



Ausblick

Official Publication of the BMW Car Club of British Columbia Vol 1 No 2, October, 1998

*we are dedicated to
'Freude am Fahren'
the enjoyment of the
'Ultimate Driving
Machine'*

Just a few of the stories in this issue:

This fellow is a member,
and he has some tips on
driving.
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Despite the minor glitch
with the road, the Duffey
Lake Road Tour was lots of
fun.

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Ausblick

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Dave Beddows President
Ian Wynne Vice President
Patrick Lum Secretary
Don Beddows Treasurer
Craig Evans Event Coordinator
Rolf Drommer Membership

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Great cars and great scen-
ery when we participated in
the Pemberton Show and
Shine.

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The happy winners in our
Inaugural
Concours d' Elegance.

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BMW Car Club of BC Contact Info

President

Dave Beddows
phone - 816-BIMR
eMail:

Dave_Beddows@bc.sympatico.ca

Vice President

Ian Wynne
phone - 576-3020

Secretary

Patrick Lum
phone - 570-5317
eMail: patlum@unixg.ubc.ca

Treasurer

Don Beddows
phone - 538-1178

Event Coordinator

Craig Evans
phone - 538-4196
eMail: craig-e@vcr.feric.ca

Membership Director

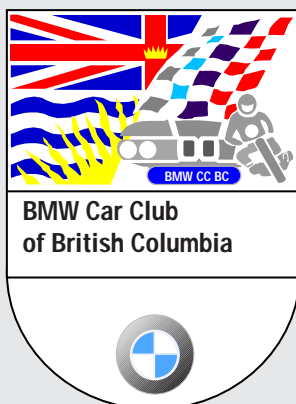
Rolf Drommer
phone - 671-5843
eMail: sunbimr@istar.ca

Club Website:

<http://www3.bc.sympatico.ca/bmw>

Mailing address for Memberships

BMW CC BC
c/o #204-2435 Welcher Avenue,
Port Coquitlam, BC V3C 1X8



President's Report

Reflections on a summer with friends

What a summer! I don't think I've ever had this much fun with my BMW. The last few months have been a series of one Club event after the other and every one a positive experience. (Even the Duffey Lake run, which I will comment on later.) The best part has been meeting all the new club members and seeing a shared enthusiasm in the BMW marque common to us all.

I have so much to report and limited space to do so. I will start with a brief paragraph on each of our events as I remember them.

DUFFEY LAKE RUN - What can I say, it was an adventure. Considering the distance covered we did well. We only had 3 vehicles show signs of trouble. One unfortunately was terminal. My condolences to the late engine of Eric Seto's 7 series. The other 2 vehicles suffered from check engine lights that fortunately reset themselves. The first major set back was the dreaded seal coating on the Duffey Lake road. I swear, I drove this road 3 weeks prior to this event to make sure it was a BMW friendly road. It is too bad they decided to seal coat it the week of our event. At first we thought the sign that said 80km of seal coat must be a mistake. Surely they only mean 8km. After all who would tear up a complete route all at once? We found out! It was the 40 degree weather and 10km/h pilot car leading us up the steep hills from Mt. Currie that took its toll. It's interesting how they slow you down where you need the air flow through your radiator then speed you up once you are on the gravel. Next was the minor delay North of Merritt. Mental Note - Don't pass a tow truck if it is pulling a broken down police vehicle. Need I say more. The rest of the trip was smooth sailing and was a great time for all. Perhaps next year we could try this again without the gravel.

PEMBERTON SHOW & SHINE - I enjoyed the drive and the camping. I was also impressed by the 22 BMWs that showed. In total our club had 23 entries. It was a shame we didn't get more recognition for our efforts but a good time was had and some neat prizes and door prizes were taken home by some club members. After the show I spoke with one of the event organizers and he apologized

for the way the largest club showing award was handed out. Apparently we were the strongest showing this year but the powers that be didn't want some of the clubs that are regulars to be upstaged.

CONCOURS D' ELEGANCE - Wow!!! What a great turn out. For our first show of this type it went absolutely wonderful. Behind the scenes you will have noticed a number of the event organizers working like crazy through the event to keep things on track. My hats off to them. We have a few minor changes to next years event that will make it even better. I was a little disappointed in the turn out of Vintage BMW's and this is one thing we will look at for next year. We have a lot of vintage BMWs in the club. I know of 1 or 2 that would have taken prizes if they had shown. I won't elaborate much more on this event as there are other articles on it to follow.

LEAVENWORTH OCTOBERFEST - This is an event held annually by the Vancouver Island BMW Club. This year we only saw 4 members from Vancouver Island and 4 of our own members on this trip. The light turn out was due to a couple of reasons, the main one being the bad exchange rate to the US dollar and the other was the last minute rush for accommodation arrangements. Leavenworth is a difficult place to get a hotel room unless you book ahead. It was too bad for a few of our members that the town had no vacancy 3 days before the event. Next year I will try to emphasize a little harder the importance of pre arranging accommodation. Even with hotel rooms full up we did have a couple of people still make the trip. Dean Schindell stopped by for dinner before continuing back to Vancouver (See his story in this issue) and we had the pleasure of meeting Jon & Genevieve Cash who were camped at the local KOA. Jon & Genevieve are from Tri-Cities WA who had purchased a really nice '73 2002tii a few months back and were looking for other BMW owners. They found us on the Internet and decided to take a chance and drive to Leavenworth to meet us. Well, they did and we were delighted to invite them to our dinner party. Dinner was great, a true Bavarian style feast. On the Sunday we took some pictures

and headed north. The drive was uneventful except for a section where some nut in an old Datsun B210 took offense to being part of a BMW convoy. After seeing him attempt to run a 320i off the road, I didn't give him the chance to get near my Bavaria. Eventually he pulled off and left us alone. We stopped in the western style village of Winthrop for lunch then continued to the Canadian border where we said our good-byes. We might consider organizing next years tour. One of the proposed attractions this year was a stop at Boeing for a private tour. It fell through this time around but could be arranged for the future if we have an attendance commitment from our members for the minimum number required for a private group tour. (I'm dreaming here, but imagine a picture of 30 BMW's parked under the wings of a 747.)

THANKS - I would like to thank some of the members who have helped out with some of

the organizing of our events. Paul & Louise Fort have done a considerable amount for this Club. They have provided road side assistance, tents, flowers, concessions and much more. Monica Demsky has been busy organizing the Okanagan wine tour and helped out at our Concours d' Elegance. Thomas Fink deserves credit for all the great pictures he has taken and posted on the Internet. Dean Schindell has offered much advice and research to the club. Jay Paterson has been a volunteer at all the events he has attended. Our corporate members Wray Nixon & Scott Walker deserve thanks for braving the heat as judges at the Concours d' Elegance. Last but not least the Club Executive Members: Rolf Drommer, Craig Evans, Patrick Lum, Don Beddows, Ian Wynne and humbly myself.

In closing I would like to remember some of the enthusiastic people that I met this summer that stand out for no particular

reason in my mind. There was Shelly, the school teacher who impressed me by remembering everyone's name. Eric, the Hawaii guy who almost had us believing he drove that 6 series from Maui just for our events. Rico, Alex, Dennis & Kujo who are regular faces at almost every event so far. Many other members come to mind as well but unfortunately I can't give mention to you all. One thing is for certain though, I look forward to seeing you all at future events. The summer may be almost over but we still have plenty of activities in store for your pleasure. Until the next event, keep your tire tread facing down and the Bimmer tuned up,

Dave Beddows

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Summer Events Recap

Duffey Lake/Princeton Road Trip

we had to follow pilot cars, and dodge the gravel, and live with the heat (about 32° C). It's little wonder we lost one car, and it's just a great thing we had the lead and tail cars in radio communication.

After making it to the rest stop, we skipped the stop at Lilloett and motored on to Lytton. We were already running late, and it was getting hotter. 37°C in parts. So the next section saw us make the run to Spences Bridge and on to Merritt, for a short stop and then down to Princeton for motel check in, about 2-1/2 hours late. Nevertheless, we all had a pleasant dinner at the Apple Tree Restaurant & enjoyed the rest of the evening. What a day. Sunday morning saw various BMW owners tracking down the only coin car wash in Princeton. Funny the way we are about keeping our cars clean. It was the



I think we all figured they only meant 8.0 km and they just forgot the decimal.

July 18 & 19, 1998

Event Coordinator - Dave Beddows

It was going to be a challenge. This road trip offered countless curves to make your BMW feel like the car it was meant to be. The scenery alone was worth doing the trip. The point of this route was to travel probably the most twisty and challenging roads that Southern B.C. has to offer.

The Route: From Vancouver to Vancouver, via Whistler, Pemberton, Lilloett, Lytton, Spences Bridge, Merritt, Princeton, Manning Park and Hope. Wow.

Day 1 - 488 Km

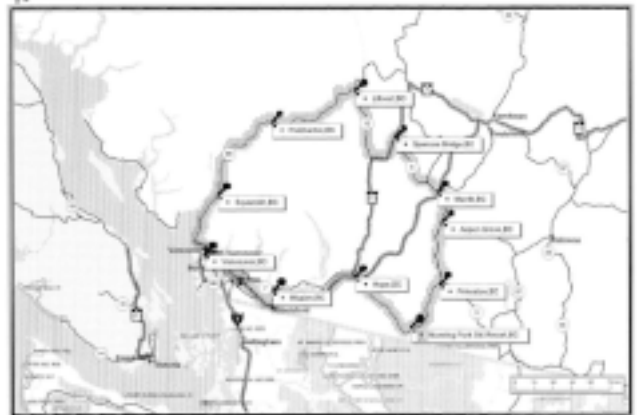
Day 2 - 213 Km

Event - 701 Km

I won't even try to calculate how many corners on the trip.

So with nice weather in the forecast, we met at Horseshoe Bay, in the parking along the waters edge, for briefing and departure for Pemberton. We got our first hint of what this trip would be like when we made an unscheduled stop in Squamish due to some check engine lights that acted up. Soon we were off to Pemberton for lunch and the next leg of the trip. There was the promise of a great 80 km stretch to a rest area for impressive view and photo opportunity of BMW's

See the picture opposite Unfortunately, just a few kilometers into the stretch we were greeted by the sign you see above. Oh what fun. A great windy twisty uphill section of road, and



This hill would have been fun without the pilot car in front of us at 10 km/h



There are benefits to having a convertible. The planned trip, two days of fun roads.

Duffey Lake Road Tour Reflections

Maybe a bunch of pilots didn't know this, but Dave and Paul had long range radios that they used to keep track of the group. Dave headed up the group and Paul remained in the back, attempting to keep all cars between them. This was very helpful when the Eric's 1978 733i blew a head gasket. Paul was able to keep Dave informed. Noting how useful the radios were, a few members have purchased CB radios as a low cost alternative to keep the information flowing. If you have a CB radio, please bring it with you to all driving events.

"The Highway 8 leg of the run (Spences Bridge to Merritt) was a heck of a run. It showed me just how much the car loves twisty mountain roads. Even the occasional bumps didn't really upset the chassis. I don't know which is better: a) driving a BMW on twisty roads, or b) living only a few hours from some really great twisty roads. Or maybe c) both are required for the Ultimate Drive."



The first major stop after the seal coat sections. A welcome break with a great view. After this it was down the twisties into Lilloett.



Much welcomed rest stop at Lyton.

dark colored cars that all found their way to the dust removal station. Shortly after a quick coffee and some snacks we were all on our way to Manning Park. There we had a nice brunch at the Manning Park Lodge, and then took the 14 km side trip up to Cascade Lookout, at an elevation of 1800 meters it offers a great view over the park.

Then we were on our way home, with a short stop at the Hope Slide before the group split up to go home their separate ways.

It was a fun trip, and I'm sure there are many who will do it again, and with luck, next year we will miss the seal coat season.



Cascade Lookout in Manning Park. Kind of made us feel like we were on top of the world. At 1800 metres elevation we kind of were.

Photos courtesy of Thomas Fink, Patrick Lum, and Rolf Drommer



The cars lined up at our last group stop at the Hope Slide.

Seattle Concours Visit

Being a new club, we weren't quite sure what to do regarding a Concours style event. We had plans to have our own Concours. Initially we called it a show and shine so members wouldn't get confused about the Concours label. Funny how that works.

The BMW ACA Puget Sound Chapter (yup that's what the Seattle Club is called) have been hosting a Concours for quite a few years now.

Well, in the spirit of research, and because it involved a drive, and a fun day



Can you believe it this fully restored immaculate 1938 328 has been owned by the same person since 1949. (She looked as classy as the car.)

with our bimmers, we quickly organized to drive down to Seattle and participate in their Concours, and check it out for ideas for our event.

So on the morning of July 25th, we had 9 members in 5 cars show up at the Campbell River Store to assemble for our trip down. We left with a bit of overcast and light fog, but by the time we rolled into Seattle at 9:30 am it was beautiful weather.

There were already about 30 to 40 cars on the field, and we were among a reasonable sized line up to get on the field. It was kind of fun to have 5 Canadian bimmers in the line up waiting to get on the field. Things went fairly smoothly, and we were all parked and ready by 10 am.

We spent the next three or so hours viewing the 65 or so cars and 10 or so bikes that were parked in groups by class on the field. There was even a boat from the 60's with a BMW engine in it. Neat stuff.



A view of the entries as seen from the 3 series side. Dean's 328is and Rolf's 318iC, are visible in the foreground.

We kind of created an informal Canadian setting behind Dave and Craig's cars. Lawn chairs, umbrellas, German beer drinking music courtesy of the CD in Dave Beddow's Bavaria.

Since we were all in the display class, we packed up and headed for lunch at a local restaurant as soon as the judging was complete.

The dash plaques, the fun of the drive, and the company of club members made it a fun day. I know I made a mental note that if I go next year, I may consider entering the judged category, but to take along plenty of Q-Tips to finish the detailing once the car is on the field.

Photos courtesy of Rolf Drommer

Events Recap by Craig Evans - Events Coordinator

Well, this is the first article from the events coordinator and I must say I have never seen so many enthusiastic bimmer owners in one place (in BC) as in this club! Our events have all been very successful right from the very first inaugural Harrison Fun Run, even when it poured rain enthusiasts came with their cars.

Since then our membership has more than doubled and the interest in the club has prevailed. Since the last newsletter we had only completed a couple of events so there are many more pictures from each shown in this edition of Ausblick. Our flagship event this year was the Concours d' Elegance held at Aldergrove Lake Regional Park. It was an unbelievable day for the event. I think the mean temp for the day was 28 - 30 degrees C. This is what we needed and it went over very well. We haven't received any complaints (yet!) from anyone regarding the venue or how the event was organized but there were some questions from a few members regarding judges and the judging of cars for the trophies. Judging is a very specialized field and is an art form in itself and finding good judges is very difficult, so if anyone has ANY comments or suggestions for next years event, we want to hear from

you. (Contact us and we'll put you on the Concours Review and Planning Committee.)

This year we had a total of 37 BMW's on the field for the event, with 27 cars actually entered in the judging. Our strongest showing was with the 3 series sedans and convertibles and the weakest was in the vintage class. All other classes had strong showings such as 6 series coupes and 5 & 7 series wagons and sedans. For those of you who own vintage (1977 and earlier) BMW's we really encourage you to come out to these events regardless of the condition of your car. We all like BMW's and want to be social around cars, that's the whole idea of the club!

As all of you know already, this is the first year of the club's existence and the executive wishes to thank all those who have attended events and put up with varying levels of organization and the odd blunder or oversight in planning! Sometimes no matter how hard you plan, things happen that are beyond the club's control to a certain degree. We also wish to especially thank all those who volunteered their valuable time to help organize events and show some leadership. Jay Paterson, Dean Schindel, Monica Demsky, Paul and Louise

Fort; you all deserve an appreciation award for helping out and having a great attitude towards the club. (So be sure to come to the lunch and AGM in November.) We need club members like you! Wray Nixon of Nixon Automotive and Scott Walker of No. 1 collision also deserve credit for their enthusiasm when asked to judge the cars at the Concours.

We are now on our way into a busy line up of fall and winter events which include the Okanagan winery tour to see wineries in action ... and maybe a few club members too if we're lucky, a day drive in the lower mainland, a couple of technical sessions on preparing your car for winter from two of our corporate members, and a general meeting and AGM, so enjoy and so long until the next Ausblick.

Pemberton Show and Shine

One member's viewpoint by Rolf Drommer

It always amazes me how many members you can get to turn out to an event.

The morning of August 15th was no exception. There it was 7:20 am, and Eric and I were in Troll's at Horseshoe Bay having breakfast when the first club member drove through the lot. Not seeing any BMW's yet, Thomas continued on. Soon after more cars started rolling in, and Eric went out and hung our newly acquired club banner on the back of the white Jeep Cherokee we were driving that day. (That's another story altogether. Today we were along for the event, and played support vehicle.)

When the 8 am departure time rolled around, we had 16 bimmers lined up and



At least we thought our members added a little class to the event.

ready to head to Pemberton.

We had been told that this is a major event hosted by the Pemberton Lions Club. It was their 6th annual show and shine, and promised to be quite an event, since we as a club had been invited to show off our beautiful bimmers at this event.

It was an impressive drive up. A beautiful day, and a great collection of BMW's with a Jeep tagging along at the rear.

By the time we arrived in Pemberton we were a total of 19 cars, and as we got set up to show or group the group that went up Friday evening showed up, making it a total of 23 paid entries representing our club. (21 cars, a trailer, and a Jeep.)

Thanks to the efforts of Paul and Louise Fort, and Dave Beddows, we had two display tents and Dave's custom European trailer as retreat areas.

Our little BMW area became like a club paddock at an event. It did look a little strange though. There were all these 'merican cars on the other side of the field, a row of four x four trucks, and then our BMW contingent. Quite a contrast.

By the time judging rolled around, the organizers announced over the PA that with 93 cars this was their best attendance



ever. So our 23 vehicles accounted for a quarter of the entries.

I must say they sure had enough judging categories. Best GM, best Ford, best BOP (Buick-Olds-Pontiac), best four x four, best import, best club attendance, best hard luck story on getting to the event... well you get the picture.

We didn't go away empty handed for our efforts. All club members that entered managed to snag one of the dash plaques (first 60 entries), and several of us even got prizes for our cars. They did give out lots of prizes, but a case of generic 10W30 given to a BMW owner isn't quite the same as a case of Mobil 1 Synthetic. (As an aside, next time you see Patrick Lum ask him what he did with the six pack of chain saw oil he won.)

To sum up, we had a great time, got some good experience at showing our cars, and of course enjoyed the drive up and back. In some ways it was no surprise to the members of our group that we didn't win the best club showing trophy. After all we were the new guys in town with 23 vehicles, and the 6 member Olds club had been showing up at this event for several years.

Rolf Drommer (Oh yes, the reason we were there in the Jeep is that my BMW was in the shop at No 1 Collision thanks to the efforts of a drunk driver who had backed into my front end. Ouch!)

Photos courtesy of Thomas Fink

Concours d' Elegance



BMW Car Club of British Columbia

Participant
Inaugural
Concours d' Elegance
August 30th 1998
Aldergrove Lake Regional Park



Those beautiful 6 series coupes were there.

We set our goals high for our first ever event of this type, and it paid off. Instead of you usual show and shine, we were able to set the mood that better expressed our cars and how we feel about them.

Formula for success: a nice park setting, a great day with nice sunny warm weather, good organization, and lots of great cars.

We got to the site early ready to set up and get started with registration at 10 am, and for the most part things went without a hitch until I realized I had forgotten my computer in the rush of packing to get out the door for the event. That caused a bit of a flurry as I tried to quickly explain what I had done with the registration packets and flew off to get the computer, in hopes of being back before too much of the registration had happened.

Once back with the computer, things were rolling along reasonably well. Most entrants had received their entry kits, and the cars were being parked in classes, and being prepared for the judging. It was for the judging part the computer would be needed to tally the scores, so all was not lost.

Thanks to a dedicated group of members, we had a concessions stand, and a very classy looking judges stand with all the awards on display.



A view of some of the fine 5 series entries.



The judging canopy set up by Paul and Louise Fort.



Mark and Shelly with their 5 series Touring.



BMW Canada had Auto West bring a really nice 328 in full Alpina gear. Very nice.



Eugene's '88 M3, won Peoples Choice and Second Place in 3 Series.



The oldest BMW at our event, the 1959 600 of Dave Beddows.

After over an hours worth of hard work judging all the entries, it only took a few minutes from posting the last entry to get the results out of the computer, and soon we were handing out well deserved awards to the 5 classes we had set up this year. We



We had a good showing of Cabrios and it was a perfect day to have the top down.



The popular concessions canopy. Thanks to Paul, Louise, Jay, Molly, Jayson, Eric and others for helping.



Rico and his Alpinweiß 1990 E30 M3



So was he testing beer steins or entering judging results.

would also like to thank Auto Folks of Langley for the special trophy they presented us. It was awarded for cleanest engine compartment.



Special thanks to BMW Canada for the additional prizes and the display car they brought to the event. Also many thanks to Wray Nixon of Nixon Automotive, and Scott Walker of No. 1 Collision for offering their talents and helping with the judging.

I'm sure we'll see a bigger better turn out next year. We have plans for more trophies based on preregistration for the categories. Start preparing now.

I know Rob Dellamalva of Auto Perfection was a happy camper since three of the winning cars had been to his shop for detailing prior to the event.



Pictured above - Front row left to right Dave Beddows, Craig Evans, Erik Nygren, Raymond Mah. Back rows left to right - Rolf Drommer, Derek Penrice, Paul Fort, Dean Schindell, Peter Dailly, Jay Paterson, Eugene Fung, Christopher Fuchihara, Randy O'Grady, Shannon Scott.

Vintage

- 1st Place Craig Evans
- 2nd Place Dave Beddows
- 3rd Place Dave Beddows

3 Series

- 1st Place Raymond Mah
- 2nd Place Eugene Fung
- 3rd Place Dean Schindell
- 4th Place Scott Walker
- 5th Place Dennis Chung
- 6th Place Daniel Tessier
- 7th Place Winston Lum

5 - 7 Series Sedans

- 1st Place Derek Penrice
- 2nd Place Peter Dailly
- 3rd Place Christopher Fuchihara
- 4th Place David Wong
- 5th Place Lawrence Myers

- 1975 3.0si Fjord
- 1972 Bavaria Polaris
- 1959 600 White
- 1992 318is Burgundy
- 1988 M3 Lachsiber-metallic
- 1996 328is artkissilber-metallic
- 1997 328is Black
- 1995 318 Black
- 1981 320i Red
- 1988 325iX Black

6 - 8 Series Coupes

- 1st Place Paul Fort
- 2nd Place Jay Paterson
- 3rd Place William Brunjes
- 3rd Place Erik Nygren
- Cabrio / Roadster
- 1st Place Rolf Drommer
- 2nd Place Randy O'Grady
- 3rd Place Shannon Scott
- 4th Place Alexander Huang
- 5th Place Monica Demsky

- 1987 635csi Royalblau
- 1988 M6 Royal Blue
- 1980 633csi White
- 1986 635csi Red
- 1992 318iC kaschmirbeige
- 1990 325iC Red
- 1992 325iC Red
- 1988 325iC Black
- 1988 325iC Red

Photos courtesy of Thomas Fink, Larry Meyers, and Rolf Drommer



Leavenworth Tour

Bavarian Cars visit a Bavarian Town



Partial Line up of the cars that went on the trip.

Last year, before there was a BMW Car Club of BC, the Vancouver Island BMW Club took a trip to Leavenworth Washington. Quite appropriate for a BMW car club since Leavenworth bills itself as the Bavarian Village of Washington. It is a scenic place located in the North Cascades.

This year the Vancouver Island Club did the trip again, and members of our club were invited and welcome to attend. As it turned out our club only accounted for four cars on this trip, and to top it off two of those ended up doing double duty by participating in the Puget Sound Clubs trip to Mount St. Helens. Read Deans account of his trip in the accompanying side-bar.

Judging by the smiles on the faces, and the pictures of the cars at the event, fun

was had by all. I'm sure the Bavarian style and moods of Leavenworth helped both the cars and the owners feel at home. The members who went this year are

planning on going again, and would highly recommend this event to others. So plan ahead, next years event will be lots of fun.

Photos courtesy of Thomas Fink



George Gray and his beautiful '73 3.0cs coupe



Dave and Paul with Dave's Alpina customized Bavaria



Thomas and his 318i. Ask him about crossing the border.

Think Ahead: On the way from Mt. St. Helens to Leavenworth, Dave and I went through some very scenic secondary highways. We also went by some very out of the way and very expensive gas stations. Dave was getting low on gas, so we stopped in at a road side gas station 20 miles East of Nowhere. Gas was US\$1.79. Just 50 more miles down the road gas was \$1.31. When we go on road trips, we will have to plan our gas stops ahead of time.

All in a Day

Oh, man, what's that noise? Oh, geez, its the alarm. What time is it, anyway? It's 4:30 am.

With several deep breaths, I roll out of bed. After a shower and breakfast, I pack a few last minute things and get into the car. I leave for Mt. St. Helens at 5:30 - and it's still dark.

The BMW ACA club (Seattle Chapter) organized a day trip to Mt. St. Helens, via some Highway 99-ish roads. Really nice tour. I met Dave Beddows and his brother Paul in Seattle for breakfast at 8:00.

(Interesting aside: the breakfast special of the day was a T-Bone steak and 2 eggs - don't Americans know that eggs have lots of cholesterol?) The tour left Seattle at 9:00.

The roads leading to the bottom of the mountain are quite picturesque. They're narrow and twisty, lined with a thick forest. The leaves have just started turning yellow and red - perhaps the effects of El Nino.

The road up the mountain is quite amazing. Very narrow, very twisty, straight up on the left side, straight down on the

right. The roads are so narrow, in fact, that there's no room for barriers on outside corners nor is there room for a second solid yellow line. At one point, there is a gully that the mountain curves around. Since the road follows the mountain, the road also goes around this gully and I could see the first of the 35 cars way up in front, and the last of the cars way behind, all going around the bend.

The view was incredible. Or so I'm told. After a breathtaking walk up about 500 feet to the view point (the air is quite thin at 5800 feet), I'm standing in the middle of a cloud. The first day of rain in 2 months had to be today, didn't it?

Dave mentioned that he was going to be leaving Mt. St. Helens at about 1:00 to meet up with the BMW CC BC and the Vancouver Island clubs on the Levenworth tour. He asked if I would like to go along and join the group for dinner at a Bavarian Restaurant. I agreed, and off we went.

We arrived in Levenworth at about 6:00. Since it was getting late and I didn't have a reservation, I tried to get a room at one of the hotels the clubs were staying at. Not a good idea in such a tourist oriented town.

So after dinner I hopped in the trusty Bimmer and headed for home. I arrived safe and sound at 1:30 am. 20 hours and 1225 km in the car - not bad for a day of driving.

I seem to be getting a bit of a reputation for being a long distance runner, especially late at night. What enticed me to go all the way home, and not crash on the floor in Dave's hotel room, is the same thing that drew me to where I wrote this article. I'm in Whistler, and it's midnight. The air is so crisp, so fresh. Traffic was sparse on the way up, and nonexistent on the way down. Isn't this what it's all about? The windows down, the stereo up, the engine singing, the Ultimate Drive Home.

Dean

As you can tell Dean doesn't need much of an excuse to hop in his bimmer and go for a drive. He has been on every driving event since the club started.

F440 Kart Day



The starting grid for one of the races.

All the times I was having fun driving the BMW got to my son eventually. Actually only about a month after I got the car last year. There we were on the way home from a fun day of driving, and Eric said to me 'too bad you get all the fun of driving'. Well that did it, and soon we were looking for a way for him to drive.

We ended up trying several go kart tracks until we finally found the F440 track in Tswassen. Eric was hooked on go kart driving.

The next step was kind of interesting and seemed to make a lot of sense. If he was having so much fun, why not invite a bunch of car nuts to have the same fun. Well the result was our first club day at the F440 track, and the rest is history.

So on the morning of September 26th 14 BMW fans showed up at the F440 track to have some fun. The event was set up so

there were three driving sessions for each driver; a five minute warm up to get used to the track, and two ten minute races. People soon found out that the karts were a lot of fun to drive, but completely different from the BMWs they are used to driving. Driving skills came into play, but unfortunately we also quickly found out that not all karts were created equal. Despite that a lot of fun was had by all. Rico Lee showed his driving skills in the first race as he came from behind and pushed for first place. The second races were also quite good, but the differences in the karts became noticeable as the winning positions changed around. Thanks to all who participated to make this event a success. I'm sure we'll do this again. At least until we get our driver schools in place and get to go to a track like Mission with our BMWs. See you at the next event.



The usual line up of fine cars in the parking lot.

Photos courtesy of Thomas Fink



Overview of the track with one of the races in progress.

Executive Meeting Update *by Dave Beddows*

On Sept 8th, 1998 four of the Executive officers and four regular members of the club who have been active in helping at events got together in White Rock for an Executive Meeting. The following paragraphs are a brief summary of what was discussed over the 2 1/2 hour meeting.

Registering under the Provincial Societies Act is a process that this club has been working on since the summer. We have prepared pretty much all that is required. We do, however, still have to create the correct forms and have each Executive Officer sign them. This will hopefully be accomplished sometime in mid October. We will then have to wait for a reply for our request for Non-Profit Organization status.

The Leavenworth Tour being hosted by the Vancouver Island BMW Club was discussed. Some of our members will attend this event and report back on the possibility of organizing this event next year.

Kart Day at the F440 track in Tsawwassen is coming up Sept 26th, 1998. Eric Drommer spoke on this track as he has had much experience driving it. He will be offering information on site to those that need it.

Okanagan Winery Tour '98 is coming up on Oct 10th & 11th. We will bee-line to Kelowna over the Coquihalla Hwy. on the Saturday morning to begin 2 wine events that afternoon. Hotel reservations will be at the Stay & Save Hotel. If time permits the club may make a showing at the local BMW dealer to do some PR work towards getting some interior interest in the Club. On the Sunday we are scheduled for a 3:00pm winery tour in Oliver. We will offer 2 routes to the members for the trip to Oliver. The first is a longer trip via Rock

Creek & Osoyoos. The second is a shorter drive via Penticton for those who want to take in some of the noon festivities in Kelowna. We will return to Vancouver over the Hope Princeton Hwy.

The location for the next General Meeting was discussed. It will be held at Pinetree Secondary in Coquitlam on Wednesday Oct 21/98 at 7:00pm.

We arranged to schedule some tech sessions. Wray Nixon of Nixon Auto will team up with Tony Morris of Circuit Tire to do a presentation at Nixon Auto (6935 Buller Ave., Burnaby) on Nov 25th, 1998 starting at 6:30pm. This presentation will focus on preparing your brakes, suspension & tires for the challenge of winter driving. Rob Dellamalva of Auto Perfection By Design (#23 15531 24th Ave., Surrey) will be doing a Tech Session at 7:30pm on Nov 10th, 1998 on preparing your car for winter use or hibernation. A tech session at MB Euromotors Inc. for Jan 21st, 1999 has been proposed but not confirmed.

In addition we will hold our AGM (Annual General Meeting) with elections etc. on November 29th, and this will be a combined lunch event and AGM. No events have been planned for December, so you can take time to Christmas shop and be with family and friends.

The idea of setting up a phone tree for our members without e-mail was discussed. This could be very handy when events are planned between newsletters. In these cases it would then be possible for all members to be alerted to such events. The task of creating a tree will be given to a volunteer member along with help from the membership director.

It was decided to appoint a committee to

review the Concours d' Elegance. This committee will be made up of volunteers and will be appointed within the next few months. The purpose of this committee will be to review this years event and come up with ways to make future events even more successful. This committee will also be responsible for organizing next years event.

BMW of Canada has a new Regional officer in BC who is responsible, among other things, for working with the local BMW Club. We are going to arrange to have a meeting with her to better our understandings with BMW. A group of 3 representatives to attend this meeting were decided upon.

A proposed budget for the club was talked about. It has been decided to wait until the club Treasurer is back from Europe before formalizing a budget based on this years activities.

Window Stickers are still on the table. We would like to go ahead and have them made as soon as possible. It has been decided that we must wait until we know if we have the authorization to use the BMW logo on them. As a result these items have been pushed back until probably November.

Finally, Club Certification through the International Council of BMW Clubs was touched on briefly. See the article on Club Certification for more information on this.

And the best part - after the meeting Thomas Fink showed us the events video he has been editing. Great stuff.

Club Certification by Dave Beddows

or the reason for the grayed out BMW logo

Before we can include the BMW emblem or logo (also known as "the Roundel") in our stationary, window stickers etc. we have to get certification from the International Council of BMW Clubs. The International Council is the governing body for BMW Clubs world wide.

Unfortunately, in the past the Council together with BMW set up a structure where there is one governing club per country. In Canada there is already a recognized club in Ontario which has established itself as the BMW Club of Canada. They have been around for about 25 years and have about 500 members Canada wide. They currently do not have a presence in British Columbia.

We have applied for, and are lobbying for separate certification. We are avoiding becoming a chapter of the Canadian club for a number of valid reasons. The main one is that they would demand an annual fee of \$55.00 plus GST from our members. We don't feel that they can offer the same return to our members as a locally managed club can.

The direction your Executive is taking is to keep the club money in BC for our members rather than raise the dues and help subsidize a club based out of Ontario. If it means an uphill climb to get official club certification; we are prepared to climb that hill for you.

Sept 30 to Oct 3, the International Council will be meeting at a convention hosted by the BMW Club of Canada. One of the items on their table will be a program to recognize clubs such as ours through an associate status. Our club sent off information packages to International Council members Mark Luckman in

Boston, and Barbara Prockl in Munich so that they would have a better understanding of our club. If our request for recognition, and the new regulations for associate club of the Council are passed, we will be in a position to begin using the BMW trademark in our club name and activities. So far our in establishing our club we have followed all the guidelines for clubs as set out by the International Council.

We are waiting on the outcome of this meeting and are hoping that a decision is reached that will be in our favour. Rolf Drommer and myself are keeping in touch with some of the people who will have impact at this meeting regarding this issue. If a program for recognizing clubs such as ours is not implemented then we will report on it at our general meeting Oct 21. It will be at that time we will be asking for direction for you as a member to help us decide what we as a club should do next.

As we created this club, we took great pains to conform to the guidelines for clubs set out by the International Council and Club Europa, this includes the format of our emblem, and our working and proposed bylaws that conform to those used by other recognized BMW Clubs. We as a club are doing everything possible to meet the criteria to conform with the BMW Club image. I would be very disappointed if we were denied acceptance by the International Council.

I ask all the members to be patient for those window stickers and club tee shirts etc. With any luck we may soon have the authority to make them.

See you at the next Event,
Dave Beddows (BMW CCBC President)

Corporate Member / Club Sponsors

Members make the club. No doubt about that. Those that are active help set events and formulate the direction of our club.

We have a special class of member you should also know about. These are the corporate members.

These members pay a premium membership fee that helps us fund our club activities and the newsletter. In return and in addition these members also often offer special services and pricing for our members. What a deal.

There is no doubt that in our club, without the support of the corporate members we would have a tough time making ends meet. So we encourage you to check out the corporate member sponsor ads on page 19 and when you need a service any of these members offer, consider calling them.

As time and newsletter space permits we plan on doing short profiles on all our corporate members so you have a better understanding of what they do.

In this our second issue of the newsletter we have already jumped from two corporate members to ten. Wow.

We had plans of running two short profiles in this issue but the amount of event coverage material kind of pushed these onto the back burner.

Nevertheless, I'd like to welcome all the new corporate members that signed up with us since the last newsletter. Thanks to their participation and support, we have enough funds to see us through several more issues of the newsletter until membership renewal fees start rolling in.

Be sure to check out the services these members offer, and get a chance to meet them as they participate and help make our events successful.

Check out the corporate member ads on page 19 and elsewhere in this issue.

Financial Report A brief interim summary

Financial Times by Dave Beddows

This is a report that would normally be done by our Club Treasurer Don Beddows. Don, however, has been spending the last few months vacationing and is currently, no doubt, creating all kinds of havoc in Europe. This is why you haven't seen the Agave twins (His '73 Bavaria & '70 2002) at any of the recent events.

As Club President and the Treasurer's son I have been left with the task of keeping the Club books up to date. This is the first financial report to be presented to the Club and should give the members a good idea how we have been managing the Club funds.

Membership Income:
\$1245.00 Regular Membership
\$900.00 Corporate Membership

First Newsletter Costs:
\$160.05 Printing
\$73.37 Mailing
\$233.42 Total cost for 1st newsletter

Concours Costs:
\$150.00 Insurance
\$171.20 Park Rental
\$128.57 Concessions
\$642.51 Trophies, Misc. prizes,
Custom signs, & other printing costs
\$1092.28 Total cost

Concours Revenue:
\$770.00 Entry fees, Door prize ticket
sales & Concession sales

\$322.28 Net cost for Concours Event

Other Event Costs:
\$114.00 Two-way radio rental for
Duffey Lake Run

\$250.80 Club Banner

Misc. Costs:
\$48.15 Stamps
\$51.36 Photocopies for flyers, mail
outs, etc.
\$14.26 Envelopes
\$47.53 Cheques
\$10.00 Bank service charges
\$171.30 Total Misc.

Well there you have it! All our expenditures since we formed in April. Our current account balance sits at \$1053.20.

Looking at the newsletter costs; one has to realize that our first mailing was a lighter newsletter and went out to fewer members than we currently have. It will be expected that our newsletter costs will slowly grow each time.

The radio rental for the Duffey Lake run was a safety issue and sure paid off. If it wasn't for the radios a couple of vehicles that suffered difficulty would have been left behind and possibly stranded. Lately some club members including myself have purchased our own CB Radios. They don't have the range of the radios we rented, but if used properly can do the job. Radio rental probably won't be a future expense.

As for the Concours event; our net cost was almost \$600.00. Included in that cost are some rather expensive recyclable items that can be used at next years Concours and other events. The cost on these items was close to \$300.00. Assuming similar arrangements for next year and an equal or better turn out of participants; I expect next year's net cost for this event to drop to around \$300.00.

If it weren't for our Corporate member

support, we'd only have \$153.20 in the bank, and would be trying to figure out how to produce the next three issues of the newsletter we owe you. We thank them for believing in this club as we do. We have had some really great events and have been able to offer the members what I think is a first class Club. Without our Corporate Members we could not have done what we have this year and still expect to operate. I strongly urge you to seek out these Corporate Members when you are in need of services that they offer. Your patronage will help guarantee their corporate membership renewal next year. A list of our Corporate Members can be found on our web page and in the newsletter.

In closing I would like to bring to your attention our production costs. These are costs such as newsletter printing, flyers, mail outs, & Concours forms etc. We have been very fortunate to find Minuteman Press at 5021 Kingsway, Burnaby. Randy, who runs the place, is a BMW owner, enthusiast and Club member. He has done a lot to help in keeping our printing costs down. He is another example of the wonderful people who help make this a great club. Thanks Randy.



Our club members taking a break at the Seattle Concours.

This issue of **Ausblick** was printed by:
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Adventures of a Do-It-Yourselfer

by Aaron Bohnen <bohnen@civil.ubc.ca>

Part 1 - Beginnings and Liveability Upgrades

Over the next few issues I'll cover the ups and downs and ins and outs of a self-confessed BMW nut and Do-It-Yourselfer - namely me. This column will chronicle my ongoing project to get my 1984 533i "just right", enjoying doing it myself and hopefully not going too far broke in the process.

My BMW Beginnings

How did all of this start? I was shopping for a car. I'd owned Hondas and Toyotas exclusively up until then - a couple of Accords, an early Civic, a Toyota Landcruiser 4x4 wagon, a 4Runner, a Corolla SR-5 RWD, etc. etc. I had come to the point where I really wanted something substantial yet enjoyable to drive, safe, classy - a step in another direction I guess. Having a nice LandCruiser for use whenever necessary I didn't need a 4x4, so after some research I decided on an E28 middle '80's BMW 5-series. I looked at about eight of them before buying. The 533i I wound up purchasing was a great deal on a very well-maintained and cared-for car. What a car! A BMW E28 5-series is a great machine. Admittedly, so are most of these Bimmers of ours - it just happens that it's the E28 I fell in love with. This car, like all used cars had its' quirks. There were a few things that needed attention right away, some of which I postponed, and some of which I attended to.

Early Gotchas

I guess I learned some of the lessons most every buyer of an older used BMW learns. For example, I learned that TRX tires are a PAIN to have to buy, and that the set of E36 wheels I felt so smart buying wouldn't fit my car (wrong offset check this carefully before purchasing wheels). Fuel hoses should be replaced at least every ten years (they get brittle), or that cold start injectors often leak and require a somewhat diligent eye to their maintenance. I foolishly let just any regular tire shop change over to my winter tires and they crushed my catalytic converter... and I learned to file a claim against their insurance to cover the \$2600

replacement! Of course I got fire, theft and glass coverage from ICBC. Every used car seems to benefit from a new windshield and mine was no exception.

BMWCCA Membership

After the main first few functional things were out of the way I started to turn my attention to the little upgrades that make a car more comfortable, a little easier to live with, perhaps just more personal. One thing I noticed was that the little parts and pieces I was buying here and there were quite pricey. A membership with the BMW Car Club of America (1-617-492-2500) gets you a 15% discount at any BMW authorized dealer as well as the great Roundel magazine and many other benefits. As far as I'm concerned a BMW CCA membership is a must-have for any BMW enthusiast.

Liveability Upgrades

I figured mud flaps would be a good idea for the car, it being winter and all. I've made up several very good pairs of mud flaps myself for various other vehicles in the past. Aluminum frames, pull-off flaps, etc. - I've gotten right into it. When I looked at the BMW-branded mud flaps for my car I didn't think again about making my own. The BMW flaps are remarkably well made and very well engineered. They have a secure and solid mounting system that just FITS. I bought a full set and put them on the car right away. When Spring rolled around I figured I needed a sun/wind deflector for the sunroof. Again, the BMW part was superior to anything else that I could have purchased for the car. So I bought one of those and installed it immediately. This little upgrade makes driving with the sunroof open much more enjoyable.

Spare keys are painful to get made for BMW's. BMW Canada doesn't even stock key blanks to fit the E28, E30, etc. models. That seemed a tad silly to me, but it turns out that Jack Stearman's just off Cambie on 4th Avenue has the blanks and they guarantee the fit. I got a couple of extras made.

My brake pressure switches were leaking. It turns out that the BMW brake pressure

switches tend to leak (strangely enough, often right through the body of the switch!) and should be replaced if they are doing so. They'll also cause your brake warning lights to flicker off and on if they're getting ready to give up. I replaced both of mine. No more slowly leaking brake fluid and no more flickering brake warning light - much better. While I'm on the topic of brake fluid, remember to flush your brake fluid at least once yearly. It is hygroscopic and attracts and absorbs water, at the expense of becoming more compressible and causing deteriorated brake response and feel. When replacing the fluid, use DOT 4 fluid ONLY - not DOT 3 (too low a boiling point) and not DOT 5 (silicone based - bad for your brake seals). The ATE Super Blue brake fluid can be gotten in blue and red colours - this is very handy when bleeding the system as it allows you to see when the old fluid is fully flushed from the system. The ATE or other high-grade fluid can be gotten from any one of many auto supply places. There are many other good brake fluids also (notably Castrol makes a very good one, as do several other manufacturers), just stay away from the DOT 3 or 5 fluids. In a later column I'll detail the DIY pressure brake bleeding tool I made and use regularly.

Spark plugs are essential and sensitive items to a BMW. Use good plugs. In fact, use GREAT plugs. Your call will love you for it. In my E28 I use Bosch WR9LS Silvers. For an E28 there is nothing like these specific plugs. When I replaced the Platnums that came in the car when I bought it with Silvers it was like the engine breathed a sigh of relief. It idled much smoother and seemed to make more seamless power. The plugs are much less expensive to buy from a supplier such as Lordco than through BMW, even with a club discount.

Many earlier BMW's tend to use the exposed-filament type fuses. In fact you will often see Bimmers driving around with these fuses that are so old that the filaments were actually made of lead. These lead-filament fuses oxidize and are generally past due in many senses. I changed all of mine to the copper filament fuses. Although

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in fairness there is little functional difference I am more confident in them now that they can be visually inspected and easily seen to be making good contact. If you have an E30 or later model you probably don't have to worry about them. Check to be sure. If you still have the lead ones, it is wise to replace them all outright.

BMW factory audio systems generally are OK, but not by any stretch great. If you don't want to completely replace speakers or your head unit, you can still upgrade the sound quality of your existing system quite easily. The key to this upgrade is in the capacitors that are often used as first order crossovers for the tweeters. These are generally inexpensive bipolar electrolytic caps, which sound very poor. This is not a BMW-specific problem - most speakers you see or buy for your home or car audio system have these crummy electrolytic caps in them. For smoother, less grungy and generally much more listenable high frequencies, replace these electrolytic caps with same-value, same-or-higher voltage rated polypropylene, metallized polypropylene or polystyrene caps. There is generally one cap used in series with each tweeter as a simple six db/octave filter. These caps are often found soldered across the terminals of the woofer to which the tweeter is mated. It seems some people think that those are fuses. They're not - they're capacitors and good ones will make a big difference to the quality of the music in your car. You'll be pleasantly surprised how much better the highs of your existing system can be - and at \$2 to \$5 each you're likely to be very happy with the value-for-money aspect of this upgrade. Lee's Electronics on Main Street in Vancouver has a good selection of the Solen polypropylene caps that are very suitable for this application. Speaker City in Vancouver is also a very good supplier of speaker crossover components. I'd recommend taking the existing unit with you when you go to buy replacements, and insist on polypropylene, metallized polypropylene or polystyrene capacitors. So-called generic "film" capacitors such as those of mylar composition need not apply.

Many European BMW models came

equipped with so-called rear fog lamps. Those aren't legal in North America and thus our cars are not wired for them. In some BMW's there are empty sockets in the taillight clusters that would have housed those rear foglights in the European models, but here in North America these sockets house no bulbs, only additional red rear reflectors. This doesn't seem right to me,

Continued on page 20

Upcoming Events

Now that we are into Fall and Winter driving times our events will take on a slightly different nature.

October sees us holding the last of our driving events, followed by the November start with of Tech Sessions at various corporate sponsor locations.

We also have two business meetings scheduled in the next two months, with a general meeting in October, followed by our AGM in November. Be sure to check the schedule on page 18 and mark your calendar and be sure to attend all the events. Here is a quick recap of what is planned.

October 10 and 11, 1998.

Okanagan Wine Festival Tour, Meet at the park and ride 204th and 88th at 7 am Saturday October 10. The trip up is via the Coquihalla so get to Kelowna in time for lunch, and have time for our winery tours. Saturday evening should be a fun night at the wine festival, since it is within walking distance or our hotel. If you wish to attend, and don't already have hotel reservations, you can probably still call the Stay 'N Save in Kelowna and book a room. Also let Monica know at 689-8865 if you are going.

October 21, 7pm General Meeting at Pinetree Secondary in Coquitlam.

This is a business meeting to cover a variety of items including: Nominations for Club Executive Officers, Review of Club Bylaws, Approval of Club Expenditures, Establishing Committees, Nominations for Committee volunteers, Discus-

sion of the printing of membership directory, Participation in car registry, Future Event Planning. Pinetree Secondary is two minutes north of the Coquitlam Centre next to the David Lam Campus of Douglas College. The address is 3000 Pinewood Avenue at Pinetree, and the meeting will be in the Library go in through the back entrance.

October 25, Fall Drive along the north side of the Fraser.

Christopher Fuchihara suggested and will coordinate this event. Weather permitting we will gather at the Westwood Mall parking lot in Coquitlam starting at 9:30am. Meet next to the Red Robin Restaurant.

We will take the Lougheed out to Whonock, and then run north along some fun roads to get to the other side of Mission, and then will continue on to the Fish Spawning Channels and Hatchery on the road to Hemlock, followed by a stop at the Sasquatch Inn. Lets see how many BMWs we can park in front of the Sasquatch. Should be fun for fall colour and a nice drive. If weather is really miserable or pouring rain we will scrub the event.

November 10, 6:30pm Tech Session at Auto Perfection by Design
Corporate Member Rob Dellamalva will host this session dedicated to preparing the exterior of your car for winter.

November 25, 6:30pm Tech Session at Nixon Automotive

This will be a session co hosted by corporate members Wray Nixon of Nixon Automotive and Tony Morris of Circuit Tire. It will be an opportunity to explore various facets of getting your car ready for winter driving. Brakes tires and all those good things we need to know.

November 29, Lunch Meeting followed by Annual General Meeting

It is amazing how many BMW owners are restaurant owners. New member Hormoz Houchmand is one such person. We have arranged to have a pleasant lunch at his

Continued on page 18

Ross Bentley's High Performance Driving Tips - #1

HIGH PERFORMANCE DRIVING

The other day I was asked if the advanced driving instruction I give was "defensive driving". I immediately responded "no", and then tried to explain what "advanced driver training" really is. That's when the old sports saying, "the best defence is a good offence" came to mind.

Why? Well, I thought, in today's driving world, being "defensive" is not the best tact to take. Instead, being somewhat "offensive" seems to be a better solution. Now, don't get the wrong impression here! I'm not talking about going around forcing people off the road, driving at excessive speeds, and being overly aggressive.

What I'm really talking about is being pro-active in your driving - what I call a "high performance driving".

What is a "high performance driver"? First, what it isn't. It's not someone who races around the streets at high speed. It's not necessarily a race car driver. Being a "high performance driver" means many things: always driving in control of your vehicle and the situations and conditions around you; always driving smoothly and with finesse; being confident and sympathetic; and always thinking about what you're doing behind the wheel. In other words, you can be a high performance safe driver - being safer than the average driver.

The bottom line is "high performance driving" means driving at the highest performance level - driving at your very best - in whatever you do, whether that be driving a twisty mountain highway, competing in a slalom event, avoiding a collision on a busy city street, controlling

a skid on an icy road, or just creeping along comfortably in rush hour traffic.

That's what this article, and the ones to follow, are all about. . . helping you discover the necessary skills, techniques and mental attitude to become a "high performance driver"; and the enjoyment and sense of pride that comes from that.

Now, I would like you to think about something for a moment. Recall being a passenger. There are some drivers you feel comfortable with - and confident in their driving abilities. I'll also bet there are some people you never want to ride with again in your life!

So, what's the difference?

In most cases, the driver with whom you feel uncomfortable (or even scared) probably had you rocking and pitching about in the seat with every brake and gas pedal application, each turn of the steering wheel. It wasn't a very smooth ride, was it?

In fact, driving smoothly - driving with finesse - is the most important technique of a "high performance driver".

However, it's more than good skills and techniques. It also takes the right attitude. In fact, if I had to pick one single factor that contributes most to "high performance driving", it would be to keep an open mind - a willingness to always want to improve and learn more about driving. The best "high performance drivers" are always the ones who are ready to learn something new every time they get behind the wheel.

Vehicles have advanced so much over the past decade. Superior braking, steering, handling and safety systems are

a part of every vehicle today. But to get the most out of these high-tech systems, drivers must continually upgrade their knowledge and techniques.

By improving your skills, you'll feel more confident in your ability behind the wheel. By keeping an open mind, you'll experience enjoyment in everyday driving. These are some of the keys to being a "high performance driver". And, I'm sure you will agree, if more drivers became "high performance drivers", today's roads would be a much safer place.

So, in future articles I will deal with everything from shifting basics to skid control and the ideal cornering line; and the attitudes behind "high performance driving". You will probably notice that all of my tips apply equally to the racetrack, the slalom course, and the street, as long as you respect the safety limits of each. I can't stress that enough. Driving inappropriately for the conditions or situation is just plain stupid. High performance driving means driving smart.

Ross Bentley
Senior Instructor, Driving Unlimited
Professional Race Driver



In addition to being a club member Ross Bentley and his partners are quite active in motorsport in various ways.

Ross drives competitively for BMW, and together with his partners in Driving Unlimited they train hundreds of people a year in driver safety and awareness programs. We hope to work with Ross soon to establish driver training and safety schools for our club.

DelRios Restaurant in White Rock. Following lunch we will have a short AGM to deal with election of new officers and various other business issues. Look for the separate AGM invitation in the mail soon, and the details of what will be available for lunch on page 18.

Currently no events are planned for December.

Mark your calendars for a long range planning though, since we have already tentatively booked a Tech Session for January 21 at MB Euromotors.

Be sure and make an effort to attend the events. They should all be fun and informative. This is your club, and through participation and involvement you make it work.

If you have ideas for an event, or wish to help coordinate or sponsor an event, please contact Craig Evans or one of the executive members.

Event Calendar

Events are listed by date, Sponsoring Club, and Event Title, and contact person.

For more info on each event, check for event article in the newsletter or contact the event organizer listed for that event.

BMW CC BC - our club

VI BMW Club - Vancouver Island Club

BMW ACA - Seattle Club

TBD - exact date 'To Be Determined'

October 1998

| | | |
|-------------|-----------|-------------------------------------|
| Oct 10-11th | BMW CC BC | Okanagan Winery Tour |
| Oct 21 | BMW CC BC | General Meeting - Pintree Secondary |
| Oct 25 | BMW CC BC | Fahrt ins Blaue (Fun Day Drive) |

November 1998

| | | |
|--------|-----------|--|
| Nov 10 | BMW CC BC | Tech Session at Nixon Automotive |
| Nov 25 | BMW CC BC | Tech Session at AutoPerfection by Design |
| Nov 29 | BMW CC BC | Lunch Meeting and AGM (Annual General Meeting) |

December 1998

No Events Scheduled at this time

January 1999

| | | |
|--------|-----------|-------------------------------|
| Jan 21 | BMW CC BC | Tech Session at MB Euromotors |
|--------|-----------|-------------------------------|

Notice of General Meeting and Annual General Meeting

Well it is finally that time. The club has come a long way in the months since it was formed in April. We have a solid base of paid members. We have a supporting group of paid corporate members that enable us a bit of financial stability.

Now we are ready for the remaining steps. Election of a new board of directors and setting directions for the next year. This will be accomplished in two business meetings run a month apart.

First in on October 21st we will have a general meeting. A business meeting to take care of various things including nominations to the board, a preliminary budget for the upcoming year, and if all works smoothly approval of our pending incorporation under the societies act of BC.

Then on November 29th we will hold a lunch meeting followed by our first

Annual General Meeting where we will elect the new board of directors. The location for this event is DelRios Restaurant at 1669 - 128th Street in White Rock. The owner is also a BMW fan and new club member.

We have already checked out the menu, and made arrangements for a simplified menu for the lunch event. The selected lunch items will be \$12.95 GST included

(gratuity extra) and will include coffee and desert. You will get to choose from two sandwich options and two pasta options: the DelRios Black Forest Ham & Cheese Sandwich, the Teriyaki Chicken Sandwich, Vegetarian Lasagna, or Baked Tortellini Alfredo. In subsequent eMails and the AGM invitation we will ask you to confirm your attendance and make a menu selection so the restaurant will be able to provide us the best possible service.



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Classified ads are free to members in good standing (paid up dues). There is a \$10 fee for non members. Photo classifieds will be available to members at a cost of \$5 per insertion, \$15 for non members. Ads can be submitted by eMail or mail, and must be typed or neatly printed (if we can't read it, we can't print it). Ausblick editors reserve the right to edit all classified ads.

Send submissions to Ausblick c/o #204 - 2435 Welcher Avenue, Port Coquitlam, BC V3C 1X8, or eMail to sunbimr@istar.ca.

Deadline for the October issue of Ausblick is December 15, 1998

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particularly given that our cars do not always have the most visible brake lamps. I jumpered the factory connector in my taillight clusters and removed the stops that prevented me from inserting bulbs in those spots. Now the Euro fog-light sockets house extra brake lamps in my car. Instead of two rear brake lamps in the clusters I now have four. This makes a huge difference to the visibility of the brake lamps and is a simply great upgrade at a cost of far below \$10. Along with this, I got the rear parcel shelf from a later (post-1987) all of which were required to feature the so-called 3rd eye centre brake light. I replaced my parcel shelf with the later one featuring the 3rd eye centre brake light after painting all the pieces to match. I wired it into the rear light controller (located just below the trunk latch in an E28) and I now have even better brake light visibility. And of course the car looks a little newer. This was a big improvement in safety. Highly recommended.

Why do BMW shift knobs tend to break? I guess they get a lot of wear and tear put on them by our hands, but nevertheless, I've always been somewhat disappointed by the way the leather covers wear and rip. Seems like almost every E30, E28, and E24 I've seen has a shift knob in some state of disrepair. You could always buy the more

Member Classifieds For Sale

For Sale: 1971 2002 Malagar. Recent restoration. Air Cared. Weber Conversion. \$5000 Ian Wynne (604) 576-3020

For Sale: '80 633i Bronze Inquire. Eric Nygren (604) 526-9676

For Sale: 1988 M3 120,000km Blk/Blk Fully Loaded. Never on track, street only. Also E30 Euro Tail Light set w rear fog function. Rico Lee (604) 808-0868 or 873-6781 please leave message.

For Sale: Black rubber shift knob with 5-speed logo in top featuring ///Motorsport stripes. - fits most BMWs except 2002. \$25. Aaron Bohnen (604) 324-6423

For Sale: KYB Gas-a-Just monotube rear shocks for E28. Adjstble ride ht shocks give Bilstein, Koni-like performance at lower cost. Pair in quite gd condtn. \$70 for both. Aaron Bohnen (604) 324-6423

For Sale: Dark Blue Vinyl/leatherette interior from '74 Bavaria. All seats professionally redone in great condtn. Also 1 piece carpet in dark blue. \$500.00 for the lot. Dave Beddows (604) 816-BIMR

For Sale: Fuel tank for 1970-1973 Bavaria in Great shape. \$100.00 Dave Beddows (604) 816-BIMR

For Sale: Illuminated gear shift knob E-36 compatible. \$100.00 Sergio Vitomir (604)

durable vinyl one, I guess but it feels terrible in your hand. And the all-plastic one can break right in half (no kidding I was at the dealer once when a lady walked in holding two the pieces of her split E30 shift knob.) What I wound up doing about this was making a few various shift knobs out of stone and wood before settling on a wooden design that I liked. It took me a while to make but it was very nice. I was down at the dealer for something one time and I saw the very attractive Alpina 5-speed shift knob in the display case. At \$46 or so it's a steal. Nice to hold, and a little shorter than the stock knobs, it's also very aesthetically pleasing. There's another wooden shift knob that is very nice available from BMW also. If you prefer a knob with the shift pattern on it, I'd go for that one. It's quite attractive and about the same price. Strangely, what looks like the same knob but without the shift pattern on it is well over double the price.

526-1378

For Sale: Dunlop SP2000 OE tires (std on many 16" sport packaged E36s) 225/50ZR16 Willing to sell 2, 4 or 5. Used for about 20,000 km, approx 70% remaining (more on the front) Will let go at about C\$100 ea Earliest delvry: X'Mas time. Harris Yong eMail hccyong@princeton.edu

For Sale: 1972 Bavaria (E3) 3.0 w/dual Zeniths; 4 spd std.; factory sunroof, alloy wheels; cmplt tool kit, books & recent records available. This local car has 89,700 well-maintained original miles & is AirCared until July '99. Older Polaris re-spray is wearing thin, but is a testament to the solid, mostly rust-free body. Interior is also clean, original & complete. Asking \$2750.00 obo. Contact Bill at (604) 294-1599.

Wanted to Buy

Wanted: Front brake calipers from an E-32 (735/750) that are in good working condition. Larry Myers (604) 299-3573

Wanted: 15" or 16" BMW wheels from 5, 6, 7, or 8-series BMW. No TRX, 14", or E36 wheels please. Aaron Bohnen (604) 324-6423

Wanted: E28 535is seats - in tan or black and in good condition. Aaron Bohnen (604) 324-6423

Lighted power window switches were introduced by BMW late in the 1980's. These are a simple plug-in upgrade for E28, E30, E24, etc. owners. These lighted switches for power windows and power sunroofs offer much better convenience at night and really have a very attractive look to them. Although difficult to find in the used parts market, they are available from BMW dealers. The switches are very easy to remove and reinstall just pull the switch out of the housing, door, panel or wherever it's mounted. Carefully unplug the wiring harness from the back of it. Take the switch with you and head down to your dealer and ask for however many you need of the equivalent lighted versions. Beware the price they are expensive. I'd suggest you have your BMW CCA membership card ready in order to get that 15% discount.

Stay tuned to "Adventures of a Do-It-Yourselfer" and watch for Part 2 - Simple Service and Easy Upgrades for your BMW.