

# BMW Delight

2014 Edition

BMW Clubs  
Canada



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

# **BMW Clubs Canada 2014 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 Canada 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 other club activities. 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 both regionally and nationally as well as internationally.

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, 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 provides 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 membership 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, by its composition and mandate provides 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

Well 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 passes rather quickly when everyone is 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 Niagara Riders to our umbrella, and they have fulfilled their one-year probationary period. 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.

2014 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 2014 the member clubs organized many driver training and driving school events, including several multi-day track based events that included BMW Club Race events with participation from BMW Car Club of America club members.

The member club activities in 2014 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 300 events.

Membership in the local clubs varies a bit seasonally; with the addition of the new chapters the national membership count for the end of 2014 is 3013 enthusiasts. This figure is in line with our projections from the year before

Planned track-related club activities has increased to 82 track days. Group drives, social, tech sessions and others will account for 249 events, for a total of 331 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.

# 2015 Member Club Activities

A Summary of the number and type of events planned for 2015 by BMW Clubs Canada member clubs

	Members	Club Racing: Days	Driving: Track Days	Driving: Touring	Social	Technical	Others	Total
BMW Club Atlantic	82		5	2	2	2	1	12
BMW Auto Club of Quebec	250	2	12	3	12	1	2	32
BMW Car Club of Ottawa	180		5	2	12			19
BMW Motorcycle Club of Ottawa	105	3	2	23	10	2		40
BMW Motorcycle Club Loonie-tic Riders Quinte West	50				10		4	14
BMW Clubs Canada Trillium Chapter	850	3	26	2	1		1	33
BMW Motorcycle Club Ontario	95			7	7			14
BMW Club of Manitoba	35		2	1	3			6
BMW Club of Saskatchewan	22		7	6	1			14
BMW Club of Southern Alberta	185		2	2	4	5	12	25
BMW Club of Northern Alberta	72		1	3	2			6
BMW Car Club British Columbia	410		10		3		5	18
BMW Club Vancouver Island	54		8	4	5			17
BMW Motorcycle Club Bee Cee Beemers	100			1	14		1	16
BMW Riders of Vancouver Island	280		2	16	22			40
BMW Niagara Riders	143				12			12
BMW BC Valley Riders	100				13			13
	<b>3013</b>	<b>8</b>	<b>82</b>	<b>72</b>	<b>133</b>	<b>10</b>	<b>26</b>	<b>331</b>

# Directors and Officers

## BMW Clubs Canada Directors and Officers List

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.












Director / Officer Name	Position	Club
Phil Abrami	President	BMW Clubs Canada
Jennifer Venditti	Vice President - Cars	BMW Clubs Canada
Chris Pawlowicz	Vice President - Motorcycles	BMW Clubs Canada
Henry Wong	Treasurer	BMW Clubs Canada
Jim Westmacott	Secretary	BMW Clubs Canada
Daren Baxter	Executive Director	BMW Clubs Canada

Director Names		Represents Member Club
Daren Baxter	Director	BMW Club Atlantic Canada
Victor Yuen	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
John Robertson	Director	Bee Cee Beemers Motorcycle Club
Cheryl Gzik	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 Caaney	Director	Niagara BMW Riders
Don Schmok	Director	Valley BMW Riders

# Member Clubs

## Member Clubs:

### Member Clubs of BMW Clubs Canada

	<b>BMW Clubs Canada</b> PO Box 24537 West Hill Montréal, QC H4B 1N0	<i>Club president / website</i> Phil Abrami <a href="http://www.bmwclub.ca">www.bmwclub.ca</a>
	<b>BMW Club Atlantic Canada</b> 607-105 Dunbrack Street Halifax, NS B3M 3G7	George Garner <a href="http://www.bmwclubatlantic.ca">www.bmwclubatlantic.ca</a>
	<b>BMW Club of Quebec</b> PO Box 24537 West Hill Montréal, QC H4B 1N0	Henry Wong <a href="http://www.bmwquebec.ca">www.bmwquebec.ca</a>
	<b>BMW Car Club of Ottawa</b> PO Box 23179 Ottawa, ON, K2A 4E2	Chris Pawlowicz <a href="http://www.bmwccottawa.org">www.bmwccottawa.org</a>
	<b>BMW Motorcycle Club of Ottawa</b> PO Box 8503 Main Terminal Ottawa, ON, K1G 3H9	Marc Desroches <a href="http://www.bmwmcottawa.ca">www.bmwmcottawa.ca</a>
	<b>Loonie-tic BMW Riders of Quinte West</b> 39 Springbrook Road Cobourg, ON, K9A 4H8	Cheryl Gzik <a href="http://www.ltrbmwr.ca">www.ltrbmwr.ca</a>
	<b>BMW Motorcycle Club Ontario</b> 3314 Loyalist Drive Mississauga, ON, L5L 5V2	John Towes <a href="http://ca.groups.yahoo.com/group/bmwmc/">http://ca.groups.yahoo.com/group/bmwmc/</a>
	<b>BMW Clubs Canada, Trillium Chapter</b> 7634 Woodbine Ave. Markham, ON, L3R 2N2	Jennifer Venditti <a href="http://www.trillium-bmwclub.ca">www.trillium-bmwclub.ca</a>
	<b>BMW Club of Manitoba</b> 2071 Portage Ave. Winnipeg, MB, R3J 0K9	Jeremy Choy <a href="http://www.bmwpower.ca">www.bmwpower.ca</a>
	<b>BMW Club Saskatchewan</b> 2475 Broderick Bay Regina, SK, S4V 1K6	Reg Hodsman <a href="http://www.bmwask.com">www.bmwask.com</a>
	<b>Southern Alberta BMW Club</b> 3 Canova Road S.W. Calgary, AB, T2W 2K5	Brian DeBoeck <a href="http://www.bmwcsa.ca">www.bmwcsa.ca</a>





Northern Alberta BMW Club  
Box 52024 RPO Garneau  
Edmonton, AB, T6G 2T5

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

Doug Temlett  
[www.bmwccbc.org](http://www.bmwccbc.org)



Bee Cee Beemers Motorcycle Club  
7848 Marchwood Place  
Vancouver, BC V5S 4A6

Michael McPeak  
[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  
6-310 Goldstream Avenue  
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 Cainey  
[www.nbmwr.com](http://www.nbmwr.com)



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

Don Schmok  
[www.valleybmwrider.com](http://www.valleybmwrider.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 10 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 2014.

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 3000 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 club can one find motorists and bikers, veterans and youngsters of the same marquee. 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

## Neue Klasse Reborn.

Author: John Drysdale

My first memories of the 1973 2002Tii date back to my early childhood. I remember the Tii's saddle brown vinyl, and the creak it made as you sat in it. The chemical smell of some form of vinyl protectant mixed with the sweet aroma of WD-40. I remember sitting in the back bench with my brother, seatbelts on, and being pushed back as our dad accelerated hard from a stop. Bracing around corners with that butterfly feeling in my stomach as the car went light cresting hills on twisty two lane country roads. This car was my first memory of speed. Life was simple back then. I liked ducks, and Porsche 911's (with ducktail spoilers naturally).

The Tii was always my dad's baby, but after my brother and I arrived, it spent more and more time under tarps in the garage, and less and less on the road. In the mid-late 90's the cars dying Kugelfischer mechanical fuel injection (MFI) was swapped out for dual Weber DCOE 40 carburetors. My dad was quoted an astronomical price for a MFI rebuild when it failed to hold tune. Between you and me, I think someone wanted to sell him Webers, and for my dad, I think it was an easy sell. Peter Egan once wrote that you are not a true car guy until you have the opportunity to put out a Weber fire. The fire extinguisher is always in the car, and it was used at least once.

Having recently completed my schooling, I returned closer to home with a new to me 2009 328xi. After our first kid, my wife and I decided we needed a larger family car, and I convinced myself of the logic of a 3 series. Safe, reliable, more space for kids to grow, leather doesn't absorb vomit, good weight distribution, all-wheel drive for winter driving. As a "family car" it opened my eyes to what cars had become. I still can't think of a better all-round car.

But as the 3 series was a well-honed tool deserving of its reputation, the 2002Tii was a snarling little blue box that never let you forget who was driving... you. The beauty of old cars is that if you go 60 (the speedometer is in MPH) you feel like you were going 100. If you go 100 you felt like it might catch fire, though it never did for me (thoughts of Peter Egan), but I sure came close...

On November 2012, I borrowed dad's Tii for a Sunday drive. I cruised up the North Mountain from the Bay of





Fundy, thinking to myself “I prefer driving this car to the 328.” Maybe the 3 series gods heard me, or maybe it was the editors at Car and Driver, because not a moment later the engine temperature gauge went to 80%. I then felt a surge and a cloud of smoke billowed out the back. In one of those “cold-chill oh-crap how-will-I-explain-this-one” moments I pulled over and turned the car off. As I opened the hood the radiator hissed, and gasoline leaked a steady stream onto the side of the road. It was an awkward call to my dad. I don’t remember what I said, I just knew this car was his baby, and that most people do not keep cars this long. 39 years.



### The Rebuild

Not long later, I inherited the car my dad had owned and babied for 7 years longer than I had lived. My dad tried to sell it to me for 10K. I laughed. He gave it to me with the understanding that I would get it up and running again.

I will spare you're the details, but a lot of work needed to be done. The car, engine included, was original minus the Weber's and Koni shocks, so now was the time to do some refreshing in a big way. To hit the high points, the top and bottom end of the M10 engine was rebuilt.

The DCOE 40 carbs were swapped with the original Kugelfischer MFI, making the engine good for a stock ground pounding 135hp and 135lbs/ft torque (about 30% more power than the base 2002 of its day). The original unit was fully rebuilt to factory specs by Gus Pfister (who started rebuilding MFI's for Robert Bosch in the 70's) of Pacific Fuel Injection, San Francisco. To protect this investment, the engine was mated with a completely new cooling system and oil pump. “While we were in there” the car also got a new clutch, fuel pump, cold start relay, and voltage regulator. The original brakes were serviced and new stainless steel brake lines were added.

The tired suspension was refreshed with a “performance street” setup from Ireland Engineering in California (owned by Jeff Ireland who has been racing vintage 2002's since the days when the 2002 was... not vintage). This setup included Bilstein HD shocks, slightly lowered/stiffer springs, front and rear 22mm adjustable sway bars, polyurethane suspension bushings, poly reinforced rear sub-frame mounts, fixed front camber plates, front strut brace, and a poly steering coupler. This setup really sharpened the cars natural agility, while decreasing body roll without sacrificing street comfort, or unfavorably changing the original suspension geometry.

Finally, I installed a new set of carpets in my garage, and ordered some coco floor mats to add some 70's couture.



In case you have not guessed, I tend towards obsessive with restorations and I tend to follow the “do it right do it once” mantra which translated into tripling the scope of the restoration and doubling the cost and then tripling that number again. Remember when I said I laughed at my dad for trying to sell me the car for 10K? Well let’s just say that after he gave me the Tii he filled his garage space with a near mint 2006 Z4 M Coupe with 21,000kms for about the same money I have put into the Tii since the fall of 2012 till this printing. Who got the last laugh is still under debate.



#### Sanity Check

With a big financial (or emotional) investment in a car you do one of two things, lock it up and fuss over it, or get your money’s worth. My Tii was 40 years old almost to the month when I took it to the August 2013 BMW high performance driving course. Call me crazy, but I felt the car deserved to have its own midlife crisis.

Bringing my modern 3 series to a BMW High Performance Driving Courses was a bit of a no brainer; I just got my inspection and brake fluid change, and it ran flawlessly without protest. My 1973 BMW 2002Tii was not so simple, and I was no longer “green enough” to be fearless. With forty year old boxy cars, a lot can go wrong, and step one was accepting that whatever happens, I needed to be able to walk away and live with the result.

Tires were step two. With my reproduction spec 165/80/13 Michelin XAS tires going for 400\$ a tire, I opted to save them and instead ensure grip would not be lacking by sourcing modern 195/60/14 Falken 615K autocross tires. I also made sure the engine was running rich for safety, the distributor timing was verified, and the valves were rechecked for clearance. The roll bars were adjusted to stiff, with the rears being backed off a touch to favor a safer understeer if things got hairy fast. Most importantly, the original driver and passenger Autoflug seatbelts (with broken winding mechanisms) were replaced with a new set that arrived just in time, hot off a plane from Germany. I installed them at some ungodly hour of the night, under the aid of flashlight.

Cars are for driving. The fine china can stay at home.

#### Atlantic Motorsports Park

The weekend started with a bang. As you can imagine, many eyebrows raised as I parked the car in the paddock amongst a crowd of 3 to 4 ton rolling technology marvels. My instructor was the visiting BMW Club of Canada

vice president Chris Pawlowicz. He used to own an “impact bumper, square tail lights era” 2002. As we did introductions, BMW Club of Canada president Phil Abrami walked up and claimed me as his new student for the day. Seniority has its privileges. Phil used to own two Tii’s over the years and now tracks an e30 M3.

As we began the morning exercises Phil started by identifying safe exit points/strategies for each turn, in case of sudden mechanical/brake failure. This sobering but essential practice made me swallow pretty hard. Gut check time again, I am operating on brakes older than many of the people here, myself included. We concluded there was no ideal exit from turn 2... just don’t go off.



After resolving a few small initial issues (smoking brakes from new pads and then passenger’s rear tire rub from a bent bracket), I began to settle down and gain confidence in the car’s remarkable handling capabilities. The first thing I noted was that its M10 engine note sounded very similar to the e30 M3 at full song. No surprise given that the S14 is based on the M10 block.

The second thing I noted was that the car really stuck to the corners. This car did not handle like a 40 year old car, and good thing, because the car only had about ½ to 1/4th the power of the other cars in blue group, so momentum was essential. It was initially unnerving to ignore all of my braking points in the 328 and just fly into corners while praying to the Falken gods of traction and fine German engineering.

At only 2200lbs, the Tii is delightfully tossable. Phil had me using throttle oversteer to line up the car to the de-



sired slip angle through turn 9. Getting on three wheels was easy on 2 and 4, but I had to mind my manners as I did not have a limited slip differential. In the corners, the thin bus-sized wooden steering wheel guided the car with razor like precision, although the huge ratio made the tight day-one slalom cones a challenge at first. Only a couple of cones survived my early runs.

People wax poetic about a true “driver’s car”, about the mechanical connection to the driver that is being lost to a world ruled by litigation, computers and safety nets. Tech package with Nav computer? My car has three ash-trays. Power windows/sunroof? Sure... when I crank them open. ABS? My right foot. Power steering? If I go to the gym. Direct Fuel injection? My car was getting 35mpg by injecting fuel at 500psi before the engineer of your car was even born.

Driving the Tii is something of a breath of fresh air. The car really communicated to me in a way that no modern street car had prior. I was driving, not some computer, not stability control, not traction control... me. It was an eye opening experience, especially when I understeered my way straight off turn 4 on Saturday. Maybe I could have saved it, but I stuck to our turn 4 emergency exit plan in favor of challenging Sir Isaac Newton. As Rob Sobey would say... “rubber side down.”

Durability was fine too. My post weekend inspection revealed that one tie rod had a cracked clip (likely from the pre-course alignment job). I was impressed to find no metal on the magnetic oil plug, but quickly turned two shades of white when I found both retaining clips for the timing chain master link in my oil. I should not need to tell you how close this is to being catastrophically bad. Praise the 3 series gods for showing mercy. I now have a continuous timing chain. Fool me once...

When I first came to AMP, I had my 328 in green group. I remarked to my instructor (Steeve Lunn) that I wish I knew my lap times to know how I was improving over the weekend. He replied, that on Saturday, one car passed me. “Did anyone pass you Sunday?” No, I replied. “Don’t worry, you are doing just fine.” I think I lapped my entire class in one Sunday session, minus a Ferrari 360 spider that I was near catching.

Participating in the more experienced blue group, I lost count of the number times I waved a M3, 911, 911 turbo, or Boss 302 by me in the old 2002Tii. When we were finally waved by a car on the back straight, Phil and I cheered in unison. Aside from a Boxter that I was reeling in steadily Sunday, that car was the only one I passed all weekend, and I am sure of it. Still, the old girl held her own in the corners, and did just fine compared to cars modern mechanical wonders that had 200-300hp more than it did.

Magnus Walker of vintage 911 fame, said he likes to measure cars in smiles per hour, rather than miles per hour. In that case, fast or not, I am confident I had the most fun of any driver that weekend. You could not wipe the smile off my face.

## A First BMW Performance Driving Course

Author: Cliff Drysdale

My first BMW:

I ordered a Riviera Blue 1971 BMW 2002, sight unseen or unheard from Windsor Continental Motors. I had been thrashing my '67 Austin 1100 up and down Highway 401 between Leamington Ontario and Montreal repeatedly at the eardrum shattering speed of 60 mph. An advertisement in Canadian Driving Magazine described the 2002 as being "built like a Leica" and capable of cruising at 100mph. This was the car for me.

A subsequent spectacular drive across the continent, where BMW's advertising claims were thoroughly tested (with no speed limits on northern US states at that time), confirmed the car's capabilities.

In the high speed run to the Pacific and back my wife and I (with a Samoyed that hurled his water bowl into the front seats when thirsty) were challenged by giant Cadillacs and Thunderbirds that seemed to resent being passed by the diminutive compact sedan. They would repass furiously and blast ahead. Inevitably black smoke would appear from their tailpipes and they would slow, while the 2002 cruised on.

In Montana Highway Patrol blue and white lights flashed in the review mirror as we streaked through badlands. After pulling over, the officer politely explained that in his state one shouldn't put a wheel on the solid white line--- and what kind of car was I driving? "Ah, I read about those" he said and bid us good day.

After returning home I joined the BMW Club of Canada and soon was slaloming in Toronto. Koni shock absorbers were installed to improve suspension response. A lurid, dangerous spin in the Yorkdale Mall parking lot a few feet from a wide-eyed, well puckered group of spectators suggested I had something more to learn!

So delighted was I with the '71 BMW 2002 that after 56,000 miles I traded it in for a brand new 1973 Riviera Blue 2002tii. The motoring press had warned that new safety standards requiring heavy bumpers would come into effect soon, so the time was right.

In 1974 the BMW Club announced it was going to arrange its first driving school at Mosport. Formula Ford hot shoe Gary Magwood would be instructing. The course date would neatly correspond with a house hunting trip to Nova Scotia. I signed up.

Running at Mosport:

With the good wife and pet Samoyed we set up our small tent on the infield at Mosport on a warm late summer day before the course. Not a soul was around. After cooking supper on the Coleman stove the thought arose--- why not do a few laps to learn the track? We were soon hurtling around the track unsupervised with the dog in the back seat, white hair floating through the interior.

Course day began with a concourse contest. Judges were heard to comment that the blue tii from Leamington had a clean engine, ---but the interior was full of dog hair.

This event was followed by a high speed tour of the track in a white Bavaria 3.0 with Magwood at the helm and 4 course participant passengers. Gary explained the correct line and braking points. At the end of Andretti straight, going into the 'essess' at full chat, our instructor set the car and rapidly turned the steering wheel from lock to lock

while calmly explaining the inherent stability of the Bavaria when on the correct line! It was our turn to pucker.

The rest of the day included two sessions of 3 timed laps, with each car being flagged off at one minute intervals. The first session in late morning was clearly a high speed initiation for some of the 20 or so drivers participating. A few came in with ashen white faces after clearly scaring themselves. A Lotus Europa JPS driver stopped on the track with engine tuning troubles, and a Porsche 911 limped in with tire difficulties.

Following more discussion on technique by Gary, the afternoon driving session cars were flagged off.

2002's, tii's, Bavarias, and CS Coupes began lapping in earnest. Lots of lean in turn 1. Turn 3 was the most difficult due to the reverse camber with the rear end getting light. Hard through 4, down the Chute under the Dunlop bridge, brake, brake, brake, into the Moss hairpin, pitch into the apex, down to 2nd, not too hard on the gas coming out or my inside right would lift and spin. On up the Andretti straight in 3rd, then forth, back to 3rd and through the esses, and on to home straight just off the wall, rear end wagging to the dismay of the flagman hanging a yellow. Fastest lap and fastest average. Right on! Earlier practice paid off.

The remainder of the day was spent trying out Lotus Formula Fords with a 4000 rpm engine rev limit. Great fun but so undramatic when compared to the rolling, pitching BMW's.

Then on to the Maritimes where we bought the house on North Mountain we now live in. My son now drives the tii and I have a new (to me) BMW treat.



*1973 2002Tii exiting turn 11 at Atlantic Motorsports Park, August 2013. Derek Lugar kindly gives Cliff Drysdale a few eye opening laps in the passenger seat during lunch. Photo credit: John Drysdale.*





*Old and New. F30 328i, e90 M3, and Neue Klasse 2002tii. Photo credit: John Drysdale*



*John entering the front straight of Atlantic Motorsport Park. Photo credit: Cliff Drysdale*



*Cliff Drysdale approaching the late apex of Turn 1 at Mosport for its inaugural BMW High Performance driving course in 1974. Photo credit: Alice Drysdale*



*Cliff in a Lotus Formula Ford at the BMW High Performance Driving School at Mosport, 1974. Photo Credit: Alice Drysdale*





*Cliff entering Turn 1 at Mosport. Photo credit: Alice Drysdale*

# Southern Alberta

## BMWCSA 2014 Report

The BMWCSA (BMW Club of Southern Alberta in Canada) with some 185 members continued its active pace. Monthly meetings, maintaining a website, Facebook page and a highly regarded newsletter plus the annual BBQ, Photo Course, Performance Driving School held at the Castrol Raceway in Edmonton, three country drives including the annual Father's Day ride through the Kananaskis foothills country, a geo-cache hunt and an educational tour of the historic Macleod Trail markers, garage tours and the Annual Christmas party kept the membership busy. However, the most ambitious project that took some two years of volunteer planning was the highly successful Dolomites Tour described in the following article from our Newsletter.

## BMWCSA Tour of the Dolomites

September 3 to 19th, 2014

by tour participant and guidebook writer Chris Tworek

“So – when is the next tour?” was the common question at the last group dinner in Munich. Was it the driving and scenery? Was it the comradeship? Perhaps, it was the 78-page guidebook? Who cares? – it was fifteen fun-filled adventurous days and without any doubt, the most ambitious and enjoyable club-organized drive since the club's founding in 1996.

The premise was simple - no more than fifteen cars and their occupants on a tour that would go from Munich to Salzburg and then through the Italian Dolomites to Innsbruck and back to Munich. The wrinkle was that only the skeleton of the tour was set – each day was up to the participants to plan from the many ideas in the guidebook, according to their own day-by day preferences.

Greg Walsh, having visited the area many times, laid out the skeleton. Hotels for each night, some activities such as the visit to BMW Welt, Museum and Factory, five group meals and rental BMWs for participants to drive were organized ahead of the trip. With some guidance from Greg, Margaret Cook and Chris Tworek's plan for a modest guidebook exploded into a 78-page, tablet-friendly, hyperlinked book replete with route options, local history and places of interest that informed and guided participants every day.

This formula worked better than imagined mainly because the dozen couples and one single who participated (most of whom did not know each other very well before the trip) became great friends. While there were only five group dinners, every night various people would get together and go out for dinner. All the hotels offered breakfast, which just seemed like another opportunity to get together and plan the day's adventures. E-Harmony could not have done a better job of bringing people together.

The best descriptor of the two weeks on the road is that we did not have enough time to do and see all. The tour started in Munich, as we wanted to get over jet lag before we hit the roads. So, off we went to the BMW Welt, Museum and Factory tour. While all three were excellent, it was the backstage tour of the Welt's European Delivery Program that showed just how much BMW did to make receiving a car from the mothership a truly special experience. And we ‘got the T-shirt’ black BMW Welt T-Shirts for our first “formal” dinner.

We managed to fairly well get the BMWs we all wanted from SIXT which was located in a humongous BMW

dealership close to our Munich hotel. A diversion while we waited for cars was seeing who could gracefully enter and exit an i8 which is at best like dancing a BMW limbo. After that, we had our first taste of driving Munich and the autobahn to Salzburg. After a quick blast on the autobahn, most of us diverted to various scenic roads, hitting ski villages like Reit im Winkl or Mad Ludwig's third Castle at Prien am Chiemsee. That particular day we were bubbling about how great the BMW Nav system was at giving clear directions in English – read-on!

Salzburg, with its historic downtown and castles, surrounding lake country, “Sound of Music” film setting and Hitler's Eagle Nest was just one of those places you would want to go back to. It was also our first real test of driving as we tried to shoehorn our cars into impossibly tight parking slots at an otherwise great hotel.

Next was hitting the fabled Grossglockner pass – 36 bends in 48 km hitting 2504 m altitude leading to one of the highest mountains in the Austrian Alps, the Grossglockner peak (highest mountain in Austria) at 3798 m and its Pasterze glacier. This is an easy two-hour jaunt south of Salzburg, except that some of us did not realize their previously wonderful GPS was set to “avoid toll roads” and most good routes in Austria are toll roads. The result was that some of us discovered a circuitous path down many obscure roads through Germany and Austria until a map and service station stop enabled us to correct the journey!

Little did we know that the spectacular Grossglockner was quite civilized compared to what we were to experience over the next few days and it turned out to be an experience that was much too short.

As we proceeded across the border into the Italian Dolomites, perhaps a short description of the driving experience is in order. They say all roads lead to Rome and it was probably during the Empire's heyday that most of these were laid out and constructed. You are not in the Canadian Rockies or on some Germanic counterpart. The terrain is beautiful but not hospitable to easy road building. While roads around major centers are what you would expect, most country roads are one to barely two lanes wide and hug the mountainsides or cut through narrow valleys. Passing through towns you worry about scraping your mirrors on house walls built right to the road; shoulders and guardrails are a luxury and the most endearing feature about entering or leaving a pass is a rapid 300-600 m up or down through S-turns and hairpins that could make for challenging skiing, let alone driving. For the most part, the road surfaces are well maintained and smoother than our Canadian highways but there will not be many times you get past third gear. Oh, yes – did we mention the mountain bikers and motor bikers? – you share the road with mountain bikers but the moto-maniacs will pass you at the slightest opportunity. Also, these are ski hills and you will never see so many different lifts and gondolas, many of them crossing the road above you. So – in short – it was great fun for drivers but not always for the passengers.

Our entry to the Dolomites was Lake Misurina, Italy. The Dolomites are essentially a white rock and they greeted us in the late afternoon with their trademark orange-pink hue from the setting sun. By this time we were more or less getting the hang of driving and after a good night's rest we headed off individually via different routes and adventures to Moena. We stayed at the most wonderful country inn, Hotel Dolomiti, where the owner, Francesco, and his staff, could not do enough for us. Francesco is a car buff who escorts club tours through the region. He outlined several tours and even took some of us on a day tour. Moena is a beautiful little town and the four days there were not enough to tour all the passes, go to Bolzano for the Ice Man, nor do the many mountain hikes, let alone enjoy all the great food and wine.

Next was Innsbruck – the fast way was via the Brenner Pass – the highway boys had enough of the aforementioned issues and built an autostrata/autobahn on columns and cantilevers. The more daunting way was via some of the smaller passes through the Alps including the spectacular Stelvio pass, which some of the braver members took on. Innsbruck is a great little city that swells with the student and ski season – again too many sights: Alpine



villages, old town center, palaces and castles, gondola and tram rides and Kristallwelten Swarovski bling factory and gallery.

Then, back to Munich we went – either via Mad Ludwig’s other two castles and Oberammergau the Passion Play town, or by several different country roads, for one last blast in Munich. They say once you have been in fun-loving Munich, you can skip the rest of Germany – maybe or maybe not - but the Deutsches Museum, a tour of the old town center, Marienplatz and one last beer garden, not to mention a boisterous wind-up group dinner was a great ending. The whole experience just left us hankering for another adventure like this!



*The dozen couples and one single who participated in the trip became great friends. Photo by Henry Tong.*



*The ladies had no trouble deciding which car they liked best. Guys! Take Note! Photo by Wallace Chow.*



*Perhaps our 4 most favorite nights were spent at a fabulous country inn in Moena. Photo by Chris Tworek.*



**Stevilio Pass. Pres Deboeck Club Liaison Brown Stevilo Pass Sept 15. Photo by Chris Ford.**



**BMW i8Limbo Rock. Photo by Chris Tworek.**







*High Pass in the GrossGlockner. Photo by Chris Tworek.*



*Club BMW in GrossGlockner. Photo by Chris Tworek.*



*D'Argodo Pass near Moena. Photo by Chris Tworek.*



*A test BMW was encountered at Passo Sella Moena.  
Photo by Wallace Chow.*



*Stevilo Pass . Photo by Andy Brown.*



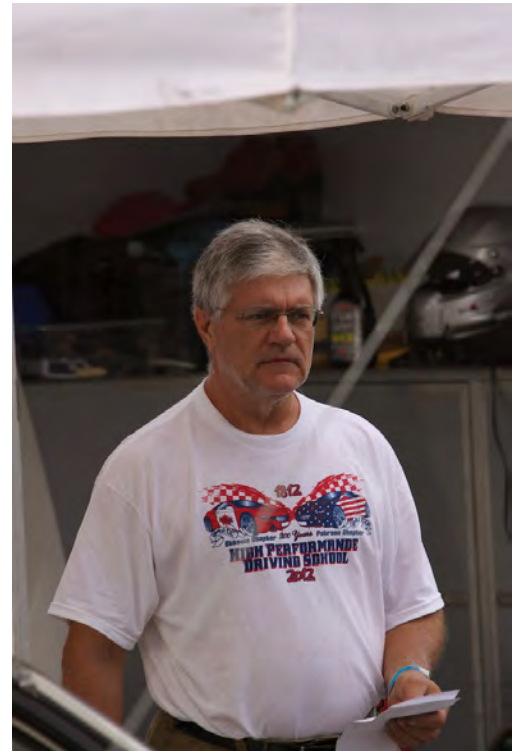
# Ottawa

The most amazing and critical part in any club are the people: the volunteers, the participants and the organizers.

Let's look back over the past year. Photos by Hagen Hohn







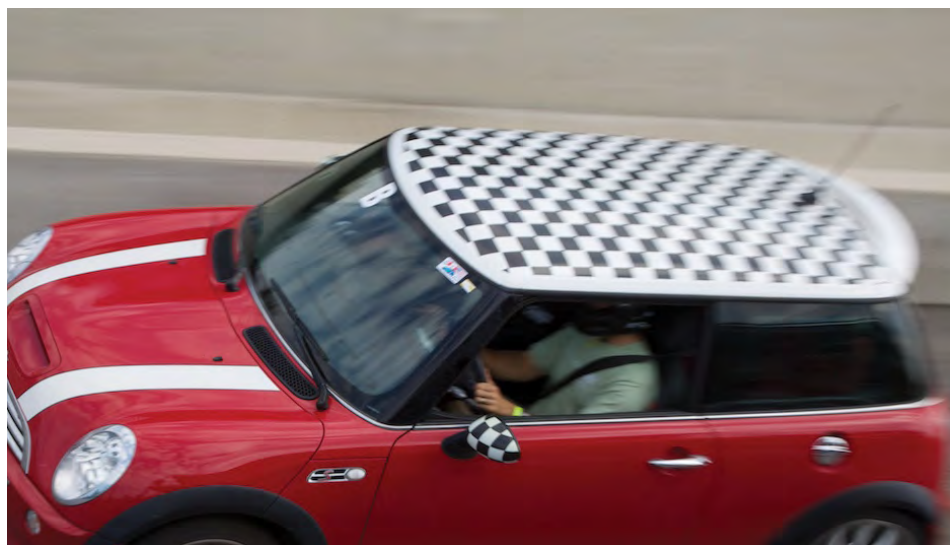












# Trillium

## First Person Driver: Tire Rack Street Survival School

Article by Andy Lin. Originally published on Autos.ca and reprinted with permission.

I found myself standing in front of a box of Tim Hortons coffee at some ungodly hour on an early autumn Sunday morning. Purgatory: a long line of Tim Hortons catering containers, with people shuffling from coffee to donut to tea to cruller, forever and ever and ever, until the last Nickelback-laden radiowave fades away to nothing at the edge of the universe, or in this case, the hockey arena.

But if you'll allow me the metaphor, that beige box of black liquid was more than just cardboard, it was a testament to the dedication of the organizers and volunteers who carted in supplies and gave up what would have made for a glorious track day to set up a closed course of a different kind. Welcome to the BMW and Porsche Clubs' Tire Rack Street Survival School – improving the safety of our roads and highways, one driver at a time.

But first, a tech inspection. Unlike other cushy driving schools where everything is Benzes, BMWs and Porsches and seven-course dinners, here you're rolling in your own daily driver. This is by design, because over the course of eight hours, you're going to become intimately familiar with your vehicle as you push it until it breaks (traction). The tech inspectors look under the hood, check tire pressure, and examine the interior for any potential problems. Green sticker means you're good to go.

The morning kicked off with what is officially termed Wake 'n' Brake, or as I'd call it The ABS Experience (coming soon to a Cineplex near you). Everyone's heard of anti-lock brakes, but most drivers have never felt it in action. The first time you have to slam on the brakes and the system kicks in, the sudden noise, vibration or change in pedal response can become a devastating distraction in an already stressful situation. Solution? Try out the ABS in a controlled environment.

Here, drivers accelerate toward a 10-metre lane marked by pylons. A lone orange cone stands at the end of the lane. The object is to stop before you hit the cone. Too simple, right? Well, some of these guys were still yawning into their coffees and it wasn't long before an M3 trampled one of the plastic stalwarts. Boy racer aspirations, meet reality.

Each driver got several tries on the course, attacking it with ever more velocity and confidence. Despite the parade of vehicles roaring down the asphalt at maximum throttle and stopping precariously close to the marker, there was a surprising lack of noise and drama. Which is, of course, the point of the exercise. You might expect Hollywood-style brake squeal or tires screeching to a halt, but ABS is designed to prevent skids and allow steering control under hard braking. Theatrics, unfortunately, are not part of the equation. (Also, they were only accelerating for three seconds and these were Camrys and Fits, not Aventadors or Hellcats.)

Twenty minutes later, the combination of g-forces and caffeine had done the trick – the crowd gathered inside was bright-eyed and bushy-tailed. Martin Tekela – Porsche Club member, Young Drivers of Canada instructor and our MC – introduced the staff and the day's program. Students were divided into groups, with half returning to their vehicles for one-on-one instruction, and the other half taking to the classroom. Shortly before we broke up, the inspection crew came in and announced that a third of the vehicles in the parking lot had tires that were dangerously underinflated. A scary statistic, considering that these vehicles would otherwise be on the road, their drivers completely oblivious.



My group started in the classroom with Mario Marrello, autocross chair for the Porsche Club. And one of the first things we learned: ABS doesn't reduce your braking distance. In fact, it can even increase it. But what it provides in return is control of your vehicle when you need it most.

The underlying assumption, he explained, is that your tires are up to the task. The contact patch, where each tire meets the ground, is roughly the size of the palm of your hand. Not a whole lot of surface area considering it's your only interface with the road. Tire grip is affected by tread wear, weather, direction and velocity of travel, and, as mentioned by the techs, tire inflation. Loss of grip means loss of traction means loss of control means, in some cases, a crash.

## DRIVER TRAINING THAT SAVES LIVES!

Targeting Drivers with <10 Years' Experience



### WHEN & WHERE:

Sun, May 31, 2015 (Don Mills)

Sun, Sept 27, 2015 (Brampton)

**COST:** \$75, includes lunch & refreshments

**WHAT TO BRING:** A valid Ontario G or G2 Driver's License, and ANY Car

**REGISTRATION:** See the Trillium website

Underinflation is particularly problematic because it opens up a host of possibilities: reduced responsiveness and stability, reduced fuel economy, and outright tire failure. In wet conditions, underinflated tires have a reduced ability to wick away water, leading to a greater chance of hydroplaning. Not something you'd want on a day when you're doing slalom courses and running on skid pads. Or any day you're on the road, really.

The three classroom sessions ran about 50 minutes each, structured around a slideshow coupled with a student handbook. The slides were simple and bite-sized, with Mario providing real-world examples and technical details for the curious or mechanically inclined. After each lesson, students headed out and had the material reinforced in their one-on-one sessions in the car.

Outside, there were four stations set up: Accident Avoidance, which was like the Wake n' Brake exercise, this time with feeling steering, Cornering Skills, where students confronted a decreasing radius turn; Vision Skills, where students ran through a slalom; and the crowd-favourite Skid Pad – complete with dish detergent.

There was a recurring theme in all of these exercises: Look where you want to go, not where you don't want to go. Don't look at the tree or the oncoming car you're about to hit; look at the path you'll take to avoid it. Oversteer or understeer? Look in the direction you want to go and steer accordingly. Running a slalom? Don't focus on the cone right in front of you; look further down the line. In a skid? Once again, look at where you want to go. (Given today's safety equipment, starting the skid was the more difficult task. Though by day's end, even the beige Camry got into the action with a completely immobile inside rear wheel.)

The coaches would describe the exercise to the students, telling them where they should be looking and what to expect as they complete the maneuver. While waiting in line for the next run, they'd go over any issues that arose. The coaches would then challenge the student to increase their speed or refine their inputs, but always letting the student take the lead.

Roughly half the volunteers at each station were watching the course and observing each car as it completed the exercise, resetting pylons when the inevitable oopsie lead to cone-crushing mayhem. Well, no, maybe one or two cones would get bent – ABS is effective but makes for little excitement. Indeed, the entire affair was sensible, safe and secure.

Then there was the Accident Avoidance station where you're accelerating flat-out toward someone who'd direct you into a neighbouring lane at the last moment. If you listen carefully, you can almost hear the sound of sphincters clenching above the roar of the engine. But once again, the students are going only as fast as they are comfortable with.

Lunch was signalled by the appearance of multiple cardboard boxes, packed with Tim Hortons sandwiches. I barely had time to stuff my craw with chicken salad before we were ushered in the general direction of the parking lot, where the pylons had been cleared away and a tractor-trailer stood in the middle, flanked by an array of vehicles at various positions, including a truck about 100 feet directly behind the rig. At the other end, a firetruck had just pulled up and three people in uniform were laying down a tarp. In between, there was a small pile of snow (courtesy of the ice rink) and several small, black boxes. Time for some demos.

#### Lunchtime demo #1: Visibility Inside a Transport Truck

Sit in the cab and get a first-hand look at what a truck driver sees – not much. That pickup 100 feet behind you? Not visible. Vehicles on your right? Nada. Vehicles in the lane to your left? A sliver, if that. You've likely heard that "if you can't see the mirror on the truck, the truck driver can't see you." After sitting in one of these behemoths, you'll want to add, "unless you can see their face in the mirror, they probably still can't see you."

#### Lunchtime demo #2: Airbag Inflation

Gather around a small, innocuous looking box with a couple of wires running to it. It's just an airbag, it can't hurt us, it's supposed to protect us in case of an accident. Cue slow-motion crash test video with airbags blossoming out of the dashboard, like fluffy down pillows. The key term there is "slow-motion". And those videos are usually silent as well. In reality, that airbag inflates with the sound of a shotgun blast. It's essentially a balloon attached to a bomb. In a collision, these protective devices explode in your face with deafening force. On a day of confidence-building exercises, this particular demonstration served as a sobering reality check – once you got past the "Explosions! Awesome!" bit.



### Lunchtime demo #3: Emergency Services

Laid out on the ground were an array of tools: hydraulic cutters, spreaders, air pads, you name it. Members of the emergency response team detailed the process of getting people out of a wrecked car, what they use and when. It's not like in movies where the cavalry rush in and disassemble the car like a NASCAR pit crew. In the real world, they must first secure the scene, examine the vehicle, even download a schematic so they know how to safely access the cabin (for example, to avoid accidentally triggering an uninflated airbag). Those who wanted to flex their biceps were welcome to go up and wield one of the hydraulic rescue tools.



After lunch, the other group went inside for their second in-class session while my group finished up their rotation through the stations. An hour later we convened inside while they reconfigured the course in the parking lot for the combined exercises. It had been five hours of driving and learning, and the breather was welcome.

The third in-class slideshow was punctuated by a texting-while-driving documentary/PSA. It was the kind of video where the lights came on afterwards and everyone just sat there not saying anything for a while. Heavy stuff, but a necessary reminder that a seemingly trivial matter like responding to a text could have catastrophic consequences.



Our group went outside for the final time to tackle the combined exercises. The skid pad was now arranged as a figure-eight, leading to an expanded evasion course. The slalom station was now a full-on technical course, complete with a couple hairpin turns and a decreasing radius turn near the end that caught more than one driver off-guard.

Despite the tricky corner, there was a visible improvement with every driver I observed: overall velocity was increased from earlier in the day and cornering was tighter and more precise. However, the noise level was definitely higher. Whether it was driver fatigue, the higher speeds at play or the sheer exuberance being demonstrated on the skid pad, the parking lot echoed with the sound of engines and tires and the occasional cone being mowed down.

The course is not meant to be a replacement for regular driving courses such as those offered by Young Drivers. Rather, it's meant as a supplement, to cover situations outside the norm. You don't want to be caught in a situation where you have to engage ABS, but you practice so that you know what to expect. You'll hopefully not be running into stationary obstacles, but now you'll know how to maneuver around them. But they tell you in the classroom that the vast majority of these scenarios can be entirely avoided by staying alert and being aware of your surroundings, which is easy to say, but difficult to do. Which is why we practice.

One final time into the hall: the students received their certificates and the volunteers were recognized for their efforts. It'd been a long day – many were up well before dawn to ensure everything was in place for the students' arrival at eight in the morning. Then it was a full day of standing in the sun or riding shotgun next to a relative rookie through a battery of emergency maneuvers – definitely not for the faint of heart.

This program is only possible because of the people involved. Not just because of the technical skill they possess (everyone I spoke to had autocross or Driver Education experience), but because of their passion for driving and their sincerity when they engage with students. I was absolutely gobsmacked to see so many volunteers in the hall that morning. But they've sat in the car with the students, they've watched from the sidelines, and at the end of the day, even a casual observer like me can see the improvement not just in their skills, but in their confidence behind the wheel. It's incredibly rewarding – “get up at 5 a.m.” rewarding, apparently.

Glowing endorsement aside, I obviously have to nitpick because this is a proper review. I had a problem with some of the illustrative diagrams, mainly that they weren't very illustrative. For example, a series of tire track imprints was used to demonstrate the levels of tire inflation and the resulting effect on grip. Since they're photographs, the difference between the three images wasn't immediately obvious. This was an instance where a line drawing would have served better.

To their credit, the organizers are very much taking student comments to heart and they do review and update the course materials. Which, by the way, are taken wholesale from the Tire Rack program based in the States. That means US statistics, and distances measured in miles. But units are easily converted by the instructor in class, and I don't imagine there being a marked difference between US and Canadian traffic incident figures – we probably see more moose-related incidents.

The key figure here is 70 percent – in Canada, 70 percent of accidental deaths in the 15–25 age group is due to motor vehicle accidents. It's the kind of number you hear that sounds absurdly high, but it's the unfortunate truth. I had a good time on Sunday, everyone was in high spirits and enjoyed themselves, but this troubling statistic lurked in the background. It's why they encourage young drivers to attend the program.

Lastly, I've talked about Martin Tekela and Mario Marrello, but I would be remiss if I didn't also mention Isi Papadapolous, who handled the registration, and Hazel de Burgh, who plotted out the closed courses, marshalled the volunteers, and ran around with a camera taking pictures of the event. And of course the 50-odd volunteers who manned the stations and coached the students.

The Tire Rack Street Survival School currently runs twice a year: spring and fall. The cost of the program is \$75, which, at the risk of sounding like an As Seen on TV infomercial, is an incredible value. Again, this is only possible due to the pool of unpaid skilled labourers otherwise known as BMW and Porsche Club members. You even get coffees, donuts and sandwiches, oh my! Students must hold a G2 or G license (or equivalent) in order to participate.\* All cars are welcome, with the exception of older SUVs and pickups without traction and stability control since they have a higher centre of gravity and are otherwise prone to rollovers. Regardless, you're going to have a more difficult time if you go in a 1973 Cadillac Eldorado. Further details are on the course website, and you can see photos from past sessions on their Facebook page.

\* Since I'm equipped with only a G1 under Ontario's Graduated Licensing system, I was not eligible to participate in the driving portion of the day's events. It meant I was able to observe the students as a group and was free to speak to the staff. I'll be signing up soon though!

Izzy sets off an airbag as part of the airbag demonstration.

Photo by Hagen Hohn





# Quebec

















# Riders of Vancouver Island

## E&J gaan ry!

Don't worry if you can't make out anything from the heading – all will be revealed!

As soon as I heard that the summer 2013 MOA rally was to be held in Salem, Oregon, I contacted my good friend Johan and said: “this is your chance!” Johan had indicated that he wished to attend this event and with Salem being about 2 easy days south of my house it was definitively do-able.

Cut a long story short, Johan arrived and we saddled up on the two R1100S' and headed out. The plan was to attend the MOA rally, then spend a week on the road and end up in Republic, WA the following weekend for the Cascade rally.



A

short ride downtown to the ferry terminal and we were off to Port Angeles on the good old Coho. We met up with John - R1100S (of course) and Randy - K75S. Great weather and smooth sailing – the Coho is an old “tub” and can roll a bit..... At Port Angeles we headed west to take the coastal road around the Olympic peninsula. It's a great way to start a trip and it immediately takes you off the beaten path and the high traffic roads. We further improved by taking HWY 112 for a spirited twisty ride which takes you close to the water. We pretty much pushed through Washington State the rest of the day, crossing the long bridge into Oregon for stay-over in Astoria.



Unfortunately we arrived a little too late to take a ride on the trolley bus along the docks. They have a nice single-carriage historic trolley bus, powered by a little generator which is towed behind on a trailer. So we went on foot, before and after dinner we explored the sights of Astoria. A significant amount of work has taken place to restore buildings, there are boutique hotels, fine dining and a little theatre. We eventually found a cosy little old bar that was open for a few drinks.

After the complimentary motel breakfast we headed up the hill to the Astoria Column, an ornate tower modelled after a Campanile, and climbed up the 164 steps for a panoramic view of Astoria, the Pacific Ocean and the



Columbia River. ([www.astoriacolumn.org](http://www.astoriacolumn.org))

From here we took the backroads into the hills and forests, HWY 202 and 47, and arrived at the rally site in Salem mid-afternoon. Arrangements had been made for space at the Group/Club camping area, so we headed on over there. There was no shade, but the beer and food was close!



So then we spent the next 3 days at the rally, if you've never been to one of these MOA rallies you might consider adding it to your bucket list. It's big! – attendance over the last few years has typically been around 6,000. That means lots of vendors come to set up shop, you can buy just about anything. The Bing carburettor agency is always there and I purchased some float bowl needles for my 1960 R50/2 and for my '81 RS. DMC sidecars had a stand with their new expedition sidecar. Seeing they were prepared to make a left-side version and ship to NZ, Johan placed an order. Finally I snagged a set of Austrian Racer gloves. For the rest we practiced restraint and stuck to edibles – there was a good selection of food right on site, no need to head down-town. (a “fully



charged” Mastercard/VISA is a must for successful rally attendance!) As part of the rally entry you receive an 80 page booklet that details all the rally activities and information. We picked out those of interest to us, the vintage display and talk on vintage bikes. That normally includes a start-up of a pre 1930 BMW and hearing it settle into low idle – can’t be much more than 500rpm. Also tech sessions and travel presentations. Every evening there is a different band playing.

In discussion with other riders we were vague about our riding plans after the rally, so we collected all sorts of advice – one common theme was the recommendation of a visit to Crater Lake. So on the Sunday morning we did

a leisurely pack up and headed out. A short distance north of town we found a museum of sorts, containing cars, bikes, trains, farm equipment etc spread over a huge area. Somehow that did not appeal to us, but we did manage to pick up a brochure on the Western Antique Aeroplane & Automobile Museum in Hood River. That sounded a lot more interesting to us, so over breakfast in the nearby diner we decided to ride on and work the Hood River museum into our route back north. So our next destination was Crater Lake in southern Oregon.

Reluctantly we took a short stretch of the interstate to get past Salem, but on a Sunday morning that was not so bad. Then onto the back roads for a scenic route along HWY 20 to the National Forest regions, travelling south on HWY 128, through the volcanic regions and finally via HWY58 ending up in a place called Chemult. Very small village, houses, shops, a few motels and gas station strung along the road. We picked the rundown hotel at the end.



The price was right and so was the young lady trimming the trees.

A young couple had bought the place and was busy doing it up. There is seasonal tourism as well as a berry picking season when many foreign workers come into town and “camp” on their site in a variety of shelters. For the rest, there is nothing happening in Chemult.....

Next morning we headed out early on a cool 100 km ride up to Crater Lake (the deepest lake in the USA – near 2,000ft deep), took the circular drive once around and stopped off at the many vistas and parking spots. At this



stage we were at about 6,000ft elevation, so it was not so hot. As we left we saw the string of tourists (in their cars) coming into the park and were happy we endured the cool morning for an unencumbered ride (no Winnebago mobile chicanes!). Dropping in altitude and heading north east we made out for John Day. I wanted to show Johan the area around the Chief Joseph Rally. It became progressively warmer/hotter and we stopped off at Prineville for an ice-cream lunch. From here the route gets more interesting as it winds east through Mitchell and then the fossil regions. The municipal campsite at John Day (location of the rally) was just about empty so we set up camp in the back under the trees and walked into town for dinner. After dinner we found ourselves in the bar looking for something to settle the stomach, we asked for a brandy. Amongst their limited selection we were shown a bottle of E&J brandy – we looked at each other and said “Ek & Jy”, we’ll take that! In Afrikaans that means “Me & you”. So that gave the story its title: “Ek & jy gaan ry” – translated “Me & you go riding”. Of course it rhymes nicely in Afrikaans and hence the poetic licence to say “me & you” rather than the more grammatically correct “you and me”.

Next morning we took the southerly loop through the Malheur National forest roads over Canyon Meadows to Prairie City for breakfast. Another really small place, we were the only ones having breakfast, sat outside on the sidewalk. The local dentist’s wife came over for coffee and we chatted for a while. She gave us the tip to see the “crazy German” mechanic Ingo in one of the side streets ..... it turned out to be an interesting visit! Ingo collects bikes and potters around, repairing all sorts. Naturally there is an abundance of dilapidated vehicles standing around ..... Ingo lamented the demise of the economy, he’s just cruising along, keeping his head above water. He welds up automotive objects de art in his spare time. Over the weekends he returns to Portland where his wife works and he scrutineers at the local racetrack – yes, he used to race and there are many pictures and trophies to attest to that.

The short ride back to John Day was really hot. The afternoon heat (close to 40C!) encouraged us to review our plans: We did some laundry and took refuge in the air-conditioned cool of the local library to catch up with some free internet time. Checked the maps and decided to head out really early the following morning, in an attempt to escape the heat.

Our route took us north on 395, we stopped off in a place called Fox to look at a dilapidated old repair shop. Abandoned and lots of old car wrecks standing around. Johan and I both have an eye out of classic cars – hoping for a magic barn find! Then west (402 and 19), for breakfast at Fossil, through Maupin to Hood River, to the above mentioned museum. All excellent back roads & little traffic = fantastic riding. One section is about 50 miles of curves! We spent a good few hours at the museum. This is an active museum with a runway right next door. On the second Saturday of every month, they come to “play”. They fly the aeroplanes, apparently the largest collection of Waco aeroplanes and even offer a Ford Model T driving school. ([www.waaamuseum.org/events-classes](http://www.waaamuseum.org/events-classes)).

Once it had cooled off, we hit the road again, crossed the Columbia river over the old metal grating bridge (yes you can look down as you ride and see the water below!) and after a short ride along the river headed north on NF 25, stopping to view Mt St Helens and turning into Packwood for the night.

Next morning we got closer to civilisation again with a visit to DMC Sidecars in Enumclaw. Johan wanted to have a look at how they make the “chairs” and finalise the details for his order. We got some tips from Jay and headed out on the back roads north to HWY 2 and Steven’s Pass to Leavenworth. Whilst it was cool on the coastal side and over to top of the pass, the heat was right up again in Leavenworth, so we took a walk around and rested under the sprayers in the outside beer/bratwurst garden. For those of you that don’t know about Leavenworth: It’s a village in the mountains that is completely modelled on a typical German alpine village. All the houses have

facades and the various restaurants and eateries offer a cross section of German food.

It cooled off around 5pm, so we headed out north and rode on the east side of the Cascade mountains (97 Alt) towards Chelan. This is a small village on a lake, all set out for summer boating holidays. We found a motel a few blocks away and called it a day. Walked around town and found a pub to have a meal, few drinks and chat to locals.

Another sunny day for the last leg to Republic, for the Cascades Rally. We did not have too much ground to cover so picked a route along back roads (what else did you think?) to the Coulee Dam/Electric City for breakfast, then north through the reservation, along the Sanpoil river to Republic.

The Cascade rally is quite a contrast to the MOA national rally, with only around 200 entries it was much more of a “family” affair. For these small rallies your entry fee usually includes dinner Fri and Sat evening, which is really nice to bring everyone together and have dinner under the skies or tents. Sat evening we were treated to a band. We did reasonably well on the door prizes and between us scored a T-shirt, sox and a tank bag ... which I promptly sold within an hour! The campsite also has a building that houses a restored merry-go-round, which was opened for us to take a ride. Fully lit up, well oiled and smooth running it nevertheless makes enough noise as it takes you around.

Our final day started quite early on Sunday with a straight run west on HWY 20, through Winthrop over Washington pass to Anacortes to catch the early afternoon ferry to Sidney here on Vancouver Island. Whilst that might sound boring, HWY 20 is all but “straight”. The road winds through the forests, over the mountains and is known as a wonderful scenic road, one of the “must do” routes in Washington.

I think we got home around 6pm and reflected on a great road trip. The success lay in the relaxed manner we approached the ride, the fact that we had a general idea of where we wanted to go without having planned a detailed route. I had ideas about going to Heppner, OR, but the heat discouraged that and we were rewarded with other sights...and we always stayed away for big cities, interstates and heavy traffic roads. Occasionally we would have to take a connecting leg – that was fine. We were rewarded with little traffic, wonderful scenery throughout, curves, corners and twisties which made for a GREAT riding trip.



# 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 [jim@bmwccbc.ca](mailto:jim@bmwccbc.ca)

Jim Westmacott, Secretary  
BMW Clubs Canada



## 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:

\_\_\_\_\_  
Jim Westmacott  
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



## 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 [jim@bmwccbc.ca](mailto:jim@bmwccbc.ca).

Jim Westmacott  
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

Approuvé par:

\_\_\_\_\_  
Jim Westmacott  
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/>)

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

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





## BMW Motorrad Canada

### Memo

To: BMW Retailer Principals; General Managers; General Sales Managers; Sales Managers  
 From: Norm Wells  
 Dept: BMW Motorrad Canada  
 Date: August 25, 2015  
 Re: **BMW Club of Canada – Special Discount Program**

BMW Motorrad Canada has developed a Special Discount Program for eligible members of the BMW Club of Canada. Eligible BMW Club of Canada members qualify for a special discount of 2%. The terms and conditions are as follows:

1. The amount of the special discount is calculated by applying the 2% to the total MSRP of the motorcycle purchased including all factory installed options. Special order options, dealer installed accessories, and surcharges are not eligible.

Essentially, all BMW motorcycles qualify for the discount based on vehicle availability with exception of Pre-owned vehicles and BMW Group Canada ex-demonstrator motorcycles.

2. Eligible members are asked to have the BMW Retailer contact the BMW Motorrad Canada and the BMW Club of Canada National Secretary immediately when they are visiting or thinking about visiting a BMW Retailer.

The National Secretary will then provide BMW Motorrad Canada with a completed special discount form, acknowledging they have been in good standing for at least 1 year. BMW Motorrad Canada will then provide the National Secretary and the Club member with the VIP letter via email.

3. On a monthly basis, the BMW Club of Canada National Secretary will provide the BMW Motorrad Canada a list of all members who have applied for the discount. BMW Motorrad Canada has the right to audit the list of members who have received the discount to ensure they are eligible.
4. Eligible members must agree not to sell the motorcycle for one year from date of delivery. Group sales are not eligible.
5. BMW Motorrad Canada reserves the right to terminate the program with 30 days notice.
6. Cases of abuse or inappropriate conduct will result in eligible members losing the right to the special discount.

Attached you will find the special discount form for this program.

If you have any questions, please do not hesitate to contact Tylor Donnelly via email at [tylor.donnelly@bmwgroup.ca](mailto:tylor.donnelly@bmwgroup.ca).

Regards,

Norm Wells  
 Director  
 BMW Motorrad

BMW Canada Inc., a  
 BMW Group Company  
 BMW Canada Inc., une  
 compagnie du BMW  
 Group  
 Head Office/  
 Siège social  
 50 Ultimate Drive  
 Richmond Hill, Ontario  
 Canada  
 L4S 0C8  
 Telephone/  
 Téléphone (905)  
 883-1200  
 Facsimile/  
 Télécopieur  
 (905) 886-3872  
 Internet  
[www.bmw.ca](http://www.bmw.ca)  
[www.bmw.ca](http://www.bmw.ca)

**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%

**Approved By:****Member Eligibility Confirmed By:**

\_\_\_\_\_  
 Jim Westmacott  
 Secretary, BMW Clubs Canada  
 Date:

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

**Approved By:**

\_\_\_\_\_  
 Norm Wells  
 Director, BMW Motorrad Canada  
 Date:

\_\_\_\_\_  
 Daniel Wong  
 Director, Controlling, BMW Group Canada  
 Date:

\* BMW Canada will extend a 2% discount on the MSRP of a new BMW vehicle to any 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 Motorrad Canada via email to [tylor.donnelly@bmwgroup.ca](mailto:tylor.donnelly@bmwgroup.ca) .



