



BMW Clubs
Canada



BMW Clubs Canada

Yearbook 2020



BMW Clubs Canada 2020 Yearbook

President's Message / Mot du président	3
BMW Discount Program	4
Clubs Overview	5
Finance Recap	6
Directory	10
From BMW Canada	13
de BMW Canada	16
Club Tours and Activities	19
Special Interest	39



BMW Clubs
Canada



Yearbook prepared by:

Editor: Chris Tworek (BMWCSA)

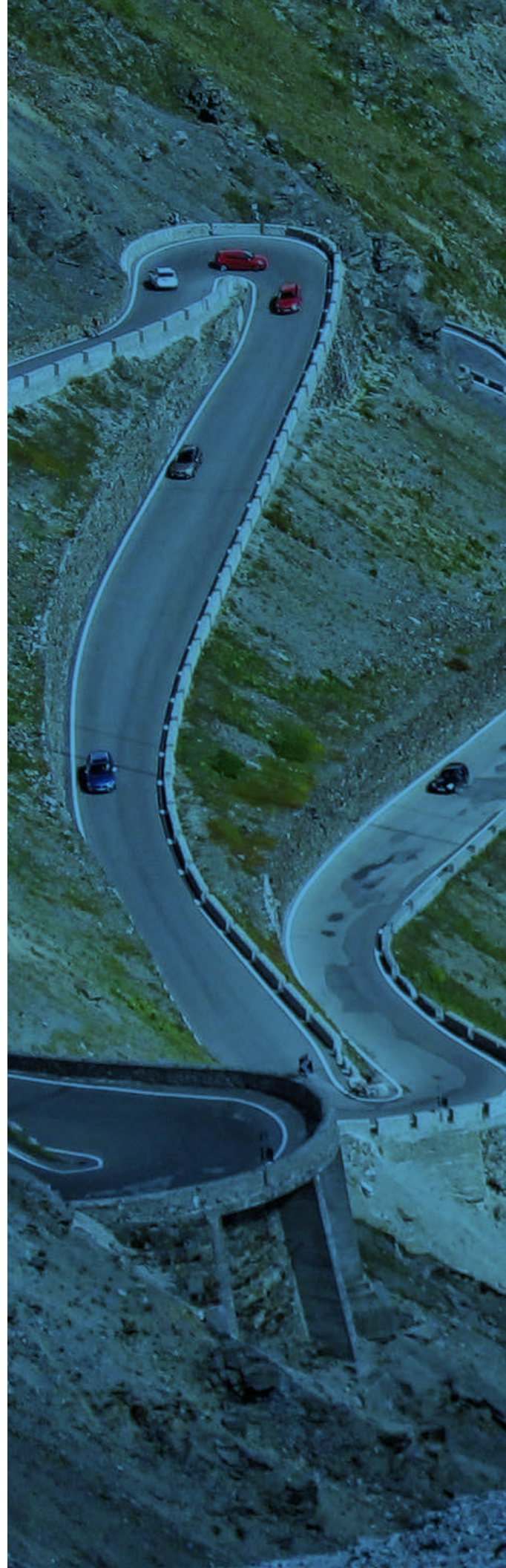
Layout: Michelle Belanger (Belanger Communications)

Cover Photo Credits:

Motorcycles: Martin Eggermont

White Winter: Pavel Brun

M Town Calgary: Chris Tworek



President's Message / Mot du président

Greetings everyone!

I am thrilled to see the return of our annual Yearbook! Henry Wong (BMW Auto Club Québec) kept the publication alive for many years, and Chris Tworek (BMW Club Southern Alberta) has generously taken on the responsibility for this year. It requires a lot of energy and effort to bring this all together so a big thank you to him and the people that have contributed content for this issue.

We're coming out of one of the most challenging events in modern times, and I can't help but noticing how it coincides with a number of other changes. Many of the people and activities we took for granted are now different but we must adapt and change with them.

The pandemic shut down most of the club activities last year. With the economy, health and jobs at risk most people concentrated on staying safe, with club events last on their list of priorities. However, when the rules allowed, many of us took the opportunity to take some time to grab a little bit of enjoyment. Going for a ride or drive was now on a small scale and often an impromptu activity. Without in-car instruction, trying out new ways to teach and learn on the track with a follow-the-leader approach opened our minds to new possibilities. In person meetings were no longer possible but virtual meetings were now easy and common place. Formal monthly meetings in a restaurant transformed into last minute cars-and-coffee meetings outside with ample room for social distancing.

Our friends at BMW Canada have also had a bit of a renewal. From the new CEO (end of 2019) to our main contact Rob Dexter in Corporate Communications there are a number of new faces. We hope to meet them all this year! You will see some articles in this yearbook from new contacts we have at BMW Canada, providing some great info specifically geared towards club members.

And BMW Group has had a refresh of their corporate identity including the Roundel symbol. This in turn has led to a renewal in the BMW Clubs logos around the world – I've worked with many of you and with the Club Office in Germany to get our logos redesigned and you will see them rolling out across the country.

One of the excellent benefits to membership is the new vehicle (automobile and motorcycle) discount program available to club members – see details later in this issue. It's one of the most generous programs in the world and an amazing perk! Dozens of club members took delivery of new vehicles last year and saved thousands of dollars on their purchases.

Our own national executive is changing, Roger Harmston (BMW Club Vancouver Island) has stepped down after many years of fantastic effort and taking a well deserved break! Which one of the many new national directors will step up to help guide the organization?

Salutations à tous!

Je suis excité de voir le retour de notre album annuel! Henry Wong (BMW Auto Club Québec) a maintenu cette publication en vie durant plusieurs années et Chris Tworek (BMW Club Southern Alberta) a généreusement repris le flambeau cette année. Cela requiert beaucoup d'énergie et d'efforts pour orchestrer tout cela alors je lui offre un immense remerciement ainsi qu'aux gens qui ont contribué au contenu de ce numéro.

Nous émergeons d'une des périodes les plus difficiles des temps modernes et je ne peux m'empêcher de constater qu'elle coïncide avec de nombreux autres changements. Plusieurs des personnes et activités que nous prenions pour acquises sont maintenant différentes et nous devons nous adapter et changer avec elles.

La pandémie a forcé la fermeture de la plupart des activités des clubs l'an passé. Avec les risques à l'économie, la santé et l'emploi, la majorité des gens se sont concentrés à rester en sécurité, et les activités des clubs ont pris du recul sur leurs listes de priorités. Cependant, lorsque les règles le permettaient, plusieurs d'entre nous ont pris l'opportunité et le temps de se faire plaisir. Faire une balade à moto ou en auto était une activité de faible envergure et souvent impromptue. Sans instructeurs-embarqués, de nouvelles techniques d'enseignement et d'apprentissage sur piste, tel l'approche « suivez-le-leader », ont ouvert nos esprits à de nouvelles possibilités. Les rencontres en personne ne furent plus possibles mais les rencontres virtuelles sont maintenant connues et pratiques courantes. Les réunions de club mensuelles dans les restaurants se sont transformées en « voitures-et-café » impromptues à l'extérieur avec amplement d'espace pour la distanciation sociale.

Nos amis de BMW Canada ont aussi eu un peu de renouveau. Du nouveau chef de la direction (fin 2019) à notre point de contact Rob Dexter au sein du département des Communications, il y a un nombre de nouveaux intervenants. Nous espérons tous les rencontrer cette année! Vous allez voir dans l'album annuel des articles de nouveaux intervenants auprès de BMW Canada qui offrent d'excellentes informations pour les membres.

Et le Groupe BMW a fait une mise-à-jour de son identité corporative, incluant la cocarde (roundel). Ceci a mené au renouvellement des logo des Clubs BMW à travers le monde. J'ai travaillé avec plusieurs d'entre vous et avec le Bureau des Clubs en Allemagne pour reconcevoir les logos que vous allez voir défiler à travers le pays.

Un des excellents bénéfices de l'adhésion est le programme d'incitatif à l'achat d'un véhicule neuf (moto et auto) – voir les détails dans cette édition. C'est l'un des programmes les plus généreux au monde et un privilège renversant! Des douzaines de membres ont pris livraison de leur nouveau véhicule l'année passée et économisé des milliers de dollars sur leur achat.

President's Message / Mot du président

Many clubs work hard fundraising for various charities – Fiona Brown (President of the BMW Motorcycle Club Ottawa) is working extremely hard on an effort towards research into ovarian cancer – the Dawn Ride / Tour de L'Aube.

With vaccines now starting to roll out I am looking forward to life and activities returning to a new normal – a return to some of the old activities but also embracing new possibilities!

Whether it is on 2 wheels or 4, I look forward to seeing you (safely) at one of our events or out on the road!

Chris Pawlowicz
President
BMW Clubs Canada

Notre exécutif national change avec le départ de Roger Harmston (BMW Club Vancouver Island) après plusieurs années de service exceptionnel pour prendre une pause bien méritée! Lequel des nombreux nouveaux directeurs nationaux prendront la relève pour aider à orienter l'organisation?

Plusieurs clubs ont travaillé très fort à lever des fonds pour une variété de causes charitables – Fiona Brown (présidente de BMW Motorcycle Club Ottawa) a travaillé très fort pour la lutte contre le cancer ovarien – le Tour de L'Aube / Dawn Ride.

Avec le déploiement des vaccins entamé, j'ai bien hâte au retour de la vie et des activités à une certaine normalité – incluant les activités connues autant que les nouvelles possibilités!

Que ce soit sur 2 ou 4 roues, j'ai bien hâte de vous revoir (sécuritairement) à l'un de nos événements ou sur la route!

Chris Pawlowicz
Président
BMW Clubs Canada

Member Reward New Car and Motorcycle Discount Program

BMW Canada will extend a discount on the final purchase price of a New BMW vehicle (car or motorcycle) to any registered member of a BMW Clubs Canada member club in good standing subject to terms and conditions.

Most models are now eligible for the reward program but there are exceptions - the list changes during the year depending on BMW decisions so check the national website for up-to-date information. At the time of this writing (Mar 20, 2021) the following automobiles were not eligible due to extremely high demand - X1, X2, X3-30i, i3, all PHEV models and 3 series (M340 and M3 are allowed).

Discount

- **Automotive:** 2% of the MRSP price for automobile up to a maximum of \$2,000
- **Motorcycle:** Model dependent ranging from \$200 to \$1,000 and is advised to the dealer by BMW Canada at the time of Reward approval
- **Note that Discounts:**
 - Are on top of whatever incentives and discounts you have negotiated with the Dealer
 - Apply to any new BMW automobile or motorcycle purchased through a BMW Dealership in Canada
 - Apply to purchase, lease and finance transactions
 - Are currently only available during the purchase process - after-the-fact discounts are not available

- Are applicable to 1 purchase in any 12-month period although the discount letter (see below) is good for 6 months
- The program can change without notice

Eligibility

- Club member must have a current full membership with a Club in good standing with BMW Clubs Canada and have been a member for over one year at time of delivery

Steps to receive the discount

- Download and fill out the discount form available on the national or club website
- Have the details confirmed by your local Club President (their signature is required)
- The local Club President sends the form to the BMW Club Canada Program Coordinator (currently Jim Westmacott) who forwards the request to BMW Canada
- No other transmittal option is allowed by BMW Canada
- BMW Canada will contact the member and the dealership so that the discount can be applied to the purchase
- Finalize the purchase of your vehicle
- **Note:** This process typically takes 1-2 weeks so please apply as far in advance as possible

Forms and latest information available on the national club website <http://bmwclub.ca>

BMW Clubs Overview

BMW Clubs Canada, founded in 1973, is the official umbrella club for BMW Clubs in Canada. We represent 17 active and diverse car and motorcycle 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.

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

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.



BMW Clubs
International Council



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

In Canada, the activities of the 17 member clubs/chapters are multi-faceted in each and every region of the country, representing both BMW cars and BMW motorcycles. They include: street survival schools, high performance driving schools, club races, karting, show & shines, scenic tours, technical sessions, social events, newsletters, websites, and social media.

BMW Clubs Canada works to provide the following assistance and support to the chapters/member clubs within it by pooling our individual club expertise and enthusiasm:

- Motorsport (driver and rider training, autocrosses)
- Directors and Officers and event insurance, etc.
- Chapter development and membership recruitment
- Communication (newsletters, websites, social media)
- Liaison with BMW Group Canada which includes the new car and motorcycle discount program
- Liaison with the International Council of BMW Clubs and BMW AG
- Event and activity policies and guidelines (including national events)

As part of our alignment with both BMW Clubs International and BMW Canada, we have incorporated the new BMW Logo into the BMW Clubs Canada and all Canadian Clubs logos. The assistance of BMW Clubs International is very much appreciated for their graphics assistance.



BMW Clubs
Canada



New Logo

BMW Clubs
Canada



Old Logo

bmwclub.ca

2021 Activities

Historically, each Club submits an Activity Report for the previous year and their plans for the coming year. This is used for both our mandatory reporting as a federal non-profit to Industry Canada, The International Council of BMW Clubs and for Insurance purposes.

While each Club has done this again this year, it was thought that due to the ever-changing rules for social activities during the current Covid situation, it was best to provide a grand summary of what all the Clubs hope to be able to do in 2021 rather than provide the usual matrix showing activities by Club. What is shown in the table is less than half of the events that are normally planned as most clubs either only planned for post April possibilities or thought there was no point planning activities until their provincial guidelines allowed events.

Activities	Total for all 17 Clubs
Social	44
Tours	56
Training	18
Technical	5
Other	28
Total	151

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 as well as other advertising revenue.

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 the case for many years, however, in the past couple of years, each club has contributed \$50 annually to support BMW Clubs Canada.

Two of the larger expenses for BMW Clubs Canada are insurance and face-to-face meetings.

Insurance policies for both Directors and Officers and General Liability for events are put in place for the clubs.

We also try to have a yearly face-to-face meeting for the directors at our Annual General Meeting, with flights and hotel partially covered by BMW Clubs Canada. While meeting in person over a couple of days helps build enthusiasm and camaraderie amongst the clubs, having virtual meetings can save a lot of money. We are using both methods as budget, time and global pandemics allow!

A detailed budget is presented at the AGM.

BMW Clubs Canada is a federally registered non-profit corporation.

BMW Clubs Canada - Volunteer Of The Year

At the annual AGM, Clubs Canada recognizes outstanding individuals who have contributed above and beyond to promote not only their chapter, but also Clubs Canada.

BMW Clubs Canada (BMW CC) will give awards each year to the automobile club member and the motorcycle club member who has dedicated him or herself in a meaningful way to further the aims of the club locally, regionally, or nationally for a sustained period of time usually of several years' duration or more.

The nominee cannot be a paid employee of BMW or be remunerated for his or her services to the club in any way.

Written nominations with photographs (if possible) in electronic form must be made and confirmed to the BMW CC Board by the Executive of the sponsoring chapter at least one month prior to the National Annual General Meeting. Each application will be vetted by the BMW CC Board and a recommendation will be made to the National Directors.

Applications which are unsuccessful in one year may be revised and resubmitted in the following year.

It is hoped that Volunteer of the Year winners will eventually be nominated for the International Council's Friend of the Marque Award which is the highest distinction given to a club member by the global BMW club community.

Submissions to provide information on the following points:

1. Name
2. Club Chapter
3. Years a club member
4. Roles performed in the club including years and positions served on the Chapter Executive
5. Background information
6. Specific details on why they should be considered for this award
7. Supporting documents

Submit to National Club Secretary

BMW Clubs Canada started Volunteers of the Year in 2016 and Friends of the Marque recognition started in 1996.

Volunteer of the Year

Year	Recipient	Club
2016	Henry Wong	BMW Auto Club Quebec
2016	Stan Munn	BMW Car Club Southern Alberta
2017	Grant Fengstad	BMW Club Bee Cee Beemers
2017	Doug Temlett	BMW Car Club BC
2018	Mike Southwood	BMW Motorcycle Club Ontario
2018	Gord Anderson	BMW Club Southern Alberta
2019	Norm Miller	BMW Auto Club Quebec
2019	Harry Westmore	BMW Motorcycle Club Valleyriders
2020	Chris Tworek	BMW Club Southern Alberta

Friend of the Marque (International)

Year	Recipient	Club
1997	Arnold van Engelbrechten	Trillium
1999	Elsbeth Kruck	Trillium
2005	John Herbst	BMW Club of Southern Alberta
2007	Werner Bausenhardt	BMW Motorcycle Club of Ottawa
2008	George Garner	BMW Club Atlantic Canada
2009	Rolf Drommer	BMW Club British Columbia
2011	Rolf Lange	Trillium
2017	Henry Wong	Auto Club Quebec
2019	Phil Abrami	Auto Club Quebec / Clubs Canada

The PROF. DR. GERHARD KNÖCHLEIN – BMW Classic Award

BMW Group Classic donates this prize in memory of the founding president of the BMW Veteranen Club Deutschland e. V. [BMW Veterans Club, Germany], Prof. Dr. Gerhard Knöchlein.

With this award, BMW Group Classic honours individual club members who have made a special contribution towards conserving and promoting the history of the BMW brand. The award winners are owners of BMW classic vehicles who have maintained them in immaculate condition and who make them accessible to the public.

To propose a club member for the Prof. Dr. Gerhard Knöchlein – BMW Classic Award, simply request the nomination form at bccm@bmwgroup-classic.com, fill it in and send it to the president of BMW Clubs Canada. Nomination proposals submitted by 31 January can be considered for the current year.

Dr. Sultan Karim of the BMW Club British Columbia won this award in 2003. His vehicles included a meticulously restored BMW 507 chassis number 70201 registered with Mobile Tradition in Munich. He was also been the proud owner of two 1937 Fraser Nash BMWs and two 1937 327/8 BMW cabriolet roadsters, a 1935 BMW 315 and a 1969 BMW 3.0Csi.

He was very active with his vehicles in vintage organizations and in particular in vintage rallies across the globe. Look him up at UBC Medical – he has a highly distinguished and interesting career in Medicine!

BMW Group Classic CLUB OF THE YEAR Award.

The Club of the Year Award for officially recognised clubs honours outstanding performance in the field. This award acknowledges the active growth of a club, its social responsibility and exceptional dedication. For example, a club can be nominated for its organisation of independent club events, which highlight the significance of the BMW Clubs International Council or are particularly effective in promoting cooperation between BMW clubs and the BMW Group.

Only recognised clubs can be nominated by their respective umbrella association. The Club of the Year award was presented for the first time in 2012.

To propose a club for Club of the Year, simply request the nomination form at bccm@bmwgroup-classic.com, fill it in and send it to the president of BMW Clubs Canada. Nomination proposals submitted by 31 January can be considered for the current year.

Club Contacts



BMW Clubs
Canada



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 three-year term that is renewable.

Director / Officer	Position	Club
Chris Pawlownic	President	BMW Clubs Canada
Reg Hodsman	Vice President Cars	BMW Clubs Canada
Martin Eggermont	Vice President Motorcycles	BMW Clubs Canada
Grant Fengstad	Treasurer	BMW Clubs Canada
Vacant	Secretary	BMW Clubs Canada
Phil Abrami	Past President - Ambassador	BMW Clubs Canada

		Represents Member Club
Andy Brown	Director	BMW Club Vancouver Island
James Westmacott	Director	BMW Car Club British Columbia
Tim Gannon	Director	BMW Club of Northern Alberta
Greg Walsh	Director	BMW Club of Southern Alberta
Reg Hodsman	Director	BMW Club of Saskatchewan
Jeremy Choy	Director	BMW Club of Manitoba
Paul Brun	Director	BMW Car Club of Ottawa
Rachid (Ricky) Hamady	Director	BMW Auto Club of Québec
Roberto Sani	Director	BMW Club Atlantic Canada
Klaus Kreye	Director	BMW Riders of Vancouver Island
Grant Fengstad	Director	Bee Cee Beemers
Dan Mirabent	Director	BMW Motorcycle Club Valleyriders
Martin Eggermont	Director	BMW Motorcycle Club Ontario
John (Dutch) Lammers	Director	Niagara BMW Riders
Dan Beck	Director	Loonie-tic BMW Riders of Quinte West
Fiona Brown	Director	BMW Motorcycle Club of Ottawa
Sylvie Dupuis	Director	BMW Motorrad Club Québec



No GPS. No problem.

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

HAGERTY Let's Drive Together

+1-888-348-9369 | Local broker | [Hagerty.ca](https://www.hagerty.ca)

Hagerty Canada, LLC policies are underwritten by Elite Insurance Company, a subsidiary of Aviva Canada Inc. Hagerty determines final risk acceptance. Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Only the HDC Program Guide contains a complete description of benefits. Purchase of insurance not required for membership in HDC. All third party makes, models, and vehicle names are property of their respective owners. Their use is meant to reflect the authenticity of the vehicle and do not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Hagerty is a registered trademark of the Hagerty Group LLC, ©2020 The Hagerty Group, LLC. All Rights Reserved.

BMW Car Clubs



BMW Club
Vancouver Island



BMW Club Vancouver Island

PO Box 30002 Reynolds
Victoria, BC V8X 5E1

President: Frank van der Have

fvdhave@shaw.ca



BMW Car Club
British Columbia



BMW Car Club British Columbia

c/o David Gray
1185 West Georgia Street
Suite 800
Vancouver BC V6E 4E6

info@bmwccbc.org

www.bmwccbc.org/

President: Kevin Commerford

kevin@bmwccbc.org



BMW Club
Northern Alberta



BMW Club of Northern Alberta

10837 - 79 Avenue
Edmonton AB T6E1S6

bmwclubna@gmail.com

www.bmwna.ca

President: Dan Triska

triskaauto@gmail.com

780-945-7562



BMW Club
Southern Alberta



BMW Club of Southern Alberta

PO Box 75012 Cambrian
Calgary, AB T2K 6J8

email@bmwcsa.ca

www.bmwcsa.ca

President: Greg Walsh

walsh@bmwcsa.ca

403-286-2248



BMW Club
Saskatchewan



BMW Club of Saskatchewan

2475 Broderick Bay
Regina, SK S4V1K6

hello@bmwsask.com

www.bmwsask.com

President: Reg Hodsmen

reghodsmen@hotmail.com

306-737-5668



BMW Club
Manitoba



BMW Club of Manitoba

2071 Portage Avenue
Winnipeg, Manitoba R3J 0K9

bmwpower.ca/

President: Jeremy Choy

info@bmwpower.ca

(204) 981-8057

BMW Car Clubs



BMW Car Club
Ottawa



BMW Car Club of Ottawa

853 Schooner Crescent
Ottawa, ON K1V1Y2

info@bmwccottawa.org

bmwccottawa.org/

President: Chris Pawlowicz

chris@pawlowicz.ca

613-315-5797



BMW Auto Club
Québec



BMW Auto Club of Québec

2267 rue des Hemispheres
Montreal, Quebec H4R 0B8
or:
CP 219 SUCC Saint-Charles
Kirkland, Quebec H9H 0A3

www.bmwautoclubquebec.com

President: Rachid (Ricky) Hamady

rhamady@bmwautoclubquebec.com

514-804-7425



BMW Club
Atlantic Canada



BMW Club Atlantic Canada

79 Thorne Avenue
Dartmouth, NS B3B 0A4

www.facebook.com/BMWclubatlantic

President: Roberto Sani

rsani@saniengineering.com

902-482-1009

BMW Motorcycle Clubs



BMW Motorcycle Club
BMW Riders
Vancouver Island



BMW Motorcycle Club BMW Riders of Vancouver Island

6-310 Goldstream Avenue
Victoria BC V9B 2W3

www.bmwrvri.org/

President: Klaus Kreye

bmwrvri@shaw.ca



BMW Motorcycle Club
Bee Cee Beemers



BMW Motorcycle Club Bee Cee Beemers

info@beeceebeemers.com

beeceebeemers.com/

President: Robert Tetrault

80wing4me@gmail.com

604 226 2858

BMW Motorcycle Clubs



BMW Motorcycle Club
Valleyriders
British Columbia, CA



BMW Motorcycle Club Valleyriders

5842 Hwy 33,
Beaverdell, BC V0H 1A0

www.valleybmwridders.com/

President: Wayne Corley
president@valleybmwridders.com



BMW Motorcycle Club
Ontario



BMW Motorcycle Club Ontario

3314 Loyalist Drive
Mississauga, ON L5L 5V2

www.bmwmco.ca/

President: Paul Farrauto
pfarrauto@rogers.com
905-648-5576



BMW Motorcycle Club
Niagara Riders



BMW Motorcycle Club Niagara BMW Riders

42966 Hwy 3
Wainfleet, Ontario L0S 1V0

www.niagarabmwridders.ca

President: John (Dutch) Lammers
Cruisin1969@hotmail.com
905-899-1913



BMW Motorcycle Club
Loonie-Tic BMW Riders
Quinte West



Loonie-tic BMW Riders of Quinte West

88 Riverside Blvd
Campbellford, ONT K0L 1L0

President: Chris Beck
Cbeck53@hotmail.com
705-653-3233



BMW Motorcycle Club
Ottawa



BMW Motorcycle Club of Ottawa

PO Box 8503, Main Terminal
Ottawa ON K1G 3H9

www.bmwmcottawa.ca

President: Fiona Brown
president@bmwmcottawa.ca
613-259-9968



BMW Motorrad Club
Québec



BMW Motorrad Club Québec

C.P. 150, Venise-en-Québec, QC J0J 2K0

info@bmw-club-quebec.ca

www.bmw-club-quebec.ca

President: Gilles Paquin
gilles@gpaquin.ca
450-558-5015

A STEP INTO THE FUTURE.

What BMW Canada has in store for 2021 and beyond.




The BMW iX. European model shown.

BMW Canada is pleased to share an exciting look into the world of BMW, where concepts become reality. We will introduce some highlights from our 2021 lineup, as well as a glimpse into the future of BMW – which is closer than you think.

The Most Powerful Letter in the World.



The BMW M3 & M4. European models shown.

BMW  is home to the most powerful and dynamic products in our portfolio. For nearly 50 years, BMW M has created a legacy in performance and motorsport.

As we look to the future, the next iteration of BMW M is showcased through the upcoming launch of the new M3 and M4.

The all-new BMW M3 & M4.



The BMW M4- 473 hp. European model shown.

This is the first time in history that these icons have been offered with all-wheel drive in the form of M xDrive – a welcome addition for the Canadian market. They are also the fastest M3 and M4 we've ever produced. These cars will continue to raise the performance bar.

Visit the [BMW Virtual Showroom](#) for a M3 and M4 virtual walk around.



The BMW M3 - 0 to 100 km in 4.2 seconds. European model shown.

The all-new BMW M5 CS.



The BMW M5 CS. European model shown.

The new ultra-high performance halo for the BMW brand, The M5 CS – where the M division really starts to blur the lines between street car and race car. Our designers and engineers have taken the M5 Competition and sharpened it in every way.



627 hp; 0 to 100 km in 3.0 seconds. European model shown.

The L-shaped light tubes of the BMW Laser headlights illuminate yellow instead of white, bringing successful GT racing cars to mind. Seen in BMW Individual Frozen Deep Green metallic, with standard M Carbon seats, the M5 CS debuts as the most powerful and fastest BMW ever.

View all the BMW M5 CS specifications on [BMW.ca](https://www.bmw.ca).

Born Electric.



The BMW i4. European model shown.

The BMW i4.

Here is a glimpse into the future of the evolving BMW story of electrification. Coming in early 2022 the BMW i4 will be the first ever fully electric premium sedan from BMW.



530 hp; 0 to 100 km in 4 seconds. European model shown.

Prominent and closed-off kidney grilles provide a tangible connection between the past and future of BMW. Rather than a cooling functionality, the kidneys house multiple driver assistance sensors.



The BMW Concept i4 Interior. European model shown.

The all-electric i4 will be the first BMW sedan to showcase the new dashboard layout with the BMW Curved Display featuring the next generation operating system.

The first-ever BMW iX.

Our designers were inspired by modern architecture and loft space design, using progressive, sustainably sourced materials.

The iX is the most intelligent vehicle that BMW has ever produced, equipped with an estimated range of 475km*.



The BMW iX in Aventurine Red. European model shown.

The side profile of the iX is clean and robust. It has the footprint of the X5, the silhouette of the X6 and the presence of the X7. The door handles are completely integrated into the body side-reducing the number of shut lines. The slim new headlights and taillights are intended to be signatures of the new BMW iX.



The BMW iX Interior. European model shown.

The window into this advanced technology is the new curved display, which appears to float within the dashboard. At more than 27" of total size, this is the largest screen ever offered by BMW. Our designers explain the interior of the iX to be an extension of taking your personal private space into the public domain.

*BMW AG predicted estimated range of 475km based on WLTP methodology. Official EPA estimates are not yet available. Electric range may vary based on driving habits and other factors.

For more BMW iX information, visit the [BMW iX model page on BMW.ca](#).

Motorrad.



High performance, high-tech materials, the highest-quality workmanship and exclusivity down to the last detail. For the first time in history, two icons; BMW M and BMW Motorrad come together to create one legendary machine – the M 1000 RR.

Featuring 212hp, industry leading carbon fiber wheels and a wet weight of just 192 kg (423 lbs) – the new M 1000 RR was born to dominate the race track.



BMW R 18 & R 18 Classic.

A cruiser inspired by icons. The all new R 18 and R 18 Classic invokes nostalgia. Masterfully crafted in Berlin with iconic hallmarks of the BMW brand, like an open drive shaft and tear drop tank, the R 18 boasts the largest boxer engine (1802cc) BMW has ever made. It comes with everything you need to cruise the roads of North America with pure emotion and style.

Explore the range of BMW Motorrad at [BMW-Motorrad.ca](#).

Follow BMW Canada for the latest news, product and more!



UN PAS VERS L'AVENIR.

Ce que BMW Canada nous réserve en 2021 et au-delà.




La BMW iX. Modèle européen illustré.

BMW Canada est heureuse de partager un regard exaltant sur le monde de BMW, où les concepts deviennent réalité. Nous présenterons certains points saillants de notre gamme 2021, ainsi qu'un aperçu de l'avenir de BMW – qui est plus accessible que jamais.

La lettre la plus puissante au monde.



The BMW M3 & M4. Modèle européen illustré.

BMW  abrite les produits les plus puissants et dynamiques dans notre gamme. Pendant près de 50 ans, BMW M a créé un héritage dans la performance et le sport automobile.

Alors que nous regardons vers l'avenir, la prochaine itération de BMW M est présentée via le lancement prochain des nouvelles M3 et M4.

Les toutes nouvelles BMW M3 et M4.



La BMW M4- 473 ch. Modèles européen illustré.

C'est la première fois dans l'histoire que ces icônes sont offertes avec une traction intégrale sous la forme de M xDrive – un ajout bien accueilli sur le marché canadien. Ce sont également les M3 et M4 les plus rapides jamais produites. Ces voitures continueront de relever la barre de la performance.

Visitez la [Salle d'exposition virtuelle BMW](#) pour une présentation virtuelle des M3 et M4.



La BMW M3 - 0 à 100 km/h en 4.2 secondes. Modèle européen illustré.

La toute nouvelle BMW M5 CS.



La BMW M5 CS. Modèle européen illustré.

Le nouveau symbole de la très haute performance pour la marque BMW, la M5 CS – où la division M commence vraiment à brouiller les lignes entre la voiture de rue et la voiture de course. Nos concepteurs et ingénieurs ont pris la M5 Competition et l'ont affinée à tous les niveaux.



627 ch; 0 à 100 km en 3 secondes. Modèle européen illustré.

Les tubes lumineux en L des phares au laser BMW illuminent en jaune et non en blanc, pour rappeler les victorieuses voitures de course GT. Vue en Vert profond givré métallisé BMW Individual, avec sièges en carbone M de série, la M5 CS fait ses débuts comme la BMW la plus puissante et rapide à ce jour.

Découvrez toutes les spécifications de la BMW M5 CS sur [BMW.ca](https://www.bmw.ca).

Née électrique.



La BMW i4. Modèle européen illustré.

La BMW i4.

Voici un aperçu de l'avenir de l'évolution de BMW en matière d'électrification. Prévues pour le début de 2022, la BMW i4 sera la toute première berline de luxe entièrement électrique de BMW.



530 CH, 0 à 100 km en 4,0 secondes. Modèle européen illustré.

Les calandres proéminentes et fermées fournissent un lien tangible entre le passé et le futur de BMW. Au lieu d'avoir une fonction de refroidissement, les calandres hébergent plusieurs capteurs d'aide à la conduite.



Intérieur de la BMW Concept i4. Modèle européen illustré.

La tout électrique i4 sera la première berline BMW à offrir le nouveau tableau de bord avec l'écran incurvé BMW incluant le système d'exploitation de nouvelle génération.

La toute première BMW iX.

Nos concepteurs ont été inspirés par une architecture moderne et un design de style loft, utilisant des matériaux évolués provenant de sources durables.

La iX est le véhicule le plus intelligent jamais produit par BMW, offrant une autonomie estimée de 475 km*.



La BMW iX en rouge aventurin. Modèle européen illustré.

Le profil latéral de la iX est épuré et robuste. Elle a l'empreinte de la X5, la silhouette de la X6 et la présence de la X7. Les poignées de porte sont entièrement intégrées à la carrosserie – réduisant le nombre de lignes fermées. Les nouveaux phares et feux arrière minces sont destinés à être des éléments signature de la nouvelle BMW iX.



Intérieur de la BMW iX. Modèle européen illustré.

La vitrine de cette technologie avancée est le nouvel écran incurvé, qui semble flotter à l'intérieur du tableau de bord. Ayant une taille totale de plus 27 po, cet écran est le plus grand jamais offert par BMW. Nos concepteurs expliquent que l'intérieur de la iX est le prolongement de la transition de votre espace privé personnel vers le domaine public.

*Autonomie estimée par BMW à 475 KM selon la méthodologie WLTP. Les estimations officielles de l'EPA ne sont pas encore disponibles. L'autonomie électrique peut varier en fonction des habitudes de conduite et d'autres facteurs. Les données sont exactes au moment de l'enregistrement mais sont sujettes à changement.

Pour plus de renseignements sur la BMW iX, visitez la [page du modèle BMW iX sur BMW.ca](#).

Motorrad.



Haute performance, matériaux de haute technologie, la plus haute qualité de fabrication et l'exclusivité dans les moindres détails. Pour la première fois de l'histoire, deux icônes; BMW M et BMW Motorrad s'unissent pour créer une machine légendaire – la M 1000 RR.

Avec 212 ch, les meilleures roues en fibre de carbone de l'industrie et un poids en ordre de marche de seulement 192 kg (423 lb) – la nouvelle M 1000 RR est née pour dominer la piste.



Les BMW R 18 et R 18 Classic.

Une cruiser inspirée d'icônes. Les toutes nouvelles R 18 et R 18 Classic sont empreintes de nostalgie. Magistralement fabriquée à Berlin avec des caractéristiques emblématiques de la marque BMW, comme l'arbre à cardan visible et le réservoir en forme de larme, la R 18 possède le plus gros moteur boxer (1802 cc) jamais fabriqué par BMW. Elle est offerte avec tout ce dont vous avez besoin pour explorer les routes nord-américaines avec de l'émotion pure et du style.

Explorez la gamme de BMW Motorrad à [BMW-Motorrad.ca](https://www.bmw-motorrad.ca).

Suivez BMW Canada pour les dernières nouvelles, produits et plus encore!





Club Tours and Activities

Bimmers and Beemers excel at participating in a) any driving event and b) in any social event that has anything to do with a)!

When we were looking for a theme for the Yearbook, we wanted something positive to look forward to after months of our Covid Staycations. Anything to do with driving again in our beautiful country beckoned. So, we asked Clubs to come up with their favourite pavement or activity in their geography to hopefully inspire some great upcoming windshield time and perhaps some cross-country camaraderie in the coming years.

We present some Western Canadian adventures, some Ontario CC&Cs, drives and European Tours and Quebec Schools and Events.

In particular, draw your attention to the Dawn Ride. This could be a very worthwhile project to support while we do what we do best! Happy Trails!



Club Tours and Activities



BMW Club
Vancouver Island

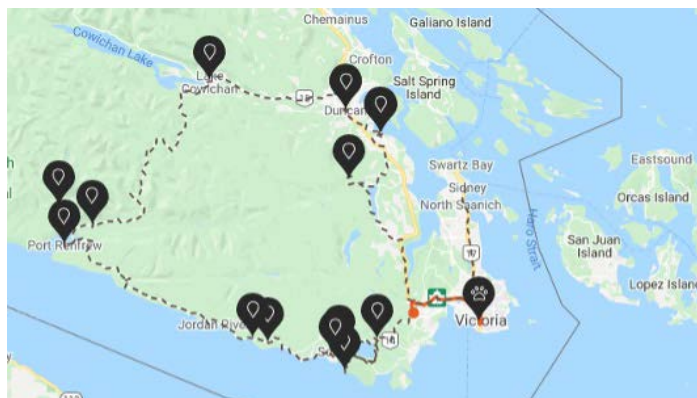


BMW Club Vancouver Island

Submitted by Frank van der Have

One drive which cannot afford to be missed – The Pacific Marine Circle Route on Vancouver Island

Tourism is one of the major drivers (pun intended) of the Vancouver Island economy with over 10 million people enjoying the sights in a normal non-COVID year. The provincial capital of Victoria, the Butchart Gardens, and the surrounding areas draw over 4 million visitors in themselves. Many will take the scenic drive on the island highway north over the Malahat Mountain as they head to communities such as Nanaimo, Parksville, Port Alberni and Tofino (Pacific Rim National Park – Long Beach). These trips are best done over a few days if time permits, but what if you only had one day and wanted to see as much of the diversity which makes up the island. For those people, I recommend the Pacific Marine Circle Route which at approximately 290 km long, can easily be done in 5-6 hours. It takes one along the southern coast of the island with vistas of the Salish Sea and the Pacific Ocean before heading inland across the interior of the island through various timberlands.



For our trip, our group met in the municipality of Colwood, just outside of Victoria and proceeded to head west towards the town of Sooke, and the southwest coast of the island. The weather was varied during this mid-September day with the occasional rain shower and then bright sunshine.



Vehicles – 740i Sport, 1988 535i, 1995 325i

Our first stop was the Jordan River, which was a logging camp in its heyday but now has become a local surfing destination due to its long wrapping rights known as The Point, Sewers, and Rock Piles. There are off road parking and facilities and so one can stretch their legs and enjoy the sea airs.

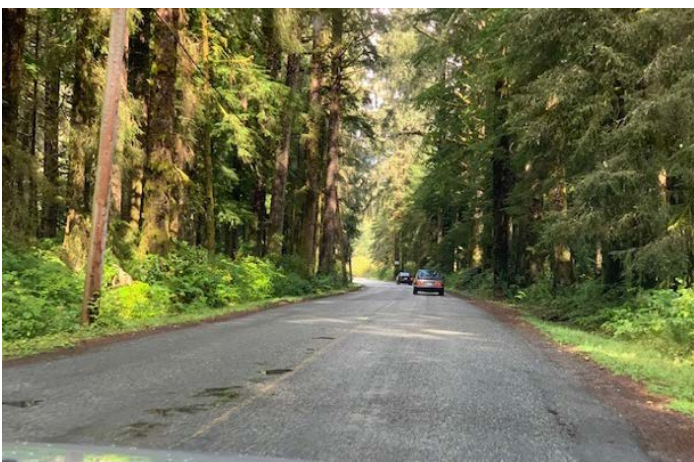
Club Tours and Activities



From there on, the drive becomes more entertaining as the road winds along the mountain side paralleling the coast of the island. Lots of elevation changes with twisty corners ensure that you keep your eyes on the road. The vistas looking over toward the open sea are plentiful and stops are mandatory to take photo ops. Our destination is Port Renfrew, which while being the terminus of the famous West Coast Trail, is also the transition point where we head inland across the island.



Prior to the mid-2000's, the next stretch of road was primarily used for logging purposes and was gravel based. Logging trucks were common so trips were usually recommended only on the weekends. Now it is fully paved and an easy and scenic drive. As we head from Port Renfrew to Lake Cowichan, we see the logging areas and undergo various elevation changes for the next 62 km. There are a number of lakes where one can pull off to rest or grab a quick picnic lunch.

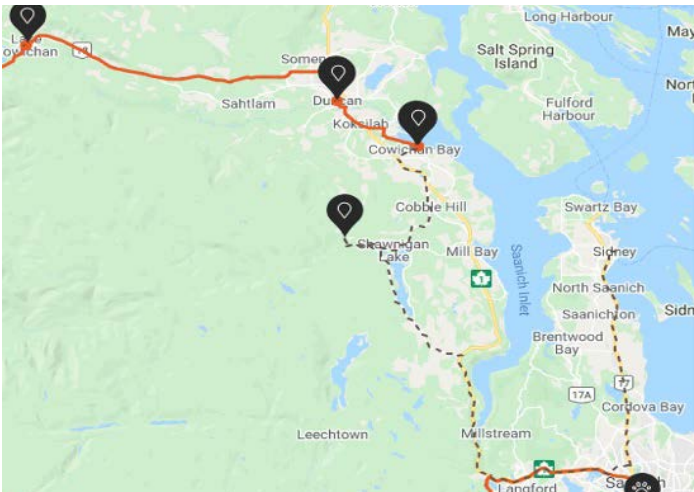


Our arrival into Lake Cowichan coincides with a lunch break and we took the opportunity to stop by a lake side pub for a well deserved and received lunch (<https://www.csbrewery.ca/jakes-at-the-lake>). Lake Cowichan was home to a number of logging plants during the 1900's although that industry has dried up as the lumber sources diminished. Now the lake has become more of a recreational area.

Club Tours and Activities



The final segments of the journey have us continue through a number of downward elevation changes till we reach the township of Duncan and the eventual return to the island highway to Victoria. Personally, I would recommend the drive through Cowichan Bay and along the east coast of the island eventually ending up in Mill Bay. Cowichan Bay has a number of quaint stores and food outlets and sea lions can often be seen occupying the wharf fingers in the harbour.



The circle completes with a 40 minute drive over the Malahat mountain with stops at various lookouts over the Saanich Inlet and GoldStream Park. Our particular day trip commenced at around 9:30 in the morning and we were easily back, with various stops and a lunch break, by late afternoon and still feeling rested.



I would like to thank our trip photographers, Sandie McPherson and Roger Harmston, as well as the Cowichan Valley Citizen and Vancouverisland.travel for the use of their photos and maps.

Tourists – Frank and Lynne van der Have, Sandie and John McPherson, Roger and Bron Harmston

Club Tours and Activities



BMW Car Club
British Columbia



BMW Car Club British Columbia

Submitted by Jim Westmacott

Duffey Lake Road Trip

This scenic road trip begins from the heights of West Vancouver taking you along the Sea to Sky Hwy. We will continue through the region of Duffey and Seton Lake following through the Lillooet-Fraser region. Thereafter you'll see the Canyon Fountain Valley and continue to the town of Cache Creek known as a historic transportation junction. From there we motor off to Thompson Country, visiting Logan Lake for some photo takes. We then zoom down Mamit Lake Road taking you through the Thompson-Nicola region to end this fabulous trip for an overnighter stay in Merritt BC.



Vancouver Island Saanich Peninsula Drive & The Peddie BMW Collection Tour

This event begins with our meet and greet on the Victoria Ferry sailing which leaves from the Tsawwassen Ferry Terminal. The first part of the drive takes you to Sidney BC. There you will enjoy the beautiful shoreline as we dine for lunch at a popular eatery. The second part of the drive takes you to the private Peddie BMW Collection. Dale Peddie has been restoring classic BMW's for many years. He prides his collection of BMW hot rod builds all of which he has done himself. Passionate of what he does Dale is eager to share his experiences. Currently 29 BMW's which include some fully completed projects and some in progress. The third part of the drive takes you to the southern tip of Vancouver Island and we will route along the beautiful coastal shoreline as we venture northward back to Swartz Bay.



Club Tours and Activities



Club Tours and Activities



BMW Club
Northern Alberta



BMW Club of Northern Alberta (BMWNA)

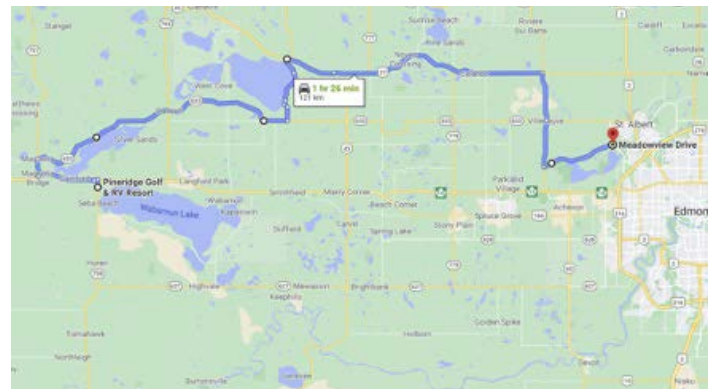
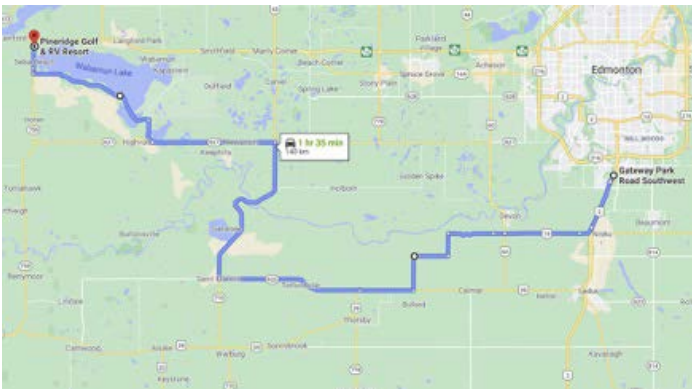
Submitted by Caroline Schettler

2020 and Beyond

In 2020, our small but mighty club only managed a few events. Mainly monthly Cars & Coffee, which we relocated to a centrally located park, here in Edmonton, allowing us the social aspect of meeting monthly in the sunshine and very green and lush Edmonton River Valley. The revolving restrictions did not permit any technical sessions for club members and there was little interest in a Fall Drive in what put the nail in the coffin for a fairly socially isolated 2020.

When we do get out with the group, we have a healthy group of regulars who religiously attend Cars & Coffee regardless if we host it at our usual pretzel and beer establishment, our warm weather gelato haunt, or anywhere else in the Greater Edmonton area. There is never a shortage of BMW news to banter back and forth about: whether it be the latest BMW models, modifications (or repairs) to our cars, or new (old) car finds where members are adding to their ever-growing BMW collections.

Our dedicated club of enthusiasts tries to head out for a few cruises throughout the year, usually trying to kick off the short but light filled spring/summer and then capping it off with a fall cruise west of the city. We have also been known to do some impromptu city cruises soaking in that summer sunshine after a Cars & Coffee event. One of our go-to routes is west of Edmonton where we have found some nice prairie roads that lead us into some interesting energy industrial areas of Alberta including Genesee and Keephills all the way to Lake Wabamun, Seba Beach, Alberta Beach, and then back to Edmonton via the likes of Hwy 19, Hwy 622, Hwy 627, Hwy 633, and Hwy 37.



Club Tours and Activities

This tight knit community is really more of an extended family. Even with COVID, lockdowns, and restrictions preventing us from our regularly scheduled habitual meetings, we find ourselves continuously connecting digitally, on social media, and of course whenever we can in person. It surely can be appreciated that BMW Club members share a unique passion that some may even claim is an obsession.



Club Tours and Activities



BMW Club
Southern Alberta



BMW Club of Southern Alberta (BMWCSA)

Submitted by Chris Tworek

2020 and Beyond

In 2020, between lockdowns and despite ever-changing rules, BMWCSA managed a few club events: some monthly CC&Cs (Coffee, Cars & Chats); a rescheduled Father's Day Drive; our annual BBQ; and a small group trip to Jasper (in lieu of the postponed Northern Germany Tour). Unfortunately, the plan for our third Street Survival School was a 'Covid casualty.' Several of our members also participated in the 'M Town Calgary' photo and video shoot with BMW Canada and BMW Calgary, "a day of spirited driving" in the foothills of Alberta's Rockies, our "scenic backyard."¹

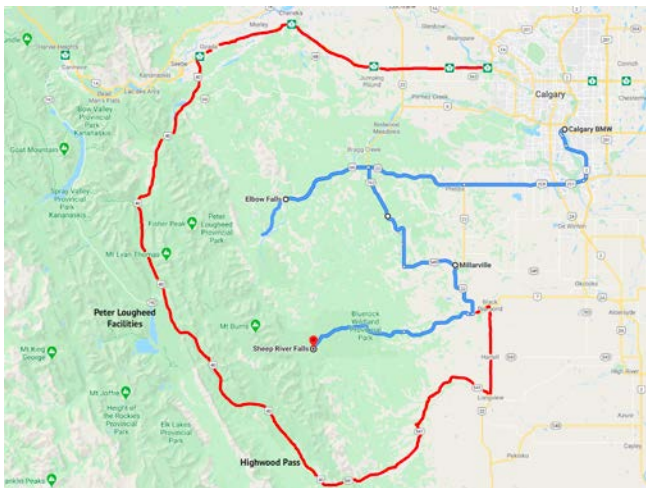
What we all like doing best is driving our toys around the many scenic routes in Southern Alberta and the Rockies. Even in isolation, you can take your 'social bubble' with you to explore our big backyard. We offer the following ideas for drives and would love to host any Club members who come our way.

One perennial favorite is the route we follow most years on our Father's Day Drive. We leave from the Tim Hortons in south Calgary and take several back-country routes through Turner Valley, Black Diamond and Longview before hitting Highway 40 through the Kananaskis. The country bakery at Black Diamond is always worth a stop, and our 'pit and gab' stop at Longview (the home of Ian Tyson) usually entails a raid on the Jerky Shop where they sell 32 varieties of meat jerky made from beef and game.

West of Longview on Highway 40, we usually stop for photo sessions at Highwood House and at the Highwood Pass parking lot. Highwood Pass, at 2206 m elevation, is the highest pavement in Canada. After this, it is all downhill on the very scenic and twisty highway to Peter Lougheed Provincial Park, where we stop for a group lunch. In years past, we have lunched inside at the Reception Centre; this past year, we stayed outside and amply distanced in the open-air Amphitheatre. After lunch, the group usually scatters to take various trails back home.

Although Highway 40 is closed from December 1 to June 15 in the southern Highwood Pass area to allow the animal inhabitants to rest up for the next tourist season, there are other possibilities going south from Longview: along the beautiful Cowboy Trail, where many westerns have been filmed (including Unforgiven in 1992), to Chain Lakes Provincial Park; or cutting back east on several routes to towns like Nanton, where the Bomber Command Museum houses a restored WWII Lancaster (FM157).

However, our most popular "mini-tour" is to leave south Calgary on Highway 22X toward Bragg Creek and head for Elbow Falls and beyond, until the mountains get in your way. A pleasant backtrack east to Highway 762, with its beckoning twists, takes you to Millarville, then back to Black Diamond and Turner Valley and the nifty jaunt west through Sheep River Provincial Park. All along the route are many opportunities for hiking, picnicking and camping. This is the area that served the 'M Town' adventure quite well and, on weekends, you might find the M-car contingent doing Dawn Patrol, dodging other super cars and exotics, just as the sun peaks over the horizon.



Basic Routes - several variations



Gracie (2002) & 3 family generations on Fathers' Day

1. See Nov-Dec 2020 Freude am Fahren for the M Town article, available on our website. <https://www.bmwcsa.ca/membership-overview/newsletter-archive/>

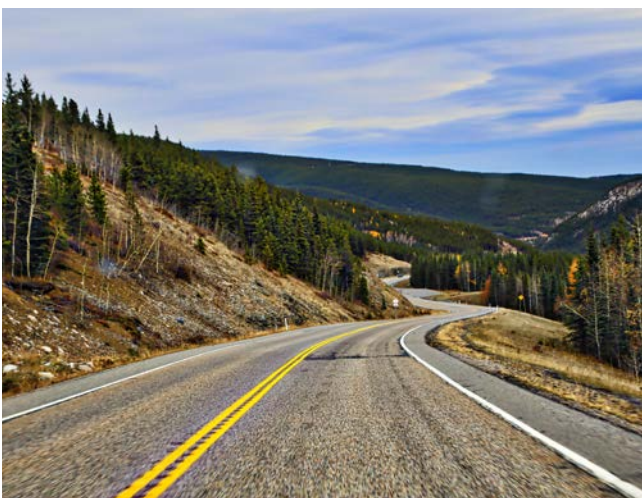
Club Tours and Activities



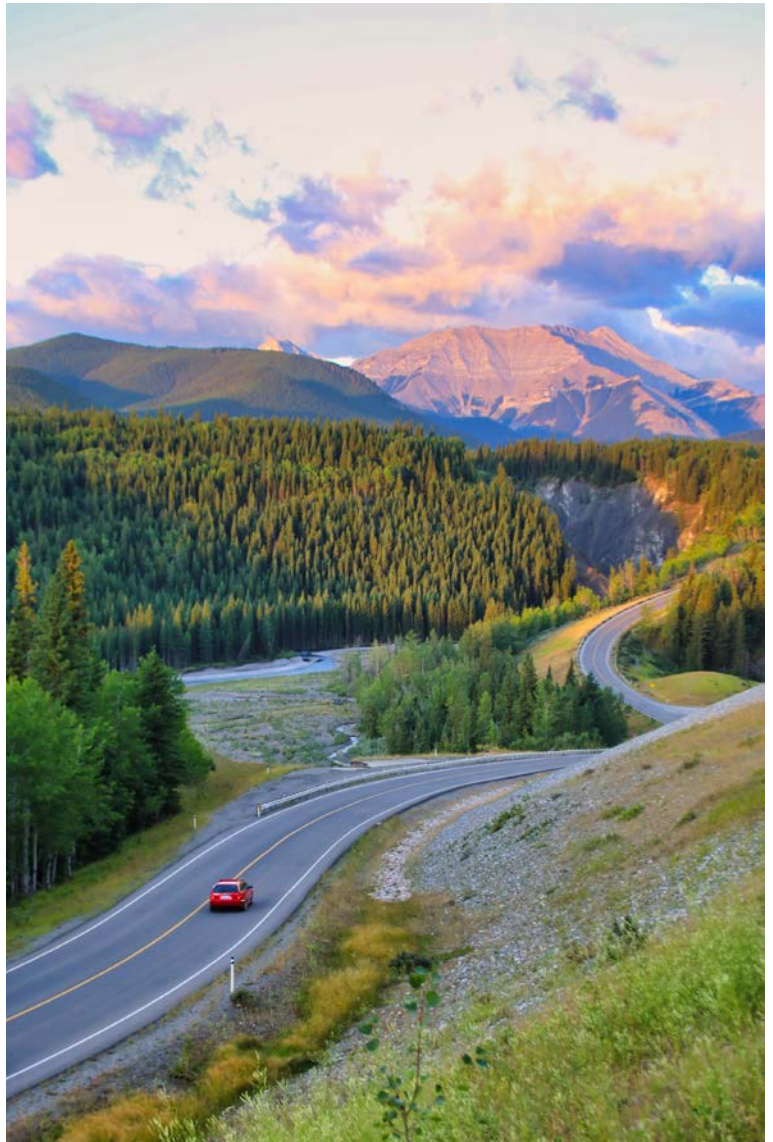
Highwood House Stop



Approaching Hwy 40



Elbow Falls Highway



Gerard Mercier's B6 Alpina at Sheep River

Club Tours and Activities



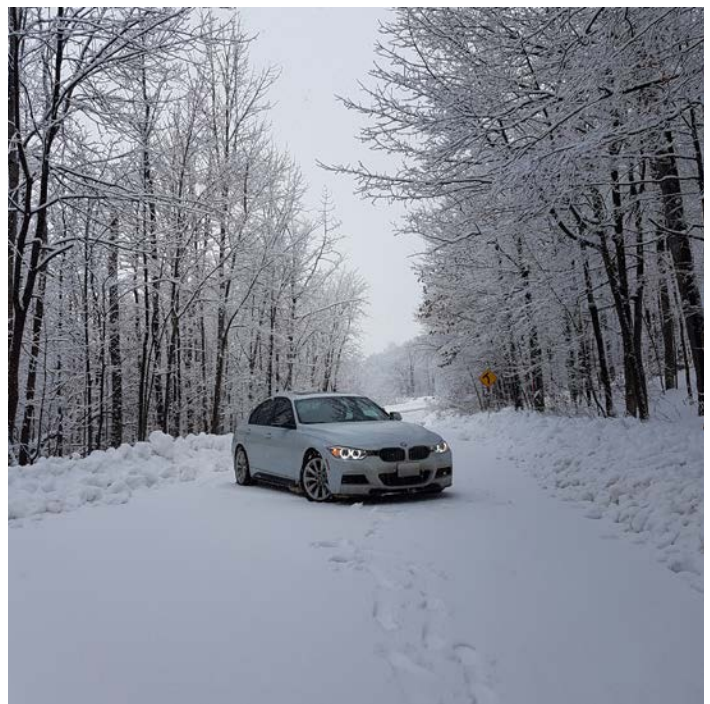
BMW Car Club
Ottawa



BMW Car Club Ottawa

Submitted by Pavel Brun

A few photos of CC&C and Drives are below. Sumeda Pussegoda is the Club organizer for drives and can be contacted at spussego@magma.ca for directions and google maps for excellent summer and winter drives.





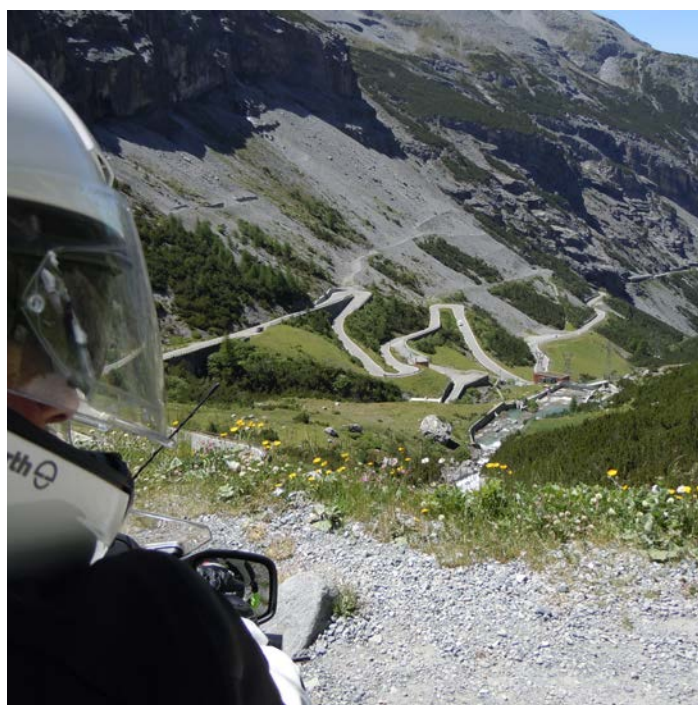
BMW Motorcycle Club
Ontario



BMW Motorcycle Club Ontario

Submitted by Martin Eggermont

A few fond memories of the June 2015 trip to Slovenia and June 2019 trip to Spain organized by our Club are shown below. Although each member was responsible to book hotels and bike rental, our executive planned all the routes, chose the hotels and arranged who we would rent the bikes from. We are planning another trip next year to celebrate our club's 50th anniversary. No solid plans yet but it looks like either Dolomites in Italy or Alps in Southern France.



Club Tours and Activities



BMW Motorcycle Club
Ottawa



BMW Motorcycle Club of Ottawa

Submitted by Chris White

Re-Visiting Our Backyard For 2020

Rolling into 2020, Ottawa's BMW Motorcycle Club headed for a stellar year with two hundred fifty active members and ninety-two scheduled events, including a trip to Spain and the MOA Rally in Great Falls, Montana. Sadly, March hit everyone hard with the covid-19 pandemic and our calendar of events was reduced to

"Subject to Cancellation."

As April arrived, there was no better way to beat the covid -19 blues than to get on your motorcycle and head out of town. Even taking the long way to the grocery store was fun. Well, I made it fun for me. We were using our website, "Impromptu Rides forum," and word of mouth. Forming small pods of two to four bikes, we buzzed the local county roads like worker bees, reporting our findings to our members of picnic table sites, gas stations, and washrooms open to the public.

In between covid-19 restrictions, we were able to complete two large club rides for 2020, first to Mont Tremblant, which we called "Don's Detour" and "Lucky 7", but by far my favourite and for many other members was the Frontenac Foray. Sadly, it was cancelled as a group ride, but that did not stop our club members from going on their own. All members have access to GPX files and ride information on our website, bmwmcottawa.ca. The Frontenac Foray takes you through the Big Rideau Lake District of Frontenac and Lanark Counties. This area offers various roads, such as the smooth turns of CR-511 to twisty and challenging Ardoch Road and CR-509.



There are several places to stop on the Frontenac Foray tour, but Narrows Lock is a favourite. There were restrooms available, picnic tables. While we rested, we watched boats and other watercraft moving through the Rideau Canal Lock System.

Picnic tables became our new dining room table for 2020. Before covid-19, we arranged with local Restaurants well in advance for our lunch stops. Now if you had Lunch Bag let down, it was your own fault not your Mom's!

There are famous small towns to visit like Merrickville, Perth, Smiths Falls and Almonte and lesser-known Gems like Athens.

Our enthusiasm for off-road and GS style of riding grew in 2020. We quickly found the good, the bad and the gnarly trails and roads to ride. Surfaces ranged from well-groomed gravel roads to trails with embedded rock, tree roots or an abundance of Baby Heads (small boulders) and some nice water crossings too. The challenge for some was to complete the K & P Railway trail, the original track of the Kingston Pembroke railway line and California Road found between Almonte and Calabogie.

For 2020 we revisited our backyard found some routes, old and new paved or not. It looks like we will be doing the same for 2021. We are updating our 2021 calendar and club events as we are looking forward to fewer restrictions as time will tell. If you plan on visiting Ottawa 2021, please visit our website at bmwmcottawa.ca, and let us know you're coming to town.

Club Tours and Activities



Rest stop at Narrows Lock



Chaffey's Lock



Athens, Ontario



K & P Trail, Calabogie

Club Tours and Activities



BMW Auto Club
Québec



BMW Auto Club Quebec

Submitted by Henry Wong

The Quebec contingent have a long and rich history of interesting cars, drives and especially schools. Here are some photos recapping memories of the last few years:

Cars of Interest



Phil Abrami's Z1 – see the great story featured in this yearbook



Exomotive Exocet at le Circuit Mont-Tremblant



E28 M5 seen at le Circuit Mont Tremblant



E30 M3 at Autodrome St-Eustache

Drives



Henry Wong's 1987 E24 M6



Beautiful 2002 Cabrio and E28 M5

Club Tours and Activities



Pre-drive safety meeting



BMW's approaching Parc de la Mauricie

Schools at le Circuit Mont Tremblant and Autodrome St-Eustache

Autodrome St-Eustache stopped track operations in 2019 but gave us many pleasant experiences. Le Circuit Mont Tremblant continues operations.



Instructor Training Session



Pre-Season Driver Training Session



Paddock at Circuit Mont Tremblant



Driver's Meeting with social distancing

Club Tours and Activities



Paddock scene



Driver's Morning Meeting



Morning Driver's Meeting at Autodrome St-Euscahe



Tech Session by Pirelli Rep



Track Action at St-Eustache



E46 M6 track car at St-Eustache



E30 325 (turbocharged)



Track action

Club Tours and Activities

Track action at le Circuit Mont-Tremblant



Subaru about to pass Z3 M Coupe



E36 M3



E92 M3



Henry Wong's 1987 E24 M6



Beautiful 2002 Cabrio and E28 M5

Track Action at le Circuit Mont Tremblant – onto every track, some rain must fall!



Morning tech inspection at le Circuit Mont Tremblant in very heavy rain

Club Tours and Activities



M4 CS



E36 M3



F82 M4



F80 440i



E39



A new dawn for ovarian cancer research

Jean Copas, BMW rider since 1988



It's been an amazing ride this past year for a group of BMW women motorcyclists! Full of peaks and valleys, roads rough and smooth and sometimes off-road. It all started last year when Lori, a member of the BMW Motorcycle Club of Ottawa, was diagnosed with ovarian cancer. We were devastated! Over half the women diagnosed with this deadly disease do not live to see 5 more years. Why? Because there is no test for early detection - unlike breast or prostate cancer.

This is not acceptable! Action must be taken! Who are you going to call? Beemer buddies! So, the Ottawa Club held a virtual fundraiser in the week running up to Mother's Day in May 2020 and asked the members to donate to ovarian cancer research. The goal was set at \$1,000. The amount raised was over 3 times as much! But best of all, an idea was born - the Dawn Ride.

Five feisty females volunteered to go forward with a plan. They would start a registered charitable foundation to raise funds for research to develop a test for early detection. Unlike larger charities, there would be virtually no administration costs and they have been able to maintain that goal through donations from the founding members.

Since August 2020 the group has:

- Set up an awesome website. Check it out at dawnride.org
- Built an expert Board of Directors that includes a surgeon, accountant, consultant, banker, and the infamous Fiona Brown, President of BMW Motorcycle Club of Ottawa.

- Established a Facebook Group - Dawn Ride / Tour de L'Aube
- Partnered with a reputable charitable organization to ensure they were able to provide official tax receipts instantly for online donations pending official registration of their charitable status.
- Provided all registered participants with a welcome package with a hand-written thank you card with a heartfelt message penned by Lori.
- Produced a decal that is included in the welcome package.
- Provided conspicuity vests, embossed with the Dawn Ride logo, for Champion Riders (more about those later)
- Offered comprehensive fundraising suggestions on the "Tool" page on their website chock full of suggestions to assist individuals and teams in combining an awesome day of riding with critical fundraising that's needed to advance this much needed research of early detection for ovarian cancer.

Here's some of the neat ideas posted at www.dawnride.org (et www.tourdelaube.org)

Go Around the World!

Collect pictures of Canadian place names that are world famous - Paris, London, Athens, Melbourne, Stratford, Moscow. Show us what's in your 'neck of the woods'?

Pretty As a Picture!

Visit scenic sites made famous by Canadian Artists such as the Group of Seven, or Emily Carr.

Sweet Treats!

Check out how many Tim Hortons you can pass by in a single day. Bonus points if you have sales receipts!

The Name Game

Spell your name from the place names you visit: Jasper Entwistle Airdrie Nampa

Better be on the road at dawn Evangelina! You can sleep in Eva!

Go Big!

Visit sites with BIG attractions such as the Big Apple, Big Nickel, Big Egg, or Big Moose. Go Google!

Motorcycle Nirvana!

Discover the best motorcycling roads in your area, county, province, or country! Where are they? Ask Google, your local dealer, a club member, Facebook, or hey! Look for those dotted lines on an old fashioned map and get ready to ride at dawn!

No Limits!

There are as many rides as there are roads. Use your imagination and passion. Are you a quilter? Visit quilt shops. Need some parts? Visit bike shops? Love the outdoors? Find some waterfalls. Or just keep smiling as that front wheel keeps turning!

On May 1, 2021, International Female Ride Day, BMW Motorcycle Club of Ottawa have thrown down the gauntlet (BMW gloves of course!) to all BMW Clubs in Canada to plan a special day of BMW bliss by getting up at Dawn (well maybe a little later!) and heading out for a beautiful ride. But before you go, remember to let your family and friends know how important it is to donate at www.dawnride.org.

TOGETHER WE ARE MAKING OVARIAN CANCER HISTORY!



Lori - who inspires us!

Importing a BMW Z1 into Canada: Lust over Logic?

Phil Abrami

The first BMW I owned was a 1978 E21 320i. It was sierra beige with tan cloth interior and a manual sunroof. It was widely condemned by the aficionados as a poor successor to the almighty 2002 but my wife insists it remains among her favorite BMWs. We bought it together brand new as a graduation present for my PhD and her MA instead of the used Porsche 911 that we actively considered.

Since that first BMW, we have gone on to own two tiis, two E30 M3s, one 540i, and one 328xi. We've done show and shines on occasion and lots of driving events, including club and vintage racing for almost 25 years. I loved each and every one of those cars especially as mobile, not static, art. Oh, to throttle steer through Big Bend at Lime Rock or the Carousel at Tremblant. Nothing beats being fast in the corners, which is where BMWs reign supreme.

But along came the BMW Z1. I really don't remember whether I actually saw one in person in the late 80s/early 90s as a grey market import or just read about it and looked at pictures. But

eventually I did get to see one up close and personal around 2000 at the old Mobile Tradition building, now BMW Classic, in Munich. I knew then that I had to have one.

I knew enough about track maintenance of BMWs to understand the challenges of maintaining a car never sold in North America. But that concern was ameliorated by knowing that the basic mechanicals of the car were right out of an E30 325is. Even now those mechanical parts are plentiful and inexpensive. Some suspension and body parts, including the door mechanisms, would be a different story but a risk I was prepared to take. The bug had bitten me. How to scratch the itch?

I served as Vice-Chair of the International Council of BMW Clubs for fifteen years and traveled to Munich at least once a year during my tenure. I was fortunate to make the acquaintance of numerous staff at BMW Classic and that would make a difference.

Many of you know that BMW Classic is dedicated to the history and preservation of BMW vehicles and memorabilia. In their new home, they have a wonderful restoration facility and staff



very knowledgeable of vintage BMWs. While I did not buy my Z1 directly from BMW Classic, the staff helped me as my guardian angels, making sure that the car I purchased was fairly priced and well maintained.

It isn't easy to buy a car at a distance but I knew with my final term as Vice-Chair coming to an end, it was now or never. My friends at BMW Classic stepped in to help find a Z1 for me and to have it available for a test ride and inspection at BMW Classic. The rest would be up to me to decide.

It was a beautiful spring morning for my test ride and inspection. And there it was waiting for me all shiny in Top Red—my favorite color and the most popular. I took it for a test ride and, wow, it was like a go-kart in a car body. And the doors. Up and down, and up and down. Weeeeee. Then on to the inspection and examination of paperwork and maintenance records. Everything had been looked after, including door mechanism tuning, and no maintenance or repairs were needed.

Bingo. Time to seal the deal. I did that with very little haggling and the car was mine. Well, sort of. I had to get it across an ocean and registered in Montreal. Now the fun began.

The transportation tangle. As a newly retired person working

only part-time, I was determined to do the importation myself. I had imported a car from the States years before and knew something about what was involved. I expected few problems as the car was well past the fifteen-year import barrier in Canada. I also knew enough to check every step of the process in advance. Or so I thought and learned new, unexpected things at almost every step. Sigh.

My Z1 was a pleasure vehicle and I was under no pressure to get the shipping, inspections, and licensing done quickly. But I did not expect it would take me half a year. The first challenge was finding a reliable shipper who was able to arrange to pick up the car from the outskirts of Munich, truck it, and load it into a small container for shipment to the port of Montreal. Cheaper drive on, drive off options were only available for Halifax and even with a trailer, I did not think it was worth the time and trouble to pick up the car there.

I was able to track the cargo ship and knew to the hour when it arrived in Montreal. After the ship docked and unloaded, I then began dealing with the shipping agent who, it turns out, did not have the necessary paperwork required by Canadian Customs to release the car. That took some time to sort out and then it was off to Customs House to pay hefty federal duties and taxes.



Around this time, I started to hear, first from the federal agents but not only from them, how nobody imports a collectible car from Europe without using an agent to handle all the details. Dah-dum.

Another challenge: because I was not a "known" importer, my container was selected for inspection, meaning that there was a good chance the container would be shipped to the government warehouse for inspection and then returned to the port. And guess who was supposed to pay the \$1100 to have the container moved back and forth one-half block? I protested vigorously but politely and no off-site inspection was required. Phew.

Another issue presented itself. I had been called out of town and could not pick up the car myself during the window provided. If the window closed, I would lose my shipping insurance and have to pay for each day the container sat in port. So I gave power of attorney to my wife and she and a friend drove to the port to get the car sans license plates.

Like New York City and other major ports, there are longshoremen who deal with cargo. And because my car was in a container, I had to pay a de-stuffing fee for the longshoreman to unstrap it from its tiedowns and roll the car out of the container. Of course, it was silly money.

The final drama of the day was getting the car from the port in the far east end of Montreal to home in the west end of the city. And much like a comedy script, my wife called shortly after she is en route. The yellow warning fuel light is glowing steadily as the car had to be shipped with very little fuel in the tank, she is miles from home, and she can't get the gas cap off. Fortunately, she made it home and parked the car safely in the garage. But that was not the end of the adventures.

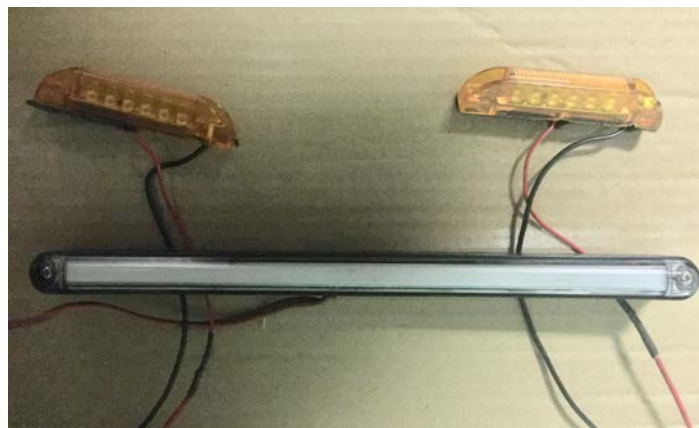
More hurdles and more expenses. We still did not have a Quebec registration or license plate and we still lacked car insurance for replacement value. In fact, the insurance company was resistant to insuring the car at all until it was appraised by one of their chosen appraisers. We negotiated minimum coverage while I registered the car and arranged for an appraisal visit.

To be registered in Quebec, an imported vehicle must be inspected and approved by a licensed appraisal centre. So I made an appointment knowing the car had just undergone a TUV inspection in Germany along with a less exhaustive inspection at BMW Classic. Fool that I was, I was not worried.

As expected, the inspection turned up no real mechanical issues but then they got me with safety issues. It seems that the law requires, even for vintage cars, side markers with turn signals and a third brake light. OMG, were they really telling me that I had to mutilate the body work to install these lights?

I spent many hours over the course of a week finding DOT marked lights that were flush mounting and, with special 3M tape, could be securely fashioned to the body work without

drilling any holes. Then it was off to my mechanic friends to do the re-wiring. But remember, the car was still not officially licensed. My use of an old plate did not fool the police and I got a hefty fine for driving the few blocks to the garage. Guilty with an explanation.



All was not ready for a return to the inspection station. And the car with the extra lights passed inspection. As soon as I got home, I undid all the extra wiring, took off the lights, and cleaned the area where they had been attached. As I had learned from others who import rare cars, "we all do that."

I knew that the provincial licensing bureau was going to require lots of paperwork to register the car and I thought I was prepared. I had copies and originals of all sorts of documentation in a thick manila folder. And I had taken the time and trouble to translate the German registration into English, a rather painstaking process because it is all technical language. I arrived first thing in the morning to be nearly the first in line. And all was going swimmingly until I got "where is the official translation of the German registration?" So, tail between my legs, I went back home to find a registered translator willing to do the job. And guess what? She mostly used my translation to do hers! But a week later, and a bit poorer, I had the translation with an official stamp on it.

I again arrived at the provincial licensing bureau early on a Friday morning. The lovely lady who had helped me first chose to help me again. Everything appeared to be in order but there was no BMW Z1 in the provincial computer system. The matter would have to go to the provincial capital in Quebec City for their action. I was told to come back in an hour, then two hours, then after lunch, and then finally to come back on Monday.

Finally, that Monday, after paying provincial taxes and fees, I had my license plate. I could finally drive my Z1 on the street legally. But actually, no I could not. I did not have proper insurance yet.

The last injury. Now I could get the car appraised for replacement value insurance. Having gone through this on other occasions I knew how important it was to present the car in concours condition. So in the weeks since the car first sat in my garage,

Special Interest

I spent time detailing it inside and out. It looked beautiful. The appraiser showed up on Saturday morning with his family and mother-in-law in tow. This was going to be a quickie. I had lots of documents including Hagerty's valuations, sale prices, and other info to help him value the car. He took none of it. The next week I received the appraisal in the mail and immediately phoned the company who agreed readily to change the appraisal and make it more accurate. Finally, I sent the revised paperwork to my insurance agent and waited to learn the annual costs of insurance. Guess what The lovely convertible car with folding doors car was insured, plated, and ready to drive just in time for the cool weather of fall. Aarrghhh.

Was it worth it? I shook hands on the Z1 purchase in May, 2018 and only drive the car plated and insured in October—about six months later. Above and beyond the purchase price, I laid out a total \$11,287 CAD or approximately \$8134 USD. I'm sure I saved a great deal doing it all myself. But it also cost me time and patience. Frankly, this is not something I would recommend doing if one is busy with a fulltime job and/or other responsibilities. But for me, it was a different matter and a labor of love.

Would I do it again? You tell me!



Special Interest

Time to play: Not just another pretty face



@markfagelsonphotography



THE M4 & M3



European models shown. Features and options may vary in Canada. © 2021 BMW Canada Inc. "BMW," the BMW logo, BMW model designations and all other BMW related marks, images and symbols are the exclusive properties and/or trademarks of BMW AG, used under licence.