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DIY Tech Tips
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Plus news and other valuable club information

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www.bmwccbc.org

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As a BMW Club member you now have access to exclusively-priced products and services from one of BC’s largest and most trusted member service organizations.

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Did you know that BCAA offers a full road trip planning service? They can help you and your BMW see the world from your unique perspective. Member travel councilors can arrange your trip with driving distances, routes and stops along the way. They will also book your accommodations too. It doesn’t get easier or more convenient than this.

Find out more! Call 1-888-268-5154.
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

President
Phil Abrami (Quebec)

Vice President
Bill Brown (Regina)

Secretary / Treasurer
Rolf Drommer (Mainland BC)

Directors
Richard Bureau (Bluenose)
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Chris Pawlowicz (Ottawa CC)
Doug Cope (Trillium)
Robert Gzik (Quite West Riders)

Club Website (includes electronic forum)
www.BMWclub.ca
e-mail: 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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V10 no 2 June 2007 [this issue]
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Ausblick
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**New Members**

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

- **Marcel Bally**
  2000 E39 - 5 Series 528i

- **Ritesh Singh**
  2007 E92 - 3 Series 335i

- **Peter Fenrich**
  2005 Eclipse Spyder

- **Steven Kelly**
  1997 E39 - 5 Series 540i

- **Alan Purdey**
  1988 E28 - M Series M5

- **Brent Hayden**
  2000 E46 - 3 Series 323Ci-c

- **Ray Au**
  2001 E46 - 3 Series 330i

- **Justin Anfinson**
  2000 E39 - M Series M5

- **Mark Timmerman**
  2007 E92 - 3 Series 335i

- **Edmond Lum**
  1993 E36 - 3 Series 325is

- **Charles Lee**
  2003 E39 - M Series M5

- **Binbin Liu**
  2007 E85 - M Series M Roadster

- **Ray Devonald**
  2003 E85 - Z4 Roadster Z4 3.0i

- **Farzi Jafari & Maryam Langroudi**
  2002 E39 - 5 Series 540i

- **James Davies**
  1981 E21 - 3 Series 320is

- **Harvey Quan**
  2003 E39 - 5 Series 540i

- **Calvin Mah**
  1997 E36 - M Series M3/4

- **Steuart Scott**
  1995 E34 - 5 Series 540i

- **Mike Russell & Lynn Wong**
  2003 E39 - 5 Series 540i

- **Cliff Dunlop**
  2006 E90 - 3 Series 325i

- **Scott Schneider**
  1976 E10 - 2002 2002

- **James & Janice Mack**
  2001 E46 - 3 Series 325Ci

- **Romeo Marquez**
  2001 E39 - 5 Series 530i

- **Parker Lim**
  2004 E46 - 3 Series 320i

- **Kerry Ward**
  2000 E38 - 7 Series 740i

- **Laurie Pike**
  1991 E30 - 3 Series 318iC

- **Nirwair Sanghera**
  2001 E46 - 3 Series 325Ci

- **Chapman Chan**
  2002 Cooper

- **Brian Chernoff & Vanessa Chow**
  1982 E21 - 3 Series 320i

- **Dean Cardno**
  206 E90 - 3 Series 325i

- **James Johnson**
  2007 E90 - 3 Series 328i

- **Cliff Lodge & Loni Hamer-Jackson**
  2008 E60 - 5 Series 528xi

- **Robert Lee**
  2006 E90 - 3 Series 330i

Our club currently consists of 463 members which represents 360 master memberships and 103 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, its easy, just follow the links on our web site.

**by Bob Balbirnie - Club President**

President’s Message

Ausblick Volume 9 No.4
November 2006

Wow! Another year has passed and it is time once again to review the year’s accomplishments and to solicit the direction of the membership in the selection of members for our Board of Directors.

It has been a record of attendance and number of events held, for the driver training group and while the general events throughout the year have been a bit disappointing, with a number of cancellations due to low turn out, the ones accomplished were well attended.

I want to thank all the directors for their time in advancing our club ideals of participation and service. They have spent considerable time on club business and while I was able to participate much less than originally planned I knew in my heart that all was well and that all the needed things would be taken care of.

As we hold our Annual General Meeting, please think about what it is you want out of your club membership and help the Board of Directors by letting us know how we are doing in achieving those objectives. Each year we have an ambitious plan with events and activities intended to keep the membership engaged, with what we hope is something for all. We need to know how we are doing and while it is always nice to hear about the things that go well we need your input on things that don’t go so well too!

Your kind input and advice goes a long way towards keeping the club functioning as a place for you to share your experiences with the “ultimate driving machine” and learn more about its particular operational needs. From the technical advice of the
The Road Ahead - Upcoming Events

Event Details and Registration Info

visit our club website

www.bmwccbc.org

you can join or renew club membership online

www.bmwccbc.org
Road Skills Driver Training

June 4, 2007

Past Event Coverage

BMW Car Club of British Columbia

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Planning to participate in a Track Day?
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www.nixonautomotive.com
The three lives of the BMW Baron

In 2007 BMW celebrated 90 years in business. One of the many press releases around that time featured content about key players in that history. As we look forward at 2008, it seemed appropriate to run this BMW Press Club story about the 'Baron of BMW'.

As a racing competitor, designer and test driver, Baron Alexander von Falkenhausen had a greater influence on the history of BMW than almost any other man. On 22 May 2007 he would have been 100 years old. Von Falkenhausen joined Bayerische Motoren Werke in 1934. He began as a race rider and designer in the motorcycle division and then switched to car racing. After the war he had a spell as an independent manufacturer of racing cars, but in 1954 returned to BMW where he headed the motor racing division. From 1957 onward he additionally had overall responsibility for engine development. In 1976 von Falkenhausen retired as the oldest member of the company’s staff. He died on May 28th 1989 at the age of 92 in his hometown, Munich.

At first glance Alexander von Falkenhausen might have seemed like a man of artistic temperament. But his modest demeanour, his alert mind and his unparalleled versatility propelled him into a unique career as an engineer and manager. He was respectfully dubbed “Lord of the Blue and White” or “Baron BMW”.

Motorcycle racer and designer

Born in Munich's bohemian Schwabing district, the young Alexander von Falkenhausen grew up in a military family. But instead of embarking on an officer's career, the 17-year-old high-school boy mounted a DKW motorcycle in 1924 and scored his first racing success that year, the International Six Day Trial, in both the riding characteristics of their motorcycles and their single-cylinder R 4 machines.

As well as being contracted for racing in off-road events, von Falkenhausen worked as a designer on motorcycle frames. In 1935 BMW achieved a crucial improvement in the riding characteristics of their motorcycles with the introduction of the telescopic front fork. In 1936, for the first time, von Falkenhausen added rear-wheel suspension. With his experimental motorcycle, designated the BMW R 5, he returned to off-road racing and won gold medals in the toughest challenge of all, the International Six Day Trial, in both 1936 and 1937. This convinced his racing colleagues at BMW to stake everything on rear-wheel suspension in 1937. A year later von Falkenhausen's concept went into series production on the BMW R 51.

From 1938 onward von Falkenhausen played a key part in the continued development of BMW motorcycles. Large-scale test rides with the military sidecar machine, the BMW R 75, took him very close to the battle zone on the Russian front. Beyond that he was kept very busy with other military assignments, such as developing a one-man armoured vehicle and adapting a 9-cylinder radial engine from BMW's aero-engine range to drive a large battle tank. “There was no likelihood that the war would last long enough for us to get the thing finished,” was von Falkenhausen's later comment on that period.

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In the spring of 1934, with an engineering degree in his pocket, he could have joined Bayerische Flugzeugwerke, the aircraft company in Augsburg founded by his professor, Willy Messerschmidt. But since the beginning of the year he had already been under contract as a works driver with Bayerische Motoren Werke in Munich. Von Falkenhausen had caught the eye of BMW, riding motorcycles he had built himself, or else mounted on an English Calthorpe machine, when he proved to be a dogged adversary for the BMW riders on their single-cylinder R 4 machines.

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Secretly the remaining motorcycle team were working on unusual new designs such as a 350 cc flat-twin machine and a frame with a self-supporting monocoque incorporating the fuel tank, as well as self-supporting sidecar bodywork.

After his spell as an independent manufacturer of racing cars, Alexander von Falkenhausen returned to BMW in 1954. As well as managing the racing division, he took over the technical development of the road racers. This gave rise both to a short-stroke version of the 500 cc flat twin and to a 250 cc flat twin. With two joints for the drive shaft and a parallelogram support bracket for the rear swinging arm, von Falkenhausen designed the forerunner of the BMW Paralever, which has featured in the series production range since 1987.

Race car driver and designer

After his initial successes in the saddle of a motorcycle, Alexander von Falkenhausen worked his way into BMW’s four-wheel stable. At first he had to make do with outings in sports cars he bought himself; a BMW Wartburg quickly followed by a BMW 315/1. The motorcycle reliability trials were joined by hill-climbs and circuit races in cars - some of which he won, gaining high placings in others. The next logical step would have been to continue his racing career in BMW 328s, but his sporting ambitions were interrupted by the
The Year Ahead

January - 2008

Jan 27  Karting - at TBC in Richmond
  BMW Club Winter Karting Challenge at TBC Indoor Karting

Jan 29  Member Meetings at Guildford

February - 2008

Feb 14  Valentine’s Day
Feb 17  Club Helper’s at Variety Club Telethon

Feb 26  Member Meetings at Guildford

March - 2008

Mar 15  Driver Training Car Control
  A full day of Car Control Skills. Our first level Driving School course brings together the fundamentals of confident, safe driving designed to allow you to explore the limits of vehicle control. This course is taught by Driving Unlimited and covers important basic safety skills followed by the opportunity to practice them.

Mar 16  Spring Fahrt Ins Blaue
  Our traditional start to the driving events season. We’ll meet at Guildford and head out for a scenic back roads drive followed by a social lunch stop to be able to talk about car stuff and other things. Great family event.
  RSVP via Karelo or email.

Mar 19  Easter Monday
Mar 25  Member Meetings at Guildford

April - 2008

Apr 12  Vintage Car Collection Tour
  We’ve discovered a wonderful local vintage and old cars collection, and will take this day to go explore it. Entry cost to view is expected to be $10 [owner donates proceed to charity]
  RSVP link will be posted soon

Apr 20  Driving Skills Challenge Day
  [Autocross style event]
  A full day of ‘dancing with cones’ and of Skills practicing and challenge fun for BMW Car Club of BC members and other car enthusiasts who have previously taken a Car Control session. This is basically a full day of skills practice on a slalom course with Driving Unlimited instructors on hand to cover important basic safety skills and provide feedback and coaching.
  Driving Skills Day Course Includes
  Catered On site Lunch
  Fully Qualified Professional Instruction by Driving Unlimited
  Full day session limited to 36 Participants
  Course Fee $115
  Register and pay via Karelo
  Last day to sign up is April 05, 2008

May - 2008

May 11  Mother’s Day
May 18  Harrison Fun Run
  The event that started it all. Join us for our Birthday Celebrations BMW Car Club of BC Celebrates the start of our 11th year of events with our Annual Harrison Fun Run. Join us for the scenic drive to Harrison followed by lunch and the opportunity to socialize.
  RSVP link will be posted later in year

May 27  Driver Training Car Control
  A full day of Car Control Skills. Our first level Driving School course brings together the fundamentals of confident, safe driving designed to allow you to explore the limits of vehicle control. This course is taught by Driving Unlimited and covers important basic safety skills followed by the opportunity to practice them.

May 27  Driving Skills Challenge Day
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  A full day of ‘dancing with cones’ and of Skills practicing and challenge fun for BMW Car Club of BC members and other car enthusiasts who have previously taken a Car Control session. This is basically a full day of skills practice on a slalom course with Driving Unlimited instructors on hand to cover important basic safety skills and provide feedback and coaching.
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May 27  Member Meetings at Guildford

June - 2008

Jun 15  Father’s Day Fahrt Ins Blaue
  Dads are usually car guys, so lets go for a drive and a food stop. Join us for a scenic Fahrt Ins Blaue Day drive followed by a lunch stop and opportunity to socialize.
  RSVP link will be posted soon

Jun 22  Driving Skills Challenge Day
  [Autocross style event]
  A full day of ‘dancing with cones’ and of Skills practicing and challenge fun for BMW Car Club of BC members and other car enthusiasts who have previously taken a Car Control session. This is basically a full day of skills practice on a slalom course with Driving Unlimited instructors on hand to cover important basic safety skills and provide feedback and coaching.
  Driving Skills Day Course Includes
  Catered On site Lunch
  Fully Qualified Professional Instruction by Driving Unlimited
  Full day session limited to 36 Participants
  Course Fee $115
  Register and pay via Karelo

Jun 24  Member Meetings at Guildford

Jun 29  German Car Festival
  The Seventh Annual German Car Festival, a gathering of the various German premium marque brands is planned for this Sunday in June. The event will start at Cypress Bowl parking lot followed with a short drive that ends at Waterfront Park for a display of the cars.
  RSVP link will be posted soon

July - 2008

July 1  Canada Day
July 6  Member Day
Yes, it has been 10 years

A day to celebrate club membership and share our interest in cars. Hosted at one of the local dealerships, this is a fun drop in day suitable for the entire family.
RSVP link will be posted later in year

July 18  Driver Training Road Skills Course Includes
Road Skills Course Includes Catered On site Lunch
Fully Qualified Professional Instruction by Driving Unlimited
Full day session limited to 24 Participants
Course Fee $330 - Early Sign up $300
Requires completion of a Car Control Session to participate
Registration and pay via Karelo
Register before June 3 to save $30
Last day to register is July 3rd

August - 2008

Aug 4  BC Day stat Holiday
Aug 9-10  Duffey Lake Road Tour
Our traditional two day trek that covers the scenic coast mountain range with wonderful twisty scenic roads. Overnight stay in Merrit.
Registration link to follow

Aug 16-17  2008 Historic Motor Races at Mission
The 2008 Historic Motor Races (HMR) at Mission’s Rivers Edge Raceway! The event will feature German racing cars including Porsche, BMW, F.Vees and VW Beetle’s and maybe the odd Opel or Mercedes. If we’re lucky the new track configuration will be in place for all to sample the upgrades.

Aug 24  Concours and Heritage Celebration
Celebrate your BMW and show it to fellow members and the public at our Annual Concours and Heritage Celebration at Waterfront Park. Display and Judge categories available for participants.
Registration and payment info to follow

September - 2008

Sept 1  Labour Day

Sept 6-9  2008 International Council Meeting in Vancouver
The BMW Car Club of BC is proud to be working with the BMW Club of Canada to host the 2008 International Council of BMW Clubs meeting in Vancouver. Representatives from all the BMW Clubs around the world will gather in Vancouver for this meeting.
We will be seeking volunteer helpers for this event
More info to follow soon.

Sept 10  BMW Club of Canada National Directors Meeting Vancouver
The BMW Club of Canada will have a National Directors meeting following the IC Meeting.

Sept 21  Driver Training Car Control Course
A full day of Car Control Skills. This is the Fall version of our first level Driving School course which brings together the fundamentals of confident, safe driving designed to allow you to explore the limits of vehicle control. This course is taught by Driving Unlimited and covers important basic safety skills followed by the opportunity to practice them.
Car Control Course Includes
Catered On site Lunch
Full day session limited to 24 Participants
Course Fee $190
RSVP link will be posted later in year
Register and pay via Karelo
Last day to sign up is Oct 11, 2008

October - 2008

Oct 13  Canadian Thanksgiving Day
Oct 13  PIR Advanced Driving Skills Day
We are looking at Oct 8 or Oct 13 at PIR in Portland for qualified advanced drivers. Restrictions apply, and participants must have previous qualified Road Skills sign off.
Registration and payment link coming soon

Oct 19  Fall Fahrt Ins Blaue
Our traditional Fall Fahrt Ins Blaue Day Drive. A trip on some scenic roads followed by a group lunch opportunity to socialize and share stories and interests
RSVP link will be posted later in year

October - 2008

Nov 11  Remeberance Day
Nov 22  Annual General Meeting
Our annual club business meeting that includes a year in review and election of directors. Also a great opportunity to meet and socialize with fellow members.
RSVP link will be posted later in year

December - 2008

Dec 20  Christmas Dinner Social
Enjoy a wonderful Christmas time meal at the Old Bavaria Haus in New Westminster.
RSVP link will be posted later in year
Dec 25  Christmas Day
Dec 26  Boxing Day
Second World War.

In 1946 von Falkenhausen, driving a privately owned BMW 328, took part in the very first post-war motor races in Germany. A victory and a second place in these made even his more illustrious colleagues sit up and take notice. But the following year he attracted still greater attention with the first cars that he designed and built himself. To begin with he named them “Al-Fa”, as he had once dubbed his motorcycles, but for obvious reasons the inventive designer soon rechristened his competition sports cars AFM (for Alexander von Falkenhausen Munich). Driving a lightweight self-built roadster powered by a modified 1.5-litre engine based on the BMW 328, he succeeded in winning the 1948 German Sports Car Championship.

As well as the boss himself, other celebrities like Hans Stuck Sr. took the wheel of an AFM. Once at Monza, driving the Formula 2 Munich monoposto racing car, Stuck even managed to beat the reigning world champion Ascari who was in a Ferrari. AFM also added a Swiss Championship to its list of triumphs. But although von Falkenhausen went down in motor sport history as a designer of racing cars, the big commercial breakthrough for the AFM company failed to materialise. Time and again, projects for the development of a series-produced car collapsed. Finally, in 1954 the end of the 2.0-litre Formula 2 forced von Falkenhausen to abandon hopes of entrepreneurial independence and accept an offer from BMW.

He celebrated some great international successes, especially in alpine rallies in Austria, France and Yugoslavia, on which his co-driver was his wife "Kitty" - the Baroness Katharina, born the Countess von der Mühlen, whom Alexander von Falkenhausen married in 1947. At AFM, von Falkenhausen was designer, manager, the works technical director, and sometimes even driver all in one. This meant learning how to succeed in the motor racing circus with limited financial resources. Not only was the little company constantly short of money; when he moved to BMW to take up the job of motorcycle racing manager, the situation was scarcely any different. How he would have liked, in 1955, to put the British racing rider John Surtees under contract with BMW, but the budget did not stretch to that. In fact, BMW had officially given up competing in races altogether. Nevertheless, von Falkenhausen and his loyal team always found ways and means of getting BMW racing motorcycles first over the finishing line. The emphasis was on sidecar combinations, since here the BMW RS flat-twin engines had proved to be the ideal power source. In 1954, as well preparing engines for the contract riders, the workshop also guaranteed the supply of spare parts for private owners for up to 20 years after the small-series manufacture of the BMW RS racing motorcycle.

Rising sales of the BMW 700 and the New Class, as well as his infectious passion for motor racing, helped von Falkenhausen to convince the BMW board of the necessity of a commitment to sport. In this way the sporting reputation of the BMW brand was established once and for all during this period. With the BMW 1800 TiSA works cars, the company competed from 1964 onward in the long-distance races for the European Touring Car Championship. The BMW team made its first big mark in
1965 by winning the Spa-Francorchamps 24-hour event. A year later Hubert Habme even won the European Championship in a BMW. Later on, the lighter 2-door BMW 2002 accumulated racing victories and championships. Thus did Alexander von Falkenhausen lead the BMW team to the very top in European touring car competitions.

However, as racing manager he set a great deal more in motion. With characteristic single-mindedness he wanted to take his passion for motor sport still further, both as technician and manager. From the 1967 to the 1971 season BMW competed in Formula 2 with its own monoposto cars powered by 1600 cc 4-cylinder engines. From 1973 onward 2-litre engines were used and “BMW Power” became the benchmark in Formula 2.

Engine chief

Writing in the Swiss Automobil-Revue, Robert Braunschweig used a telling phrase: “Alex von Falkenhausen was a human combustion chamber.” That summed up both his work as a designer and developer of engines and his great passion for testing these power units himself, preferably in the sporting arena. At BMW he found the ideal set-up for this. In 1957, three years after rejoining BMW, he was appointed head of engine development without having to relinquish his function as manager of the racing division.

In this period BMW’s road car range comprised the BMW Isetta and the BMW 600 micro-cars, the big 501 and 502 saloons and the 503 and 507 sports cars. As well as boosting the performance of the V8 engine for competitive purposes, another of his jobs was to develop the flat twin that was derived from the motorcycle engine. Ultimately, this engine provided the power for the hugely successful BMW 700. He was given the further objective of closing the gap in the range between the small and the large cars. Long-term concepts for the mid-range were already in hand in the 1950s, but BMW’s financial circumstances made immediate implementation impossible.

The New Class, brought to the market in 1962 with the BMW 1500, caught the public eye and sold successfully, not least because of its modern 4-cylinder engine. As the man responsible for design and development, von Falkenhausen had to fight his corner in some tough debates with the BMW board over the apparent extravagance of the five-bearing crankshaft, the overhead camshaft and the unusual combustion chamber design. His stubbornness would pay off in two respects: the 4-cylinder BMW M10, in its 1600 cc, 1800 cc and 2000 cc variants, formed the backbone of the engine range from 1962 to 1988 and at the same time enjoyed a unique second career as the basis for racing engine development.

 Whereas touring car events stipulated production-type engines, for Formula 2 and sports car racing new cylinder heads were created with four valves per cylinder and twin overhead camshafts. BMW also supplied other race car manufacturers and teams with racing engines, in a volume that would far exceed 500 units. The successes of his racing cars and engines gave von Falkenhausen ever new motivation to go still further - at times with ideas that at first appeared rather adventurous. Even his closest colleagues were left speechless when, at Christmas 1968, he announced his next project: “Let’s try a turbocharger.”

Though described by some in-house technicians as a “schoolboy prank”, the thing worked brilliantly; the output of the BMW 2002 rose from 200 hp to 280 hp, and it won four rounds of the European Touring Car Championship in 1969, thus securing a repeat title for BMW. Four years later came the BMW 2002 Turbo, the first European production car to feature a turbocharged engine. When, in 1983, Nelson Piquet driving a Brabham-BMW BT52 became the first Formula One world champion to use a turbo engine, the “Lord of the Blue and White” once again had a victorious smile on his face: with the 4-cylinder engine block from 1962, the racing cylinder head and his turbocharger idea, BMW had scaled the absolute summit of motor sport.
BMW Car Club of BC

Driver Training

Promoting safer driving through skills improvement

But I already know how to drive...

If you have not taken a club sponsored Driver Training course yet, then we need to let you know a bit about our courses and purpose.

We’ve been running our club based program since April of 1999 and have had well over 1200 students through the program.

What’s your excuse?
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.

<table>
<thead>
<tr>
<th>2008 Program Dates and Info</th>
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<tbody>
<tr>
<td><strong>2008 Car Control Dates</strong></td>
<td><strong>2008 Skills Challenge Dates</strong></td>
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<tr>
<td>March 15</td>
<td>April 20th - Pitt Meadows</td>
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<tr>
<td>May 25th</td>
<td>June 22nd - Pitt Meadows</td>
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<tr>
<td>September 21</td>
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<tr>
<td>A full day of Car Control Skills. Our first level Driving School course brings together the fundamentals of confident, safe driving designed to allow you to explore the limits of vehicle control. This course is taught by Driving Unlimited and covers important basic safety skills followed by the opportunity to practice them.</td>
<td>A full day of ‘dancing with cones’ and of Skills practicing and challenge fun for BMW Car Club of BC members and other car enthusiasts who have previously taken a Car Control session. This is basically a full day of skills practice on a slalom course with Driving Unlimited instructors on hand to cover important basic safety skills and provide feedback and coaching.</td>
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<tr>
<td>Car Control Course Includes</td>
<td>Driving Skills Day Course Includes</td>
</tr>
<tr>
<td>Catered On site Lunch</td>
<td>Fully Qualified Professional Instruction by Driving Unlimited</td>
</tr>
<tr>
<td>Full day session limited to 24 Participants</td>
<td>Full day session limited to 36 Participants</td>
</tr>
<tr>
<td>Course Fee $190</td>
<td>Course Fee $115</td>
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<tr>
<td>Registration and payment via Karelo</td>
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<tr>
<th><strong>Winter Skills</strong></th>
<th><strong>Road Skills</strong></th>
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<tr>
<td>2008 Winter Skills Date</td>
<td>2008 Road Skills Dates</td>
</tr>
<tr>
<td>October 26th</td>
<td>May 27th</td>
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<td>July 18th</td>
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<tr>
<td>Our winter skills day is a special version of the Car Control program, with the emphasis on dealing with winter situations.</td>
<td>A full day of Car Control Skills. Our first level Driving School course brings together the fundamentals of confident, safe driving designed to allow you to explore the limits of vehicle control. This course is taught by Driving Unlimited and covers important basic safety skills followed by the opportunity to practice them.</td>
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<td>Registration and payment via Karelo</td>
<td>Course Fee $330</td>
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<th><strong>Advanced Skills</strong></th>
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<tr>
<td>2008 Advanced Program Dates</td>
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<tr>
<td>April 22nd - Mission</td>
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<tr>
<td>June 10th - Mission</td>
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<tr>
<td>August 5th - Mission</td>
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<tr>
<td>October 13th - Portland</td>
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<td>Advanced Skills days are available to select qualified enthusiasts who have completed several Road Skills courses and are seeking more seat time and challenges.</td>
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<tr>
<td>Contact us for more info and to see if you qualify.</td>
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Battery Light/Charging Issues?

Before you go out and buy a new Alternator or take your car in for repairs, check the brushes of your Voltage Regulator! Fig 1 shows an old & new voltage regulator... can you spot the difference?

Aside from one being cleaner than the other, the brushes on the old regulator are almost worn down to the end. The brushes are spring loaded and are pushed against the spinning “slip rings” of the alternator rotor.

Once the brushes are worn to where they can no longer reach the slip rings... charging issues occur Fig2 shows a better view of original length of brushes.

On older BMW’s, the Voltage Regulator is easily accessed at the back of the Alternator (after removal of Alternator) and only held-on by 2 screws. Once the regulator is removed, have a look at the slip rings inside the alternator. If the slip rings are excessively grooved or have very rough surfaces... a new Voltage regulator will only be a “short term fix”, because the rough surface of the slip rings will cause the new brushes to not last as long... in which case, installing a new Alternator would be the better way to go.

When re-installing the Alternator, be sure that all wires are re-attached in their correct location! If the wires have signs of heat damage at the connector ends, cut the wire a few mm’s ahead-of the connector & crimp-on a new connector so that the cause of the heat (resistance = heat) has been taken care of.

Checking the charging system voltage at the battery is not the last step you can do to check if things are ok now... if you don’t see 14Vdc when you connect your volt meter across battery + & -, it’s a good idea to do a “Voltage Drop Test”.

With the engine running (mind your loose clothing & long hair), attach your Voltmeter + probe to the Alternator + wire and the Voltmeter - probe to the battery + post. Readings of .2Vdc or more are signs of a bad connection (resistance) or wire.

To test the negative side, place the + probe of your voltmeter on the alternator body and the - probe of your meter on the battery - post.

Again, readings of .2vdc or more is a sign of a bad connection or wire.
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.

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.

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.

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

- Dr. Patrick Lum, Member #0006
  Granville Centre for Dental Wellness
  8357 Granville Street, Vancouver, BC V6P 4Z8
  Phone 604-261-8164 Fax 604-261-8127

- Danny Kok, Member #0124
  Driving Unlimited
  13333 Harris Road, Pitt Meadows, BC V3Y 2T3
  Phone 604-828-5450 Fax 604-538-0595

- Scott Gable, Member #0535
  Concept Group Retirement Planning Ltd.
  1591 Foster Avenue, Coquitlam, BC V3J 2N3
  Phone 604-939-2345 Fax 604-939-2350

- Chris Besemer, Member #0546
  CG Motorsports Inc.
  #150 - 11880 Hammersmith Way, Richmond, BC V7A 5C8
  Phone 604-275-6638

Mike Goertz, Member #0581
Nixon Automotive
6435 Buller Avenue, Burnaby, BC V5S 4S1
Phone 604-432-9333 Fax 604-432-9334

Robert Dunlop, Member #0648
Dunlop Automotive
106 Charles Street, North Vancouver, BC V7L 1A4
Phone 604-985-8836

Bernd Schmitzer, Member #0649
Karelo e-services Inc.
3603-1495 Richards Street, Vancouver, BC V6E 3E3
Phone 604-608-2774
Web www.karelo.com

Dave Rurak, Member #0704
Ralph’s Radio, Ltd
220 East 1st Avenue, Vancouver, BC V5T 1A5
Phone 604-879-4281
Web www.ralphsradio.com

Terry Bucknell, Member #0709
AutoGlym
208 - 20701 Langley Bypass, Langley, BC V3A 5E8
Phone 604-533-5597
Web www.autoglym.com

Brian Manzardo, Member #0811
Dents Unlimited
87 Williams Street, Port Moody, BC V3H 3L1
Phone 604-469-9545
Web www.dentsunlimited.com

Frank Micucci, Member #0813
Driver’s Edge Autosport Inc.
Unit 125 - 2323 Boundary Road, Vancouver, BC V5M 4V8
Phone 604-298-5575
Web www.driveredgeautosport.com

Paul Sahota, Member #0930
Bow-Wow Auto Parts
a2743 80th Ave, Surrey, BC V3W 3A6
Phone 604-594-4300

Riaz Rawjee, Member #0973
SoftTouch Auto Detailing
753 Marine Drive, North Vancouver, BC V7M 1H4
Phone 604-988-5406
Web www.softtouchdetailing.com

Al Carlson, Member #0981
Bimmer Parts.ca
2839 Roberts Road, Duncan, BC V9L 6W3
Phone 1-888-309-8899
Web www.bimmerparts.ca

Dan Miller, Member #0984
Miller Performance
2001 Abbotsford Way, Abbotsford, BC V2S 6Y5
Phone 604-768-3900

you can join or renew our club online 24/7
www.bmwccbc.org

**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
10780 Cambie Road, Richmond, B.C. V6X 1K8

**The BMW Store**
Phone 604-732-3767 Fax 604-732-6191
5th at Burrard, Vancouver, B.C. V6V 1W8

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

**Park Shore Motors BMW**
Phone 604-985-9344 Fax 604-985-9114
835 Automall Drive, North Vancouver, B.C. V7P 3R8

**Brian Jessel BMW**
Phone 604-222-7788 Fax 604-222-8555
2311 Boundary Road, Vancouver, BC V5M 4W5

John Valk BMW (Motorcycles)
Phone 604-731-5505 Fax 604-5532
1968 W. 4th Avenue, Vancouver, BC V6J 1L9

**Victoria BMW**
Phone 250-995-9250 Fax 250-995-9251
1101 Yates Street Victoria, B.C. V8V 3N1

**Kelowna BMW**
Phone 250-860-1BMW Fax 250-763-2579
2530 Enterprise Way, Kelowna, BC V1X 7X5

**Pacific BMW (Motorcycles)**
Phone 604-276-2552 Fax 604-276-0345
21000 Westminster Hwy, Richmond, B.C. V6V 2S9
Ausblick Ads

Advertising rates and information
For information on advertising in Ausblick, please contact
Rolf Dreummer or Thomas Fink via phone or by email at
ausblick@bmwccbc.org, and we can provide you with ad rates
and info.
We also have advertising info on our website at www.bmwccbc.org
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Ausblick Editorial Policy
Ausblick is the newsletter of the BMW Car Club of British Columbia. It is mailed to all current
paid up members, as well as select BMW friends and to the editors of other BMW clubs
in our region. Ausblick reports on newsworthy events in the club, including club events, and
our annual general meeting. It attempts to reflect all segments of our club and our members. We
welcome submissions of articles, photos and news releases to Ausblick; however, publication
is at the editors’ discretion, based on the criteria of news worthiness, relevance to readers, length
and balance. Ausblick attempts to publish all letters to the editor, although they may be edited
for brevity and clarity.
NOW YOUR DOLLAR HAS SERIOUS TRACTION.

Until June 30th, get cash back when you buy a set of four Yokohama tires.

**All Sizes**
- **13" or 14"** per set of 4: $20*
- **15" or 16"** per set of 4: $30*
- **17" or 18"** per set of 4: $60*
- **19" or 20"** per set of 4: $80*
- **21" or larger** per set of 4: $100*

See your Yokohama dealer for full details.

*Mail-in rebates on a set of four tires, ending June 30th, 2008. Some restrictions apply.