, BMW is already increasing its use of carbon fiber parts in its conventionally-powered cars. Lowering the weight of modern cars is important to reduce the use of fossil fuels. Would it be so bad to have an i3-sized car with a conventional 1.5-liter power plant? In fact, it would make a great car. Better still, imagine an i8-style car with an M3 engine placed behind the passenger cell. Under 3,000 pounds, mid-engined and 450 horsepower. A modern M1. If that’s the downside, bring it on.



An i3 in assembly with some of the plastic exterior panels in place.



This is the finish area at the Leipzig plant, where both i3s and conventional BMWs are built.



Senator Maria Cantwell and BMW NA President Ludwig Willisch.

BMW's Commitment to Sustainable Mobility

BMW hosted a special event in Washington, D.C. on November 7, 2013, highlighting the BMW Group's commitment to sustainable mobility through BMW's first all-electric vehicle, the BMW i3. The BMW i3 is BMW's first production electric vehicle and is made primarily of carbon fiber. The event was attended by government officials, influencers, press and other stakeholders and featured a panel of keynote speakers and experts to discuss, “Shaping the future of Sustainable Mobility.” Included in the panel was Maria Cantwell, U.S. Senator for Washington State.

BMW NA

Dyno Event Recap at Kirkland's Carburetor Connection

THE 11TH ANNUAL BMW CLUB DYNO EVENT was held this past summer at the Carburetor Connection. Curious Club members were very eager to see how much horsepower and torque their cars would make. (www.carbconn.com). Great conversation along with the world renowned Steve Questad BBQ burgers was a big hit. The roaring engines driving the 4wd Chassis Dyno Jet 248C added to the excitement.

Many and varied modifications drivers had on their cars were put to the test. We had a diversity of BMWs showing their teeth from a box stock E92 M3 to a turbo charged E46 M3. We also had a few cool other entrants like the injected big block '69 Camaro, GT3 RS, an Acura NSX and a few others. The BMWs were ousted from this year's highest horsepower entry by good old fashioned displacement.

A big thanks to Alex and his crew at Carb Connection for sharing their expertise and hard work for us at a discounted fee. The next Dyno event is sure to bring out more entrants and exciting numbers.

Jeff Butler
Tech Event Coordinator

**Here is a table of the car type with or without modifications.
For conversion to flywheel horsepower, multiply the max horsepower by 1.18.**

Year	Model	Packages/Mods	Max Horsepower	Max Torque
2003	M3	Active Autowerks Stage 1 Supercharger, UUC lightweight flywheel, headers, Eisenmann Section 1, 2 + Muffler	416	289
1991	NSX	No mods	248	191
2007	550i	F/I	417	384
2013	335i	M performance package, M performance exhaust	275	272
2004	330xi	Premium + cold weather	172	161
1992	Mustang	Built 347 small Block	387	355
2011	x335i	Stock	274	274
2011	135i	ppk1	282	287
1985	324tdt	2.4L Diesel, Intercooler, EGR Delete Exhaust	99	158
1988	RX-7	99 LSI/T56, ported throttle body, L56 intake, TSP 228R cam, long tubes, frost tune, improved racing oil pan baffle, 3qt. Accusump, Dual 2.5" exhaust w/magnaflow, Ronin speedworks wide body, Laguna Seca blue	346	337
2008	M5	Supersprint Cat back Eudloe A/N ecu tune RPI intake	436	
2004	Cooper S JCW	Bigger intercooler, Nology wires	149	147
2012	M3	Stock	359	273
1974	2002tfi	Stock	95	101
1996	M3	Cat Delete Factory Exhaust	202	208
1967	Camaro	EFI 502ci, Tremec TKO 600 5 speed Ford 9" narrowed, 3.23 DSE full suspension	465	461
2010	335i	Stage II, air intake BMS Dualcore	325	381
2008	135i	Dinan Staged, BMS Dualcore, Riss Racing Downpipe back race exhaust	325	404
2008	335i	JB4, VRSF DP, DCI	308	392
2004	M3	UUC RSC	259	234
2005	S4 Avant	Stock	254	247
2010	135i	Cobb Access Port w/Stage 1 "sport" tune, AFE Dualcore intake, BMW performance exhaust	292	414
2011	GT3 RS	Stock	420	322

Koons Art Car Shown in Miami

The BMW Art Car by Jeff Koons celebrated its North American premiere. The car was exhibited in a pavilion in the Botanical Garden in Miami, Florida as part of Art Basel. American artist Jeff Koons created the 17th car of BMW's Art Car collection by using a BMW M3 GT2 as his canvas. The Koons car features the number "79" which pays tribute to the 1979 Andy Warhol car.

"It is with great pride we bring the Jeff Koons Art Car to the US and present it for the first time publicly in North America," said Ludwig Willisch, President and CEO, BMW of North America. "Koons wanted to design a BMW Art Car because of the tradition set forth by Roy Lichtenstein, Andy Warhol and other great American artists, that is why we are very proud to display both the Koons and the Warhol car at the same event."

The 12th edition of Art Basel in Miami Beach took place in Florida from December 5 to 8, 2013. More than 250 leading galleries from North America, Europe, Latin America, Asia and Africa presented works by over 2,000 artists of the 20th and 21st centuries.

BMW NA Press Release



New Book on the BMW 328

A new book was published recently on the BMW 328. While early copies were available in November 2013, the book has a 2014 copyright date. The title is *BMW 328 Tribute to a Legend*. The authors are Walter Zeichner and Nina Hornung. Zeichner has worked for BMW Classic and

is currently an advisor to the BMW Museum. The book is 160 pages, all color, hardbound and nicely done. The price is about 30 £ or about \$50.

Zündfolge Exclusive

Chapter member Robert Falk reports: "On a recent trip to Chongqing, China, I spotted this vehicle which I believe to be the ultra-secret 2014 X.25."



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