

# The Joy of BMW

2013 Edition

BMW Clubs  
Canada



The BMW Clubs Canada is the official umbrella club for BMW Clubs in Canada.

# BMW Clubs Canada 2013 Annual Report

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# Overview

BMW Clubs Canada is the official umbrella club for BMW Clubs in Canada. We represent 17 active and diverse clubs across the country that exist to actively promote the varied interests of BMW owners and enthusiasts whether drivers or riders in the spirit of fun, friendship, and safety. You are welcome to our driving schools, monthly meetings, annual picnics, car shows, autocrosses, road trips, and more. Visit a member club, join and share the experience...

Individuals become members of BMW Clubs Canada by joining one of the 17 affiliated regional clubs / chapters.

BMW Clubs Canada and its member clubs are an active community of BMW enthusiasts. We are very active in many ways both regionally and nationally as well as internationally, as the current president of BMW Clubs Canada serves as the Vice-Chair of Automobiles of the International Council of BMW Clubs.

In Canada the activities of the seventeen member clubs/chapters are multi-faceted in each and every region of the country, representing both BMW cars and BMW motorcycles. They include: safety and car control clinics, driving schools, club races, time trials, karting, show & shines, scenic drives, social events, technical sessions, newsletters, websites, and message boards.

BMW Clubs Canada follows the guides of the International Council of BMW Clubs as an umbrella club representing a country and the BMW enthusiast clubs of the region.

BMW Clubs Canada works to provide the following assistance and support to the chapters/member clubs within it:

- Motorsport (driving schools, club racing support, autocrosses)
- Directors and event insurance, etc.
- Chapter development and member recruitment
- Communication (newsletters, web sites)
- Liaison with BMW Canada
- Event and activity policies and guidelines (including national events)
- Links with the International Council
- BMW Motorcycle enthusiasts

BMW Clubs Canada continues to have an active roll on the International Council, as Phil Abrami, national president, is also Vice Chair of Automobiles on the Council. At the 2012 IC meeting in Asheville NC, he was re-elected to serve another term as Vice Chair, which he accepted with the full support of BMW Clubs Canada.

BMW Clubs Canada, by its composition and mandate will provide support services to the regional chapters and clubs giving local members the value-added part of being in a Canadian organization. We will pool our expertise and enthusiasm and share with one another the know-how in organizing driving schools, in publishing newsletters, in attracting sponsors, and so on but especially in encouraging and supporting the establishment and growth of new chapters.





# National Recap

Over forty years have passed since the original founding of the BMW Club of Canada in 1973. We have a great history behind the club. Times pass rather quickly when you are having fun.

A lot has happened in the years since founding, not the least of which was changing our outward facing identity and naming in 2009 to be in line with the new identity guide set out by the International Council of BMW Clubs at the 2008 IC meeting in Vancouver.

The change better reflects that the original BMW Club of Canada by changing to BMW Clubs Canada is the umbrella club for the various member clubs in Canada, both car, mixed and rider clubs.

Because of the geographical size of Canada and the distance between the member clubs, it is often difficult for them to interact. However on a regional basis, many of the clubs do work together for some joint events and activities.

We are pleased to report the addition of the BMW Riders of Vancouver Island to our umbrella, and they have fulfilled their one-year probationary period. We have recently added on two other new chapters: the BMW Niagara Riders and the BMW BC Valley Riders, both of which have probationary status at the present moment. We hope to continue to expand with the addition of more clubs that have contacted

us about joining. Things are looking positive for BMW Clubs Canada and its current 17 member clubs.





# Clubs Recap

BMW Clubs Canada member clubs/chapters function with considerable autonomy setting their own dues, electing their own executive, and establishing their own activities. Such an arrangement recognizes the importance of local or grassroots involvement for club members.

By definition each member that joins a local club also becomes a member of BMW Clubs Canada.

The members and their clubs are represented at the national level by a director on the board of directors of BMW Clubs Canada. This arrangement is modeled on how the International Council of BMW Clubs works and member clubs have a say in the international club.

2013 was again an active year for the member clubs. The clubs hosted a variety of event for the members, and range from social events, information meetings, technical sessions, drives and outings, karting events, and driver training and advanced driving schools programs and rider training and safety programs for the motorcycle clubs.



In 2013 the member clubs organized many driver training and driving school events, including several multi-day track based events that include BMW Club Race events with participation from BMW Car Club of America club members.

The member club activities in 2013 at the local level for their members such as monthly meetings, scenic tours, social meet and greet events, tech sessions, and car shows and bike rallies totaled well over 200 events.

Membership in the local clubs varies a bit seasonally; with the addition of the new chapters the national mem-

bership count for the end of 2013 is 2842 enthusiasts. At the current rate of growth, we should reach the 3000 mark sometime in the current year.

Planned track-related club activities will remain stable at 68. Group drives, social, tech sessions and others will account for 226 events, for a total of 294 events. This represents a significant increase in the overall level of club activity over the previous year.

The economic environment continues to pose challenges to chapters hosting events, especially at the larger tracks. To meet these financial challenges head-on, chapters continue to maintain a strong level of collaboration, such as co-hosting of the larger venues, promoting each other's events, and encouraging their local members and instructors to support events hosted by the other chapters.

**BMW Clubs  
Canada**



# 2013 Member Club Activities

A Summary of the number and type of events planned for 2014 by BMW Clubs Canada member clubs

	<b>Members</b>	<b>Club Racing</b>	<b>Driving Track Days</b>	<b>Driving Touring</b>	<b>Social</b>	<b>Technical</b>	<b>Others</b>	<b>Total</b>
BMW Club Atlantic	125		9	4	13	7	2	35
BMW Club of Quebec	256	1	8	3	12	1	2	27
BMW Car Club of Ottawa	180	1	6	2	12			21
BMW Motorcycle Club of Ottawa	93		1	7	9			17
BMW Motorcycle Club	52			2	8			10
Loonie-tic Riders Quinte West								
BMW Clubs Canada Trillium Chapter	791	1	19		13		8	41
BMW Motorcycle Club Ontario	95			3	8			11
BMW Club of Manitoba	30		1	2	4			7
BMW Club of Saskatchewan	15		3	4	1			8
BMW Club of Southern Alberta	172			3	3	4	4	14
BMW Club of Northern Alberta	78			1	3			4
BMW Car Club British Columbia	435		13	5	1	1	3	23
BMW Club Vancouver Island	45		2	2	1	1	1	7
BMW Motorcycle Club	100		1	1	15	1	1	19
Bee Cee Beemers								
BMW Riders of Vancouver Island	155		2	18	18			38
BMW Niagara Riders	120				12			12
BMW BC Valley Riders	100							
	<b>2842</b>	<b>3</b>	<b>65</b>	<b>57</b>	<b>133</b>	<b>15</b>	<b>21</b>	<b>294</b>

# Directors and Officers

The directors of BMW Clubs Canada consist of a designated delegate/representative from each of the member clubs.

The directors select the executive officers by ballot from among the represented member club delegates at a designated directors meeting.

Directors and officers serve on the board for a 2-year term that is renewable. The president's term can be extended to 4 years if serving on the International Council board.

<i>Director / Officer Name</i>	<i>Position</i>	<i>Club</i>
Phil Abrami	President	BMW Clubs Canada
Chris Pawlowicz	Vice President - Cars	BMW Clubs Canada
Don Dobson	Vice President - Motorcycles	BMW Clubs Canada
Henry Wong	Treasurer	BMW Clubs Canada
Andy Brown	Secretary	BMW Clubs Canada
Daren Baxter	Executive Director	BMW Clubs Canada

<i>Director Names</i>		<i>Represents Member Club</i>
Daren Baxter	Director	BMW Club Atlantic Canada
Andy Brown	Director	Southern Alberta BMW Club
Jeremy Choy	Director	BMW Club of Manitoba
Vince Paniak	Director	Northern Alberta BMW Club
Don Dobson	Director	BMW Motorcycle Club of Ottawa
Jim Westmacott	Director	BMW Car Club British Columbia
Jennifer Venditti	Director	Trillium Chapter
Ed von Euw	Director	Bee Cee Beemers Motorcycle Club
Cheryl Gizik	Director	Loonie-tic BMW Riders of Quinte West
Reg Hodsman	Director	BMW Club Saskatchewan
Roger Harmston	Director	BMW Club Vancouver Island
Martin Eggermont	Director	BMW Motorcycle Club Ontario
Chris Pawlowicz	Director	BMW Car Club of Ottawa
Henry Wong	Director	BMW Club of Quebec
Klaus Kreye	Director	BMW Riders of Vancouver Island
Darryl Caïney	Director	Niagara BMW Riders
Don Schmok	Director	Valley BMW Riders





# Member Clubs

## Member Clubs of BMW Clubs Canada



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*Club president / website*  
Phil Abrami  
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George Garner  
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BMW Club of Quebec  
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Montréal, QC, H2V 4E4

Henry Wong  
[www.bmwquebec.ca](http://www.bmwquebec.ca)



BMW Car Club of Ottawa  
PO Box 23179  
Ottawa, ON, K2A 4E2

Chris Pawlowicz  
[www.bmwccottawa.org](http://www.bmwccottawa.org)



BMW Motorcycle Club of Ottawa  
PO Box 8503 Main Terminal  
Ottawa, ON, K1G 3H9

Raymond Pelletier  
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Loonie-tic BMW Riders of Quinte West  
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Cheryl Gzik  
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BMW Motorcycle Club Ontario  
3314 Loyalist Drive  
Mississauga, ON, L5L 5V2

John Towes  
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4936 Yonge St., Suite 530  
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Jennifer Venditti  
[www.trillium-bmwclub.ca](http://www.trillium-bmwclub.ca)



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2071 Portage Ave.  
Winnipeg, MB, R3J 0K9

Jeremy Choy  
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BMW Club Saskatchewan  
2475 Broderick Bay  
Regina, SK, S4V 1K6

Reg Hodsman  
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Southern Alberta BMW Club  
3 Canova Road S.W.  
Calgary, AB, T2W 2K5

Brian Deboeck  
[www.bmwcsa.ca](http://www.bmwcsa.ca)





Northern Alberta BMW Club  
539 Hegler Cresent  
Edmonton, AB, T6R 1T4

Vince Paniak  
[www.nabmwclub.ca](http://www.nabmwclub.ca)



BMW Car Club British Columbia  
PO Box 3452, 349 W. Georgia St.,  
Vancouver, BC V6B 3Y4

David Gray  
[www.bmwccbc.org](http://www.bmwccbc.org)



Bee Cee Beemers Motorcycle Club  
c/o 3575 Brighton Ave,  
Burnaby, BC V5A 3H3

John Robertson  
[www.beeceebeemers.com](http://www.beeceebeemers.com)



BMW Clubs Canada, Vancouver Island  
Box 30181, Saanich Centre Postal  
Outlet, Victoria, BC V6X 5E1

Roger Harmston  
[www.bmwccvi.ca](http://www.bmwccvi.ca)



BMW Riders of Vancouver Island  
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Victoria, BC V9B 2W3

Klaus Kreye  
[www.bmwrvl.org](http://www.bmwrvl.org)



Niagara BMW Riders  
275 Cream St. S.  
Fenwick, ON L0S 1C0

Darryl Caine  
[www.nbmwr.com](http://www.nbmwr.com)



Valley BMW Riders  
3201 5 Ave. SE  
Salmon Arm, BC V1E 2B8

Don Schmok  
[www.valleybmwridders.com](http://www.valleybmwridders.com)





# Finance Recap

The bylaws of BMW Clubs Canada provide for funding of the national club via dues from the member clubs. In addition, the club has also sought and received support funds in the form of an annual donation from BMW Group Canada.

For the last 9 years it has been the practice of the national club to review its budget needs and defer collecting dues from member clubs if the BMW Group contribution meets the club needs. This was again the case in 2013.

BMW Clubs Canada is a non-reporting and non-profit organization





# History

BMW Clubs Canada traces its history to the early 1970's with a group of enthusiasts in Ontario. We trace our roots back to 1973.

By 1980 the club was well underway, and formally incorporated under the authority of the Canada Corporations act as the BMW Car Club of Canada.

During the 1990's the club grew with the start of chapters in other provinces.

In 1998 a revised set of bylaws were adopted for the now expanding club.

As chapter growth in outlying regions took place, and with the potential to add new clubs, it was time to again look at the club structure.

In the fall of 1999 the then current 8 member clubs participated in a chapter development conference.

The outcome of that conference led to the drafting of a new structure, and new national bylaws.

During 2000 groups of representatives worked on creating and revising the new structure and bylaws.

In 2001 the new bylaws were finally ready and at the national AGM in November of 2001 members voted unanimously to accept the new bylaws and structure.

The 8 regional representatives that had been working on the new bylaws and structure became the new national directors.

The first National Directors meeting under the new structure and bylaws was held in Vancouver in February of 2002.

The changes and growth have been positive.

BMW Clubs Canada currently consists of 17 member clubs and represents well over 2800 members across the country, and our future and continued growth is very positive.



# Profile

BMW Clubs – so different and yet one large “family”

BMW clubs cannot be lumped together with other automobile or motorcycle clubs. Their myriad range of interests makes them unique. In no other clubs can one find motorists and bikers, veterans and youngsters of the same marque? All of which makes this club organization that for which it is famous: we are a large BMW club family.

The BMW Club family offers like-minded individuals with whom they can arrange trips, attend meetings, take vacations, visit training courses, discuss technical details and exchange tips etc. This is all held together by: the fun of driving a BMW!

The BMW Club community is also unique in that it is officially supported by BMW AG in Munich via the International Council of BMW Clubs.

Clubs exist as independent voluntary organizations with both a social and practical purpose.





# Atlantic

## The 2013 BMW International Council Meeting – An Observer’s Review

by George Garner

First of all, I would like to thank BMW Clubs Canada for inviting me along as the observer with BMW Clubs Canada President Phil Abrami to the 2013 BMW International Council meeting held in Bled, Slovenia.

I would especially like to thank Phil Abrami for mentoring me in the preamble and at the formal meetings. As most of you know Phil’s intervention work for the BMW International Council is challenging and we bask in his success. We should be proud as a club to have such a dedicated president willing to put in so much time.

Phil Abrami asked me to “casually” report on the BMW IC meeting in Bled and not to report on all specifics (as minutes of the four day meeting are available) but reinforce the “feeling” or “impression” felt at the meetings along with some general facts going forward in conjunction with BMW.

Generally I felt much positive energy from those attending and the future of the organization is strong and the relationship with the council and the reciprocity is very positive. The International Council Chairman, David de Bruyn, from South Africa is expected to be a strong leader in the area of initiating and directing.

There seems to be a consensus among the organization that initiation for new events must come from the power of the council.

BMW AG has dedicated reasonable but “somewhat limited” resources to club business and appears to be holding the line both with staff and resources dedicated to the Club arm. For club members there is “never enough” to celebrate and promote the BMW current product and heritage.

The BMW International Council meeting consists of thirty five attendees with approximately twenty representatives from the umbrella organizations and their observer. The BMW International Council office in Munich is responsible for the physical, logistical organization of the yearly meeting (in this case with support from the hosts in Slovenia who co arranged accommodation and local exposure to the Slovenian Culture). Each year it is held in different country – The Munich Club office headed by Ulrich Arendt and the staff of three must be commended for their excellent work in supporting the meetings and the agenda. Many thanks should be given to Ulrich Arendt, Kati Hockner and Andrea Sommer for their meticulous and excellent work in organizing the IC meeting and in arranging the extra-curricular events for the attendees. On-site American Express Events Coordinator Darja Korosec should be recognized for her dedication also.

The walking tour of Ljubljana was especially politically and culturally enlightening (<http://en.wikipedia.org/wiki/Ljubljana>)

To Contrast the past with the present our visit to the Technical Museum of Slovenia was very informative. At the museum we were given a private demonstration of Nikola Tesla’s world changing electrical creation ([http://en.wikipedia.org/wiki/Nikola\\_Tesla](http://en.wikipedia.org/wiki/Nikola_Tesla))

Our surprise visit to the Akrapovic Exhaust development and production facility is a shiny example of if you do it well they will come to your door. From a small facility in 1990 which developed improved motorcycle racing exhaust system to a supplier of all the automobile DTM race teams (including BMW) and developer and supplier (in titanium or stainless) to many of the “super” car brands. A titanium system on a racing car can save approximately 12 kilos.





Slovenia should be proud it is in the main stream. I spotted a Titanium horse shoe on the tour to be told that even a race horse can benefit from a reduction in weight. Titanium is as light as aluminium and as strong as most steel (<http://www.akrapovic.com/>). In 2014 the BMW International Council meeting will be held in Japan.

### The Venue 2013 – Bled, Slovenia

Physically, Slovenia is a mountainous extension of the Alps and tucked in east of Austria north of Croatia bordering Italy and Hungary, physically beautiful with mountains valleys and lakes. In the past lumber was the main industry but tourism is now the mainstay and our local hosts showed their friendly and professional attitude with very high quality of service delivery. The infrastructure of the country is most excellent similar to its Austrian neighbour with whom they compete with to attract the skier, hiker and other outdoor adventurer. Bled is a small town situated around a lake with population of approximately five thousand. The capital of Slovenia is Ljubljana with a population of a quarter million residents.

On our last evening in Bled we were met by the mayor and given a short history of the politics of Slovenia. Slovenia in the past one hundred years has been part of the Austro-Hungarian Empire and then an independent state but has also it has been annexed by Germany, Italy, Croatia and Hungary. The mayor of Bled indicated that in some areas of Slovenia the border had changed nine times! Its latest, and hopefully last, “independence declaration” was in 1991 - It has been part of the EU and NATO since 2004.

With respect to GDP Slovenia is relatively better than its former communist neighbours with a GDP of approximately \$28,000 compared to Germany, which has a per capita GDP of \$ 39,000. We were given a tour of Ljubljana and the local guide indicated since becoming part of the EU that prices of many items had at least doubled, and property purchases are now very difficult. As a teacher she indicated although there was high inflation, her salary has not increased since 2004, thus creating hardship. The BMW Slovenia representative gave us an overview of the economy and expectations for sales in Slovenia - as a comparison its Hungarian neighbour GDP is \$12000. Apparently Slovenia is generally fairing the best among the former Eastern Bloc nations. BMW Slovenia is sensitive to the emerging wealth of Slovenia and had a specific BMW I series hatchback available for 19,000 Euros (tax included)... very nice (I am still waiting for a one series hatch for Canada!! Even Mexico imports the 1er Hatchback)... sorry to digress.

### Meetings

At the formal meetings each umbrella club representative presented reports on their clubs. All is well with the BMW club membership numbers. Numbers are holding steady and the BMW Club is still the largest single car marque in the world.

There are concerns within the present clubs that the mean age of active clubs reflect the age of the new car purchaser. As I looked around the room this demographic was reflected by those present plus some. This is understandable at this level of club administration but at the local club level younger members need to become more involved in initiating and helping out with events to insure continuity for the future. At the meeting there were some observers and representatives in their thirties but this was in contrast to those in their fifties and sixties and well into their seventies. One club representative calculated the average age of members in their club was fifty seven (in the early nineties the average purchaser of a BMW was forty two years old; currently 60% of new BMW's are purchased by those over fifty years of age).



BMW Physical clubs are still strong but virtual, so-called “clubs” are a negative trend and there are issues around computer-based groups. Issues were reported by the Australian Umbrella organization about inappropriate language used in “Blogs”. The BMW Club Australia was given reinforcing power by a motion to address the issue as the offending club questioned their power to intervene.

It is a time of reflection on BMW’s challenges as BMW’s success is based on its technology. The demands placed on it by government regulations in the areas of safety, environmental restrictions, fuel consumption, etc are high. BMW continues to succeed with cars that still handle well and are ascetically pleasing, and this is indicated by ever increasing sales. Smarter... lighter... smaller... is the future.

During BMW Club Atlantic’s two week BMW Germany tour three years ago, a BMW chief engineer picked up a part at the FIZ and said its next generation would have to be lighter, better engineered and cheaper to produce. The engineer also stated that they were not worried about their competition with Mercedes, but with the Japanese. At this meeting in Bled, this is still valid but a concern stated is that AUDI is capturing the younger demographic and Mercedes is no longer the “old mans” car.

In 1973 the year the BMW Four cylinder building was completed. BMW produced approx. 197,000 cars. Forty years on it produces 1.8 million. Its products are diverse.

The German car industry is the key driver of the Germany economy and indeed the wealth generated by Germany is going into supporting other “weaker members” of the EU. BMW is not just looking after their business but the well being of Germany and the Union. Dissolution of the EU would see Germany’s independent currency (reintroduction of the Deutsche Mark) escalate to a point that critical cost of their cars would make them too expensive to sell in large numbers.

The “Ultimate Driving Machine” has given away to “Joy”... All things to all people? Quite a task! BMW AG and BMW NA representative also gave us overviews on where the company is going and discussed objectives. EU car makers have reduced fuel consumption targets to meet by 2020 and American standards require an almost doubling from the requirements of 2008 by 2024.

The BMW NA representative discussed the niche market electric cars in the I3 series which will only be delivered to large designed markets- Increasing the “fleet” fuel consumption average is reflected in the mainstream with the return of four cylinder motors and the reduction of six and eight cylinder motors.

Going forward we should celebrate BMW’s historical success especially in the time from the early sixties when BMW’s future continuance was critical. Milestones present and ahead are in 2016 when BMW BAYERISCHE MOTORENWERKE will celebrate its 100th anniversary. BMW council has been asked to suggest events for the 2016 celebration.

This year celebrates the 90th anniversary of BMW motorbikes (the anniversary of its first BMW Car the DIXI (made under license from Austin) is a few years off in 1929)

2013 is also the anniversary of the BMW Four Cylinder building which has been designated a protected historic building — The WELT, the new technology and delivery building is the most visited building in Munich!



## BMW Car Club of the Year Award

While we all enjoy the performance and handling capability of our cars both on the road and in controlled events at the track, where do we go from here? Perhaps the most significant indicator of where mature BMW Clubs are going is indicated by the well deserved honour of “BMW Club of the Year” given to the BMW Car Club of America — The BMW CC AMERICA Club nomination was rightly put forward by Phil Abrami. For the most part, this recognition was given to the BMW Car Club of America for its “Street Survival Program” which is a driving skills community minded program set up for young people sponsored by the Club along with other community minded groups concerned about the capabilities of new drivers. The incidence of traffic “accident” death is highest in the demographic of the young driver who really have very limited experience.

Time in front of a video screen is no substitute. Advanced car technologies have come a long way but the weakest link is still the driver. From what we understand from the program braking, slalom, and accident avoidance exercises are performed with the addition of a skid pad and dedicated classroom instruction. For twenty years, BMW Club Atlantic has continued to use these exercises at our driving schools based on the mentored program which Trillium set for us in the late eighties (as the second BMW club in Canada 1988)) Thank you Trillium — ☐ ( John Burnett was president). The BMW CC America Program which has been executed over six hundred times in the US with much success

The Trillium Chapter has executed the Street Survival Program three times in Canada so has some experience. At the Meeting in Bled I learned more about the program from the BMW Club Of America President and BMW Club Atlantic was offered help in going forward as has the Trillium Chapter kindly and thank you. Knowledge not shared is a waste — We hope to execute this program if resources and space are found.

Thank you for the opportunity to attend and be re-stimulated by the BMW International Council meeting in Bled.



# British Columbia

by Doug Temlett

British Columbia has some of the most scenic and interesting drives in Canada, with a healthy population of driving enthusiasts, who regularly love to head out and take advantage of the great drives. The Sea To Sky highway from West Vancouver to Whistler and beyond is full of beautiful panoramic views of Ocean and mountains and the road itself is both a great drive and a challenging one. Driving through the Fraser Canyon is another beautiful drive, as is heading north to places like Prince George, Smithers, Terrace and west on to Prince Rupert or north to Alaska. The Okanagan is a favorite place for many of our members as well, for the scenic drives, desert climate and for the amazing wines to be found in our own BC wine country.



Our club is made up of approximately 450 BMW and driving enthusiasts, all with varying goals, interests and vehicular preferences.

For example, some members love to come out for our regular club group drives, stop for lunch and have a nice social visit with the group, while other members prefer to participate in our “Dancing With Cones” events, which is our version of autocross, or our “Road Skills” and “Advanced Driver” track days, which include professional performance driving instructors to help build those driving skills and maximize the enjoyment of driving a great car. Some of our members come out to all the events.

We organize “tech demo” sessions, where we visit various local vendor shops and learn about such things as wheel refinishing, dent removal or performance upgrades. This is very popular







with the membership and gives excellent exposure for local businesses to reach out to our members.

BMW Canada's Western tech training facility has accommodated our members with sessions at their facility, to teach us about some of the new BMW technology and help us become more knowledgeable about the latest line of BMWs.

Our "member days" at the local dealerships allow our members to see, touch and learn about the new BMW lines.

We are most proud of our Car Control Course, which has helped nearly 2000 people become better drivers to date and may have even saved some lives. This event is open to all drivers and is very popular, especially for younger or new drivers, yet as someone who only had his own eyes opened to the course after decades of driving, I can attest to how important and beneficial it is for all drivers of all ages to attend. The "Winter



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The "Winter



Skills” version of this course sells out quickly every time! Our club actively promotes the safety, skill and enjoyment of driving for all. Our graduated driver training program starts with “Car Control”, the “Road Skill” and on to “Advanced Driver” track days, with “Dancing With Cones” as a fun day for everyone, with no prerequisites.

Our club takes the lead on organizing the German Car Festival each year now and that has grown into a very popular event, attracting over 150 German cars, some of which are very rare. This event gives back to the community by donating all the proceeds of the event to a local charity.

Our Concours event is another popular one, with some excellent examples of classic BMWs across the decades and it draws onlookers from all over, as well as true BMW aficionados.

If you’re ever planning a trip out west, let us know and we’d love to have you join some of our events, we’d love to see you!





# MC Ottawa

Riding the Alps  
by Don Dobson

Some of us have a “bucket list” of rides we would like to accomplish before we put our motorcycles away. Do you?

My “bucket list” included: Canada - sea to sea; the Tail of the Dragon; the Road to the Sun; north of the Arctic Circle; 200,000 vertical feet of Colorado mountain passes; and the famous switchbacks of the Swiss and Italian Alps.

Last summer, four friends met in Zurich, Switzerland to check another item off their collective bucket lists. We had many interests in common, but high on that list was our love of cars and motorcycles. Our group included two founding members of the BMW Car Club of Ottawa and the club president who brought the first BMW motorcycle club into the Canadian regional umbrella club. All of us are intensely involved in driver and rider education and training, that is instructing and supporting “advanced driver training” and coaching and supporting the “advanced rider training school” at Calabogie Motorsports Park, west of Ottawa. We all love to drive and ride “interesting” roads. Actually, we all love to ride both on- and off-road.

## Planning

Our planning started a year in advance of our trip. It was made easier by the fact that one of us had been to The Alps three times before. Our objective was to ride as many passes as we could in a two week window. Our goal was to ride the Passo del Stelvio, a mountain pass between Italy and Switzerland. The Stelvio stands 2,758 meters above sea level and includes 44 switchbacks on the Italian side and 48 on the Swiss side.

We chose June as the target month. Our guru had previously chosen May, but found that (1) it had been cold and wet and/or (2) many mountain passes were still closed to traffic either because the snow had not cleared naturally or because of avalanches.

## Logistics

Motorcycles - rent or take your own? The rule of thumb is that unless you are going for more than four weeks, you rent. The shipping cost comes to about \$4,000 CAD

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and two weeks rental was about \$2,000.



We rented motorcycles



from “Moto Thun” in Thun, Switzerland, near Interlaken. Our contact at Moto Thun spoke and wrote to us in English. He made helpful suggestions about extras e.g. side cases and top cases, insurance coverage and road side assistance. We paid the all inclusive rate and benefited from unlimited mileage and insurance with \$500 USD deductible. The motorcycles, all current year models, came equipped with a RAM ball mount for GPS's.



It took part of the first morning to complete the paperwork, hard wire our GPS units, and pack the side cases and our left-behind luggage. Moto Thun stored our luggage.

[Note to self: make sure that you reserve your motorcycles at least three months in advance. You are not the only one planning a trip.]

**Hotels.** We planned our destinations and reserved our hotels for the first eight days. June is a shoulder month between the ski season and summer. Many hotels and restaurants, even in larger cities, were closed.

**Routes.** Flexibility is the watch word. Many passes on our wish list for the first two or three days never did open to traffic in early June.

We had a planned route for the first eight days. However, we extended our stay in Bormio, Italy in the first week and returned to Bormio again in the second week. We had found a very friendly, boutique hotel (we would all go back) where we could explore the region more closely and benefit from the “local knowledge” of our hosts. And, Bormio is the city convenient to riding The Stelvio.

**Weather.** We were lucky with the weather, although there was that time when we planned to ride too many passes in one day. We arrived at the second to last pass, at dusk, in light rain mixed with snowflakes, when we would really have preferred to be enjoying a roaring fire and a beverage.

There was snow, lots of snow, above the tree line but not on the roads. The temperature range on some days was minus 10 Celsius to plus 24. So bring long johns, winter gloves and your electric vest.





## Guided versus self-guided touring.

We did a self-guided tour. But we had our own guru and were a group of four pretty informed riders complete with paper maps, GPS and the ever helpful Google Maps on our tablets and iPads. However, if you are on your own, a guided tour would reduce the logistics and planning effort, and provide companionship and security of numbers. If you are planning to do a trip, a guided tour would be a great introduction to riding in new and interesting landscapes.

## Where to ride

It depends on whether you prefer challenging technical routes or easier scenic ones? We enjoyed a mix of both easy and technical passes. We started on easier passes and got used to the switchbacks and drop-offs. Remember that the mountain is on one side of the road and the valley on the other. Frequently, the valley is three or four thousand feet below your feet and that takes some getting used to. You will spend day after day above the tree line, very conscious of the fact that a five centimetre wide painted line is all that stands between you and the valley floor.





Interesting mountain passes.

Passo del Stelvio (2758 meters) – a mecca for motorcyclists, sports car drivers and cyclists alike. We encountered cyclists on virtually every mountain pass we rode. But to quote John Herman, “Motorcycle Journeys Through the Alps & Beyond, Fourth Edition”:

“... the road over the pass above Bormio can only be described as laissez faire Italian determination. It seems like half the hairpins in the Alps are on the Stelvio.... And they are hairpins with almost inside radius.”

Passo Gavia (2621 meters) – challenging. Our first impression of Gavia was from the south approach. To quote John Herman, again:

“Then the fun begins. The south side is very narrow and has just seen its first asphalt, maybe three meters wide. It hangs on little ledges with tight hairpins supported by flimsy old rock walls with hardly a piece of string or a tree branch for a guard rail.”

Did I mention the two-way traffic and the RV we met coming in the other direction?

Splügen (2113 meters) - very technical. The switchbacks looked as if Zorro had swished his sabre back and forth across the mountain face. It was our first challenging mountain pass, a real test. We did an up and back, since there was snow on the road on the other side.

We also rode a variety of “goat’s paths” i.e. very narrow mountain roads known only to the locals and some easier, scenic passes like Tonale (1883) and Maloja (1815). All in all, we rode 36 mountain passes, some multiple times, over a distance of 2500 kms and an average speed of 50 km/h. It was 13 days of bliss.

John Herman has just released his Fifth Edition. You have got to get it. You have got to plan for “Riding the Alps”



# Southern Alberta

## BMWCSA 2013 Club Event Highlights

### February: Wine Tasting Event Cancelled

We're inclined to write this event failure off to Alberta's new lower DWI threshold of .05% blood alcohol. A tasting can still be handled safely, but it appears that members are simply not going to take the chance and registration failed to meet our minimum requirement. Our successful wine tasting events of past seasons appear to be behind us.

### March: Free MEMBERS-ONLY Movie Night

In March the club held a film night. For reasons of copyright and licensing, the BMWCSA Movie Night was open only to BMWCSA members, their families and corporate club sponsors. It was free.

The bill comprised a BMW short, "Star", (2001, Color, 7 minutes), followed by the feature film, "To Please A Lady" (1950, BW, 92 minutes). Our feature film, "To Please a Lady" was loosely inspired by the racing exploits of legendary driver Ted Horn, who actually assisted on the production.

### May: BMWCSA at Continental Autobody

Just over twenty BMWCSA members attended the open house at Continental on May 11. Listening to Guido, Walter Lehman's paint manager at Continental European Autobody, on a Saturday in early May, talking us through the intricacies of paint blends for auto body repairs was most interesting and thought-provoking.

Guido told us that BMW is quite adventurous in its color introductions. His bin of BMW color cards had the largest population of all the marques that Continental repairs. He talked about the constancy of BMW's Alpine White - it is really a signature color. We might think of it as simply 'white', but it is only when you start comparing whites that you realize how different they can be. Matching white on a car that's been out in the sun a few years and maybe a tad weathered as well can be a vexing proposition. Some paint blends are achieved by getting the clearcoat thickness right.



Guido also told us that the new matt finishes present no special difficulties. The first time with the new materials was a challenge, but now it's all in a day's work.

Walter Lehman demonstrated the various means of bonding sheet metal, from outright bonding ('glue') to the various types of welding and combinations of bonding and welding. On the floor were several cars in progress that demonstrated modern auto body repair, including a late-model 750Li that was in the latter stages of repair. The high quality of Continental's body and paint shop capability was clearly evident.





## June: Father's Day Drive Report

Our Annual Fathers Day Drive - a rite of spring that usually takes us over the Highwood Pass a few days after its June 15th opening - set a new attendance record for a club drive. Approximately 64 people participated. That translated to a 28-car convoy! It was wonderful to meet new members and to get re-acquainted with former members. Nothing builds community more than the camaraderie displayed by this group! And it was a treat to see so many lovely cars out. Thanks to all who participated and made it a fun event.



Four generations of John Chipperfield family stand beside John Chipperfield's son-in-law's 1976 2002. The Chipperfield clan brought not just one but four BMWs to the drive.

## July: Club Drive to Nanton

On July 21, thirteen cars from the club participated in a club group drive to Nanton. It was a glorious sunny day and the scenery did not disappoint. Our route was revised to avoid trouble spots following the horrific flooding experienced in the Foothills in late June, but in the end we experienced no delays and our revised route was probably improved over the original

plans. A stop on our route that surprised many participants was the 1896 Christ Church in Millarville where the diocese was celebrating flower day on the day of our visit. Many of the old time residents of the area are buried there and special services are still a regular event at the church. The quiet serenity and beauty of the grounds were

most pleasant highlights of the drive for many of us.

Group shot at Highwood Junction.

This was a day inclusive of driving; sight-seeing; a stop at an historic point of interest; a small-town restaurant buffet lunch (classic 'Chinese & western cuisine'); window-shopping and perhaps real shopping in Nanton's famous antique shops, a look at some garden-sized trains; or



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possibly spending part of the afternoon in the famous Bomber Command Museum in Nanton. Or a tour of the Nanton Grain Elevator Discovery Centre. There is even more to Nanton than we can tell you in this space.

The buffet lunch at the Beijing Restaurant in Nanton was good, with lots of choice at a modest price and while it allowed our large group to eat quickly and get on with our day, it also illustrated the challenge in finding rural food service for a large group without getting bogged down in à la carte service supported by too few staff. A buffet generally gets the job done but these are few and far between. We continue to look for eating options that will be more memorable.



A popular stop on the route was the 1896 Christ Church in Millarville where the diocese was celebrating flower day on the day of our visit.

#### July: Stanley Park Show

The Vintage Sports Car Club of Calgary reports that the European Classic Car meet in Stanley Park, July 20, was a great success, with more cars on the field than ever. BMWCSA was there, with our kiosk and many member cars. The show's class winners are listed on VSCC.ca. Fred Phillips, who will be familiar to many BMWCSA members, was there with a

'31 Alfa, a class winner (Fred's collection must surely hold many class winners).

Local hot-shoe Anthony Kalcounis poses beside his f-a-s-t E30 M3 race car. Victor Yuen photo.







Some very interesting things happen in Calgary's automotive scene. A regular at the CVSCC's annual show, Grant Kinzel, was there with a work in progress, a Fiat-based Abarth 1100 Ghia (basically a one-of car) that originally debuted at the Turin Motor Show in 1953. Presented in bare metal with no interior this year, look for this car to win its class at an upcoming CVSCC European Classics show.

Though Grant's interests lie some distance from BMW, BMW does have a rich history of involvement with Italian coach-builders, so we shall attempt to organize a visit to Grant's shop so that members may see what one man can do in his home garage, in his case, restoring small Italian coach-built cars to world-class standards. Some astounding hand fabrication has gone into this car. Photo: Victor Yuen.

#### August: Annual BBQ Report

A beautiful sunny day in Springbank at the Hogarth family acreage on August 18th. Just over 100 guests in attendance. A bevy of BMWs, some juicy Porsches, an Audi or two, etc., a great BBQ, a lot of excitement and bidding in the silent auctions, much appreciated door prizes and prizes for peoples' favourite cars on display. The surprise late-bidding hit in the silent auctions may have been the brand-new-to-market and very cool Pelican LED flashlights donated by Bruce Borstmayer. But we had many great prizes donated by sponsors.

Grateful thanks to Kateri and Lance Hogarth for sharing their acreage with the club yet again. Likewise to sponsoring corporate club members who generously supported the event with gifts in kind and in cash: BMW Gallery, Calgary BMW, Refine Automotive Salon, SOS Auto Body, Continental Auto Body, Kelly Leech of Real Estate Professionals, Inc., The Shine Factory, Sheni's AutoTrend, John Herbst and Bruce Borstmayer.

Anke Effey-Rose showed up in a gorgeous white Gran Coupe demonstrator from Calgary BMW, a car that attracted a lot of attention. But somehow it couldn't quite wrest "peoples' favorite" honours away from Frederick Kozak's beautiful original M1.

On the organizing and administrative fronts, many thanks go to Chris Tworek, Allan Torng, John Herbst, Victor Yuen, Janice Herbst and Greg Walsh. Great Events excelled with vast quantities of great food and deserts. We left a lot of cupcakes behind with the Hogarths again this year!

Thanks, everybody! We look forward to next year's event. Lance says that he loves the event

and that he hasn't yet started building the perfect retirement home on the coast, so we have high hopes for next year's event and maybe even....

Lance did suggest that somebody in the club just ought to buy his Springbank home acreage so that the club can continue to gather there.



A few of the BMWs on the grass at the BBQ.



Chris Tworek and Greg Walsh begin the awards for peoples' favorite car on the field. Of course it was Frederick Kozak's gorgeous M1.

### September 21 Club Drive

Twenty-one cars and 33 people registered for the drive and visit to the Museum of Making. The Museum was most impressive; and just a bit overwhelming, even. It's the kind of place you could return to again and again and get just as much from in subsequent visits. The drive was beautiful, but we lost a couple of participants at the first turn.

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D'OH! We might have learned something there (we did get them back). Nevertheless, it was a fine day and a most enjoyable drive. There will be photos on the club's Facebook page. Our cover photo was taken during the stop at the historic Bottrel General Store along the route.







Elizabeth McColl's beautiful E36 328 in the parking lot beside one of the exterior exhibits. The steam tractor was a hint to the sort of industrial treasures inside.

Inside, the exhibits of industrial equipment from heavy lathes to presses, to Linotypes, to vintage cars, to small West African metal artifacts were housed in a stunning art-deco structure of concrete, brick and craftsman-style woodwork. All was beautifully displayed, spotlessly clean and tremendously engaging.

The building details alone were worth the visit. This is the office in the museum loft.

ing! Garage Tour in October. Calgarian Grant Kinzel is a restorer and automotive hobbyist who produces some absolutely world-class restoration work out of his home garage. His focus in recent years has been on small coach-



built Italian sports cars such as Lamborghini, Fiat, Abarth and Siata. At the Stanley Park European Auto show in July, Grant was there with a work in progress, a Fiat-based Abarth 1100 Ghia in bare metal. The car is basically a one-of show car that originally debuted at the Turin Motor Show in 1953. He acquired it as an incomplete



shell with no glass; it had suffered collision damage and some critical bits were missing. Some astounding hand fabrication has gone into this car; more is to be done and now that Grant has retired from his position as General manager at Focus Auto Design, Inc., he'll have more time to work on it.

In 2011, Grant displayed a Siata roadster that he completely restored from an incomplete and damaged hulk to a state of perfection that would bring tears to your eyes. The car won its class at Stanley Park that year. Grant does his own sheet metal and other fabrication, upholstery, assembly and paint. It is quite amazing to see what can be accomplished within one's own garage. Grant's craftsmanship is truly exceptional and he is known internationally within the circles of his favorite marques.



Grant's home garage is in mid-SE Calgary. On Saturday, October 19th, a group of BMWCSA members met Grant in his garage, saw his cars and his shop, and enjoyed talking about issues of vintage auto restoration with this most talented automotive hobbyist.

Grant's completed Siata roadster and his in-progress Abarth 1100 Ghia.

November: Visit to SOS Paint & Body

SOS Paint and Body has sponsored the BMW Club for many years. The company has a great reputation for working on fine automobiles. We have arranged a tour for Thursday

evening, November 14 starting at 6:30 PM. We will see working demonstrations of their chassis re-alignment, panel working and painting areas. A possible treat might be a tour of their underground storage facilities and some of the interesting cars in storage there, pending owner permission. Please RSVP to [events@bmwcsa.ca](mailto:events@bmwcsa.ca) no later than November 7th as SOS would like to know how many are coming to allow ordering refreshments.

November: BMWCSA Christmas Banquet

Something new this year, a quiet meal in the Dining Room at the Austrian-Canadian Club. A dinner and desert buffet, with tables set up to socialize. We pretty much filled the Austrian-Canadian Club's Franz Joseph Dining Room; it was a fun evening for all. We gave away one of the Austrian-Canadian Club's famous cheesecakes as a door prize, and there was some extra fun with three BMW luggage items donated by the dealers. We held silent auctions for these and the winners were talking p their gains as advance preparation for the Dolomites drive the club is planning for September 2014.



bers with experience at this sort of touring and the know-how to organize it, we are organizing a driving tour of the Dolomites in northern Italy.

The Dolomites are without doubt one of the great driving - and biking - areas of the Alps and perhaps of all Europe. There is a very high density of mountain passes all within the same area. Many of them interconnect without the need for the boring main road in between. Many of the Dolomite Mountains have a characteristic flat topped, vertical monolith appearance, which is unique within the Alps. Therein lies the bad news. Come a nice sunny weekend day, the roads are packed with tourists from northern Europe taking in the scenery at a gentle 25kmh. We'd mitigate this by planning for dates in September 2014. We don't want to be there in October, as we'd be bumping up against Oktoberfest. If participants wish to stay on and experience that, it will be their own planning responsibility.

Renting cars is cheaper in Germany, and Munich is easy to find flights to. Our tour would finish in Munich. Participants' airfare to and from Munich will be their own responsibility.

By participating in this tour, BMWCSA members would benefit from organization and group rates without being too regimented in how to complete the tour. For example, we'd likely stay at group-organized Inn or Hotel accommodations, but each morning participants

would strike out on their own with route instructions and options to be followed as per individual preferences with the goal of re-convening at group accommodations at the end of a day. In other words, the advantages of a group tour with the flexibility to travel independently most days, or join up with travel partners of your choosing, and vary your travel route and stops according to personal preferences.

As of year-end, we continue to lay plans for the September 2014 Dolomites Driving Tour. Events Coordinator Greg Walsh is leading the charge. A route and schedule has been roughly defined. It has us starting in Munich with a tour of BMW Welt, the museum and a BMW plant; driving on to Salzburg (Mozart's birthplace) where we'll stay two nights; then on in a broad loop through several 'hub' destinations, where we'll stay two to four nights each. From the hubs, we'll drive day tours, with the option to alternate cultural days with driving days according to individual tastes. The route back to



Grant's Siata roadster on display at Stanley Park in 2011. Grant restored this car in his own garage.



Munich will probably take us through Innsbruck.

#### December: BMWCSA Photo Contest Awards

After a respite in 2012, the club agains sponsored a photo contest in 2013. The 2013 BMW Club Photo Contest received many high quality and creative entries that made judging a fun but difficult process. Judging was done by an independent panel from the Dilawri Group of Companies. Photos were coded for anonymity to eliminate any possibility of bias in the judging.



Anthony Swartz entered this stunning night shot of his M3 against Calgary city lights. Shooting was a challenge because the spot is a popular public parking lot.

After talking with the winners, we allowed them the option of picking the prints they wanted printed and the option of taking a print rather than the gift certificate for second place. Almost all winners elected getting a print especially as we offered printing in the new Aluminum process that gives photos an exceptional pop and unique look. Anvy Digital of Calgary produced the prints, which we awarded to the winners at the December club meeting.



Thanks to all the entrants for their work and creativity – one way or another, all the photos will be used in Club publications and activities.

Our follow up event will be a Photo Course Evening planned for March 2014. We plan a fun evening with a professional photographer who will offer tips on how to better and more creatively shoot cars. Calgary BMW has graciously offered their Showroom and Boardroom as our lab for the evening. Most importantly, see the winning photos - they are posted on [bmwcsa.ca](http://www.bmwcsa.ca). [http://www.bmwcsa.ca/PHOTOS/#tabContent2\\_stacks\\_in\\_459\\_page10](http://www.bmwcsa.ca/PHOTOS/#tabContent2_stacks_in_459_page10)

#### 2013 BMWCSA Member Survey

Seventy members (over 40% of the club) participated in the 2013 survey indicating strong interest in the club and its direction. Thirty-four percent of respondents wanted to include family in events. Driving schools, newsletters, tech sessions, sponsor discounts and local drives were the main reasons people joined the club and these types of activities had the highest participation. Our first international drive is still in the planning stages but had high interest among respondents. Sixty-three percent of respondents were over 50 years of age.

As expected, BMWCSA is a social club with a driving problem! The BMW Club's focus on driving schools has fallen on hard times with the loss of Race City Motorsport Park. However, if there is to be no new track in the immediate future, members still wanted the newsletter as well as local and international drives and were willing to try parking lot schools which might include family. Sponsor discounts and the BMW New Car Purchase Rebate had appeal, but we found it interesting that sponsor discounts ranked higher in importance to respondents than the BMW rebate. Relative to social events, the annual August BBQ retained its popularity and members were willing to consider other options. Not surprisingly, our annual BBQ is the most popular club event, but the Christmas party, as it has been operated for many years is dropping in popularity.

We are thrilled that 15 new volunteers expressed interest in helping the club with its activities. We have already approached some of those and will endeavor to include them in future activities.

All survey participants were eligible for a random drawing for a \$200 gift voucher at Mercado.

Survey input will be used in planning that will help the Club focus on most popular activity as well as set its future direction.





# Trillium

The Almost 40 Years letter!  
by Dave Cook

Hello from the West! Specifically, Kelowna, BC. I am writing this letter to remind the directors of our illustrious Club, that this is a landmark year for the BMW Club of Canada. It is 40 years since the Club was founded! In 1973 a group of enthusiasts gathered in Toronto to form the BMW Car Club of Canada.

A letter announcing the formation meeting was sent out to customers of several of the dealers. A friend of my father who had a 2500 received one of the letters and gave it to me, thinking a young lad with a 2002 would be a better candidate than an old foggie!

Well, I didn't act on it right away, something to do with my father's comments about the character of car club members racing through the streets! Well a year later, after receiving a flyer on the window of my '70 2002 in June 1974, I decided I really wanted to see what the club was all about. So that's why I have been a member for 39 years.



Well, I only got to one event that year, a race at Mosport. The BMW distributors had a corral on the outside of corner 1, and the club was invited to enjoy it. It was the first time I drove a car sideways on an incline, it felt like it was going to flip over! However, seeing the other Bimmers sitting safely on the grass, I figured I would make it. It was a great week- end; I even had a few free beers! (My t-shirt said: In Case of Emergency, Buy Me A Beer! I had several emergencies, my throat was dry).

Time passed and in 1975, I had a newer, 1974 2002. It wasn't quite as quick as the 1970. Smog controls and the huge bumpers were the culprits. Eventually (around 1980) I corrected those shortcomings by throwing on twin Weber carburetors and some suspension work.

In 1975 I made it out to a couple of meetings and started seeing how much fun everyone was having. I was out of Ontario from September 1975 to May 1976 but made it to the Stratford Festival with the club in the late spring of 1976. That event eventually turned into the Shaw Festival and Wine tour weekend. A lot of good friendships were cemented over wine, dinners and brunches in Niagara-on-the-Lake. I also made it out to my first autocross, what an exciting event.

Autocrossing is a great way to learn car control and have fun at the same time. Well, any time you can learn about car control is fun. But getting to compete as well, without the expense of racing on the track, was a bonus. There were a lot of great rivalries, and the Club still sees these battles today.

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In 1978, David Williams, the Club's second president, inveigled me into sitting on the board of Directors. Our first president was Michael Lenhardt who moved to the US around that time and runs Mini Bimmers. Both are lifetime members of the club. I am not sure which year the

Club began attending driving schools organized by John Powell, but in 1978 the guys were all raving about the schools and getting to drive on the track at Mosport. It took a couple of more years for me to convince Cathy to take the August week end of our holidays in 1980 to make the trek to Montreal for the start of the school at the DOT test center at Mirabel.

What fun we had, well the guys anyway. We hadn't convinced the girls to join in the fun at that point. The ladies did enjoy the meals and nightlife in Montreal however. This was to become a rule for us, share some fun time with the ladies and they'll let us have our fun!

The huge skid pads at Mirabel allowed for fast figure eights, huge power circles, threshold braking, and, learn-



ing hand brake turns! A huge, tight autocross was set up for us. Our muscles ached for days. We novices thought we had gone to heaven but we didn't know what was in store two days later at Mosport.

Well, Mosport was a blast. The classroom sessions gave us the basics driving the track, flags, passing signals and "the line"! Then we were let loose behind an instructor to learn the track and the line. Well, it was fun, but we felt there was a better approach to running

the school, maybe an instructor in every car? (John Powell had one instructor for every three or four cars.) A novel idea at the time maybe, but it was to change our Club dramatically. We decided to run our own driving school.

Somehow, Paul Fagan and I (Dave Cook) were charged with being co-chairs for the first school, so we got going on putting a team together. In 1982 we ran the first BMW Car Club of Canada Driving Festival at Mosport.

Our team consisted of, Ted Lewis, Tom Coucill, John Burnet, Gerry Low, Rawle Gosine, Rolf Lange, Ron Williams, and a few I can't remember (sorry guys). The instructors were racecar drivers, Duff Hubbard, Horst Kroll and Dave Deacon (driving the Cam2 BMW M1) are the names I remember. They were enticed by track time, setting up their cars for the season.

At one point we had nightmares that it was not going to happen. We received a legal letter from John Powell, suggesting that he had rights to any driving schools at the track. We found out that was not the case. However, our first few events at Mosport were "Driving Festivals" to keep the peace between Mosport (owned by Harvey Hudes at the time), Powell and the BMW CCC. As you can see, it all worked out pretty well for the last 30 years!







It was around that time that several other clubs around the country were asking for chapter status, and I believe a Winnipeg group were the first chapter. There was also a chapter in Montreal that beat Trillium to the punch. Trillium's first chapter president was Tom Coucill, in 1982. I followed Tom in 1984. Tom also produced most of the artwork for the Club's magazines and posters in the early years.

As well as The Shaw Festival and Wine Tour and the Driving School, we ran rallies for charity. Also, in 1988 at the BMW Canada intro of the 1989 E34 5 series, the Club directors were asked to run a rally for the dealers at Deerhurst. We also got to shuttle the cars back and forth from the (hidden) parking area to the hotel. We threw in an autocross at the end, which in fun runs afterward, one of the Quebec dealers won in a 750i! John Burnet, Bob Munro, Rolf Lange, Rawle Gosine, Roger Esdon, Peter Indriliunas, Paul Fagan and myself were on the board at the time. It was, as all BMW events are, a blast running around the roads at Deerhurst.

Popular events were the Camping Week-end and the Ski Week-end. Camping weekends were at Rolf Lange's cottage in Haliburton. We camped at the park across the lake. Rolf would lay out a Rally for Saturday and then host a BBQ at the cottage that night. The Apsley Road is one you have to drive if you are in



the area. Make sure your co-driver has a strong stomach or takes Gravol well before tackling the road. Who knew going 30mph (if you can) could be so much fun!

The Ski Week-end was a blast. Twenty of us camped out in Charlie Goodman's living room gave new meaning to the term, "close friends"! Blue Mountain may yet be recovering from the BMW crowd. Perhaps some new rules were instituted after our last visit?

In 1986 it was decided to tour to The Finger Lakes in New York for a wine tour weekend. We had a great group of people including our illustrious archivist and BMW trivia guru, Bob Gibson. Bob wanted some one to convoy down with, so Cathy and I said he could follow us. We were going with Bob and Judy Downey, who like us, had a new E36 325e. Bob Gibson was worried about getting a ticket: a) because he worked for the Ontario government, and b) because he didn't want it to get back to his mother! Bob was about 50 at the time. We all told Bob we weren't going to break any speed records, and besides, Bob Downey would be out front with a radar detector, what could go wrong? Well, Cathy and I were caught in a little bit of Friday afternoon traffic on the I90 and I saw a police car driving across the median. I



checked my speed and was just edging back up to 70 so I slowed down. I didn't think he could be after me since the traffic was fairly abundant. His trajectory seemed definitely focused on the group I was in though. Well he did pull up beside me and wave me over. Damn!

A huge officer stepped out of the patrol car and as I was starting to get out of my car, a large black hand landed on my shoulder and I was politely asked to have get back in my seat! I was then asked for my driver's license which I dutifully handed over. Oh s#\$% I'm going to have to pay a fine in the states! He then asked me to follow him as he had to 'catch my buddy'. I said to Cathy, 'the guys must several miles ahead by now at least we'll get to go fast to



catch them". Sort of: I'll get my money's worth out of this ticket.

We pulled out onto the highway and were up to about 70 after about a quarter of a mile when we crested a ridge and there, pulled over on the shoulder were a blue 730i and a Planet Green 325e! Rats! We didn't get anywhere near 100mph. The guys realized we were missing and pulled over to wait, knuckleheads! The officer pulled up in front of the two and I parked at the back of the line. Then, the friendly giant came back to my car and asked me a couple of questions; "Do you know these two people?" I had to think about that, do I admit to knowing them or not, which is the best answer?? "Yes sir". The next question was the interesting one, "What is the difference between your car and the one in front?" Well, other than being the same model and identical colour, "his is a four door and mine is two, and I have a bra on my car". I guess those were the correct answers as the very kind officer handed me back my license and said to me, "I won't be giving you a ticket today sir, it was those two I caught". What relief!

Poor Bob Gibson. He tried to swear us to secrecy, but you know how word spreads in the





club. Besides, it was too good a story not to tell. We could never bring ourselves to tell Bob that I didn't get a ticket!

The most popular events other than driving schools, were: the Molson Michelin Tech Sessions – beer and car talk, what more could we want, and The Annual Dinner Dances. The most popular event was the BMW Open House for the Club members to test-drive

the latest models. I don't know how many members went out and bought a new Bimmer after these events, but I do know there were always 2 or 3 at least.

It is too bad that BMW Canada does not view these events the same way BMW of North America does. BMW NA runs events for the whole club, and if you want to drive to Spartanburg from wherever, you are welcome to sign up. BMW Canada feel that Ottawa, Montreal or Windsor may be too far for people to drive and do not want to hurt anyone's feelings. Sorry BMW Canada, but If I have the time, as BMW CCA member, I expect to one day drive from Kelowna to Spartanburg for an event. If it is a nationally advertised event, and everyone has equal opportunity to sign up, it is a fair fight to become a participant.

In the mid to late 1980's the board under John Burnet and Bob Munro, applied to the government to recognize our driving schools as educational for the purposes of giving our students certificates and receipts for income tax purposes. Bonus eh? You must give them many thanks for that great effort.

In the mid 1990s more chapters joined the National Club. The camaraderie of owning a Bimmer and meeting other enthusiasts has been evident to me in all the different chapters I have visited. In November of 1996 Rob Foreman and I went to Edmonton (how dedicated were we!) to give the chapter members a little history of the club and welcome them into the fold. The warm reception we received was particularly nice as the minus 30 degree temperatures outside had us chilled to the bone! In Montreal, Halifax and Vancouver, this friendship is readily extended, thanks to all.



With a growing number of chapters we saw a major change away from Trillium members holding sway on the board. Although anyone in the Club could run for a position as national director, we had not been set up for regional representation. This was addressed with a change to the by-laws and we now have a director from each chapter on the board. In the late 1990s, Montreal and Trillium chapters started the Bimmers Across the Bor-

der and Mosport Dayze club races. Ask the club racers about the first races. I believe the first was Bimmers Across the Border at the Circuit Mont Tremblant in 1998, with the first Mosport Dayze in 2000.

I have really enjoyed getting “Contact” magazine since its renewal. It is good to see what is going on at Trillium Chapter. I was pleasantly surprised to see that the chapters have started the “Survival Schools”. They have been a great event for BMW CCA. In Memoriam, I would like to pay tribute to several of our most active/illustrious members. Charlie Goodman our chief driving school instructor for many years; Bob Gibson our club archivist and go to person for all BMW trivia; Peter Drozd treasurer and great BMW club supporter; all good friends and sorely missed.

What did I do in the Club? National - Vice President, Secretary and International

Council of BMW Clubs representative; Trillium Chapter - President, Vice President, Driving School co-chair, Secretary, Social Director (quickly replaced by Nancy Coucill and Marnie Rycroft, then Cathy Cook and Gail Williams), and more. I have to say a big thank you to my wife Cathy who joined me on many adventures with the Club and put up with all the rest!

I have joined the Okanagan British Car Club out here. The Vancouver BMW chapter is a little too far to go for events, although maybe next year when I get the MINI ready for a long trip. But did I tell you the OBCC has 25 auto-crosses set up this year? The Pirelli Euforia ROFs are on the wear bars and I expect shortly to be corded. I can't wait to get some decent rubber on the MINI. Maybe then I'll be able to catch the Miatas and Civics?

Oh well, it's all fun isn't it??

Keep the shiny side up.

Dave Cook, Member Number 135





# Ottawa

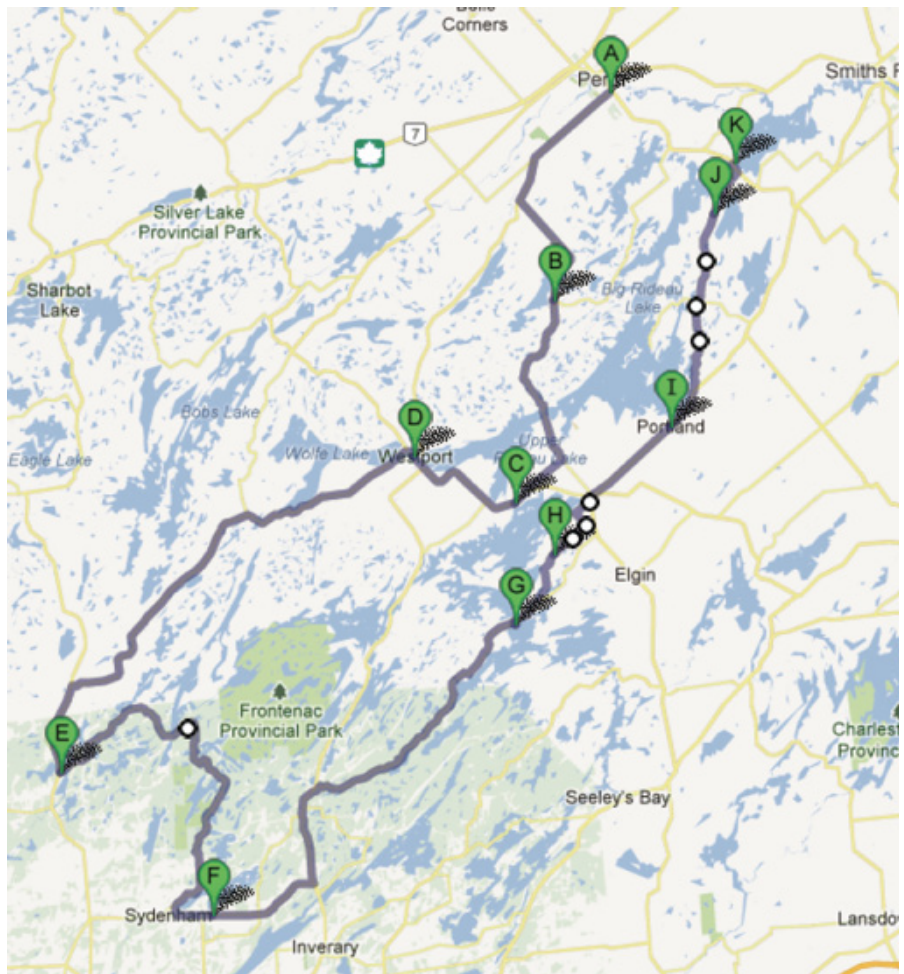
Spring Drive with a 2013 320i X-Drive  
by Paul brun

Special thanks to Otto's BMW on Hunt Club Road in providing the BMW Club of Ottawa with a 2013 320i x-drive for the 2013 Spring Drive.

It is the year 2013 and the BMW Club of Ottawa's annual Spring Drive has come and gone. Time sure does pass quickly, but for most, Spring couldn't have come quick enough as the winter season was unusually long. With a couple late winter storms, most of us didn't get to take out our precious BMW's from storage until at least the middle of April. The club's April 13th Street Survival School was also impacted by adverse winter conditions.

The Spring Drive on May 26th of 2013 marks the first time that Otto's BMW and the BMW club of Ottawa collaborated on a social event. The dealer provide me with a 2013 320i x-drive, Eric Bergstrom drove a 2008 135i convertible from their Certified Pre-owned series. Leonard Lilla brought his older 2002 along for the journey.

Doug Horsfall and Mike Roome did an amazing job setting up a great drive which included many twisty and scenic roads throughout the Frontenac county south-west of Ottawa. The journey started in the Independent Grocer's parking lot in Stittsville. The group headed south on Stittsville Main Street before turning right onto Flewellyn Road to make our way to our first rendezvous in Perth. From there,



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the group headed Southwest bringing us to Narrow's Lock, Westport, the infamous Desert Lake Road (between points E and F on the second map below, which provided us with a good 30 to 40 km of winding roads),





Chaffreys Lock and Portland. The Spring Drive ended at the picturesque restaurant called the “Shipwreck” at Rideau Ferry.

So, how did the 320i x-drive perform? Before answering this question, let’s start with a brief summary about the changes made by BMW to the 3-series for 2013/2014 model year. The 2014 model year is the first time that there will not be a 3-series coupe or convertible. The 2014 4-series now

become the new 3-series coupe/convertible variants. The M3 moving forward will now strictly be sedan-based and M4 will be the name for the coupe and convertible equivalents. BMW will likely introduce a 4-series Gran-Coupe along with an M-variant for that segment too. The 3-series vehicles that are available for the Canadian market are the 320i, 328i and the 335i, with the first two being turbo-charged 4 cylinder engines. The 2014 model year will see a 328d (RWD and x-drive) come to the Canadian market as well. You will see similar model’s available in the 4-series as well.

The BMW 320i x-drive utilizes their EfficientDynamics technology. Numerous innovations are employed to improve fuel consumption and conserve energy such as using smaller engines with turbo-chargers, auto start-stop functionality, brake energy regeneration, electric power steering, electrically controlled radiator air vents, gear shift indicators (for manual transmissions) and tires with reduced rolling resistance. For more information about these innovations, please visit:

[http://www.bmw.com/com/en/insights/technology/efficient\\_dynamics/innovative\\_technologies/overview.html](http://www.bmw.com/com/en/insights/technology/efficient_dynamics/innovative_technologies/overview.html)

The 320i is no slouch, as it does create 180 hp and 200 lb-ft of torque from its 4-cylinder engine and utilizes an 8-speed Steptronic Automatic Transmission. However, when you sit in the car for the first time, you really don’t think about all the technology that was used to build this amazing car. You just want to start the engine and drive because that is what BMW wants you to do. Just drive and let the car work its magic to optimize its energy and consumption use based on your driving habits.

After picking up the car at Otto’s, the first 20 minutes allowed me to test out their eco-pro mode. Overall, I was impressed. The auto start-stop functionality worked as described, the

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shift points were optimized and the drive home was incredibly smooth. The two other modes available in this car are COMFORT and SPORT.

During, the day of the Spring Drive, I felt the need to keep the car in sport mode. In this mode, the suspension tightens up and allows you to attack the bends in the road with confidence, and given the nature of the other BMW owners, provided enough torque to keep pace with the rest of the BMW fleet. The scenery was absolutely amazing and complimented the car quite well during our breaks as it allow me to photograph the car against amazing backdrops.



Although, it is not possible to compare the 320i x-drive to an M3, for those looking to purchase a fuel-efficient comfortable luxury car, the 320i x-drive should be a strong contender for the enthusiast driver.







# BMW Canada Rewards Program



Official BMW Club



## **BMW Clubs Canada – Member Rewards Program**

On December 12, 2012, Phil Abrami, President of BMW Clubs Canada, announced the BMW Canada Reward Program which came into effect on January 1, 2013.

Since then, it has become necessary to clarify some of the details of the program. These are included below and an updated Discount Approval Form is attached.

The discount is equal to 2% of the vehicle's MSRP, irrespective of the price negotiated with the dealer, and applies to cash, financed and leased purchase arrangements. This represents a change from the initial announcement, so in cases where an eligible member purchased a new BMW vehicle after January 1, 2013, and has not applied for the discount, please complete the application form noting that it is a "Retroactive Application" and include the VIN of your vehicle.

Please note - retroactive applications must be received by the National Secretary by June 1, 2013.

The President of your Chapter must provide written approval of your eligibility status (ie, a member in good standing for at least 12 months prior to January 1, 2013) when submitting your new or retroactive application. The President will forward the application electronically to the National Secretary ([secretary@bmwclub.ca](mailto:secretary@bmwclub.ca)) who administers this program for BMW Clubs Canada, and will forward it to BMW Canada for final approval.

Once approved and processed by BMW Canada, the member will then be sent a **VIP Letter** by BMW Group Canada. The member has 6 months in which to use that letter, which authorises the dealer to subtract the discount from the final price. When the member is completing his/her purchase, he/she must produce the (original) VIP Letter to the dealer.

Members must agree to not sell the vehicle for one year from the date of delivery. Group sales are not eligible. The discount does not apply to used vehicles, motorcycles or Mini vehicles.

BMW Group Canada reserves the right to terminate the program with 30 days' notice.

Cases of abuse or inappropriate conduct will result in individuals losing the right to a membership reward.

Please forward any questions, queries or comments to the Secretary at the email address above, or to [andy@bmwclub.ca](mailto:andy@bmwclub.ca).

Andy Brown, Secretary  
BMW Clubs Canada

BMW Clubs  
Canada



11 May, 2013



## BMW Group Canada BMW Clubs Canada - Discount Approval Form



Date of Request: \_\_\_\_\_

Member Name: \_\_\_\_\_

BMW Club Membership #: \_\_\_\_\_

Home Address: \_\_\_\_\_

e-mail Address: \_\_\_\_\_

Contact Phone #: \_\_\_\_\_

Intended Purchase Date: \_\_\_\_\_

BMW Retailer Name: \_\_\_\_\_

Model to be Purchased: \_\_\_\_\_

BMW Car Club Discount\*: **2% of MSRP**

### Approved By:

\_\_\_\_\_  
Andy Brown  
Secretary, BMW Clubs Canada  
Date:

### Member Eligibility Confirmed:

\_\_\_\_\_  
President  
Chapter:  
Date:

### Approved By:

\_\_\_\_\_  
Stephen G. McDonnell  
Director of Sales, BMW Canada  
Date:

\_\_\_\_\_  
Jay Lim  
Director, Controlling, BMW Canada  
Date:

\* BMW Canada will extend a 2% discount on the final purchase price of a new BMW vehicle to any eligible registered member of the BMW Clubs of Canada, subject to the terms and conditions of the **BMW Clubs Canada Reward Program** (<http://www.bmwclub.ca/>)

**Note** : discount applies to Purchase, Lease and Finance transactions.

Please return completed form to BMW Group Sales Analyst via email to [distribution@bmwgroup.ca](mailto:distribution@bmwgroup.ca) .







# Programme de Récompense Des Clubs BMW Canada

BMW Clubs  
Canada

## Clubs BMW du Canada – Programme de récompenses aux membres

Le 12 décembre 2012, Phil Abrami, président des clubs BMW du Canada, a annoncé le Programme canadien de récompenses, qui est entré en vigueur le 1<sup>er</sup> janvier 2013.

Depuis, il est devenu nécessaire de clarifier certains détails de ce programme. Ces derniers sont décrits ci-dessous, et un nouveau formulaire d'approbation du rabais est inclus.

Le rabais est égal à 2% du PDSC, peu importe le prix négocié avec le concessionnaire et s'applique aux transactions d'achat comptant, aux locations ainsi qu'au financement. Ceci représente une modification, donc si un membre éligible a acheté un BMW neuf après le 1<sup>er</sup> janvier 2013 et n'a pas appliqué le rabais, il pourra le faire en remplissant le formulaire et en y inscrivant « application rétroactive ». N'oubliez pas d'inclure le numéro NIV de votre véhicule.

Veuillez prendre note que les applications rétroactives doivent être reçues par le secrétaire national avant le 1<sup>er</sup> juin 2013.

Le président de votre chapitre doit fournir une approbation écrite de votre éligibilité (c'est à dire être membre reconnu depuis au moins un an avant le 1 janvier 2013) lorsque vous soumettez votre nouvelle (ou rétroactive) application. Le président pourra envoyer l'application au secrétaire national ([secretary@bmwclub.ca](mailto:secretary@bmwclub.ca)) qui gère ce programme pour les Clubs BMW du Canada et qui la fera parvenir à BMW Canada pour approbation finale.

Une fois la demande approuvée et traitée, le membre recevra une lettre VIP du Groupe BMW du Canada. Le membre aura alors 6 mois pour l'utiliser. Cette dernière autorise le concessionnaire à déduire le rabais du prix final. Lorsque le membre finalise son achat, il doit présenter l'original de la lettre à ce dernier.

Les membres doivent accepter de ne pas revendre le véhicule pendant un an suivant l'achat. Les ventes de groupe ne sont pas éligibles. Le rabais ne s'applique pas aux véhicules Mini, les véhicules d'occasion ni aux motocyclettes.

BMW Canada se réserve le droit d'annuler ce programme avec une notification de 30 jours. Des cas d'abus ou de conduites inappropriées se verront refuser leur droit à la récompense.

S'il vous plaît, envoyez toute question, demande ou commentaire au secrétaire à l'adresse mentionnée ci-haut, ou à [andy@bmwclub.ca](mailto:andy@bmwclub.ca).

Andy Brown  
BMW Clubs Canada

BMW Clubs  
Canada



## Groupe BMW du Canada Clubs BMW du Canada – Formulaire d’approbation du rabais

Date de la demande \_\_\_\_\_

Nom du membre \_\_\_\_\_

Numéro de membre \_\_\_\_\_

Adresse \_\_\_\_\_

Courriel \_\_\_\_\_

Numéro de téléphone \_\_\_\_\_

Date prévue de l’achat \_\_\_\_\_

Nom du détaillant BMW \_\_\_\_\_

Modèle à acheter \_\_\_\_\_

Rabais du Club BMW 2%

Approuvé par:

\_\_\_\_\_  
Andy Brown  
Secrétaire, Clubs BMW Canada  
Date:

Approuvé par:

\_\_\_\_\_  
Stephen G. McDonnell  
Directeur des ventes, BMW Canada  
Date:

\_\_\_\_\_  
Jay Lim  
Directeur, Contrôles  
Date:

**\*\* BMW Canada offrira un rabais de 2% sur le prix d’achat final d’un véhicule neuf BMW, à tout membre inscrit des clubs BMW Canada, sous réserve des modalités et conditions du Programme de Récompense des Clubs BMW Canada. (<http://www.bmwclub.ca/>)**

Note: le rabais s’applique aux transactions d’achat, de location et de finance.

**SVP, veuillez retourner le formulaire complété à l’analyste des ventes de groupes BMW à [distribution@bmwgroup.ca](mailto:distribution@bmwgroup.ca)**

**BMW Clubs  
Canada**





