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visit us online at

www.bmwccbc.org

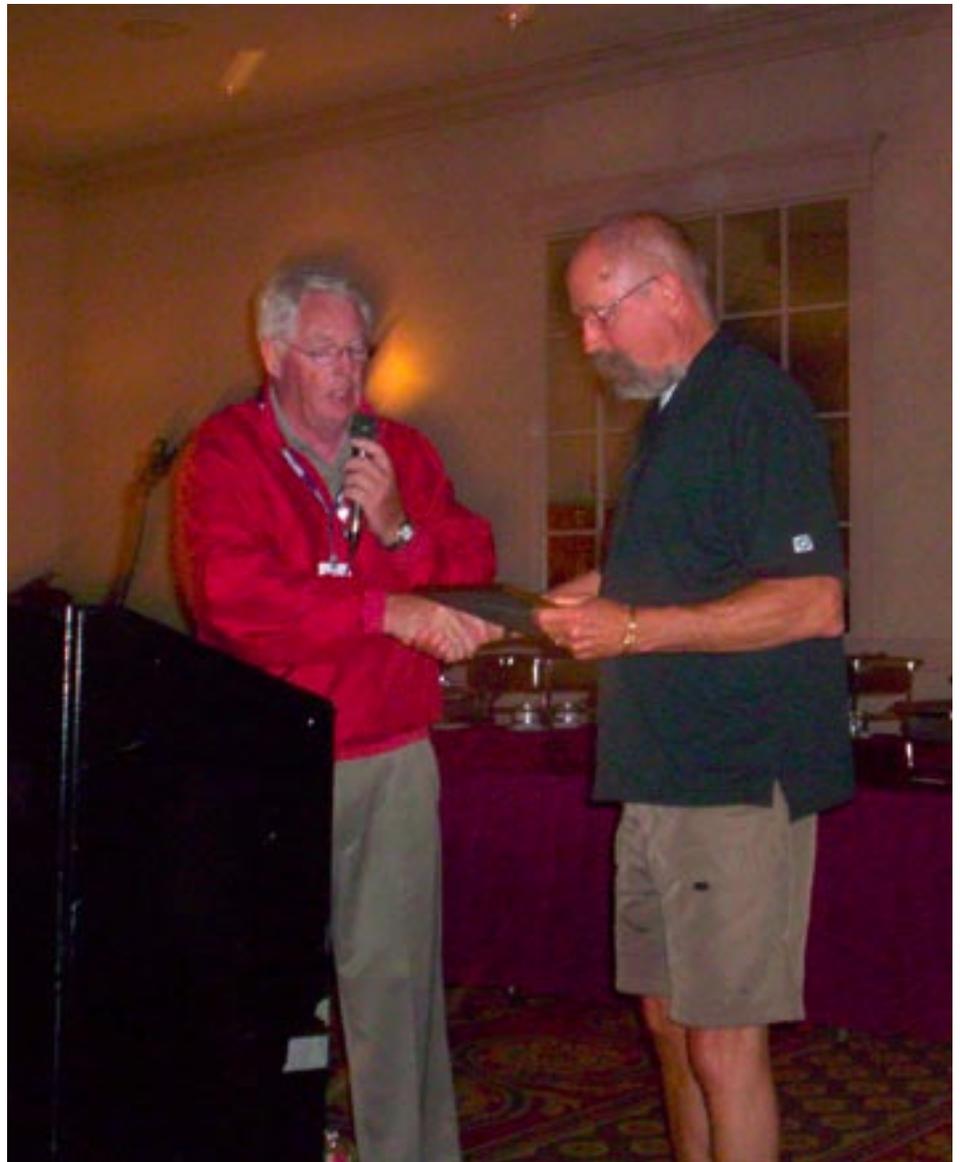
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Ausblick

Official Publication of the BMW Car Club of British Columbia

A Club for Owners and Enthusiasts



Jim presents Tony Riddle with a certificate of appreciation at HFR Event.

Photo by RD.

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Racing belongs on the track, not on the street. Drive responsibly.

National Affiliation Info

The BMW Car Club of British Columbia is a member of the BMW Club of Canada and the International Council of BMW Clubs. It serves enthusiasts living on mainland BC.



BMW Club of Canada 2007 National Directors Contact Info

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Vice President

Bill Brown (Regina)

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Rolf Drommer (Mainland BC)

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 Chris Pawlowicz (Ottawa CC)
 Ed Snook (Trillium)

Club Website (includes electronic forum)

www.BMWclub.ca
 email: info@bmwclub.ca

Club mailing address

BMW Club of Canada
 204 - 2435 Welcher Ave
 Port Coquitlam, BC V3C 1X8

The BMW Club of Canada is the umbrella club for the 11 member clubs across Canada and is a member of the International Council of BMW Clubs.

Additional BMW Club of Canada Member Clubs info and web links can be found on page 5.

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A Club for Owners and Enthusiasts

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The BMW Car Club of British Columbia serves mainland BC, and is a member of the BMW Club of Canada and the International Council of BMW Clubs.

visit our web site

www.bmwccbc.org

Upcoming Events Quick Overview

Events are listed by date, event title, and contact person.

Please Note! - Events are subject to change and should be confirmed first.

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

2007 Upcoming Dates

June 17 Father's Day FIB
 June 24 German Car Festival
 July 8 Member Day
 Aug 11 Mt. Baker Day Trip
 Aug 18-19 Duffey Lake Road Tour
 Aug 26 10th Annual Concours

Full calendar listing and additional event info and details are listed in the Road Ahead section starting on page 6-7.

**Always check event status first.
Events are subject to change.**

**We keep the web site current
with the latest info.**

Visit our current events calendar on our web site at www.bmwccbc.org and follow the main menu link to our online calendar.

If you don't have web access, be sure to call one of the event coordinators to confirm the event.

Note: some club events may require registration, and certain events may have restrictions or give preference to club members for registration.

Event dates and details may vary, so please be sure to confirm event info first. Our web site will normally have the latest details on any given event. When in doubt check the web site or contact the event organizer or contact person listed for the event.

To avoid disappointment and missed events, be sure to use the clubs registration partner and sign up for events via Karelo.

President's Message

by Stephen Nemeth - Club President

President's Message

Ausblick Volume 10 No. 2

Summer 2007

As this summer edition of Ausblick goes to press, the BMW CC of BC's schedule of events is already well underway. The 10th annual Harrison Fun Run was a great success. A diverse cross section of vehicles and members came out to celebrate the club and share their enthusiasm for all things BMW. Thanks to all the directors who helped to organize the event and the members who participated. It was also a wonderful opportunity to celebrate the contribution of Tony Riddle to the success of our driving education program. He along with the rest of the Driving Unlimited team, have helped over a thousand participants improve their driving skills since the first class in 1999. Tony's skill and teaching prowess is only exceeded by his gregarious nature and infectious enthusiasm. While Tony is moving on and his shorts and moustache will be dearly missed at Pitt Meadows, Mission, and other training venues, we hope he will continue to grace our club events and share his knowledge and expertise.

By the time you receive this edition, the June 4th Mission advanced driver training will have been completed as well. Check the web site for future training sessions and register early. Planning is well underway for a host of other activities including, but not limited to, the German Car Festival, Member's day, our club Concours, and Okanagan Wine tour. Please come out and share in the fun.

Summer presents many unique opportunities and challenges to motorists. Good weather and extended daylight hours offer optimal driving conditions. Unfortunately these advantages are frequently offset by some of the inevitable burdens of the summer season. Roadwork, tourists, and

vacation volumes all conspire to increase traffic congestion and frustrate our driving enjoyment. In the inevitable drudgery of a daily commute it is all too easy to forget the joys of motoring. Make time in your schedule and life to get away for purposeless drives on less travelled roads. Without a clock to watch or timetable to meet, you can savor the driving pleasure for which BMWs are justly famous. As always if you have a suggestion for a club function or want to be more involved please contact any of the directors. We are always eager for input and support. Have a great summer of safe and trouble-free motoring.

Stephen



Doug, Thomas and Stephen at Harrison Fun Run Driver Meeting

The BMW Car Club of BC is a club for enthusiasts and owners.

If you have a friend with a BMW that is an enthusiast and is not a member yet, why not invite them to an event and also invite them to join the club.

New Members

We welcome the following recent New Members since our last new member list

David Chun	1018
2006 E90 - 3 Series 325i	
Adam Crandall	1019
2005 E90 - 3 Series 320i	
1999 E39 - 5 Series 540i	
Wilf Wegner	1020
1985 E28 - M Series M5	
Ernie & Connie Louie	1021
2002 E46 - 3 Series 330i	
John Tietz	1022
1998 E36 - M Series M Roadster	
Mark Mawhinney	1023
2003 E46 - 3 Series 325i	
Michael Lycett	1024
1987 E24 - 6 Series 635csi	
Douglas Empey	1025
1986 E23 - 7 Series 735i	
1986 E28 - 5 Series 528e	
Sean Douglas	1026
1991 E34 - Alpina BMW B10 Alpina Bi Turbo	
Wei Chih Lin & Bo Cao	1027
2001 E39 - M Series M5	
Benny Li	1028
1976 E10 - 2002 2002	
Jim Qian	1029
2005 E46 - M Series M3	
Wayne Good	1030
2003 E46 - 3 Series 325iT	
Tyson Ryfa	1031
1980 E21 - 3 Series 320i	
Carl Kung	1032
1994 E36 - M Series M3	
Edward Mcrae	1033
2001 E36 - M Series M Coupe	
2001 E46 - 3 Series 330i	
2005 E46 - 3 Series 325Ci-c	
1952 R25/2	
1965 R60/2	

Our club currently consists of 445 members which represents 348 master memberships and 97 associate members.

We are proud to be the largest member club of the BMW Club of Canada.

Not a member yet? You should join us, it's easy, just follow the links on our web site.

**it is easy to join or renew
take care of things online 24/7 at
www.bmwccbc.org**

BMW Club of Canada Member Clubs Info

National [official umbrella club]
The BMW Club of Canada, Le Club BMW du Canada
www.bmwclub.ca

British Columbia
BMW Car Club of BC
www.bmwccbc.org
BMW Club of Canada Vancouver Island
www.bmwccvi.ca

Alberta
Southern Alberta BMW Club
www.sabmwclub.com
Northern Alberta BMW Club
www.nabmwclub.ca

Saskatchewan
BMW Club of Regina
www.bmwregina.ca

Manitoba
BMW Club of Manitoba
www.bmwpower.ca

Ontario
Trillium Chapter BMW Club of Canada
www.trillium-bmwclub.ca
BMW Car Club of Ottawa
www.bmwccottawa.org
BMW Motorcycle Club of Ottawa
www.bmwmcottawa.ca

Quebec
The BMW Club of Quebec, Le Club BMW du Quebec
www.bmwquebec.ca

Maritimes
Bluenose Chapter of the BMW Club of Canada
www.bluenosebmwclub.ca

Ausblick Deadline Dates and Info

Our planned 2007 issue schedule is as follows:

- V10 no 1 March 2007
- V10 no 2 June 2007 [this issue]
- V10 no 3 August 2007
- V10 no 4 AGM PDF version Nov 2007
- V10 no 5 December 2007

Deadline for the Vol. 10 no. 3 2007 issue of Ausblick is July 21, 2007

Ausblick

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Maintaining Contact

by Rolf Drommer - Member Services

Looking ahead with a peek at the rearview

Now that the 10th Annual Harrison Fun Run is behind us, we are well on the way to more 'year 10' events for the club.

The road ahead looks great. Just the right amount of twisties to be fun.

Whether you are a recent member, or have been with the club since we started back in April of 1998 I hope you find the club offers something for you, and that you are planning to participate in some of our events this summer.

It is after all a club about and for enthusiasts and owners of the BMW marque, and as such our focus is on events that incorporate both driving and social opportunities. Most events are suitable for the entire family, so plan on enjoying an event soon.

This issue of Ausblick marks a milestone of sorts for the newsletter and club as it was June of 1998 when we printed and mailed out our first newsletter. A cover image of that first edition is shown here, and if you search a bit on the club web site, you'll be able to find the

archive of PDF files of past newsletters. We've come a long way from that first 12 page issue that was laser printed and then photocopied onto 11 x 17 flats and folded and stapled.

These days the newsletter is done completely digitally and as you can tell, we are starting to incorporate color in the printed issues as the budget and content allows.

It is also great to see the member contributions of various tech and info articles of interest for members. Many thanks to those who take the time to share their info via the newsletter.

I hope you continue to enjoy the newsletter and consider contributing to it, as your contributions help make the newsletter useful to members.

As you plan for the summer, we hope the info about future and past events in this issue provides you with enough of an overview of what your club has to offer.

I hope to see you at one or several of the many events we have planned.

Rolf

from volume 1 to volume 10

The cover of volume 1n1



The cover of this issue volume 10n2

PDF copies of most all issues of Ausblick are available to members via our web site. We delay posting the most recent versions for about 60 days.

2007 Preliminary Club Events Calendar

January 2007

Jan Indoor Karting

February 2007

Feb 11 Driver Training - Car Control

March 2007

Mar 18 Spring Fahrt Ins Blaue
Mar 26 PIR with Driving Unlimited

April 2007

April 5 SoftTouch Tech Session
April 17 Dents Unlimited Tech Session

May 2007

May 5 Driver Training - Car Control
May 27 Harrison Fun Run

June 2007

June 17 Father's Day Fahrt Ins Blaue
June 24 German Car Festival

July 2007

July 8 Member Day
July TBC VI Circle Tour

August 2007

Aug 11 Mount Baker Day Trip
Aug 18-19 Duffey Lake Road Trip
Aug 26 Concours & Heritage Event

September 2007

Sept 16 Driver Training - Car Control
Sept 29-30 Kanagan Wine Tour

October 2007

Oct 14 Fall Fahrt Ins Blaue
Oct 21 Winter Skills - Driver Training

November 2007

Nov 24 Annual General Meeting

December 2007

Dec Christmas Dinner Social

Check our web site for up to date info on events.

If you require additional info on the events listed here, or wish to R.S.V.P. to attend an event (instead of using Karelo), you may contact us either by email: events@bmwccbc.org, or call Rolf on the member services team at 604-671-5843

The Road Ahead - Upcoming Events

Event Details and Registration Info

Father's Day Fahrt

Sun Jun 17, 2007

Date: Sunday June 17th, 2007

Meeting Location: Guildford North Lot

Meeting Time: 10am for 10:30am departure

Details: A simple day trip fun drive to celebrate Father's Day. After all, Dad's are car guys, so why not do a scenic drive followed by a lunch option.

RSVP Status: We'd appreciate an RSVP via Karelo or by email or phone if you are planning to participate in this event.



German Car Festival

June 24, 2007

Date: Sunday June 24th, 2007

Meeting Location: Cypress Bowl Parking Lot

Meeting Time: 9:30am for 10:15am departure

Details: The 6th Annual German Car Festival is a meet and greet show and shine event for German Car Enthusiasts, with event entry fee proceeds going to charity. The event is organized and hosted by the BMW, Mercedes and Porsche clubs, but is open to all German Car Enthusiasts.

Registration and Fees info: Please use the Karelo RSVP link on the home page or call member services. Fees will be collected at event.



Member Day

Sun July 8, 2007

Date: Sunday July 8th, 2007

Event Location: Park Shore BMW

Event Time: Noon to approx 3pm

Details: A day to meet and greet fellow club members and enthusiasts. On site German Hot Dog vendor, prize draws and good company.

RSVP Status: We'd appreciate your RSVP if via the Karelo link on the web site or by email or phone if you plan to drop in on this event.



Further down the Road - plan ahead for these events

Duffey Lake Road Trip

Aug 18-19, 2007

Date: August 18-19, 2007

Details: This will be the 10th Annual Duffey Lake Road Trip, a two day tour that covers some 800k of scenic roads of the Coast Mountains. Overnight stop in Merritt with a BBQ. Enjoy wonderful twisty scenic roads through the mountains. This a fun trip for first timers and those that have been before.

Plan now so you won't have to miss this fun two day driving and social event.

Registration and sign up info: We'll have a registration link up by the end of June so you can RSVP via Karelo or email as we need lunch and BBQ counts.

Overnight hotel will likely be the Best Western in Merritt. Or call Rolf @ 604-671-5843 for other options.

10th Annual Concours

Aug 26, 2007

Date: Sunday August 26th, 2007

Event Location: Waterfront Park North Vancouver

Event Time: 10:00 am to 3:30 pm

Details: Can you believe it, this will be our 10th Annual BMW Concours and Heritage Celebration. A great event to show the cars we so love. We'll have display and judged categories, vendor displays a food vendor and prize draws along with the judging of the cars with awarding of trophies in 10 categories.

Registration and sign up info: Sign up details will be released later in June.

visit our web site for additional details and updates

www.bmwccbc.org

on-line registration for events made possible by

karelo.com

Okanagan Wine Tour

Sept 29-30, 2007

Event Date: September 29-30, 2007

Event Details: Plan now for a fun weekend multi winery tour in the Okanagan. After an early morning drive to Penticton, you'll board a guided bus tour to enjoy tasting and treats at several wineries. Overnight stay is at the Days Inn in Penticton with a group rate. On Sunday we tour another winery or two on the way to Kelowna where we will have a BBQ lunch at the new Kelowna BMW dealership

Costs: Cost for this event will be the bus tour fee and the overnight stay at the Days Inn.

Registration: We'll be creating a Karelo link to pay for the bus tour, and you'll need to make the hotel reservation via the Days Inn toll free booking. More info to follow by email and on the web site.

April Tech Demo Sessions

April 2007

Past Event Coverage

Thomas worked with two of our club sponsors to set up two very interesting Tech-Demo sessions for members in April. Quick recaps of the events follow. Thanks to Thomas and Doug for the photos.

April 5 Softouch Tech Demo Session

Club members like caring for their cars, and knowing about options they have while trying to keep their cars looking showroom new. The Tech Demo at Softouch did just that by providing info on how they detail cars, what products and techniques they use etc.

Many thanks to Riaz and his crew for showing club members some of the specialty car care services they offer.



April 17 Dents Unlimited Tech Demo Session

Session info by Doug Temlett

Brian Manzardo & his brother Randy who run Dents Unlimited, located in Port Moody, gave our club members a demo of what they can do for you if you have dents in your precious BMW (or any other vehicle for that matter).

Their work is truly amazing and the best part is that they fix your dents while you wait, which means no dropping the car off & going back to pick it up, no bodywork or mismatched paint, no problems in general.

Dents Unlimited are often fixing dents for car dealerships and regularly work on some very exotic and expensive cars.

Randy actually used his own company van for our demo session, where he took one of the tools he uses to fix dents & unceremoniously whacked his door with it to make a real nasty dent in his door.

He then showed us how he meticulously removed it until there was no evidence of a dent ever being there!

Randy explained that they can take a look at a dent and let you know if they can remove it or not, and sometimes, even if they will not be able to completely fix a dent, they can make it much less noticeable.

After 15 years of doing this work, he makes it look easy, much like any professional at work, but it is truly an art that takes years to master.

After the demo, some of our club members were fortunate enough to have Randy & Brian remove a few dents from their cars.

In the photos of Ernie Louie & his black 330, there was a dent in the hood, normally a tough thing to fix, but after Brian was done with it, none of us could see any sign of a dent.

A while back, I decided to take my own M3 to them to see if they could remove a dent on my passenger side, that I saw more predominantly each time I looked at the car, until I started seeing this little dent with a blue car around it in the driveway.

I was dreading going to a body shop & waiting for days or weeks to get the car back, and then having to deal with any paint matching issues, but those fears went away in about half an hour with Randy as he went around the car & removed several dents, some of which I had not even noticed.

As you can see from the before photo on my Estoril M3, there is a dent in the spot where the lights reflect in the paint, so with a small hole drilled where no one would ever notice it, Randy accesses the dent from the inside of the panel with one of a variety of specially made tools.

Once he is satisfied with the removal, he places a permanently sealed cap into the hole, which is only removed if I end up with another dent in the same general area.

In the second photo, you can clearly see that the distortion the dent was causing has now disappeared, and even I can not tell that there ever was a dent there.

If you have dents in your vehicles, you should give Dents Unlimited a call & see if they can remove your dents, you might be as amazed as I was.



Above the tools of the trade.



As you can well imagine, it is rather difficult for us to faithfully reproduce images here that show the actual before and after results. That said, hopefully the images shown here will give you a quick impression of what was and can be done.



Above Dougs M3 dent before and after.

Below, Ernie checks out the before and after on his car.



Car Control Driver Training

May 5, 2007

Past Event Coverage

Photo coverage by Adam Shih and Doug Temlett

cars in action shots by Adam Shih



An overview of the course photos and commentary by Doug Temlett



Driving Unlimited instructor checks some basics, including seating position, mirror adjustment, and the position of hands on the wheel.



The vision slalom trains drivers to keep their vision up. The raised cone indicates a gate is to be skipped.



Positive feedback!!



The straight line emergency braking exercise.



The instructors discuss the exercises and explain each one clearly before starting.



Lining up for the next run,



The emergency braking while turning exercise... where would YOUR eyes be looking??



The emergency collision avoidance exercise.



The tough life of a cone...



One of those flying cone shots...



Another flying cone, cutting it a bit close in the emergency lane change exercise



OK, this is one way you can avoid hitting a cone... but not part of the training.

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DIY - Changing the E39 M5 Suspension

by John Jacobson

Changing the E39 M5 Front Suspension from stock to coil-over:

The front is relatively simple to change over to coil-overs. What makes it simple is that you don't have to disassemble the actual strut assemblies; you simply remove the factory ones and install the new ones. That said, it's heavy work and you should expect to spend about an hour per side. It will take longer if you've never done it before.

Put masking tape on the fender lip where the damper will come through, and fold a piece of cardboard over on top of it and tape it in place. You'll be glad you did!

The logic of the job is pretty simple:

Start with driver's side (left, looking forward). Jack up the front corner or both sides at the front. You'll need to have a floor jack free while you work so if you have two jacks that's easy; if you only have one, then put the front end on stands so you can use the jack. For reference, the "steering knuckle" is the aluminum casting at the bottom of the strut with the wheel bearing, the brakes, the various suspension and steering ball joints attached to it. The bottom of the damper goes through a machined hole in it (the "pinch tube") and the pinch bolt clamps it in place.

Undo the sway bar link at the swaybar. You need a thin open end wrench 16mm (I got one at a bike store) and a 16mm socket. This allows the suspension to droop down once it's disconnected.

Undo the pinch bolt and remove it. This creates slack in the sensor wires and it releases tension on the bottom of the damper so it can be removed.

Undo the three nuts at the top of the strut assembly (under the hood) and push the top of the strut assembly down and to the side to make room for the spring compressor.

Attach your spring compressor with the draw-down screw head at the top, up inside the wheel well. If you put it on the other

way, with the screw at the bottom, the top of the strut will come down but the long end of compressor bolt will prevent you from moving the strut out of the tower.

Put a socket on a universal and a long extension down through the opening in the fender and compress the strut spring an inch or two

Once it's compressed enough, push the top of the strut down and rotate it out of the wheel well. Remember the cardboard covering? Now you know why. Be careful not to stress the sensor wires or the brake hose. If the brake line pulls too tight, turn the steering wheel a bit (left turn) to move the brake caliper inward and relieve it.

With the strut outside the wheel well, use a long pry bar and lever up on the bottom of the damper to start it moving up and out of the pinch tube in the steering knuckle. Keep pulling on the tube — both of mine just slid out once they had started moving up.

You now have the old OEM unit out, and the hard part of the job is over. To get ready to install the new unit, wind its lower spring perch down so it's near the bottom of its travel range. This will allow you to shorten the damper by pushing on it (no spring compressor needed) so you can swing it in under the wheel well.

Clean out the pinch tube in the knuckle with a clean rag. Slip the new damper into the tube as far as it will go. If it doesn't bottom, don't worry. That's where the floor jack comes in.

Compress the damper by hand and swing the strut top back under the wheelwell

Use the jack (padded with a block of wood) to lift on the bottom of the brake rotor and lift the top of the strut into place. Install and torque the three nuts to 18 ft-lbs.

Lower the jack a bit, then wind the lower spring perch up until the spring is held between the lower and upper perches so that when you lift on the rotor again, the spring will keep the bottom of the strut pushed down and the knuckle can slide up to fully

seat the damper in the pinch tube. Continue lifting on the brake rotor with the jack to push the steering knuckle up to seat the new damper in the pinch tube. Once it's as high as it can go, stop lifting.

Install and torque the pinch bolt.

Remove the jack and set the lower spring perch up to the top of its travel. This will ensure nothing bad happens when you put the car back on the ground.

Switch your tools and get ready to do the passenger's side (right, looking forward). At this point, the driver's side is complete except for re-connecting the sway-bar link. You'll go back and do that after you finish the other side.

The second side is the same as the first except that you have to undo the headlight sensor link so it doesn't get broken when the suspension droops. Once again:

Undo the headlight sensor and the sway-bar link at the swaybar

Undo the pinch bolt, undo the top of the strut assembly, compress the spring and rotate the top of the strut out of the wheelwell and remove the damper from the pinch tube.

Install the new strut assembly, and repeat the process of assembling it into the strut tower and the steering knuckle.

Install and torque the pinch bolt.

Set the lower spring seat as high as it will go

Re-attach the headlight sensor rod and the swaybar link. Return to the first side and attach its swaybar link.

Put wheels on, put it on the ground, and check the ride height. You're done.

Remove and reinstall the rear deck so you can change your rear suspension:

Background – my car has the fold-down rear seats, rear airbags (SRS) and the rear sunshade. If your car is equipped differently, your experience may differ.

The interior fittings are all very well designed and made. In my car, everything fit well and nothing had to be forced or bent. The job has been described by others as easy but tedious, and I agree, with emphasis on the easy part.

Just to set the stage, I thought I'd describe the logic of the job: What has to be done so you can remove the rear deck to expose the top of the rear shock mounts?

You have to remove the rear seat base to expose the screws that allow you to remove the rear seat side bolsters

You have to remove the side bolsters so you can remove both the c-pillar trim and the actual deck itself

You have to remove everything that actually goes through the deck and stops it from moving: the headrest posts, the child-restraint bolts and the air vents under the rear window so that it will come out.

You have to remove the c-pillar lights to remove the c-pillar trim, which in turn holds the deck in place at the edges.

You have to remove the three nuts in the trunk that hold the sunshade in place.

You have to pull the six drive pin clips that hold the front of the deck in place behind the rear seatbacks. The trim piece has to come off as well.

Once you have the deck out, you have to remove the two interior speakers to gain access to the top of the shock towers.

A couple of notes – I did the work in an order that made it easiest for me to do, not the order that usually appears in instructions. I wore nitrile gloves to keep the back window clean. When I refer to “up”, “forward”, “down”, and so on, I mean in relation to the car when you're outside it and

looking at it.

Start by removing the headrests and their posts. The headrest and the posts are all individual pieces intended to separate. The posts are held in place by spring clips that clip into slots down inside the deck. To remove, pull up on the headrest itself until it comes off the posts. Then pull the posts out one by one. I've read descriptions suggesting they are hard to remove, but mine weren't.

Second, use a small slotted screwdriver to pop the plastic covers off the tops of the child-restraint bolts and remove the bolts and their rubber spacers. The triangular trim pieces just lift out without any drama. You don't have to actually remove the trim, but the holes make a dandy way to hang onto the deck when the time comes to remove it.

Next, get two small slotted screwdrivers and reach to the back of the deck and pry up the front edge of the vent cover. Each vent has four clips across the front edge and I just pried up with one screwdriver to create a gap, put the second one in and then just edged them along; as I did the clips popped one by one. Once the front edge is released lift it clear of the front edge of the hole then pull it straight forward to release the two longish (about an inch) rearward-facing rectangular pins under the deck at the rear. Don't pull up, pull forward or you'll break the pins off. These large pins lock the rear of the deck in place.

The last part of releasing the deck restraints is to open the trunk and remove the three nuts that hold the roller blind down. They're pretty easy to spot and they just unscrew.

Although it's “out of order” the next job is to remove the lights from the c-pillar trim. The lights have metal spring clips at the top and plastic hooks at the bottom, so pry down gently at the top and they just tip into your hands and lift right out.

Removing the light exposes two 8mm screw heads. Remove them. For the moment, you're done – we'll come back to the c-pillar

trim in a little while.

The next job is to remove the rear seat. Your workplace is about to become rather less comfy.

Run the front seats forward to make room, and then reach in and pull up sharply at the front edge of the rear seat once on each side. It will pop off the two spring clips that hold it in place. Pop each side in turn and then just lift the seat bottom out. **BEFORE YOU FOLD THE SEAT BACKS FORWARD PUT IN SOME PROTECTION FOR THEM!** I put a length of two-by-four in between the two exposed spring clips and laid bubble wrap on it so that the rear seat leather didn't run into the spring clip. Once you've made sure that they won't be damaged, fold the seat backs forward. You will have to sit on them, so make sure they're well protected.

Next, remove the rear seat side bolsters. Reach down the front of the bolster and feel along the bottom toward the door to locate and remove the 10mm screw that holds the bolster in place. The screw is cross-ways in the car and goes into the inside of the rocker panel (not literally, but you get the idea). Once the screw is out, the seat bolster is held in place by two more clips. Near the top it's held by a single spring clip similar to the ones that hold the rear seat base down. At the bottom the bolster has a metal tongue that goes downward into a slot. To remove the bolster the rest of the way, pull the top straight away from its mounting face about six inches down from the top to pop the spring clip loose. Once the top is free, lift the bolster straight up to get the tongue out of its slot and it's out. Remove both sides.

Now that the bolsters are out, you are nearly done.

Now finish taking the c-pillar trim out. Since the screws are already out, the trim is only held in place by two plastic pins at the front and a row of tabs that fit into slots at

— continued on page 22



A great turn out of cars and members started our 10th Annual Harrison Fun Run. After the Driver Meeting, we enjoyed the scenic drive, once again filled the Clayburn Rest Stop and had a BMW only parking area in front of the hotel.



On the road



Clayburn Rest Stop. BMWs only.



BMW Only parking at the Hotel.

Photo coverage courtesy of Connie Louie and Doug Temlett

CATALYTIC CONVERTERS.....

How far can you toss a dead CAT?

Text and photos by Henry Christoff

Over the past months, there has been some discussion about catalytic converters on the club web site. So, what is a CAT and why should you care? To start, most cars since 1975 have these smog eating devices. And if you live in the Lower Mainland of B.C., you know that your car must pass Aircare before you can renew your Bimmer's license plates down at your local ICBC broker's office!

History Lesson

Catalytic converters were developed in the early 1970's to meet U.S. government mandated automotive emission standards that were to take effect in 1975, just as disco music and 8-Track in car sound systems had come into vogue. A company called Engelhard Corporation created the first 3-way catalytic converters. What's a 3-way? Well, not quite what you think!

Catalytic converter technology significantly reduces the three major pollutants from gasoline engine emissions: hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxides (NOx). And so, it became the

"3-way catalytic converter".

Interestingly, BMW first used thermal reactors as a way to cleanse exhaust, but later discontinued that technology in favor of catalyst to meet emission standards.

Is It Science or Magic?

The Corning Company invented the cellular substrates (called ceramic substrates) in the mid 1960's. It's this substrate, or cake, that is the heart of the catalytic converter. Originally, the substrate was manufactured from just ceramic material formed into a screen style honeycomb. Today, there are several substrate options. Once formed, the substrate cake receives a precious metals chemical treatment. This treatment of the substrate consists of a thin layer of metal oxides, various chemical promoters and stabilizers coupled with a combination of platinum, palladium and rhodium. The exhaust gases pass through the honeycomb channels of the substrate and it is the thin chemical coating that cleanses the exhaust gases as it flows over the surface coating.

Types of Substrate

1. Thin wall cordierite ceramic honeycomb (screen style cake) available in 100-400 cpsi (channel density per square inch). Automotive applications

usually use 200 to 400 cpsi. The higher the cpsi, the more expensive the product becomes.

2. Honeycomb (looks like the wax product of honey producing bees). High vent rate with a large surface area. Ideal for diesel applications.

3. Metallic, with a honeycomb support structure and screen design. Primarily used in performance applications. Excellent construction durability.

Coming Soon to Your New BMW!

New cake coating technologies to increase catalyst life, that have special chemical promoters to enhance surface acidity / basicity functions to enhance catalyst selectivity (or, in simple terms, better exhaust cleansing). Also development of unique substrate shapes to address limitations in catalyst applications. Or as automotive designers call it, "packaging".

What Goes Wrong, And Why Your Car Failed Aircare

Here are the three main reasons catalytic converters will need replacement:

After many miles of use the thin chemical coating on the substrate wears away. Exhaust emissions increase because the



Cat 1: Metallic Substrate Style Converter
Photo taken at the 2007 Bimmerfest SuperSprint Display



Cat 2: OE style ceramic substrate / cake that was over heated
Photo taken at the 2007 Bimmerfest SuperSprint Display

exhaust gases are no longer being cleansed.

Substrate structure failure. Got a ball bearing rattle in your catalytic converter? The cause is most likely substrate break down. As the substrate degrades, the substrate fit within the interior of the catalytic converter housing is no longer tight. The substrate vibrates within the housing, creating that rumbling, ball bearing sound. Eventually, the substrate will disintegrate to the point that the unit may become blocked.

Catalytic temperatures beyond the ceramic material failure threshold will cause the substrate to melt and block exhaust flow. This is usually caused by engine misfire conditions. Un-ignited fuel and unused oxygen end up in the catalytic converter and will cause a combustion reaction within the converter. Usually, your "Check Engine" light will alert you that something is not right. Additionally, some manufacturers state that ceramic material failure can be caused by very long periods of prolonged high RPM. Use of a catalytic converter with the metallic substrate design may reduce this type of failure.

Emissions Trivia!

The Engelhard Corporation was acquired by BASF in 2006.

The U.S. EPA Tier 2 program instituted new emissions standards that started in 2004 and state that by 2009 all passenger vehicles are to be 99% less polluting than vehicles from the 1960's.

South Africa is the leading source of platinum for catalyst substrate coating.

Is That All?

Not quite! Since 2002, catalyst technology has been used on engine radiators and air conditioning condensers on all Volvo sedans and sport-wagons, as well as some BMW, Mercedes, Mitsubishi and Hyundai models. This technology, also developed by the Engelhard Corporation, uses chemically treated (just like the substrate of the catalytic converter) surfaces of the radiator and condenser to cleanse the air as you drive. The process treats ground level ozone that exists in the air, and turns it into oxygen molecules. Looks like driving our cars can be good for the environment, after all!

In addition to caring for 3 very nice BMWs, Henry also has some other interesting cars. You'll see him and Kristi at events club in either his meticulously cared for '86 635csi or perhaps in one his E30's. He's also rumored to have some non BMWs.

As you can tell from the notes in this article Henry got some of his info for the article while at this years Bimmerfest in Santa Barbara.

He also sent along a fun photo of one of the many interesting cars at Bimmerfest.



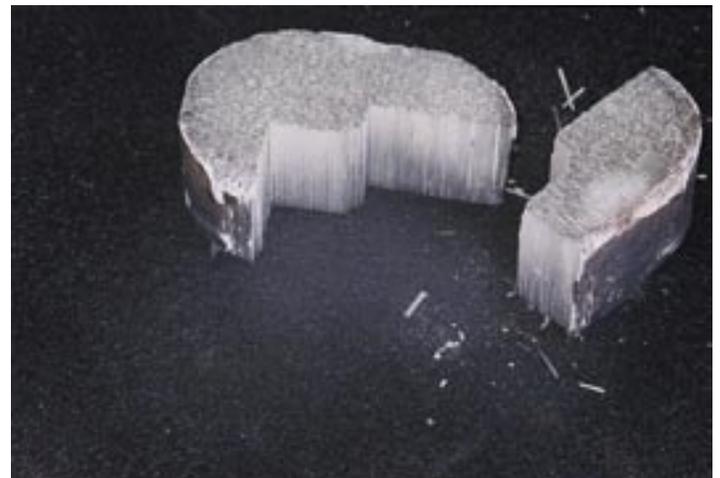
As Henry notes, the BMW Car Club of BC electronic forum can be a good place to find and share info about the cars we love. For those that have not visited it yet, the forum requires registration [no cost], and there are several member only areas with interesting info as well a public areas and a classified ad section.

visit and explore our club web site

www.bmwccbc.org



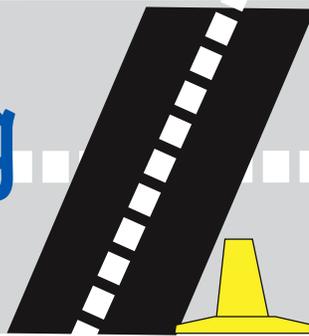
Cat 3: Aftermarket style E24 converter manufactured by CT Converters
Note this style has two ceramic "cakes" with space between both.
This unit developed the annoying ball bearing rattle.....



Cat 4: Ceramic substrate "cake", with the screen style honeycomb design.

BMW Car Club of BC Driver Training

Promoting safer driving through
skills improvement



Plan Now for our Fall Sessions

What's your excuse?

If you have not taken a club sponsored Driver Training course yet, then first read the entertaining story on the next page from one of the US clubs.

We've been running our club based program since April of 1999 and have had well over 110 students through the program.

If you have been thinking about taking one of our excellent programs run by Driving Unlimited, there is no better time than now to make the commitment, if the trend of sold out sessions continues you won't want to wait. So check the dates we have confirmed here now, and consider signing up promptly for the course you want.

Fall 2007 Program Details

Sunday September 16th 2007 8:30am to 4:00pm
Car Control Session at Pitt Meadows
Register via Karelo, limited to 24 cars. Event fee is \$190

Course is already 29% booked
Monday September 24th, 2007 8:30am to 4:00pm
Road Skills Session at Mission*
Register via Karelo, limited to 24 cars. Event fee is \$290

Course is already 25% booked
Sunday October 21st 2007 8:30am to 4:00pm
Winter Skills Session at Pitt Meadows
Register via Karelo, limited to 24 cars. Event fee is \$190



*Note

Our program is a graduated one, and you need to take one Car Control session before moving on to Road Skills.

Sign up now to avoid disappointment. Registration links will be on the home page and on our driver training page. Those without web access can contact Rolf at member services at 604-671-5843 for more info.

Thanks Tony

Those who have been to a club driver training program probably got to meet Tony Riddle. Tony was recently retired from Driving Unlimited. Those who met him and were instructed by him will miss him. In recognition of the work he put into the club program we honoured him with a certificate of thanks at the Harrison Fun Run. Thanks Tony from the Driver Training Team and the members you influenced.



Reasons to take BMW Club Driver Training
Our club Driver Training program is about learning and practicing skills that are essential to safe driving. The role vision plays, panic stops, and emergency maneuver control are all skills we work on.

Consider this quote by a student: "I learned to look farther ahead, anticipate more, run "what if" scenarios through my head, and acquired practical skills as well, such as how to steer a car under full ABS braking (which, as most of us know, takes exaggerated wheel inputs)." And it is all done in a fun controlled safe environment with qualified instructors.

We run a graduated program, and you need to complete a Car Control course before moving on to the more challenging Road Skills program.

2007 Driver Training Dates

Feb 11	Car Control
Mar 26	PIR with Driving Unlimited
May 5	Car Control
June 4	Road Skills SOLD OUT!
Sept 16	Car Control
Sept 24	Road Skills
Oct 21	Winter Skills

Our BMW Club Driver Training program is a graduated program operated for the club by the professionals at Driving Unlimited. Car Control is our entry level course and is open to all. Participation in Road Skills requires the successful completion of a Car Control Course.

BMW Car Club of BC Driver Training Program is run by the fine folks at Driving Unlimited.

Did you know? BMW AG in Munich is celebrating 30 years of their driver training program. You can find an interesting slide show of BMW Driver Training images via the Driver Training pages of our club site.

**you can now renew your
membership online
www.bmwccbc.org**

Share your club event experience
We encourage members to send us their photos stories and notes about events they have attended. Send us your photos and stories and we'll do our best to publish them.
Contact us at: ausblick@bmwccbc.org

The BMW Car Club of BC is a club for enthusiasts and owners.

If you have a friend with a BMW that is an enthusiast and is not a member yet, why not invite them to an event and also invite them to join the club.

So think you are a Good Driver and Driver Training Excuses

We often wonder why more people don't take our club driver training program...

We've got two interesting short bits about schools here. Read then sign up. No excuses. Contact us at: schools@bmwccbc.org

You're A Good Driver? Says Who?

Everyone is a great driver. Don't believe it? Just ask anyone who drives if they think there are any bad drivers out in traffic, and you'll probably get a long conversation of pet peeves going, with stories and examples of bad driving, but always "other people", never **me** or **you**, right?

Well, if everyone claims to be a good driver and we are all out in traffic, yet people still seem incapable of driving from your perspective, where is the problem?

Simple, the problem is that almost everyone who drives feels that they are a "better than average" driver, so do their parents & grandparents.

According to ICBC, in BC, "average drivers" have 695 accidents every day of every week of the year, so you should consider how to become a truly better than average driver and avoid being included in that statistic.

For years I thought I was a good driver because I have decades of driving experience, including about a decade of professional driving experience (no I was not a sexy Formula 1 driver...I drove a truck), and in all that time, I've never had an accident that was my fault.

In reality, because I thought that way, I was probably just an average driver, with that same average confidence in my driving, just like you probably are right now.

So, we all believe we are good drivers, but the truth is that once we learn how to get a car from A to B without hitting anything or wiping out into a ditch, we tend to leave it at that and carry on through life as an "average driver", often driving without thinking about what we are doing, and what evasive action we might need to be capable of in an instant, while on our cell phones or fiddling with something like a stereo, makeup, shaver, you name it.

We never learn how to improve upon our basic skill level, that is not really necessary for us regular folk who just drive to & from work or to the mall, right? **Wrong**, and every day 695 accidents prove it.

Taking the BMW CCBC Car Control Course, with Driving Unlimited instructors is about the best thing one can do to improve their skill level from basic driving ability to a more heightened level and gain an awareness of what to expect in a given situation that you may not ever get to experience otherwise, until an emergency happens.

When I went through my first BMW CCBC Car Control course, I had only felt my ABS come on a few times while driving, but I learned what it does for me and how to use it to avoid a collision.

I learned that I had my mirrors set incorrectly, and how to make them more useful, you know, I learned more in that course about how to help my driving, than I have since I started driving all those years ago.

I find myself paying more attention to my driving and I employ the skills I have learned from several courses now, on a daily basis.

I sense that some people wonder if they would "fit in" at these courses, but the fact is, that if you drive, you WILL fit in and chances are you will totally enjoy the course, and it really does NOT matter what vehicle you drive, that is the one to take the course in, well, OK, unless it is a Sherman tank or something of that nature, but we see all kinds of vehicles in this course.

If you are one of those people who are not too sure about the course, contact me directly and I will put your mind at ease, then talk you into it.

You could even save money on your optional insurance with CDI, just for taking the course.

I admit that I have become somewhat evangelical about the course to some of my co-workers, my family, and my friends, but I make no apologies.

After a friend of mine lost his life in a crash, I want the people I care about to be safer drivers for their own safety.

Sign up for the next Car Control course, you'll never regret it as long as you live!
Doug

We're not the only ones with the Driver Training message...

adapted from and printed with permission of Rumble Strip – August 2006 – Die Flüsternde Bombe

Don't Make Excuses, Make The Next Driving School

By Mark Dadgar, Golden Gate Chapter
Excuses, excuses.

We here at Driving Events Central bear a lot of amazing reasons why people cannot attend a GGC driving school, autocross, or car-control clinic. Let's review some of our favorites and see if we can put the kibosh on 'em once and for all.

I Don't Want To Damage My Car.

Good! We don't want you to, either, which is why the GGC team uses its decades of teaching and event management experience to create the safest driving schools possible. Nothing gets our cadre of dedicated instructors squealing like little girls faster than impending doom, so they work very hard to keep our students on the straight and narrow at all times. There's a reason that the GGC driving events program isn't sponsored by Jimmy's House Of Body & Paint.

I Don't Need To Attend A School.

I'm An Excellent Driver. Does your dad let you "drive slow in the driveway," too? Training is good. More training is better. Driving on the street teaches people terrible habits, like fixating on the bumper in front of you or singing along to old Hanson songs on the radio. Attending a GGC driving events program offering helps to undo the damage that Northern California commuting has done and gives a level of situational awareness that will keep you safer on the road every day. You're on your own for the Hanson issue, though.

I'm Not Interested In Racing.

That's fantastic, because we're not interested in teaching racing. The GGC driving events program gives our members skills they can use every day, which makes all of us

—continued on page 26

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Click Click Click...

by Thomas Fink

Click Click Click...

Sound familiar? If your car has a clicking sound that occurs while you are accelerating or while cornering, it could be that it is time for new CV Joint Bearings or complete Half Shafts/Drive Shafts.

Figure 1. shows what a Half Shaft looks like and I'm quite sure that most of you know where they (yes, 2 of them) are located. If not, the 2 axle shafts (4 if your car is 4 wheel drive) are located at the rear of the vehicle and are attached to the differential, with the splined end sitting at either wheel.

Over time, the grease that is supposed to lubricate the bearings breaks down and becomes hard. The metal surface that the ball bearings within the CV Joint ride against, also breaks down and begins to wear.

This wear causes "pitting"... Which is basically bits of metal that leave the surface of the CV Joint, which leaves behind pits or tiny potholes. It's these potholes that cause clicking sounds as the ball bearings roll over them while under load (acceleration). Fig.2

To deal with the clicking, you can overhaul the CV Joints, which involves removing the 2 half shafts and then disassembling them. Once taken apart, the faulty/noisy CV joint can be replaced with a new one... or better yet, a complete new half shaft is installed (with new grease) that is then good for another 100K km.

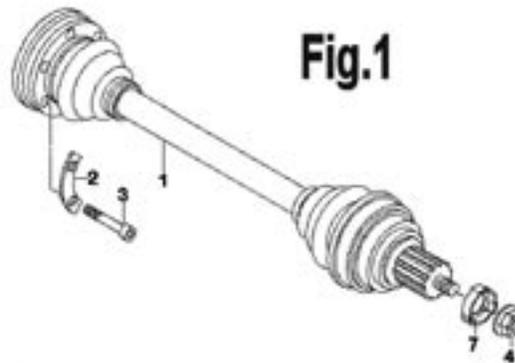
If money or budget is tight... simply remove the half shafts, add new grease to the CV joints by lifting the boots and squeezing it in. Take the freshly greased shafts and swap them left to right, right to left.

This will now cause the shafts to run backwards and the "forward load" of driving, is now applied to the "smooth" side of the worn CV Joints!

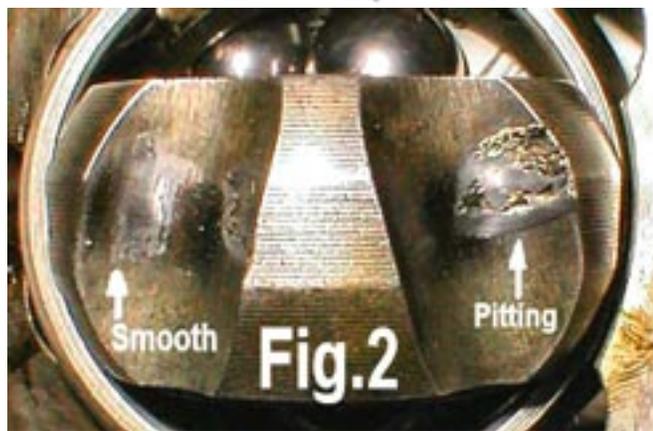
Fig.3

Be sure to not add too much grease to the CV joints, since this can cause boots to break as the length of the axles change... due to suspension movements.

Thomas



For those that may not know, Thomas has been active in the club since the beginning. In addition to the work he does for member services, and the many photos he has taken at events, he loves to work on his car and share tips. Thanks Thomas for getting the DIY corner and tips section going.



DIY - Changing the E39 M5 Suspension

by John Jacobson

continued from page 13

the rear. The plastic pins stick straight out of the back of the trim piece, and if you break them, they can be replaced. One is visible and reachable at the top near the middle of the light opening and the other is about half-way between the front tip of the light opening and the front tip of the trim piece where it goes forward over the door. Hold the trim near the pins and give a firm tug straight out (90 degrees from the surface). Don't pull too far! That will pull these pins out of their plastic sockets in the bodywork. Once the pins are free, pull the trim piece forward and tip it inward and it's out. Remove both sides.

Next, take a pair of diagonal cutters and coax the center pins out of the six pushpins that hold the trim piece over the top of the trunk opening. The trim piece has five tabs that hook underneath the bottom edge and go up inside the trunk. Once the pushpins are out you have to carefully work the panel to release the hooks and get it free. Once the trim panel is off, you're ready to remove the deck.

Getting the actual deck out isn't hard, but it does take some heaving. Sit on the back seat with your feet in the trunk, grab the deck through the holes left by the child-restraint trim and then pull it up and towards you. Just keep working it and eventually it will pop out and pretty much land in your lap. Before you go all the way to laying it on the back seat, find the wire for the electric roller blind and unhook it from the right-most hold-down clip so it doesn't get stretched or damaged.

If you're just doing suspension or sound system work then you don't actually want to take the deck completely out. Roll it forward and lay it upside-down on the back seat. It will be held in place by the seatbelts that still go through it, and you can do all your suspension work with it in this position. The last step before the suspension work begins is to unscrew the two speakers at the left and right sides of the rear shelf. They are

held in place with two tapping screws at the front, and they just lift up and pull forward. Unplug and remove them. The top of the rear shock is under the foam blanket in a hollow just behind the rear seatback and just inboard of the outer seat-belt reel. Fold the outside forward corner of the foam blanket back and look underneath – you've arrived!

Reinstallation is literally the reverse of removal.

Changing the E39 M5 Rear Suspension from stock to coil-over:

The rear is relatively simple to change over to coil-overs, but it's a lot more work than the front. You don't have to disassemble the actual strut assemblies; you simply remove the factory ones and install the new ones. That said, its heavy work, particularly if you don't have help, and you should expect to spend a couple of hours per side. It will take longer if you've never done it before. There are some things that look simple that aren't, and if you mess them up it will take much longer to do. Proceed with care.

The logic of the job is pretty simple:

The strut assembly is longer than the space it has to fit through to come out. The adjustable coil-over replacement can be compressed more (shorter) so it's not constrained.

The bottom of the strut is in a box formed by suspension members. Undoing the upper rear control arm opens the box.

You have to remove the brake caliper because it gets in the way of the upper rear control arm as you try to swing it out of the way.

You have to disconnect the hub speed sensor because the wire is too short to bend out of the way.

You have to block the whole swinging mass down because it will jump upwards when you undo the damper bolt, making the "box" even tougher to get out of.

You have to remove the fender liner

because it constrains the movement of the strut. You don't have to remove the fuel plumbing (left side) or emissions equipment (right side) because they are not in the way.

You don't need a spring compressor if you block the suspension members down when you remove the strut bottom bolt. You do if it gets a chance to jump up on you.

I'm going to start with driver's side (left, looking forward), but it really doesn't matter. Remove the interior to access the strut tops (see other DIY instructions) and begin with the rear end up in the air on both sides and the rear wheels off.

Undo the sway bar link at the swaybar and fold the link down toward the middle of the car. You need a thin open end wrench 16mm (I got one at a bike store) and a 16mm socket. This gets the link and the bar out of the way.

Remove the fender liner – it's the second worst part of the job. There are three pushpins at the lower rear side to remove, two nuts on posts at the inside on either side of the strut tower, and three screws (two longs and a short) under the bottom of the car at the front. There is a pushpin underneath (not on the other side though) and a 1" diameter rubber plug on the inside of the outside fender well. Remove all the screws, nuts and pushpins, reach up from underneath the edge of the liner and pop it off the rubber plug, then just bend it and twist it until it comes out. As I said, taking it out is the second worst part of the whole job. The worst part of the job is putting it back in!

You can now see a bunch of emission control equipment hanging there inside the wheel well. Leave it alone – there's no need to touch it.

Undo the slide bolts on the brake caliper, remove the anti-rattle spring, push the piston back a bit and remove the caliper. Hang it on a wire hanger back out of the way.

Remove the now-exposed wheel speed sensor (blue) connector from its box on the inner fender well. Press in the thumb release with a small screwdriver and pop

the connector apart. Trace the wire to the grommet beside the brake line fitting and slide a small screwdriver under the grommet and pop the grommet out of the notch. Use the screwdriver to unclip the plastic wire bracket on the rear upper control arm (they snap together at the top – a quick flick with the screwdriver and it unlatches). Leave the bracket attached to the wire. The wire is now free, so unthread it from its route and let it hang forward of the wheel assembly.

Get a 21mm box end wrench and a 10mm socket on a ratchet and undo the nut on the upper control arm that you just removed the wire bracket from. The ball joint is not on a tapered rod, so it will come free when it's undone – a ball-joint remover is not needed.

At this point, you have the opportunity to make your life easy or hard. I tried both and easy is definitely better. The problem is that unlike the front suspension, the rear suspension jumps upward about two inches (not down) when allowed to hang free. Getting the strut assembly out is a lot harder once it's up there.

I solved the problem with a short length of 2x4 between the bottom of the body and the top of the suspension member, so that when the strut is released from the suspension knuckle, the suspension can't just jump upward. Of course getting the 2x4 out is a challenge, but it's easier than wrestling with the strut!

Put a block of wood as described or similar in place to keep the suspension from jumping upward when you disconnect the bottom of the strut from the knuckle.

Use the 21mm box wrench to release the bolt that holds the bottom of the strut. I spun the bolt out using a 7/8 socket on a 3/8 ratchet – it turns fairly easily once it's free, but it's torqued to 127 n-m when you start, so you need to get a positive grip on it.

Undo the three nuts at the top of the strut assembly behind the back seat.

If you've blocked the rear suspension members down, then you can just pull the

now-unbolted upper control arm down and back as far as it will go and slip the bottom of the strut through the gap created. Once out, you're done.

You now have the old OEM unit out, and you're about half done. To get ready to install the new unit, wind its lower spring perch down so it's near the bottom of its travel range. This will allow you to shorten the damper by pushing on it so you can get it into place inside the wheel well opening.

Compress the damper by hand and put the strut assembly into the wheelwell.

Line up the three top screws with their holes, push them through, hold it in place and reach inside the passenger compartment and put the nuts on the top of the screws. It's awkward, and much easier with two people, but I did it myself and once you've got one in place, you can get the rest. Torque to 18 ft-lbs.

Pull the 2x4 out and let the suspension swing up (who am I kidding – you couldn't stop it if you wanted to).

Put the bolt into the sleeve in the bottom of the damper and fit it to the knuckle. Do it up and torque to 127 n-m.

Put the upper control link back together and put its nut back on. Torque to 145 n-m.

Return the wheel speed sensor wiring to its former location, and reinstall the brake caliper.

Spin the lower spring perch to the top of its travel (adjust it later).

Put the fender liner back in. It's not as hard as it sounds; except for getting that stupid 1" diameter rubber plug back in. I used a plastic hammer to drive the plug into position. A week later, it hasn't fallen out.

Switch your tools and get ready to do the passenger's side (right, looking forward). At this point, the driver's side is complete except for re-connecting the sway-bar link. You'll go back and do that after you finish the other side.

The second side is the same as the first, and unlike the front, you don't have to undo the headlight sensor link because the

suspension never actually droops. Also, as on the first side, once you get the fender liner out, you DON'T have to remove any of the fuel plumbing. It's not in the way. Similarly, you don't have to do anything with the brake pad sensor wire – leave it in place in the pad and it's out of the way when you hang the caliper back. You do have to release and unthread the wheel speed sensor wire, though.

When you're finished on both sides, reattach the rear swaybar links.

It's possible that you can do the job without undoing the rear swaybar – I don't know. I was replacing the bar itself when I did mine, so it was completely removed when I did my work. Taking it out does create space to work around the lower damper bolts.

Put wheels on, put it on the ground, and check the ride height. You're done.

I strongly recommend that you don't reinstall the rear package shelf until after you've driven the car for a week or so. You'll find all the squeaks and noises, and if you need to tune the damper settings it saves a lot of time.

John is on his fourth year with the club, but sources tell us he has been a driving and BMW enthusiast for decades, and the earliest BMW a member remembers him owning is a 2002 in the '70's, but he's had several BMW's since, along with a few other cars.

He does a number of different DE's throughout the year with various clubs and with our BMW Club, and he also does his own work on his cars. Generally John is what you'd call a true enthusiast.

[Actually John has participated in 9 of our clubs advanced Driver Training programs]

Club Gear Grill Badges and Club T-Shirts



We have a variety of club gear for members to show their pride and participation in our club.

Club T-shirts are always a popular item. Available in white or grey in most size ranges they are high quality, locally produced, and are available to members either via on-line ordering or by contacting Thomas of the member services team.

We also still have a few of the high quality German made grill badges available. National (BMW Club of Canada) grill badges will be available soon

You can also buy sew on patches that are great for putting on caps and other clothing.



Actual size of the sew on patches is 61 mm wide by 76 mm tall. They are machine stitched with over 10,000 stitches in the colors of our club emblem. They work great on caps and jackets and other gear.



Actual size of the grill badge is 61 mm wide by 76 mm tall. They are 3 mm thick. This is no flimsy tin badge. Nickel plated with baked enamel finish is what we have chosen. They come with two attachment holes.



Members receive a pair of window decals with their membership package, and we encourage members to display the decals to show that you are a club member. The self cling decals are easy to apply from the inside of your window, and look great when trimmed and placed in a visible side window location.

Additional or replacement decals should you need them, can be obtained from member services for a nominal fee.

To purchase any of these items contact Thomas at one of the club events or by email at thomas@bmwccbc.org

BMW Club name Tags and Lapel Pins

We have two new items that will be available to members. We now have a card printer that can do high quality name tags. We also have a supply of lapel pins.

Once we have a lanyard supply located, we'll offer members the option to purchase permanent name tags.



visit our web site

www.bmwccbc.org

The BMW Car Club of BC is a club for enthusiasts and owners.

Membership in the BMW Car Club of BC is \$40 per year and family members living at the same address can be added as associate (voting) members for only \$5 per family member.

Your club membership entitles you to participate in all club events, in addition you get a member card, a club window decal, the club newsletter mailed to you, access to the private areas of our web site, and discount options at participating dealers and vendors.

If you have a friend with a BMW that is an enthusiast and is not a member yet, why not invite them to an event and also invite them to join the club.

Are you on the email list?

We have a private members only email list we use to send out event notices and other pertinent club event information. It is a controlled list, and we work hard to keep it up to date, clean and SPAM free. We do not rent out or otherwise distribute the list.

If you are not currently getting club email announcements, it may be because we don't have your email address on file, or the one we have is no longer current.

To be added or deleted from the announcement list, send us an email.

news@bmwccbc.org

BMW Car Club of BC Corporate Sponsors Directory

Support your Club Sponsors.

We'd like to remind you that thanks to the contributions of the corporate members in our club, we are able to provide additional services without raising the cost of membership. In addition to hosting Tech Sessions, Corporate contributions help to defray many club costs. The additional amount that Corporate Members pay to have their ads in our newsletter have a positive impact on the services we offer.

The next time you need a product or service for your BMW, check with these people first to see if they can help fill your needs. Support the people that support your club. Should you be a sponsor?

BMW Car Club of BC Corporate Members and their companies

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 Web www.ralphsradio.com

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 Web www.driversedgeautosport.com

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 Phone 604-768-3900

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British Columbia BMW Contacts and Dealership Locator

Information provided by BMW Canada Western Regional Office
 Phone 604-270-4269 Fax 604-270-2354 100 - 13091 Vanier Place, Richmond, B.C. V6V 2J1

Auto West BMW
 Phone 604-273-2217 Fax 604-273-9663
 13720 Smallwood Place, Richmond, B.C. V6V 1W8

The BMW Store
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Our club appreciates the support we get from BMW Canada and the local dealers as they help host club events and provide prizes and other considerations for events hosted by the BMW Car Club of BC

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 Phone 604-276-2552 Fax 604-276-0345
 21000 Westminster Hwy, Richmond, B.C. V6V 2S9

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safer. You'll learn to improve your awareness of what your car is doing and what's going on around you, which can help you avoid an accident before it happens. The fact that it's also a huge rush and will have you boring your co-workers for hours at the water cooler on Monday will just be our little secret, ok? **I'm Afraid I Won't Be Any Good At It.**

No one is "good at it" at the beginning—that's why it's called a school, right? But the reality is that no student is unteachable and everyone goes away a better driver than when they arrived. You will be amazed at what you learn and how much fun you have.

Cars Are "Boy Stuff."

Well, that's true. But the happy corollary is that cars are Girl Stuff, too. The GGC driving events program activities are full of women, both as students and as instructors. And as a Y-chromosomed instructor myself, I can tell you that most of my best students over the years have been women. So guys, don't leave your girlfriends and wives and sisters and daughters at home. And girls, come on out and kick some Boy Butt!

Hard Cornering Gives Me A Rash.

That's what Calamine lotion is for. Next excuse, please. **I'm A Card-Carrying Member Of The Society For Prevention Of Cruelty To Tires.**

I hate to be the one to break it to you, but tires are genetically bred to want to be flogged mercilessly for miles during high-performance driving events. Each baby 185/60-14 rubber donut spends its nights at the tire ranch dreaming of power slides and four-wheel drifts. It simply yearns for the time when, as a fully-grown 275/30-18 summer high-performance radial, it can spend its days on the ragged edge of adhesion before going to that Great Recycling Center in the Sky. Don't be the one to disappoint these eager, young things, for a life lived in vain is no life at all.

High Performance Driving Is Against My Religion.

This could not be more untrue! Many is the time I've heard a student call upon a Higher Power when faced with corners like Turn 10 at Infineon Raceway or the Corkscrew at Laguna Seca. In fact, I'd go so far as to say that "Thou Shalt Not Apex Early" is the 11th Commandment and it's not a coincidence that most race tracks have an official chaplain on the premises. Enlightenment is found at 7,000 rpm... tell a friend.

I'm Afraid I'll Get Hooked Because I've Heard...

Driving events will leave you sweaty and smelly and awash in adrenalin. But on the positive side, your family probably won't stage an intervention, although we can't make any guarantees. So come on out and play. Everyone else is doing it. You're not cool if you don't try it. Come on, just once!

So now that we've gotten those out of the way, it goes without saying that these excuses will no longer be accepted here at Driving Events Central. If you're going to skip yet another event, you'll need to come up with something new to keep us entertained.

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Mark Dadgar is a life-long car fanatic who gets way too many automotive magazines each month and buys Calamine lotion by the case. He is the founder of JustRacing.com and currently serves on the board of the Golden Gate Chapter and as the Driving Events Coordinator. As punishment for that, they make him instruct at driving schools and write a column for the Bombe. You can reach him at rumblestrip@ggcbmwcca.org.

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Insurance is one of the many benefits that you can get through your BMW Club, BCAA Group Affinity Plan partnership. Along with fulfilling insurance needs, BCAA also offers group membership and travel offers that are uniquely designed for BMW Club enthusiasts.

To register and find out more about this opportunity, please call 1-888-268-5154 or visit on-line at www.bcaa.com/groups.



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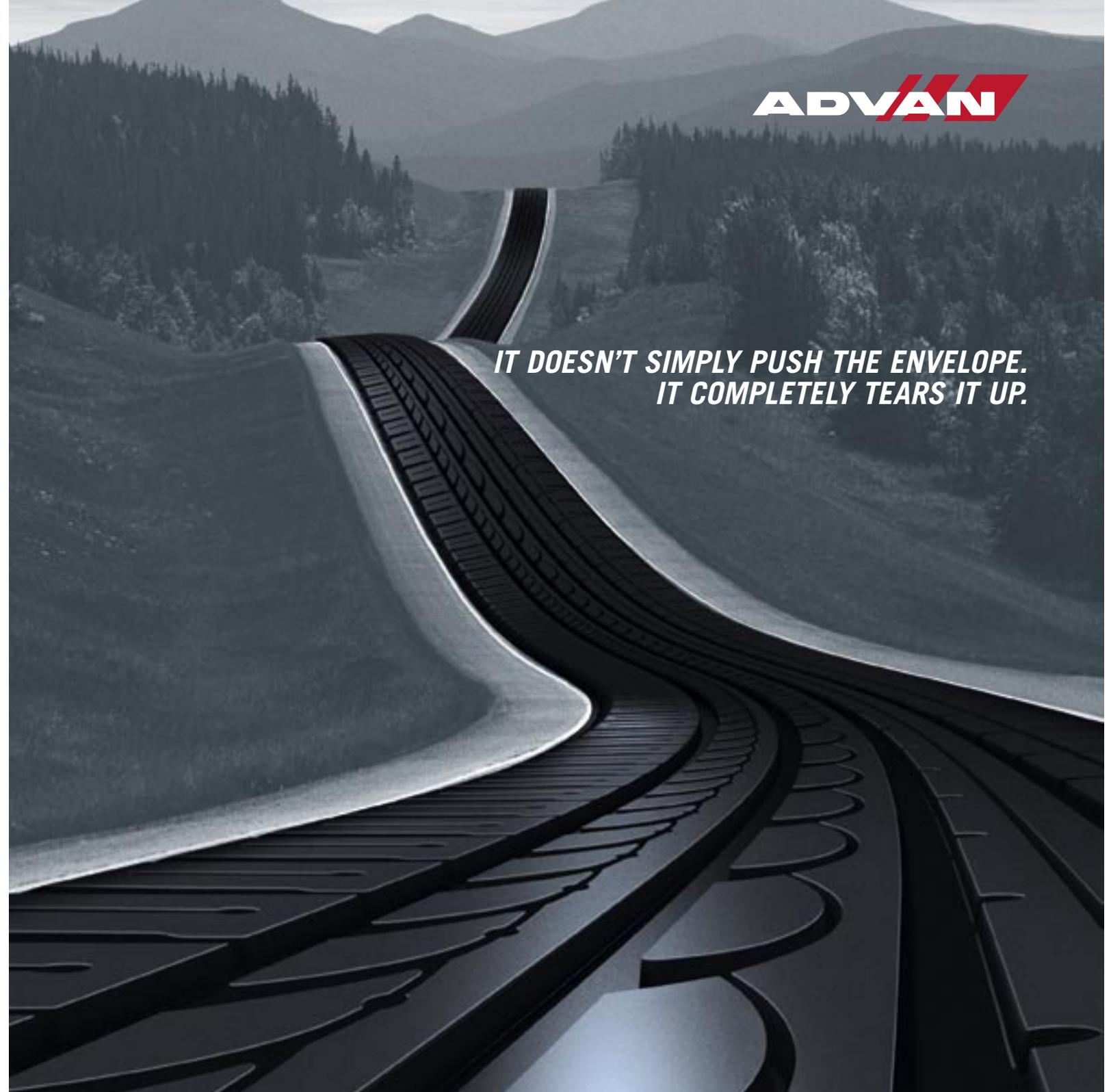
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