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Quarter 4, 2019



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## Boilerplate

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*Zündfolge design and layout by Paulette Eickman 206.283.1423.*

# KALENDER

## September 25, Wednesday

**Board Meeting.** All members welcome.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## October 13, Sunday

**Bimmers at Palisade.** Our last car show for the year, located at Palisade Restaurant on Elliott Bay in Magnolia.

## October 15-19, Tuesday-Saturday

**50th Oktoberfest** in Spartanburg.

## October 23, Wednesday

**Board Meeting.** All members welcome.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## November 13, Wednesday

**Board Meeting.** All members welcome.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## November 26, Tuesday

**Deadline** for the Q1 2020 *Zundfolge*.

## December 18, Wednesday

**Board Meeting.** All members welcome.

This will be a virtual meeting via Zoom.

RSVP to [president@bmwpugetsound.com](mailto:president@bmwpugetsound.com).

## December XX

**End-of-Year-Lunch at the Triple X**

in Issaquah. Watch for an Around the Sound email blast for the date.

## March 7, Saturday

**Banquet at the Museum of Flight.**

The topic will be the history of Flying Cars, especially the Aerocar developed locally in the 1950s and 1960s. Our dinner speaker will be Jake Schultz, author of *A Drive in the Clouds: The Story of the Aerocar*.

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

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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

TO QUOTE THE GRATEFUL DEAD, "Hang it up and see what tomorrow brings." (*American Beauty*, 1970) This is how I shall begin my last President's Column. My term ends at the stroke of midnight December 31, 2019. Then Dana Lantz will take over the reins. Most of you know that I have served two, two-year terms with a one-year interlude between them. Unlike the song, I will still very much be around in the Club serving as the Driving Events Coordinator, Past President, and being present at most, if not all, events. I will also be the liaison for the Club and dealership relations. Some events I may direct, like Bimmers at Palisade.

The Puget Sound Chapter is in great shape. We'll be entering 2020 as the 50th Anniversary of the formation of this Club. That is quite an accomplishment and many of the original members are

still very active today. Look for coming announcements about the celebrations we have planned!

How can the Chapter continue to thrive and be better in the future? You have all read this before: we need more member participation on the board and help coordinating events. We all want events to attend, tours to drive, and collections to view but it takes dedicated volunteers to make it happen. I will not lecture anymore in this column, but you all get the message.

We will continue to use *ATS (Around the Sound)* email blasts and Facebook to get current, relevant information about Club events. Also, the future of information about Club activities will focus on the website, so keep checking it.

I would like to thank you all for your support of the Club, your participation in Club events, and to all of the gearheads

who troop out to the track to share driving The Ultimate Driving Machine. See you on the road,

*Steve Libby, President  
Puget Sound Chapter BMW CCA*



**2020 President Dana Lantz.**



**Outgoing President Steve Libby with a trusting Taylor Stepien.**

## Coming Events

WE'VE GOT A COUPLE OF COMING EVENTS during the fourth quarter that you don't want to miss. But you'll have to watch the *Around the Sound* emails or check the website for the details.

### **Bimmers at Palisade**

On October 13, Sunday morning, we'll be back at Palisade Restaurant on the waterfront in Magnolia. This is one of our newer car shows but has proven popular with members and Palisade management. Put this on your calendar and plan to attend.

### **End-of-the-Year Lunch**

Annually, between Christmas and New Year's Day, we visit the Triple X in Issaquah for an end-of-the-year-lunch-and-dietary-blowout-before-better-habits-in-the-new-year. The date hasn't been set so watch the *ATS* for details as we get deep into fall.



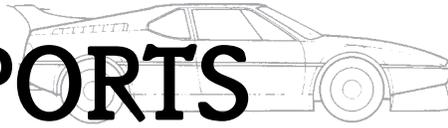
### **ON THE COVER**

It has been 40 years since Andy Warhol painted at M1 with a brush. It still looks amazing.

*Photo by BMW Press*



# MOTOR SPORTS



BY THE TIME YOU ALL ARE READING THIS, we will have had our last HPDE at The Ridge and sadly end the 2019 track season. Time to clean off the brake dust from the wheels and start thinking next season. For those who came out and completed the Car Control Clinic, you are ready to jump on the big track. Driving at Pacific Raceways is simply the best way to spend a sunny day in the Puget Sound area. We all live in this information overloaded, email-text-Twitter-Instagram-Facebook world and can use a break. Just the simple pleasure of driving your Ultimate Driving Machine and listening to the engine and your instructor is a greatly needed distraction from all that is happening in the world today. Make some plans for next year.

Those of you who were there on August 23 witnessed the handing over

of the reins of TRAKCAR to the new owner, Dana Lantz. Dana will assume the role of President of the Club for 2020. Her E30 is having some issues and she has always loved TRAKCAR. Just so you all know, if you decide to become president, you do not get an E30 318is. What will I drive, a 2005 silver 330i ZHP “ZEEHP” that will remain relatively street-friendly but maybe Santa will bring some track rubber.

We have firmed up our 2020 track days. We will hold six events at Pacific Raceways and will drop The Ridge from the schedule. With the number of members and drivers in the Puget Sound region, it makes sense that everyone has an accessible track opportunity. Also, we got feedback that you all wanted more days at Pacific Raceways. Ask and you shall receive.

## The 2020 Track Dates

April 10, Saturday  
May 8, Friday  
June 12, Friday  
July 16, Thursday  
August 21, Friday  
September 11, Friday

I would like you all to consider our driving program and think of it as four separate levels of driving:

- **One:** The tour program caters to those who would like to more leisurely drive as a group to a destination or view the scenery along the way.
- **Two:** For those participating in the Car Control Clinic who want to explore the limits of their cars on a closed course and hone driving skills.
- **Three:** The third group includes those who want to strap themselves in the car and drive on the racetrack, pushing themselves and the car.
- **Four:** This group includes those who want to take it to the next level and go competitive racing in a series like PRO3. Our Puget Sound Chapter is in the unique position to offer all four levels of driver engagement, from touring to full-bore racing. I would challenge anyone to name another club that has the ability to offer this kind of opportunity.

The weather might be changing and the days are getting shorter, but The Ultimate Driving Machine does not care. Start thinking about what you would like to do next year: tours, car control, high performance driving education, or PRO3 racing. Whichever one you choose, we will be there.

See you on the track.

*Steve Libby, Senior Instructor  
Driving Events Coordinator*



**A very trusting Rachael Rossi with Steve Libby.**

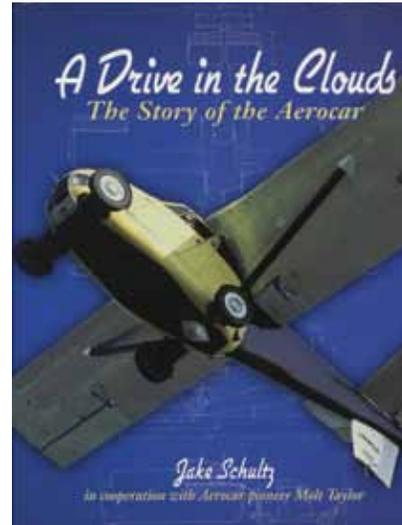
# Save the Date: Flying Cars at the Museum of Flight

WHILE MOST OF THE INTEREST seems to be in autonomous cars, there are also many working on flying cars. Flying cars aren't a new idea. Decades ago, a number of flying cars were developed. Locally, the Aerocar was developed and successfully driven and flown by Mort Taylor. Five were built before the end. This was in the 1950s and 1960s. Much of the aerodynamic work was done at the University of Washington.

Jake Schultz, an Issaquah resident and author has written an account of the saga of Mort Taylor and the Aerocar. The book was written with the cooperation of Mort Taylor, who

has since passed. In addition, there is a fully restored Aerocar in the collection of the Museum of Flight.

On March 7, 2020, we will be having a Chapter banquet in the Great Gallery of the Museum of Flight with Jake Schultz as our dinner speaker. You'll be able to enjoy the story, see the actual Aerocar and get Jake to sign a copy of his book, if you chose to buy one.



The cost of attending is \$60 per person for a lovely dinner catered by McCormick & Schmicks. Registration will open in January. Save the date of March 7, 2020, Saturday evening, from 6:00 to 10:00. As part of our event, attendees will have access to all the exhibits in the Great Gallery. If you've never been there, it is spectacular.

*David Lightfoot*



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# Driving in the Real World: Wrapping Our Heads Around the Wheel

by Mi Ae Lipe

NOW THAT I HAVE YOUR ATTENTION WITH THIS HEADLINE, you may be wondering what I've been smoking lately. But I've been thinking about the little things that make a big difference—the things we rarely take into account but that manifest everywhere.

Take, for instance, when you estimate how long it will take to pick up your genetic units from school, run them home to change clothes, and then ferry them to soccer practice. It's a ten-minute drive from the school to home and another twelve minutes to the soccer field. Add five or seven minutes for changing clothes and gathering gear, so you assume that if you swoop up the kids at school at 2:45, you can have them tumbling out ready for soccer at 3:15 or 3:20 at the latest.

What you didn't take into account was that Henry forgot his homework in his locker, so he wasn't waiting by the curb when you pulled up. It took him three extra minutes to retrieve it before he could join his older sister Molly in the van. You try to drive home slightly faster than usual because you're already getting a later start. But you end up behind the slowest driver in the neighborhood, so you couldn't regain that extra minute or two you were counting on. In fact, it took 45 seconds longer.

Once everyone tumbles through the door at home, the mad dash is on to change clothes and get ready. But your daughter gets a text message while she's sitting on the toilet, and she stops to respond, which begets another text, and another, and another. Finishing this conversation, in spite of your yelling



at her to hurry up, delays her getting downstairs by four more minutes.

Meanwhile, her brother, who's dressed and ready, decides that since his sister is being pokey, he'll make a quick PB&J sandwich and sit down to eat it. After all, he's starving and supper's hours away yet. Now you're running at least seven minutes late. By the time you've finished shouting at Molly yet again and then struggled to peel Henry from his kitchen seat, you're running a full eleven minutes behind.

As you grab the keys to the van, your phone rings, and it's your lovely spouse calling to find out what you and the kids want for dinner that night so

the requisite items can be picked up at the grocery store. That takes another minute, and now you're on track to get to soccer practice just after 3:30—late yet again. Your kids hustle out to the field where their teammates are already warming up, and the coach glares at you.

Those little delays that are triggered by the unanticipated, the responses to normal desires, plus overly optimistic expectations of how long you think things should take versus what they actually do—this is what I call “white stuff.” It typically happens between transitions from one task to the next, and it affects us all, chain-reaction-style. If we learned to factor it in automatically when we



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devise schedules (like picking up the kids 15 minutes earlier), then we could save ourselves and others lots of stress, worry, and dashed expectations.

White stuff affects us on the road, too, as we've seen in this example. People are in a hurry to get somewhere, so they're more likely to be taking chances, speeding, and experiencing tunnel vision as they focus on their singular goal—which means maybe not seeing you or others.

Another form of white stuff manifests nearly every day. Think about when you get into your vehicle to go to work. There is a period when you're probably not quite all there mentally to handle what might be going on beyond your driveway. You might be thinking about preparing for an important meeting or worrying about something not going well in your personal life. Your mind is still glued to your internal world and not yet fully paying attention to the external one.

For example, did you really remember to check in all directions before you started backing out of your driveway? If another person on your street was reversing, did you notice them before they nearly crossed your path? (And did they see you coming?) And when you got to the main arterial, were you ready for everything going on there? Or what may happen? And at higher speeds?

The fact is, most of us don't quite have all our mental pistons firing right away when we get behind the wheel; we need a little time to acclimate to our surroundings and all the external stimuli coming at us. And this happens not just early in our day but also when we've

woken up groggy from a catnap in the car at a rest stop or during a ferry ride (island commuters, you know all about this!), or when we're leaving work or after an emotionally high experience like a concert or a first date. Again, it's a transitional issue. Our impulse is often just to start the engine and get under way as quickly as possible. But, consider whether you've cleared out all this mental white stuff and if you're actually fit to concentrate on driving.

Here's one more side to this subject: We've all heard that you shouldn't text and drive, but I bet we're all within a stone's throw of a driver who's looking at their phone while sitting at a red light or during stop-and-go traffic. They might think they're impervious to the White Stuff Syndrome, meaning that they're not dangerous if they check social media or text when they're stopped or going only a few miles an hour.

But research studies conducted by researchers at the University of Utah in 2015 found that it took up to 27 seconds for drivers to regain full attention to the road after they issued voice commands to their car's infotainment systems or smartphones. This task was often frustrating and always absorbing. But driving is also mentally demanding. The study participants' brains simply could not switch between these two difficult cognitive tasks quickly and cleanly; they tended to linger longer on the previous task than we might assume.

But I'm really good at multitasking, you say. Well, that's also a myth, says scientists who monitor this kind of

brain activity. Our brains can't devote equal attention to both tasks at exactly the same time, but instead they switch quickly back and forth, sometimes so fast that people think they're multitasking. If the tasks are too demanding, however, people can't even do that very well. And people's cognitive flexibility varies tremendously, especially if they have had strokes or other neurological medical history.

That white stuff—it's ready to get you anytime. Be ready for it.

*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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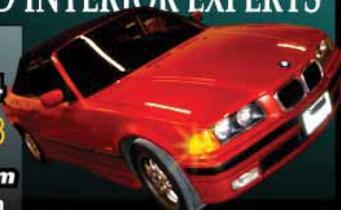
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### End of Season Report

THE LAST CHECKERED FLAG HAS DROPPED, the final tire has been changed, and the weary and worn PRO3 fleet is put away for the winter. But what a season!

The final two weeks of the ICSCC Conference season included three races over eight days—with key battles on the line. Going into the final weekend, front runner and defending champion Brian Bercovitz had all but collected the trophy for first. But behind Brian there was a tooth-and-nail battle between wily PRO3 veteran Corey Peters and crafty open-wheeler (but rookie in PRO3) Coley Tipton. By the final lap, pole-setting Coley had a 4.3 second gap on second place and secured the win, overtaking Corey for second overall. Neither Bill nor Jim have an ENIAC, or a TI-35, so we couldn't calculate the absolute final standings, but we're assured by the smart people that is how it all shook out.

In PRO3, Daniele managed to take a pole, had a string of podium finishes, and finished forth (unofficially) overall. That last achievement despite taking one for the team and letting Brian race while she stayed home with a sick cat.

The rest of the PRO3 field enjoyed equally lively battles. We were again the largest class in conference and at every race this year. Our field ranged from 15 to 32 entries—with 55 discrete cars driven by over 60 drivers. Aside from Coley, rookies Nick Carbaugh, Edmundas Taras, Bruce Mattare, Robert Coneybeer, Zack Watson, and Jim Butterworth jumped right in and earned their stripes. Great year, all you guys. Wander around the paddock and you'll hear folks saying how fun PRO3 is to watch. Well, we're even more fun to race with.

The season had some unusual personal discovery voyages and other off-site

shenanigans. Perennial front-runner Matt Lowell went on a midsummer jaunt with Kevin Doyle, Johnny Mac, Pete Bristow, Bill Ecker, and PRO3 alumnus Andrew Newell—and so missed the key Spokane triple race weekend. But the deepest cut was PRO3 sister Valerie Dare sauntering off on a grueling hike during the June Portland weekend. Without Val running the pits, mayhem ensued. Seriously, the volunteers make the program happen. Thanks, Val, and all the workers who love the sport and dedicate their time to make it possible for the rest of us to go racing.

The IRDC competition schools christened 35 new Novice-eligible drivers this year. Some of them are already making their way into the Novice program. If you are interested in getting ready for racing (in the rain or not), check in with PRO3 sponsor Don Kitsch's ProFormance

Photo by Gerry Frechette.



Top four PRO3 drivers do the stare down last race at the Ridge.

Congratulations to Brian, Coley and Corey for an epic year. But don't get too complacent. Kyle Byers, who won all four of his races this year (three at Spokane, one at the Ridge), has plans to compete for a full season in 2020.

In other power-couple news, it appears that Daniele Hovington (better half of Brian Bercovitz) has defended her title in the NW Mini-Enduro ME2 class, making her and Brian the first husband/wife champions in conference history.



Photo by Doug Berger.

In July, 32 PRO3 cars entered race 10 at Pacific, with Coley leading the field.

Racing school at Pacific Raceways—schools are scheduled through the winter. See [proformanceracingschool.com](http://proformanceracingschool.com) for more information.

With the off-season upon us, a few cars have come up for sale in a thin market. Ask around on the PRO3 Facebook group if you're looking to buy or sell. Sales this season happened over the course of a weekend, not months. The Facebook page is a great resource to hear about upcoming events. The conference banquet/awards will take place on November 9 at the SeaTac Marriot.

Just as PRO3 is the place to race, the PRO3 paddock is the place to make friends between races. The bench racing is first rate (and cheap) and there are always people offering or needing help. Like John Parkinson—whose car was totaled in Spokane when fellow PRO3 racer Duncan Pearce's brakes failed. John went around the paddock asking folks to help cheer up Duncan. And Matt Lowell's wife, Nancy, outdid herself at the Saturday night taco dinner at the Ridge.

The world-famous PRO3 calendar for 2020 is in preparation as we write this article including a new group shot featuring real race car drivers in and out of their shoes. It should be available at the usual places come mid-November. Or, you can come to the banquet and maybe get an advance copy.

Of course, we need to get in one last plug for the awesome and generous sponsors who add that extra something to make PRO3 great:

- BMW Northwest—title sponsor
- Toyo Tires
- 425 Motorsports
- Griot's Garage
- AAF (Advanced Auto Fabrication LLC)
- ProFormance Racing School.

If you have questions about racing, cars, or nearly anything, reach out to us as we love getting more people involved.

*Bill Ecker PRO3 #137 (253) 709-7999*  
*Jim Cissell PRO3 #119 (206) 933-8642*



Photo by Jeff McAffer.

**Pre-grid is chaos without our Val.**



Photo by Doug Berger.

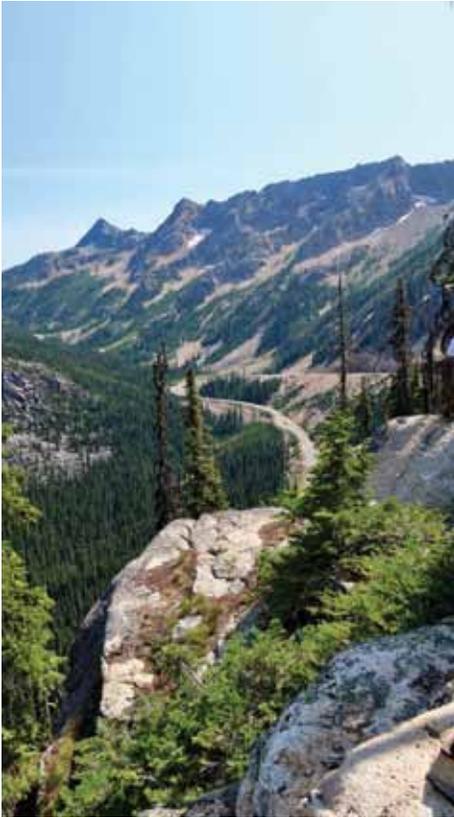
**At PIR in August, Brian and Corey battle it out to the very last lap--using every bit of the track, and then some.**



Photo by Doug Berger.

**Possible calendar cover shot from the start of race #11 at PIR?**

# 2019 Sun Mountain Tour Recap



IT WAS A BEAUTIFUL SUNNY SATURDAY August 3rd morning when the BMW tour group met in Monroe to start the Sun Mountain tour. After everyone enjoyed their coffee, we headed north. As we drove past Roesiger Lake and into Granite Falls, we made a quick stop to view a car show on Main Street. From there we made a second stop in Darrington and then on to Highway 20. We stopped for lunch at the Buffalo Inn Restaurant in Marblemount; home to a huge variety of burgers. I guess you could say it was another Burgers & BMWs luncheon.

After lunch we continued through the amazing North Cascades National Park with stops at two of the best vistas in the state—Diablo Lake Vista Point and Washington Pass vista at over 5,500 feet elevation. Both were simply breathtaking. I am always surprised to learn that so few people have traveled Highway 20 through the national park and visited these scenic sites. Later in the afternoon, we drove into Winthrop, a quaint little

western town with wooden sidewalks and old-fashioned store fronts with a true Old West feel to it. After driving through Winthrop, we drove up the mountain roads that lead to Sun Mountain Lodge. Along the way we passed people riding horses, hiking, and paddling canoes in Patterson Lake. After checking in, the tour group met in the dining room for a great dinner with excellent views of the surrounding mountains and valleys. A few members of the group opted for the cowboy dinner which included a horseback or wagon ride to a historic homestead for an old-fashioned western style cookout. We could not have asked for better weather and the roads and sites made it a perfect BMW memorial road trip. A good time was had by all. A few even stayed for another day or two to enjoy the area.

*Greg Smith, Tour Director*

Here are a few comments from our Club members regarding their experience of the tour.

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### Don & Jeree Lagoon

Nearly a week has passed since our road trip to Sun Mountain Lodge. The memories made during the weekend are still fresh in our minds. From the start, where we received regular streams of information and updates from our tour leader, Greg Smith, we always felt ready and fully informed. When the drive actually started in Monroe, we found ourselves among 22 like-minded drivers and a rainbow of BMWs of every sort.

We were guided through backroads that lent themselves to the handling characteristics that probably lead you to purchase your own BMW. The sights were dazzling, and full of splendor and mountain magnificence. Along the way, time was spent at wayside rests for breaks and photo ops. Later, we stopped for a quiet lunch in Marblemount at the Buffalo Run Restaurant, where we gathered in the quiet outdoor courtyard to enjoy lunch. This also gave us the added opportunity of getting to know some of our fellow travelers better.

We drove the rest of the way up the mountain, reaching elevations of nearly 5,600 feet above sea level. Our drive ended at the Sun Mountain Lodge, outside of Winthrop. At dinner that night, we again had the opportunity to dine with fellow BMW owners.

I would be hard pressed to say what was best about the experience. Driving our BMW on twisting and turning roads that run up and down mountains is always fun. Learning more about our region and being exposed to new areas and roads is expansive. Perhaps the best part of the entire weekend was the camaraderie we all experienced; having relaxing casual conversations, making new friends, and just enjoying life and our BMWs, of course.

To those of you have not joined one of our Club's sponsored driving tours, I encourage you to reserve a spot whenever your schedule allows. You will not be disappointed. And to those of you who do eventually find yourselves at Sun Mountain Lodge, you must try their cedar plank steelhead cooked with a bing cherry/plum glaze.

### Jim and Julie Anderson

Thank you so much for organizing such a wonderful tour. The North Cascade Loop and Winthrop area were new to us, and we were so excited for the trip. What a fabulous time we had.

The weather and scenery were amazing. Your lunch place was a fun choice, and planned stops at Diablo Lake and Washington Summit were breathtaking. Sun Mountain Resort was a paradise with spectacular views. This trip turned out to be the highlight of our summer. Keep up the great tours. We'll be there.

### David & Diana Cohen

The trip was well planned, organized, communicated and executed. Beautiful scenery and great driving roads. Friendly group, as always. Sun Mountain resort is a great place—quite off the beaten track, but excellent restaurant, rooms and friendly staff. Fun visiting Winthrop Sunday morning and driving back the other way around the Cascade Loop—at least until Sunday afternoon Seattle traffic. All in, a wonderful tour and hard to identify a highlight. Although, perhaps if I tried the camel burger at lunch, that would have done it.



All photos by Don Lagoon.

# 2019 E30 Picnic was Biggest Ever



The show gets bigger every year.

AT SOME POINT, ONE HAS TO BELIEVE that the popularity of the BMW E30 has to peak. After all, the last E30s were built over 25 years ago. But if the E30 Picnic is any indication, we're not there yet. This year's Picnic, held on June 23 at LeMay Family Collection at Marymount, was the biggest ever with 290 E30s traveling in from all over the western states. The E30 owners ranged in age from 16 to 75, with half of them aged 30 and under. Fifty-five percent of the attendees said their E30 was their daily driver. For 31% of E30 owner attendees this was their first ever E30 Picnic. Welcome! Four people indicated they had been to every E30 Picnic. We want to know who you are.

Lance arranged for an additional grass field to be used for the show and made access strictly limited to E30s, so we still had plenty of parking available. If we get some good weather next year, 2020 could be the year we hit 300 or maybe even 350. Keep the faith.

## Featured Cars

There were five featured cars selected for pride-of-place upfront. Lance interviewed the owners. First up was an E30 Touring 325ix. The sport model with AWD is unusual for a Touring. Of course, all E30 Tourings are unusual in the U.S. as BMW never imported Tourings to the U.S. Now that they are over 25 years old, the Tourings are flowing in.

There were quite a few present. The car owned by John Mass had unusual options, including different seats for driver and front-passenger, badge delete and no radio.

The second featured car was a highly modified four-door owned by Dustin. This 1991 318i had received a giant Mini Cooper sunroof and E38 7 Series fenders. These body modifications were beautifully integrated and the whole car was finished in Liquid Blue Metallic, a lovely light blue. Justin's car was hell-flushed with radically cambered wheels and a slammed look. Dustin completed the car mere hours before driving up from Oregon.

The third car was an M3 Sport Evolution 3 from 1990. This is the street-legal version of the most highly evolved DTM racer homologation special. In other words, the ultimate E30 M3. With henna paint, this thing looked fast while parked. The owner, Larry Lirstman, bought the car last November from a dealer in Southern California. This car, number 56 of 600 built, has lived most of its life in private BMW collections, most recently for many years in Japan. The car looked like new, including the Motorsports-stripped upholstery.

The fourth featured car was a project build by Group 2 Motorsports. Group

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2 owner John van Rensburg, explained the process of building a custom E30 for the owner. This included a big motor and a custom interior, all while wearing a 316 badge. Quite a sleeper.

**Special Awards**

The E30 Picnic always features a number of special awards. Perhaps the most coveted is the furthest traveled. While there were E30istas from Australia and Miami, the award goes to whoever drove their E30 the farthest to the event. This year that was Joe Navarro from Chicago.

The youngest E30 owner was hotly contested with three 16-year-old owners vying for this award. The youngest owner was Slater Ducea, who won based on a May 2003 birthdate. The other two were close with January and April birthdates.

The oldest E30 owner came all the way from Elk Grove, California. Bonnie Andre, at 75-and-a-half, was the winner. She is the original owner of a 1987 325 that she drove to the Picnic.

Highest mileage E30 was owned by Gunnar Lamb, driving a 325is with just over 400,000 miles on it. That's just broken in for an E30.

**Sponsors**

As the event has grown, so have the sponsors with Garagistic being the title sponsor of the E30 Picnic. Those with tents onsite included BMW Northwest, Griot's Garage, Group 2 Motorsports and Odometer Gears. These and other sponsors like Bimmerheads provided items for the justly famous E30 Picnic raffle which closes the event.

*Lance Richert*

*E30 Picnic Founder & Chairman*

*425-443-2188, LanceRichert@gmail.com*



**Lance and Ana keep the show on track.**



**A couple of the featured cars.**



**The E30 Picnic is about E30s and E30 People.**



All photos by Christian Bouchez.

# BMW at the Frankfurt Auto Show

IN SEPTEMBER OF ODD-NUMBERED YEARS, the Frankfurt Auto Show is held. It is a huge show and the biggest opportunity for the German car makers to show their latest products. Here is an edited version of BMW Press Group's release about the show.

The BMW stand at the IAA Cars 2019 international motor show in Frankfurt am Main revolves around the theme of the future of driving pleasure. Alongside the latest new additions from a broad range of segments that the premium car-maker will be bringing out as it presses ahead with its ongoing product offensive, BMW is also exhibiting fascinating vehicle studies and trailblazing technologies that are set to have a major impact on individual mobility in tomorrow's world. The new products on show at the IAA Cars 2019 reflect both the tremendous variety in the company's model portfolio and its capacity for innovation in the future-focused fields of action identified as part of the NUMBER ONE > NEXT

strategy and known by the acronym D+ACES (Design, Automated driving, Connectivity, Electrification and Services).

The upshot of the largest model offensive in corporate history was that the BMW Group sold more vehicles worldwide between January and June 2019 than ever before in the first six months of a financial year. The BMW Group continues to be the world's most successful supplier of premium cars and is able to offer customers in more than 160 countries just the right selection of models while catering to all sorts of different legal conditions, technical requirements and individual preferences. Besides a flexible marketing strategy and a diverse product portfolio, this also calls for a broad range of drive technologies comprising highly efficient petrol and diesel engines, all-electric powertrains and plug-in hybrid systems. The BMW Group has gained a clear advantage over its rivals by using flexible vehicle architectures that will allow any particular model to be quickly produced

with different drive technologies as demand dictates. This high degree of customer-centric flexibility is illustrated to impressive effect by the globally successful BMW X3 Sports Activity Vehicle, which will be available with a choice of conventional engines, a plug-in hybrid system or all-electric drive from next year. The BMW Group's outstanding expertise when it comes to integrating highly complex yet beautifully harmonious complete systems underlines what a strong position the company is in as it competes with established suppliers and newcomers in the automotive sector.

## Driving pleasure in unprecedented variety: the premieres at the IAA Cars 2019.

The universally popular family of BMW X models is receiving further reinforcement in the form of the latest Sports Activity Coupe: the new BMW X6 is making its global debut at the IAA Cars 2019, marking the arrival of the third generation of the BMW model that first spawned this breed of vehicle.



This is BMW's current electric fleet, but you'll need a spotter's guide to know all these models. Included here are the i3 (I01), i8 coupe (I12), i8 roadster (I15), X5 (F15), 2 Series Active Tourer (F45), X3 (G01), 7 Series (G12), 3 Series (G20) and 5 Series (G30).

Photos courtesy of BMW Press.

Anyone visiting Hall 11 at the main entrance to the Frankfurt trade fair arena on 12–22 September 2019 will also be able to experience how BMW's characteristic brand of driving pleasure is set to evolve both now and in the future with a wide array of vehicle concepts hailing from all manner of different segments. The third generation of the compact BMW 1 Series is celebrating its show premiere, as are the BMW 8 Series Gran Coupe four-door luxury sports car, the immensely sporty and versatile new BMW 3 Series Touring and the new edition of the BMW X1. The new BMW X5 Protection VR6 Security Vehicle that is making its maiden appearance in Frankfurt combines the ability to power ahead over any terrain with high levels of personal protection.

The presentation of the BMW Vision M NEXT, meanwhile, provides a foretaste of the future of motoring at its sportiest extreme. This progressive plug-in hybrid sports car serves up a captivating blend of emotion-stirring design and pioneering drive technology.

### **Show premiere: the BMW Vision M NEXT – the future of sporty motoring.**

Visitors to the IAA Cars 2019 show are being treated to a glimpse into the electrified future of the BMW M brand. Like the BMW Vision iNEXT that is also being exhibited in Frankfurt, the BMW Vision M NEXT represents a prototype version of the BMW driving experience of tomorrow. The all-electric BMW Vision iNEXT mainly serves as a showcase for the EASE experience concept, illustrating how autonomous driving is set to transform life on board vehicles. The BMW Vision M NEXT, on the other hand, places the focus more on the pure and emotionally engaging experience of driving yourself in the BOOST concept. The Vision Vehicle takes the form of a progressive plug-in hybrid sports car with an emotion-stirring design and a puristic (*Huh?–Editor*) interior that places the focus squarely on the active driver. Its Power PHEV drive system opens up a new dimension in sporty driving, offering a choice

between electric all-wheel drive and puristic (*Whatever–Editor*) rear-wheel drive, with either purely electric propulsion or the power of a turbocharged four-cylinder petrol engine. It generates a system output of 441 kW/600 hp and enables the car to sprint to 100 km/h (62 mph) from rest in just three seconds. There is also a BOOST+ mode that puts extra drive power on tap at the push of a button for an even more exhilarating performance experience. The car has a range of up to 100 kilometers (62 miles) when driving in all-electric mode, allowing the majority of journeys to be completed with zero local emissions, both in urban areas and beyond.

With its unmistakable sports-car proportions, low-slung, wedge-shaped silhouette, gullwing doors and clear, pared-back styling, the BMW Vision M NEXT succeeds in blending classic design cues for dynamic performance with sustainable driving pleasure. Inside the cabin, innovative technology is used to focus the driver's attention on what is happening on the road ahead. The "focus logic" takes BMW's famed driver focus to the next level by adapting the information displays to the changing driving situation. As the vehicle speeds up, the readouts shift increasingly into the driver's direct field of view and center more and more on driving-related information.

*Car Magazine says the M NEXT will be a reborn i8 with 600 horsepower. The plug-in hybrid will do 0 to 60 mph in under 3.0 seconds and cost about \$175,000. On sale date is projected to be 2024, so start saving. The design has two historical references, the M1 from decades ago and the current i8. The car will use a mid-mounted turbo four-cylinder engine plus next-generation lithium-ion batteries. Also expect all-wheel-drive and weight of about 3,600 pounds, so a great package. There will be a drift mode that lets you set the degrees of drift you want! Styling will be at the forefront of a new BMW initiative to simplify the styling, with fewer body lines.*



**This is what BMW calls the Vision M Next. Other than the silly orange paint, it looks production-ready.**

# Deutsche Marque Recap

IT WAS A SPECTACULARLY BEAUTIFUL DAY on July 28 for the Deutsche Marque held at the Cedar River Park for Renton River Days. Once again, we totally lucked out for having the opportunity of having 120 very nice BMWs, Porsches, Mercedes, Audis, and yes one VW park on the field. There were so many nice cars to choose from that we have had the participants vote on the car they most wanted to drive home. Malcom

Klug's E9 3.0 CSL Batwing narrowly edged out Peter Gleeson's 1957 190 SL Mercedes. I would drive both of them home at the same time if I could! We raffled off some other car swag donated by Porsche and Mercedes clubs. We can use the field at no charge provided that we identify a group or charity to donate some money for their unrestricted use. This year, we will be donating \$1,500 to the Renton Lions Club.

We plan on having this show and shine again next year on the Sunday of Renton River Days. Since the Puget Sound Club will be 50 years old, look for some festivities and special guests to celebrate this event.

Thank you all who cleaned their cars, got the french fries out, shined up the wheels, and participated in this event. See you next year,

*Steve Libby  
Driving Events Coordinator*



Photos by Christian Bouchez.



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# G06 2020 X6 Sports Activity Coupe

THE LATEST VERSION OF THE X6 went public in July 2019. Enthusiasts don't usually like these Sports Activity Coupes, but plenty of others do. The first X6 debuted ten years ago. This is the third generation. The first two generations achieved 443,000 in sales. Like its predecessors, the G06 X6 will be built in Spartanburg, just like the X3, X4, X5 and X7. But 70% of production is

exported, proving this isn't an American phenomenon.

MSRP starts at \$64,300 for the X6 sDrive40i, \$66,600 for the X6 xDrive40i and \$85,650 for the X6 M50i. The new X6 has grown modestly in every dimension, although modesty isn't a word used much in describing the X6. The X6 sports the giant kidney grills that now present the face of all the big BMWs.

The standard engine is a 3.0-liter inline six for the 40i models and a 4.4-liter V8 for the 50i model. The big V8 makes 523 hp and 553 lb-ft. The V8 version can go from naught to 60 mph in 4.1 seconds, defying the laws of physics and affecting the Earth's rotation. That's half a second faster than the outgoing model. And that's for a vehicle with a curb weight of 5,115 pounds.



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## Warhol Art Car Celebrates 40 Years

“I love this car. It’s more successful than the artwork,” was the opinion of Andy Warhol after his sweeping brush strokes had transformed the BMW M1. It took him less than half an hour to create the fourth exhibit in the BMW Art Car Collection. 40 years later, enthusiasm for the mid-engined sports car remains unabated.

Already world-famous at that time, the US icon of Pop Art shared the same passion with many automobile fans of that bygone era. And the fascination of the unique special created by Warhol has indeed increased. Many fans regard his Art Car as the highlight of the entire collection. It’s therefore hardly surprising that Munich-based automobile photographer Stephan Bauer spontaneously opted for the BMW M1 finished in the Warhol design when he was selecting his dream subject on four wheels.

Last year, Bauer (29) emerged as the victor in the Social Media Contest “Shootout 2018” organized by BMW Group Classic and he was given the opportunity for an exclusive photo shoot with BMW Art Car Number Four. A series of photos was created to mark the 40th birthday of the BMW M1 designed by Andy Warhol. They provide a completely new perspective on one of the most legendary vehicles from the history of BMW.

Against the backdrop of an old factory building in Cologne, Stephan Butler choreographed a spectacular contrast between the brightly colored Art Car and the dour grey of the abandoned industrial structure. The results of the photo shoot are posted on the Facebook page of BMW Group Classic and on the Instagram Account of BMW Group Classic. *(BMW Group Press)*



## BMW Group Classic Offers New Newsletter

BMW Group Classic is expanding its communication activities with an innovative newsletter packed with the latest information from the history of the vehicles and the brand. Under the title of “OUR BRANDS. OUR STORIES,” journalists and friends of BMW Group Classic can start to find out right now about news and interesting information from regular bulletins about the world of classic vehicles from BMW, MINI, Rolls-Royce and BMW Motorrad. The spectrum of topics covered in the news bulletins posted online ranges from special anniversaries, through current activities at the BMW Museum to alerts on the latest press releases and exciting stories from more than 100 years of the company’s history and the varied and lively classic vehicle scene. The newsletter can be subscribed at [bmwgroup-classic.com/en.html](http://bmwgroup-classic.com/en.html).

Newcomers to the vehicle collection of the BMW Group are presented along with service offerings from BMW Group Classic and additions to the product range of the BMW Group Classic Parts Shop. Furthermore, the recipients of the BMW Group Classic Newsletter gain an overview of the multitude of exhibitions, meets and rallies in the global scene for historic cars and modern classics. These are events that act as a magnet for fans and collectors of historic vehicles to celebrate their shared passion and swap ideas, experiences and stories.

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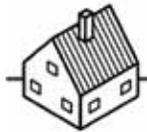
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