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visit us online at

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

A member club of



# Ausblick

Official Publication of the BMW Car Club of British Columbia

A Club for Owners and Enthusiasts



*Future owner checks out options at the Show and Shine at Take 5 in Langley.*

Photo by Thomas Fink

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



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## 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)  
 Bill Brown (Regina)  
 Jeremy Choy (Manitoba)  
 Don Dobson (Ottawa MC)  
 Roger Harmston (Vancouver Island)  
 Harry Stammis (Southern Alberta)  
 Vince Paniak (Northern Alberta)  
 Chris Pawlowicz (Ottawa CC)  
 Doug Cope (Trillium)  
 Robert Gzik (Quite West Riders)

#### 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

## BMW Car Club of BC

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 Adam Shih adam@bmwccbc.org  
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 Doug Temlett doug@bmwccbc.org

#### Club Website

www.bmwccbc.org  
 email: info@bmwccbc.org

#### Club mailing address

BMW Car Club of BC  
 PO Box 3452, 349 W. Georgia St.  
 Vancouver, BC V6B 3Y4

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](http://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

Aug 18-19 Duffey Lake Road Tour  
 Aug 26 10th Annual Concours  
 Sept 16 Car Contro Driver Training  
 Sept 25 Road Skills Driver Training  
 Sept 29/30 Okanagan Wineries Tour  
 Oct 14 Fall Fahrt Ins Blaue  
 Oct 21 Winter Skills  
 Nov 24 Annual General Meeting  
 Dec 22 Christmas Dinner Social

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](http://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.

## BMW Club of Canada Member Clubs Info

National [official umbrella club]  
The BMW Club of Canada, Le Club BMW du Canada  
[www.bmwclub.ca](http://www.bmwclub.ca)

British Columbia  
BMW Car Club of BC  
[www.bmwccbc.org](http://www.bmwccbc.org)  
BMW Club of Canada Vancouver Island  
[www.bmwccvi.ca](http://www.bmwccvi.ca)

Alberta  
Southern Alberta BMW Club  
[www.sabmwclub.com](http://www.sabmwclub.com)  
Northern Alberta BMW Club  
[www.nabmwclub.ca](http://www.nabmwclub.ca)

Saskatchewan  
BMW Club of Regina  
[www.bmwregina.ca](http://www.bmwregina.ca)

Manitoba  
BMW Club of Manitoba  
[www.bmwpower.ca](http://www.bmwpower.ca)

Ontario  
Trillium Chapter BMW Club of Canada  
[www.trillium-bmwclub.ca](http://www.trillium-bmwclub.ca)  
BMW Car Club of Ottawa  
[www.bmwccottawa.org](http://www.bmwccottawa.org)  
BMW Motorcycle Club of Ottawa  
[www.bmwccottawa.ca](http://www.bmwccottawa.ca)

Quebec  
The BMW Club of Quebec, Le Club BMW du Quebec  
[www.bmwquebec.ca](http://www.bmwquebec.ca)

Maritimes  
Bluenose Chapter of the BMW Club of Canada  
[www.bluenosebmwclub.ca](http://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

This newsletter is the official publication of the BMW Car Club of British Columbia (BMW CCBC), and remains its property. All information furnished herein is provided by the membership for members only. Ideas suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the editors or the Club. All rights reserved.

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## Late to print

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

## New Members

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

Marcel Bally	1034
2000 E39 - 5 Series 528i	
Ritesh Singh	1035
2007 E92 - 3 Series 335i	
Peter Fenrich	1036
2005 Eclipse Spyder	
Steven Kelly	1037
1997 E39 - 5 Series 540i	
Alan Purdey	1038
1988 E28 - M Series M5	
Brent Hayden	1039
2000 E46 - 3 Series 323Ci-c	
Ray Au	1040
2001 E46 - 3 Series 330i	
Justin Anfinson	1041
2000 E39 - M Series M5	
Mark Timmerman	1042
2007 E92 - 3 Series 335i	
Edmond Lum	1043
1993 E36 - 3 Series 325is	
Charles Lee	1044
2003 E39 - M Series M5	
Binbin Liu	1045
2007 E85 - M Series M Roadster	
Barry Devonald	1046
2003 E85 - Z4 Roadster Z4 3.0i	
Farzi Jafari & Maryam Langroudi	1047
2002 E39 - 5 Series 540i	
James Davies	1048
1981 E21 - 3 Series 320is	
Harvey Quan	1049
2003 E39 - 5 Series 540i	
Calvin Mah	1050
1997 E36 - M Series M3/4	
Steuart Scott	1051
1995 E34 - 5 Series 540i	
Mike Russell & Lynn Wong	1052
2003 E39 - 5 Series 540i	
2006 E53 - X Series SAV X5 4.8	
Geoff Chambers & Janie Chang	1053
1987 E24 - M Series M6	
Cliff Dunlop	1054
2006 E90 - 3 Series 325i	
Scott Schneider	1055
1976 E10 - 2002 2002	
James & Janice Mack	1056
2001 E46 - 3 Series 325Ci	

Romeo Marquez	1057
2001 E39 - 5 Series 530i	
Parker Lim	1058
2004 E46 - 3 Series 320i	
Kerry Ward	1059
2000 E38 - 7 Series 740i	
Laurie Pike	1060
1991 E30 - 3 Series 318iC	
Nirwair Sanghera	1061
2001 E46 - 3 Series 325Ci	
Chapman Chan	1062
2002 Cooper	
Brian Chernoff & Vanessa Chow	1063
1982 E21 - 3 Series 320i	
1990 E30 - 3 Series 325iC	
Andrew Wozney	1064
2002 E46 - M Series M3	
Dean Cardno	1065
2006 E90 - 3 Series 325i	
James Johnson	1066
2007 E90 - 3 Series 328i	
Cliff Lodge & Loni Hamer-Jackson	1067
2008 E60 - 5 Series 528xi	
Robert Lee	1068
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.

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

The Road Ahead - Upcoming Events

Event Details and Registration Info



visit our club web site

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

you can join or renew club membership online

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



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# The three lives of the BMW Baron

Story and Photos Courtesy BMW Press Club

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'.

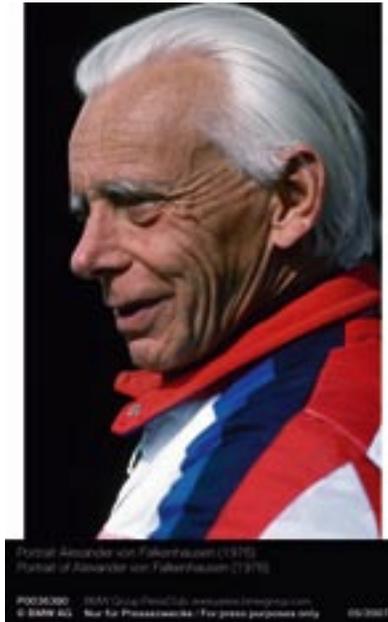
*As a racing competitor, designer and test driver, Baron Alexander von Falkenhausen had a greater influence on the history of BMW than almost any other man. On 22 May 2007 he would have been 100 years old. Von Falkenhausen joined Bayerische Motoren Werke in 1934. He began as a race rider and designer 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 by coming second in a local hill-climb event. Shortly afterwards, the young man's growing enthusiasm for the internal combustion engine even led him to abandon his schooling when he was offered a job as a designer with a small engine company. After two years Falkenhausen resumed his studies and in*



*1928 passed his school-leaving examination. He then studied mechanical engineering at Munich's Technical University, specialising in motor vehicles and aero-engines.*

*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.*

*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. 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****2008 Club Events Listing****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 24 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*

Apr 29 Member Meetings at Guildford

**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 19 Victoria Day Holiday  
May 25 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 Driver Training Road Skills  
*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*

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 \$130 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 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  
Require 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  
August 16-17th is officially the dates for 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  
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  
Register and pay via Karelo  
Last day to sign up is Sept 06, 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

Oct 26 Winter Skills Car Control Driver Training

Work on your driving skills and attitudes with a specific Winter Skills school, a full day session packed with fun and excitement, suitable for all drivers. This special version of our first Car Control course brings together the fundamentals of confident, safe driving in an exciting session designed to allow you to explore the limits of vehicle control that apply to winter driving using the wet skid pad. This is a special Winter Skills version of our Car Control program which is part of our graduated programs for drivers. The Winter Skills day is packed with both opportunities to learn, and FUN while you are doing the learning. Instruction is provided for us by the skilled professionals at Driving Unlimited who also teach for BMW, Mercedes, Mazda and several other manufacturers.  
Winter Skills Course Includes  
Catered On site Lunch  
Fully Qualified Professional Participants  
Course Fee \$190  
Register and pay via Karelo  
Last day to sign up is Oct 11, 2008

### November - 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 re-christened 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 Mhle-Eckart. After this he competed in one last rally season in his 16-year-old BMW 328, before switching in 1956 to a BMW 502. Later, as a private driver, von Falkenhausen won further rallies and races in the BMW 600 fitted with a flat-twin motorcycle engine.

From 1 May 1957 onwards von Falkenhausen had the additional job of head of BMW's engine development. Under his management the power unit of the BMW 700 was created, which he himself put to use with great



success in motor racing. With the small BMWs in touring car and grand tourisme categories (with enhanced performance) he won no less than 17 mountain races in Germany and abroad between 1960 and 1964 - not to mention a number of rallies.

In 1961 the 4-cylinder high-performance engine known as the "New Class", the design of which was substantially influenced by von Falkenhausen, made its debut in the BMW 1500, and now the perfect engine was available for racing cars of all kinds. In 1964 von Falkenhausen himself drove the sports version of the 4-door saloon, the BMW 1800 TI/SA, to victory in the Eberbach hill-climb and won a gold medal in the Munich-Vienna-Budapest Rally. He scored his final race victory on 16 August 1964, this time in the racing Spider BMW RS 850, at the airfield race in Neubiberg. The von Falkenhausen family continued to enjoy racing success, with Alexander's son-in-law Dieter Quester driving BMW works cars to a number of wins in touring car events, Formula 2 and sports car races. In 1968 BMW's racing division competed in all three categories simultaneously.

However, the motor racing career of Alexander von Falkenhausen was not over yet. Another great turning point was still to come. In 1966 the 4-cylinder engine block formed the basis of a BMW racing engine with four valves per cylinder, controlled by two overhead camshafts. The 2-litre unit showed what it was capable of in world record-breaking runs at Hockenheim - where it was fitted in a Formula One Brabham. When the new best

times were achieved over 500 m and a quarter-mile, at the wheel was none other than the 59-year-old BMW engine boss, Alexander von Falkenhausen in person.

**Racing manager**

At AFM, von Falkenhausen was designer, team manager 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 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 TI/SA 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

## The three lives of the BMW Baron

Story and Photos Courtesy BMW Press Club

1965 by winning the Spa-Francorchamps 24-hour event. A year later Hubert Habne 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 gaping 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

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### 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.

## 2008 Program Dates and Info

### Car Control

2008 Car Control Dates

March 15

May 25th

September 21

*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.*

*Car Control Course Includes*

*Catered On site Lunch*

*Full day session limited to 24 Participants*

*Course Fee \$190*

*Registration and payment via Karelo*

### Skills Challenge

2008 **Skills Challenge** Dates

April 20th - Pitt Meadows

June 22nd - Pitt Meadows

*[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*

*Registration and payment via Karelo*

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.

### Road Skills

2008 Road Skills Dates

May 27th

July 18th

*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.*

*Car Control Course Includes*

*Catered On site Lunch*

*Full day session limited to 24 Participants*

*Course Fee \$330*

*Registration and payment via Karelo*

### Advanced Skills

2008 Advanced Program Dates

April 22nd - Mission

June 10th - Mission

August 5th - Mission

October 13th - Portland

*Advanced Skills days are available to select qualified enthusiasts who have completed several Road Skills courses and are seeking more seat time and challenges*

*Contact us for more info and to see if you qualify.*

### Winter Skills

2008 Winter Skills Date

October 26th

*Our winter skills day is a special version of the Car Control program, with the emphasis on dealing with winter situations*

*Winter Skills Course Includes*

*Catered On site Lunch*

*Full day session limited to 24 Participants*

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*Registration and payment via Karelo*

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No inference should be made that advertising in this newsletter implies the approval of BMW Group Canada, BMW AG, the BMW Car Club of British Columbia, its officers or Directors.

## 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 dam-

age 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.

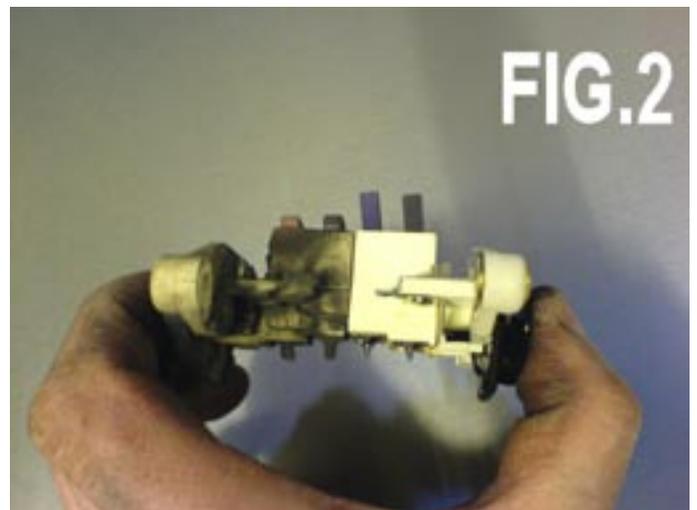
To test the negative side, place the + probe of your voltmeter on the alternator body and the - probe of your meter on the battery - post.

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



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.



## 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.

To purchase any of these items contact Thomas at one of the club events or by email at [thomas@bmwccbc.org](mailto: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](http://www.bmwccbc.org)



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](mailto: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?

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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.

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