



A Club for Owners and Enthusiasts

# Ausblick

Official Publication of the BMW Car Club of British Columbia Vol 2 No 4, Fall, 1999

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

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## Ausblick

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This Fall 1999 Issue Contains:

### Recap of Recent Events

#### Duffey Lake Tour



Photo by David S. Fujiki



#### ICBC Event

#### Boeing Tour



#### Concours and Heritage Picnic

#### Leavenworth



#### Driving School

Plus Pemberton Show and Shine - Kart Day - Winery Tour and more

## President's Report

Another year has come and gone. This has been a very busy year for us. In fact all the stuff we have on the go has partly been the cause of the delayed newsletter. The newsletter is by far the most time consuming product of all our volunteer work. Due to the fact your Club directors and other volunteers do all the stuff to make this Club operate on their own time after their regular jobs and family commitments; I ask and appreciate your patience in waiting for this issue. It is the hard work of all our volunteers that keeps the annual dues down to such a bargain. Rolf Drommer who has worked very hard to produce a newsletter of the calibre we have had, will be passing the task on to others who will try hard to meet the standard he set for us. I would like to take this opportunity to thank Rolf for sacrificing so much of his personal time on doing our previous newsletters and ask you all to be patient as we work with new people on producing our future newsletters

This year has been a record year for events. Looking back over the calendar we have had over two dozen events. An average of an event every other week, I think it is fair to say that we are the most active BMW club in Canada. Not bad for a 1 1/2 year old club in an area that hasn't seen any BMW club activity since. 1989.

So far I have been able to attend all our events; not an easy task between juggling family and work. I have noticed some familiar faces at most events, some new faces at certain events and missed some regular members from events. This brings me to the following two opposing questions regarding the planning of our events. What are we doing right? What are we doing wrong?

Last year we focused our events on day drives and low cost venues. This year we experimented with some more expensive type events such as the Leonardo Exhibit & the Leavenworth BMW Fest Northwest. These events are not for everyone, but certainly have their place as club activities. More popular have been events like the Concours (Despite the rain) and the Boeing Tour (Thank you again Mr. Westmacott). We have also done some repeat events that I fear will be dropped from next year's calendar. The Okanagan Wine Tour is one that will have to be reconsidered next year. This year was close to being canceled due to lack of interest. We have had some very successful new activities such as the driving schools to balance out the year.

I have been looking at two events in particular for analysis in the hopes of making next years events more successful. Leavenworth BMW

Fest Northwest & the Kelowna Wine Tour.

The Leavenworth event was a premier event. It was also an organizer's nightmare. Imagine trying to coordinate members from 6 clubs to meet in a venue where you cannot meet face to face with the vendors. To add to the frustration, no feedback was coming in as to how many BMW people would be attending this event. The only guess as to how many would show was to find out how full the hotels in town were. Two months prior to the date the vendors were requiring their deposits. I personally laid \$1000 from my own pocket down on deposits, hoping like anything the event would be a success. I have been asked a few questions regarding the organizing of this event from various club members who have shown concern over the value of this event. I plan to address these questions for you now.

**Q:** What was your hope for this event?

**A:** I wanted to see a few hundred BMW enthusiasts get together for a night of traditional German Beer Hall style partying Octoberfest style. Hence the Umpa Band and traditional dress.

**Q:** Who chose the vendors?

**A:** The vendors were found with the help of Kimberly from the Rodeway Inn. She did her best to find a venue and vendors that could be flexible to accommodate 50 to 250 people, as we could not get an accurate count of how many would come. Although the choice of food and facilities proved to be

disappointing I still thank Kimberly for all she did because the event would not have happened without her help. She had to apply for approval from the Leavenworth Town Council for this event and other things I did not realize were necessary. Considering what information we gave her to work with in terms of numbers and demands (Band, Dance Floor etc.) I think that she did the best she could for us.

**Q.** How did you decide on the price of the tickets?

**A:** That was really tough. The overhead on this event added up fast. We had no idea, other than hotel bookings, on how many were coming and had no idea how many would just show up. I took a wild guess that we would get at least 100 people and I based the break even on that number knowing that my deposit was at risk of being used to subsidize this event. The guess was pretty good. We had 116 people attend and only 4 crashers who showed up and didn't pay. We came out of this event with \$276US funds as a float to be used for next year. An audit of the event costs is available to those who want it.

**Q.** Were you happy with the event?

**A:** Yes & No. I was happy at the turnout and the weather. I was disappointed with the food and how it was served. I was also disappointed to see people leaving right after the door prizes were drawn. The bathrooms were an unavoidable inconvenience this year that I warned people about ahead of time. I felt the band tried hard but were up against a crowd that wanted to sit and talk cars instead of dance. (Should have seen that coming. After all that's one of things Bimmerheads do.)

**Q.** What would you do differently for next year?

**A:** Ask someone else to organize it. Next year I think will be easier. We can guess how many will come. We can attract those who were disappointed with a better deal. If we put a cap of 100 people on the event we can secure a proper banquet room and demand better catering since the caterer will know how many to plan for. I think the band could be dropped and replaced with BMW focused entertainment. In some ways it would be nice to hand the event to Seattle to organize, but I think it is still best as a joint effort. If anyone would like to be part of a committee to help plan next year's Fest please let me know. I have heard enough great ideas on how to improve this event and turn it into something that can only get better and better each year. All we need are the people to act on the ideas put forward. If we secure a date soon we can ensure other groups in town will not take the banquet rooms.

The Kelowna Wine Tour is another event that has to be looked at. This year it shared one thing in common with Leavenworth. That is other parties were involved in making the event work. This year we hired a bus tour to take us from winery to winery. The club takes a chance when setting this sort of event up. We guess how many will come and then promote the event. We have a break-even point to cross when we secure the services of a bus tour etc. Our biggest problem is getting people to commit to the event ahead of time. It is sometimes a relief when the last minute participants arrive but it would be so much nicer to fill the event ahead of time. Last year it was suggested that we get a bus because it was too much to be driving. (You can't sample wine then hop into a high-powered BMW.) This year we did that and perhaps lost

participants due to the cost of the tour. In fact some of those who suggested a bus didn't come this year. Next year I propose a compromise, if there is still interest in the event. I suggest we get a bus but omit the lunch. This will decrease the tour price considerably and people can be responsible for their own lunch.

These have been my thoughts and perspectives on some of our events. As President/Event Organizer I am always trying to make our events better. It is not easy finding the perfect compromise for everyone's tastes. It is always a pleasure to see new and old faces (not to forget the great cars) that show up at our events. The challenge is keeping them coming.

Until the next event, take care on the roads and remember to carry your drivers license.

Dave Beddows

Editor's note: Dave was questioned for a period of time in a routine police check for forgetting his license at home.



*Dave and his E3 Alpina at the Oct 16 Driving School*

*visit our new website*

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

## Our Boeing Trip

Time for some chit chat @ the sound

A full house event.  
Even with Boeings height  
restriction in place.  
Boeing was invaded by  
Bimmer people! A very  
successful event.

VISIT our web page @  
[www.bmwccbc.org](http://www.bmwccbc.org)

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**Fall Fahrt Ins Blaue** - Hope as a region fun was had by all!!!!!!!!!!!!  
On a day trip that starts off a mystery and becomes gold -- here was one said event -- The Salmon Hatchery.

## Club Members Give Me A Brake

The BMW CCBC is a lot of different things to a lot of members. I enjoy the social outings and the meetings and plan to take advantage of the Driving School opportunities but the real appeal of the club for me is the opportunity to tap into the knowledge base and support offered by the club members.

Recently I decided to upgrade the front brakes on my E-28 by installing calipers, rotors, and pads from an E-32 (735/750). I originally read of this upgrade on the BMW Digest where it is frequently described as the best enhancement that you can do to improve the safety and performance of your E-28. The "Big Brake" upgrade uses the larger calipers, rotors, and pads (see pics) to deliver a significant boost in stopping power. As an added benefit the E-32 rotors are not prone to the kind of warping that contributes to the infamous front end shimmy that is well known to E-28 owners. After fellow club member and do-it-yourselfer Aaron

on his E-28 he was quick to recommend it. I decided that, with a bit of help, I could handle the job.

After a considerable amount of digging, I found a set of used E-32 calipers at All European in Richmond. With Aaron as my mentor, we tore into the job. All went well until we attempted to position the first E-32 caliper over the rotor. It quickly became apparent that it wasn't going to fit. All attempts to open the caliper sufficiently to accommodate the rotor were a waste of time. When we removed the piston from the caliper, the reason for the problem became apparent. The piston was corroded from exposure to the elements and would not move freely into the caliper bore.

All European offered me my money back or two caliper overhaul kits. I took the kits, had Nixon Auto order two new 60mm pistons and moved into the next phase of the job. Wray was kind enough to provide me with a tip on the installation of the caliper boot and allowed me to use his vice and compressor to get the old piston out of the second caliper. On a previous occasion, Kevin (at Nixon Auto) stopped the job he

doing to show me his technique for installing the caliper boot. This is the kind of approach that makes Nixon Automotive the shop of choice for many club members.

With the calipers overhauled and having had the benefit of Aaron's methodical approach still fresh in my memory, I went at it a second time (by myself). I am happy to announce that it was a textbook operation and the patient and the doctor are better for the experience. My ten-year-old daughter assisted with the bleeding of the brakes and in no time my E-28 was off the jack stands and back on the road.

It is a little early to analyze the effects of the upgrade as the new pads are still adjusting to the rotors and I have been taking it easy on the brakes while they sort themselves out. I will be glad to report my findings at a later date. I can say that I feel good knowing that each time I use my brakes I get a little reward for the time and effort I took to do the "Big Brakes". I would like to publicly thank Aaron, Wray, and Kevin for the help and support that made the job doable.

**Larry**

### E36 Winter Wheel Appearance

By Roy Brand

Cringing at the thought of dismounting those beautiful Alloys and installing the steel wheels with the cheesy Plastic wheel covers (CPWC's) this winter? Here's an alternative that provides a Euro-rally-functional look for the 20 hole E36.

When the 1.8 Z3 was first introduced in Europe, the base wheel and tire setup was the 20-hole steel wheel (aluminum colour) with a discreet BMW emblem center cap. Not exactly stunning, but reasonably attractive. You can duplicate this look quite easily and inexpensively and avoid the dreaded CPWC's this winter. Thoroughly clean mask and spray-bomb the black steel wheels with a good Aluminum coloured rust resistant enamel (Rustoleum, etc. ) and order a set of, Z3 Center Caps BMW part number 36 13 1 179 141. The caps cost Approx. \$11 each 2 years ago.

I don't know if this center cap works on other 5 bolt BMW 15 inch steel wheels but your BMW parts dept may be able to advise.

Here's to fewer CPC's on the road this winter.

## Maintaining Contact

Oct 1999

by Rolf Drommer

The fall of the year is an interesting time.

We often get busy with a set of changes in our lifestyles that in some ways coincide nicely with the changes in the season and weather.

If you still have kids living at home or in some way attached to your life, there are the inevitable preparations for school or college or whatever.

If you're like me and drive a convertible, you cherish every drive you can get in with the top still down, knowing that soon it will be time to either leave the top up full time or better yet, reluctantly put the hard top on. (I'm leaving my hard top alone until at least the end of October unless the weather here changes drastically.)

By this time last year we knew the club was popular with members, and we would succeed. So we got brave and planned a vast variety of events for 1999. On average about two events per month. We have had great turn out for most everything we did. You know that's the case when 34 BMWs show up on a soggy Sunday to go for a day drive, or even better 38 paid registrants show up for a Concours d' Elegance in the rain.

I keep seeing new member registrations cross my desk. We are now at 257 members, and I did a breakdown of where the members come from and some of the cars they represent and you'll find that elsewhere in a future newsletter.

I'm really amazed at the number of friendships that have flourished as a result of club membership. I know for myself that I wouldn't have met this many people of various interests and backgrounds without the

club. I hope you feel that way as well. And there are still so many more members to meet. It has become obvious at events that members really enjoy the social interaction, so you can be sure we'll continue to make sure most all events offer something in that regard.

Speaking of events and what the club does, if you have any ideas on what we should be doing, please let us know. There has been talk of quite a range of events, including social type functions that don't have much to do with cars. In the long range I know there has been talk of a trip to the West Coast of Vancouver Island, probably a whale watching type tour.

We have some interesting old promotional films from BMW that may be of interest, and if that's the case, we can either rent a hall at a school, and you bring drinks and popcorn, or if someone has access to a large party room, let me know.

Other group events could include a tour of the transportation museum in Abbotsford, or perhaps a golf tournament, well you get the idea, let your imagination go and send in suggestions. You can contact us either by phone eMail or traditional mail.

**Warning this next section contains some strong personal opinions.**

We still have a few issues to deal with as far as club recognition with the governing clubs is concerned. This refers to our official standing as a recognized BMW club. We are still not official in that regard. We had originally contacted the International Council of BMW Clubs in Munich to see if we could join the group. But they referred us to the BMW Club Canada, which is the officially sanctioned club in Canada. They are based in Ontario, and although we have tried to negotiate with them we

have not come to terms that we feel are acceptable for our members. They made us an initial offer which involved having all our members join their club at the rate of \$55 plus GST per member. In return they would send us back \$15 per member for us to use for local activities (newsletter etc.), and they would control our mailing list and send us their newsletter (10 issues a year, but low on event content and full of eastern content). As you can imagine, we have stumbled on that option, since we don't see the value in it. (Not the price, the Value.) We are pursuing this matter further, and will be asking the International Council to help us with a solution. We don't want to be unreasonable, but we feel that our members are entitled to some better insight into what we are being asked to affiliate with, and how they run their club. Until such time, we can't use the BMW Roundel logo.

We'll keep you posted. Its just kind of silly that the BMW Club Canada hasn't been able to establish an active club presence in BC even though they have been in the business for 25 years, and now that we are here and active, they want our club to become a chapter under them.

For now, the best you as a member can do is to continue to let us know which direction you want the club to take. Let the local BMW Dealers know you appreciate the support they have given our club, and keep your fingers crossed.

On a more personal note, to keep up to date on some of the other things that have been happening to our members.

Don and Hilda Beddows recently got back from a very nice trip to England and Germany, and while in Germany, Don made representation on behalf of our club at the offices of the International Council of BMW Clubs. Thanks Don!

Don and Hilda were not the only ones to travel overseas. Bill and Flo Gibson headed off to England and the Continent for about 6 weeks as well.

You haven't seen any articles from Aaron Bohnen lately, and most of that is probably due to the time his final doctorate year at UBC is taking. We wish him good luck.

Dean Schindell, well know for his passion to take long day drives, now has an added problem to deal with in addition to where to go, he now has to decide which car to take. Dean just got himself a nice E30 M3 meant to be for the most part his track car.

To everyone, drive safely, take good care of your bimmer, and we'll see you at an event in the near future.

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**Note:** Refer to next issue for newly elected Directors & Officers.

# Duffey Lake Road Tour



Give you a hint BOOM BOOM BOOM

Dinner at the Apple Tree.



Jan Wynne's 3.5 litre butterfly collector



Photo By David S. Fujiki



Finally a washroom after 100K's

Hope Slide July 11, 1999...w/ someone move that van?



Photo By David S. Fujiki



The Party has just begun!

20 Bimmers and who gets a ticket? A minivan and a van!



Photo By David S. Fujiki

On top of the World

Manning



Photo by David S. Fujiki

## autos vs. manuals

The heck with the cost - I \*love\* driving a manual tranny and the enhanced car control that goes with it. Snicking through the gears, controlling the precise amount of acceleration and deceleration, the balance of a deliberate weight-shift and set around a corner - that is driving, anything else is just being a passenger with a steering wheel.

The car manufacturers have all those fancy adaptive automatics that "learn" your behavior, or "sport" modes that move the shift points. I've test-driven some of the finest and found them to be pretty neat... but my conscious and subconscious control of the manual gearboxes in my cars is an infinitely greater "adaptive" system that can slip between "economy", "normal", and "sport" modes better than any shower-in-a-raincoat automatic could ever hope to.

I'm familiar with the overseas problems of high car costs (tariffs, taxes, and local high pricing) and operational costs (gas, oil, replacement parts) and the idea of saving every little bit does add up (although I seem to recall a long-term study showing that an effectively maintenance-free automatic was cheaper to own/operate due to the clutch-replacement costs of a manual)... but that doesn't concern me. I consider myself an "enthusiast"... most of my waking hours are spent thinking about car stuff and the thought of letting my left leg wither away sucks all the joy out of the idea of driving.

And if BMW NA is listening, the one factor that will keep me as a devoted customer and vocal brand proponent is the continued availability of a manual transmission in most models (yes, I think they should offer it as an option in the 7-series, steptronic is nice but insufficient).

- - Rob Levinson (manual since 1990, 8 cars)  
'88 M5 (a real car \_never\_ offered in automatic!)

Conrad has traded his 320i in  
For an "M"



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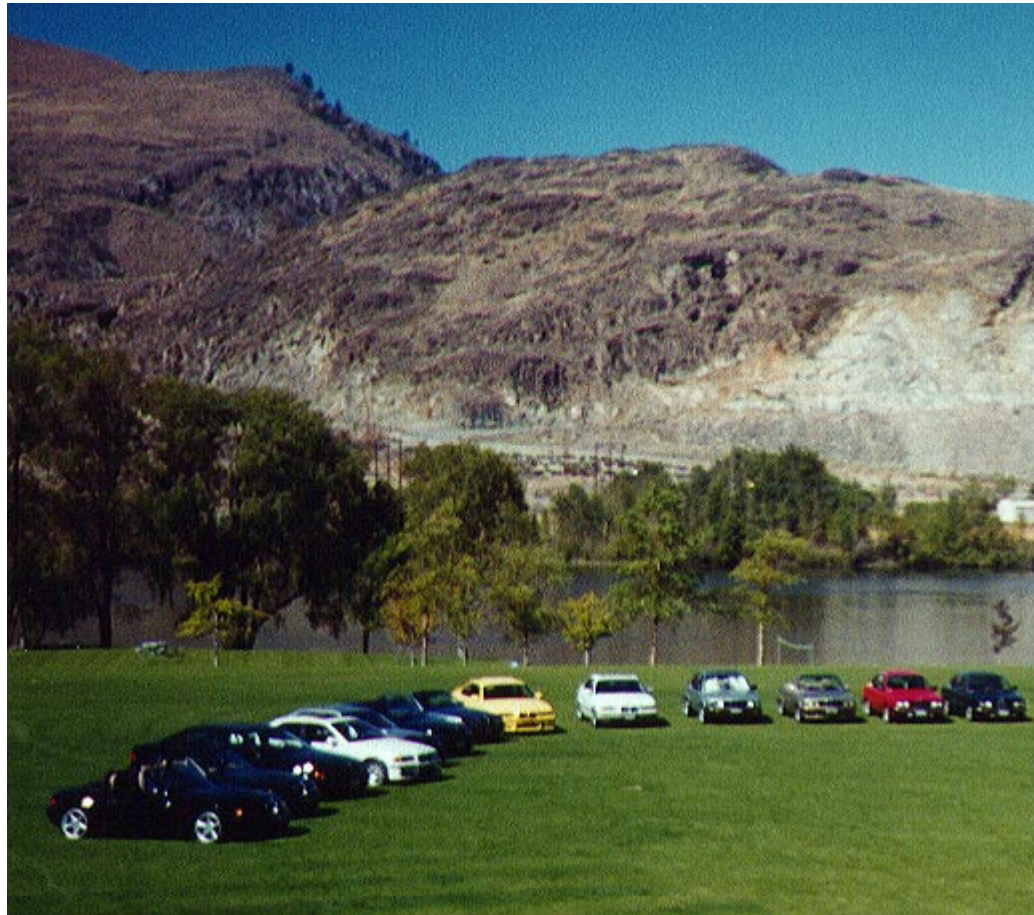
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# BMW Fest N

also

# Oktoberfes

Leav



# Northwest 1999

known as

# West Northwest

Greenworth



A Potty Tale of Woe  
by Barbara Clark.

The Bimmer trip to  
Leavenworth began  
auspiciously -  
With sunshine, friends and  
happy hearts we set out  
merrily.

Secure inside my purse I  
had my passport, all in  
order.  
(As I am no Canuck, I have  
to flash it at the border).  
Now, hear my words and heed  
them well, for nothing  
could be worse Than suffer-  
ing the fate which overtook  
that small white purse.

I was not overjoyed to find  
no bathrooms at the dance -  
With less-than-lovely Port-  
O-Lets we had to take our  
chance.

These cubicles were primi-  
tive; there was no shelf or  
hook,  
Nowhere at all to stow your  
gin-and-tonic, or your  
book.

Just a narrow ledge with  
bathroom tissue underneath;  
You could balance little  
things on there - or hold  
them in your teeth!  
Well, I was almost done  
when someone clambered in  
next door -  
Now, guess what those next  
fateful milliseconds had in  
store!

Both Port-O-Lets were  
mounted neatly on a single  
skid,

And, in my haste to be  
away, I had not closed the  
lid.

Both cabinets rocked madly  
and (some people find this  
droll)

My handbag leapt right off  
the shelf and vanished down  
the hole!

Oh Gadzooks! Scotty, Beam  
Me Up! Oh Golly Gosh!" I  
cried

(For, as you may have  
guessed, my passport still  
was safe inside.  
And credit cards. And  
Driver's Licence.  
Greenbacks I'd not spent.  
Not to mention my poor  
immigration document.)

I might have left the whole  
caboodle for itself to fend  
If we'd not been Hawaii-  
bound the very next  
weekend!

To dwell upon the next few  
seconds you'll not be a-  
wishin' -  
So I'll just say I had to  
do a little spot of fishin'  
...  
The stuff I could not toss  
I washed and dried off in a  
jiffy,

But lipstick, comb and  
purse all just went  
straight back down the  
biffy!

The hotel staff were very  
kind; they barely smirked  
or grinned As they handed  
me the Lysol (just took  
care to stand downwind).

Rolf was shocked. Dave  
snickered loudly at my  
tale. Ian wouldn't touch my  
hand. Poor Kathi turned  
pale.

This story has a moral -  
well, in fact not one but  
two.

The first is: Use a fanny-  
pack - unless you're fond  
of pooh!

The second, more important  
one is: If you want to  
roam, the best place for  
your valuables is hidden  
safe at home. If I had been  
a citizen, 'twould not have  
been so bad -

A blue-stained passport  
for nine years I would not  
then have had.

I won't forget this lesson  
in a hurry, come what may  
-

The forms are in the mail;  
I'll be applying right  
away!!

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offer.*

*The next time you need a  
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first to see if they can help  
fill your needs. Support the  
people that support your club.*

## Motoring down Memory Lane Episode 3

Don Beddows

We used to travel in our '26 Austin Seven. It wasn't a daily driver. We had to choose between using it weekly or saving our petrol coupons and blowing them on our summer vacations. You see, we had not yet recovered from the war and rationing was still in force for many things, especially fuels like petrol and coal; (no oil furnaces then).

We loaded the car and took off. When I say 'loaded' I really do mean loaded. There was no luggage rack (what used to take the place of a boot (trunk) on these old cars). The roof design made a roof rack impossible (even if they had then been invented), but there were two headlights with mounting struts. This made it possible to lash a couple of ex-RAF kit bags to the front mudguards (fenders). With cases under the back seat cushion and the two children riding high atop the cushion we had nearly everything on board.

In those days, ladies wore hats. My wife had a very fetching little number with a pink feather, which made her look irresistible. There was insufficient headroom for her to wear it (who would want to in a hot summer anyway), so we pinned it to the headliner. The last item was our 75-lb. German shepherd dog who established his territory in the back with his paws either side of my neck.

That dog loved me! His affection was both touching and a darned nuisance. He felt impelled to remind me of his eternal devotion at frequent intervals by slurping his tongue over the front of my face. I

found myself wishing I was not such a lovable guy (but I always have been).

That dog had another problem. He was addicted to water. Any water, anywhere and he was in it like a flash. The struggles to restrain him from diving out of the side window every time we went over a river bridge put us at serious risk of total loss of control at frequent intervals. As the car lived only marginally short of total loss of control one can understand what excitements were a routine part of motoring in the old days. Nothing today quite compares (mind you, I have yet to try Dave's BMW 600)!

Going downhill just outside London on the Great North road weaving crazily through a couple of lines of jammed vehicles with everyone hooting at us and the dog barking insults in response, we must have made a lasting impression. It's not that we were in a hurry - we just couldn't stop.

This practice in emergency maneuvering stood us in very good stead later. My brother-in-law and his wife visited. He had a decrepit Morris shooting brake (estate wagon) and as he had only just learned to drive, I was elected pilot by popular demand. We drove down the Wye Valley to Symonds Yat, a high rock from which one can see seven counties.

The road up is so steep we reversed up as reverse gear was

lower than first. Coming down, the brake rod coupling broke with an ominous sound like the crack of doom. The small engine, in 2nd gear, nearly threw a rod but could not hold down the speed on such a slope. We got round the bend at the bottom by bouncing off the grass bank and survived. I have to confess that I then drove 40 miles home with no brakes whatsoever. What I learned was not how crazy I was, not how irresponsible I was, but how very important it is to read road and traffic conditions and behavior a long way ahead.

By anticipating conditions as far away as half a mile and always to the limits of vision if less than that, and by judicious use of the gear box and occasionally rubbing along a grass verge, we arrived home safely. A hand brake would have been a luxury and I had one (but it didn't work).

Since then I have always, when forced to use the brakes hard, asked myself whether it was the result of inattention or a lack of anticipation. If the answer is yes, then it's time to increase alertness and awareness behind the wheel.

See you next issue, and until then why not check out your anticipation, how far ahead you are aware and how often you have to stop hard and why?

## Winery Tour '99

Back from a spectacular view  
Of Okanagan Lake



You have to count the  
Grapes before tasting.



Good food  
had by all

That's a problem with our  
Road trips - No decent  
Scenery.

Osoyoos **look out!** You are about  
to be invaded by BMW's





## Getting Rid of Bogus Taillamp Failure Warnings

Whenever the headlights were switched on in my wife's 84 325e, a license lamp warning on the check control panel was shown. Replacing the old bulbs and even going so far as to replace the license lamp fixtures (they were all cracked and ugly anyway, and they're cheap) did not extinguish the warning lamp.

Not being able to stand it any more, I carefully read the Bentley manual and discovered the location of the rear lights check control relay (near the power antenna on the left wheel arch in the side of the trunk). A visual check of all the wiring showed no problems. Figuring that the relay may be the problem, I removed it from the car and opened it up. The aluminum can is crimped over the electrical connector - use lineman's pliers to uncrimp the edge. Then, the guts can be slid out of the can and inspected.

The cause of the problem was immediately apparent - corrosion! Evidently, at some point, a small amount of water had collected in the top corner of the can (the relay is actually installed upside-down i.e. connectors-up) and corroded the PCB. There are two PCBs mounted with component sides facing each other and a couple of copper posts join them physically and electrically. One of the posts had come completely unsoldered where the corrosion was worst, while a couple of the other connections looked very suspicious.

10 minutes spent cleaning and re soldering the joints (I did them all while I was at it) and the relay was functional again. I am not sure what this relay is worth, but I am sure it would not be cheap. Electrically and mechanically, there is no reason for it to ever wear out so I would consider this a 100% satisfying repair.

On the same car, I have also found and repaired similar solder joint problems on the PCBs for the speedo and wiper relay. It seems that the years of mechanical stress, vibration and temperature changes eventually cause the soldered joints to fatigue and crack. This leads to all kinds of fun, erratic, intermittent behaviour.

Fortunately, in most cases, the electronics of this era seem easy to repair since they are large enough to work on and not too terribly delicate. Common sense and a light touch with the soldering iron should keep you out of trouble.

Zenon Holtz



**Top of page – Group shot taken at Stay N Save Hotel during Wine Tour '99**

**Above – Wine Tour '99  
A lesson on Grapes.**

**Below – Proud winners of the  
1999 Concours.**

# Fall Drivers School Oct 16, 1999

*A picture is worth a thousand words. Photos by Aaron Bohnen and Thomas Fink*



*We managed to catch this end of the day shot of 20 of the 30 cars that were at the event.*

The BMW Car Club of BC's philosophy of safe driving is that the driver is the main ingredient for success regardless of what modifications are made to the car. We encourage all drivers to take advantage of the driving schools we offer. Our driving schools help you learn the skills and techniques needed to become a smooth, safe, good driver, and at the same time offer you the ability to explore the capabilities of your vehicle.

If you haven't already done so, take the time to register now for our next school in October.

*Everyone got lots of sessions on the various skill sections. Way to go, having fun while learning quite a bit about driving and your car.*

*Camel shot in action, need I say more?*

*There was even time to look good.*

*Enjoying the quick corners on the course.*

Left - Ian Clarke showing off the new Sunroof kit he won for his Cabriolet at the Pemberton Show and Shine.

Right - A smile on the face of a mystery racer during Kart Day '99.

## Ross Bentley's High Performance Driving Tips - #5

### THE SKID AND HOW TO CONTROL IT

Most skids, spins or out of control situations are a result of loss of concentration, driving beyond the limit (too fast), or a simple mistake (which usually upsets the balance and traction of the car). Getting into this kind of trouble is quite easy, especially in adverse weather conditions. And getting out of it can be easy with a little knowledge, some thought and experience.

Unfortunately, practising skid control is difficult to come by - you certainly can't during everyday driving! Practice and experience it only in a safe environment.

One of the most common types of skids you may face is when the rear end slides out on you, or in "fishtails" - the oversteer skid. What do you do? **FIRST, STAY OFF THE BRAKES!** If you touch them you will make matters worse. By braking, you transfer weight forward (the car nose-dives under braking) reducing rear tire traction and most likely causing the car to spin out completely. Instead, **JUST LOOK AND STEER WHERE YOU WANT TO GO.** This will automatically make you steer in the direction of the skid. In other words, in the direction the rear end is sliding (this is called "opposite lock"). And sometimes (on relatively dry roads), very gently increase the throttle to cause a slight weight transfer to the rear, which increases the rear tire traction. I say sometimes because giving it more throttle may make things even worse. Think about it. What got you into the problem in the first place? Usually, too much speed. The last thing in the world you need now is **more** speed. So, in most situations, just hold the gas pedal steady.

Once you catch the first slide or

skid, be ready for one in the opposite direction caused by over-correcting. If it happens, gently correct for it by looking where you want to go and smoothly try to ease the speed down until you get the car under control again.

If you experience an understeer skid, with the front end sliding or plowing towards the outside of the turn, the correction is simple. Just ease off the gas pedal, which transfers more weight onto the front tires giving them more traction, **AND STRAIGHTEN THE STEERING OUT SLIGHTLY.** Most peoples' first reaction when faced with this type of skid is to turn the steering wheel more and more. But, this increases the problem because the tires were never designed to attack the road at an extreme angle. Tires were meant to face the road with their full profile, not with the sidewall, so their traction limit has actually been decreased. So, decrease the steering input slightly and ease off the throttle gently to allow the front tires to regain their grip, and then begin to steer again.

Certain car designs lead to certain handling, and therefore skidding, characteristics. Most cars with a large percentage of the weight over the front wheels (front-wheel-drive cars or rear-wheel-drive cars with heavy engines mounted up front) tend to understeer at the limit. Cars with a large percentage of weight biased towards the rear (mostly mid- and rear-engine cars) tend to oversteer naturally. This is mostly caused by a pendulum effect the weight has on the heavy end of the car. If you quickly try to change direction (as in turning into a corner) in a naturally understeering car, the weight of the front end wants to keep going in a straight line causing the car to plow straight ahead.

In a mid- or rear-engine car, if you lift off the throttle in the middle of a corner (causing weight to transfer off the rear tires, reducing traction and making the car oversteer), the weight of the engine works like a pendulum swinging out and trying to spin the car ("trailing throttle oversteer").

As you can see, weight transfer has a great influence on how your car behaves in a skid or slide. Smoothly controlling that weight transfer is the real key to skid control.

If the car begins to oversteer skid and you can't control it as described above, you are going to spin-out. Nothing wrong with that, if you keep your cool, watch where you are going, de-clutch and lock up the brakes - and hopefully don't hit anything. Remember these words, "spin - both feet in", meaning left foot on the clutch and right foot on the brakes. That is all you can do - besides avoiding the spin in the first place.

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 are active in driver training. It is thanks to Driving Unlimited that we are able to offer Driving Schools for our members.*

The first 68,000

When I got home from the Wine Tour drive, the odometer in my 1999 328 turned to 68000. It has been 3 years, 5 months and 16 days of one very interesting experience after another.

Perhaps my first memorable experience is the most telling. I picked up the car at 7:00pm on Tuesday, April 16, 1996 (I didn't have to look that up, by the way) from Auto West, and was going 130km/h on Knight Street before the Cambie overpass. I was so young and foolish...

My first road trip was to Kelowna and Kamloops. I decided to go when I was driving by the Lougheed Mall on a Friday night, at midnight. On Saturday at 9:00, I was on the road. I was on an emotional high for a week. It took me 14 hours and 10 minutes to cover 1,080km. I was so young and foolish...

I quickly learned of Highway 99, and the fun part North of Pemberton. A couple of months later I found Highway 12 (or the crumbling road that passes for Highway 12). Highway 97C from Cache Creek to Merritt is also quite fun, as is Highway 1 from Cache Creek to Hope - I really like the tunnels at dusk.

I have taken a course on general car maintenance. I have changed the oil in my car. I have rotated the tires more times than most people change the oil. I have changed the microfilter in my car - twice. I have changed the fluid in my differential. I have changed the brake fluid three times. I have changed the brake pads and rotors. I have even changed the spark plugs.

During this time, I was also surfing the Internet, looking for expensive, and most likely pointless, upgrades to an already great car. I found the BMW CCA and quickly joined. I also found the Welty BMW Digest, which I enjoyed for quite some time (it has since lost its hallowed place in BMW-dom, to be replaced by the UUC BMW Digest). It was on this Welty BMW Digest that Zenon Holtz posted a note about the Inaugural Show and Shine of the 2002 club. Since I didn't know anybody else in the world of BMWs, I went. The only other non 114 car there was the E30 of Rolf Drommer. (Did you know that the 2002 was built on the 114 chassis?)

I have driven on numerous road trips. I have driven to Mt. St. Helens, then Leavenworth, and back to Vancouver in a single day (1225km, 20 hours, 8 minutes). I have driven down to Redmond, WA, to install a short shifter kit in my car. I have joined the BMW CCBC club in Kelowna on

Sunday morning for the return half of the wine tour - twice. I attended my first driving school at the PNE with Driving Unlimited. I drove down to Bremerton to observe a driver's school. I drove down to Seattle to hear Ross Bentley introduce his Speed Secrets book to the BMW ACA club. I have driven into gravel parking lots at 80km/h - twice. I have driven my car at 200km/h. I have driven my car on a racetrack, through a corner at 193km/h. I have crashed my car on a racetrack at 100km/h. I have entered Concours events, winning 3rd place - twice. I have driven to Prince George and back in a day, after briefly attending a Car Show (1,576km in 18 hours and 27 minutes).

I have had a ride in a modified Porsche 944 Turbo, drifting through every corner. I have had a ride in a modified E30 M3, who missed a braking point and had to forego the corner. I have had a ride in an E36 M3 that was driven so smoothly that I didn't notice that we were going 110mph (this car has since met its untimely demise in turn 6 at SIR). I have had a ride in a slightly prepared E36 M3 Lightweight that was driven so smoothly that I didn't know he was trying. I have had a ride in a fully prepared E36 325i that was entered in the SpeedVision Cup race in Vancouver (started 32nd, finished 16th). I have also had quite the ride in a fully prepared E30 325i at SIR - all of the heat shields had been removed from the passenger compartment, and my feet started burning on the floorboard. I have had a ride in a slightly prepared Porsche 911, chasing a Viper, who spun in the next session.

Looking back, I realize what gave me these wonderful opportunities - I put some effort into it. There's lots of really interesting experiences that await any BMW enthusiast, should he/she decide to take part. Just ask questions and talk to different people about different possibilities.

So what's next? A M3, which I am turning into a track car. Anyone wanna ride? I still can't believe I test drove a Mustang GT before I bought my BMW. I was so young and foolish.....

Dean Schindell

ICBC EVENT

Thanks goes to Chris Fuchihara For arranging this interesting event.

Paul appears quiet impaired after they give him a couple of glasses.

ICBC 's specially created glasses simulate impairment to demo the dangers of driving under the influence.

Other highlights were the detonation of an airbag and a demo on vehicle break & entry

# Babies Around the World

Microcars Around the World in year 2000

For the last 6 or so months several club members were working on plans to send Dean Schindell and myself, Dave Beddows, around the world in a 1959 BMW 600. This was to be an event to raise money for Variety Club and awareness of the BMW Car Club of BC.

I am sad to announce that due to circumstances beyond our control the event has been canceled.

What was making this event possible was that Lang Kidby, a well-known expedition leader in Europe, was organizing the main part of the trek. The event was to include 100 micro cars (less than 1000cc engine & shorter than 11ft) in a voyage to copy that of the first automobile to circumnavigate the globe in 1931.

The original route was through Northern Europe but that had to be changed due to tensions in Istanbul. The revised route through Southern Europe was a go until recent developments in the Middle East.

Unfortunately the event was canceled due to tourist advisories to stay clear of Pakistan and other countries through which we were due to travel. The European entrants had also been warned to stay clear of Turkey.

When Lang Kidby asked for safe passage for our group various governments could not guarantee him it. In fact a couple of governments warned him

that it would be probable that miscellaneous factions would kill some of the entrants.

Neither the U.N. nor Red Cross advised that this event should happen. In fact it would be very dangerous to those involved. It was thus decided by better judgment that the official event be canceled. It is possible that if future political strife subsides then this event may be planned again for another year.

Some diehards are rumored to still be considering this event on their own. They will not have any official support vehicles and if they do decide to risk it, we wish them luck. I recently spoke with a gentleman who was rumored to be one of the diehards, and he indicated to me that he would not be going due to the lack of safety in numbers, and that he has not heard of anyone other than a guy with a rally bike & sidecar who are still planning on attempting the voyage.

I would like to thank all the people who have helped in trying to set up this event and I regret the unfortunate circumstances outside our control that have squashed this adventure. The 600 will still continue to be restored, however the pace at which the restoration occurs will now be dramatically reduced. I want all to know that other than the labour donated by some club members in the stripping of this car; no club funds or sponsor funds have been used or collected to date or will be used or collected for the restoration of my car.

I would like to thank IMR Global for offering to sponsor this event. Their generous commitment helped fuel our desire to make this event happen. Unfortunately we are unable to take them up on their offer.

I would also like to thank the following:

BMW of Canada for taking interest in our plans.

Wray Nixon of Nixon Automotive for his support in the first stages of restoration by allowing us space in his shop to dismantle the car.

Barry Clarke and Samco Software for offering to sponsor a portion of the event.

Redi-Strip for offering a reduced rate on Phosphating which has not been done yet.

Cobra Restorations in Abbotsford who planned to offer a break on the bodywork.

Peter & Jewel Jessen, for offering sponsorship under the name of their daughter Paige.

Tom Fink & Craig Evans, for the helping Dean & myself at stages of the dismantling.

Larry Myers and Rolf Drommer, for their work in helping promote this event.

Finally the various club members who gave advice and helped out with smaller tasks.

I look forward to any possible future events that we can be part of that may be similar to what we hoped 'Babies Around The World' would be.

*Dave Beddows (Club President)*

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**A Club for Owners and Enthusiasts**

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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.

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Tabbe Johnson for his article  
Larry Myers for his article and photos  
Dave Beddows for event information  
and the numerous tid bits I was sent via eMail.*

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