



Vol 9 No 1, 2006

In this issue

Upcoming Events info

The Road Ahead
9th Annual Harrison Fun Run
2006 Driver Training

Past Events recaps

Karting Challenge
CG Tech Demo
Feb & March Driver Training
Spring Fahrt Ins Blaue

Articles and Info

Presidents Message
The Florida Trip [Part 2]
DIYer Tips
Club Gear & Products Info

Plus news and other valuable club information

visit us online at

www.bmwccbc.org

A member club of



Ausblick

Official Publication of the BMW Car Club of British Columbia

A Club for Owners and Enthusiasts



Trixie came along for the Fahrt Ins Blaue event and proudly displayed her club gear.

photo courtesy Nathalie Davidson

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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.



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Vice President	
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Rolf Drommer	(Mainland BC)
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Ed Snook	(Trillium)
Laura Arthurs	(Bluenose)
Roger Harmston	(Vancouver Island)
Vince Paniak	(Northern Alberta)
Bill Brown	(Regina)

Club Website (includes electronic forum)

www.BMWclub.ca
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204 - 2435 Welcher Ave
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The BMW Club of Canada 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 27

visit our web site

www.bmwccbc.org

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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.

Ausblick

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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.

May 2006

May 28 Harrison Fun Run

June 2006

June 3 Ladies Tech Session
June 12 Road Skills
June 18 Fahrt Ins Blaue
June 25 German Car Festival

July 2006

July 8 Member Day
July 16 Car Control

Full calendar listing is on page 5, and additional event info and details are listed in the Road Ahead section starting on page 6.

**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.

Cover Credits



This issue's cover photo shows Trixie attending her inaugural club event and showing her club gear.

President's Message

by Bob Balbirnie - Club President

April 16, 2006

Greetings everyone. They say that time flies when you are having fun and by the look of the date we must have had some good times! It seems only a short while ago that we gathered for our AGM where the membership elected our existing board who subsequently selected an executive.

Since that time your directors have been occupied with managing various activities and have, with the direct involvement of Jim Westmacott and Rolf Drommer on the National Club Executive proposed that the International Council hold their meeting in Vancouver in 2008. I am honoured to report to you that our Canadian representative on International Council, Mr. Phil Abrami has made the presentation to IC and received their endorsement. The 2008 International Council of BMW Clubs will be held in Vancouver in the fall of 2008, the final date is still being determined.

You may wonder why I am mentioning this event that is so far in the future. As "time flies" this date will be upon us very soon. There will be many things that we need to take care of to ensure the International Council attendees have a memorable visit to our extraordinary part of the world and we are counting on your support to make it happen.

Jim Westmacott has agreed to lead a small team that will be responsible for working with all the folks required to make the 2008 International Council meeting in Vancouver a success. I am sure that we will need many volunteers to make this all work and as we get closer to the actual event there will be opportunities for you all to get involved should you so desire. Look for more on this from Jim in future newsletters.

I trust that most have made it through the winter months without harm to us, others or our vehicles although I have heard a few unfortunate incidents involving club members and their vehicles. It is with great pleasure that I read Tim Schewes' regular Behind the Wheel articles on our Bulletin Board and note the good discussions it generates from our members. These discussions get us all to think about our driving habits before we let our habits allow us to drive into a situation that we would all most likely want to forget. Thank you Tim, for your thoughtful insights into driving from your many years experience in enforcement of traffic regulations, I am sure many of our members have benefited from their reading.

Please have a look at the 2006 Calendar of Events and see where your passions are piqued, if you want to meet some great folks and enjoy talking about or driving what has brought us all together I am sure you will find it here. The volunteers that make these events happen are always busy trying to ensure that things run smoothly. It takes a great deal of effort and the smiles on the faces of participants go a long way to ensuring we have more volunteers for the next events.

Speaking of the next event, the Harrison Fun Run has been a favorite since its inception almost 9 years ago. After a number of years organizing the event, Derek Pinton has decided to pass the torch to others and we are fortunate that our Past President Jim has decided to help us with the organization. Please folks, before we wear out all our strong volunteers, get involved, step up and put something back into the club organization so that we can continue to build on the foundation that has been built for us. Please contact me if you can help in any way, on any of our events or if you have an idea for another event that you would like to try.

The next few months are going to be difficult for me, as I will be undergoing spinal surgery and will not be able to drive my cars. My only automotive pleasure will come from reading about the exploits of others so please ensure my reading is on the pleasurable side. As always, drive safely and manage your driving space to allow for the errors of others.

Bob Balbirnie

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.

New Members

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

- Derek Lew and Frank Lew 0936
1991 E31 - 8 Series 850i
2002 E46 - M Series M3
- Steven Oei 0937
1995 E36 - 3 Series 325iC
- Mark Douglas 0938
1991 E30 - 3 Series 318is
- Marty Topolewski 0939
1989 E30 - 3 Series 325i
- Kathy and Al Dupuis 0940
1987 E30 - 3 Series 325iC
- Trevor Klann 0941
2003 E85 - Z4 Roadster Z4 3.0i
- Brian Lee 0942
2001 E46 - 3 Series 330Ci
- Adam Chodkowski 0943
1990 E34 - 5 Series 535i
- Gurpreet Kooner and Karim Chaggani 0944
1993 E36 - 3 Series 325is
- Les Toth and Shirley Luton 0945
1991 E31 - 8 Series 850ci
- Martin Cuthbert and Rachel Kito 0946
1989 E30 - M Series M3
1987 E30 - 3 Series 325iC

Our club currently consists of 444 members which represents 338 master memberships and 106 associate members. Between January 2005 and January 2006 we welcomed 100 new members to our club. During the 2005 events year, we saw some 566 cars participate in events with 787 members.

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.

visit our web site for additional details and updates

www.bmwccbc.org

on-line registration for events made possible by

karelo.com

Come Celebrate with Us as we start year 9

We still have quite a few active members who participated in the 1st Annual Harrison Fun Run.

This May marks the 9th year since the founding of our club, and once again to celebrate the founding we will host the Annual Harrison Fun Run. A day trip outing to get together with fellow club members, enjoy a scenic drive and spend some time talking about cars, socializing and generally enjoying the day.

Whether this will be your first Harrison Fun Run or your 9th, we invite you to join us for the drive and an opportunity to celebrate the club we all enjoy.

Event Date: Sunday May 28, 2006

Reservation Status: RSVP or Karelo registration recommended.

Meeting Location: Guildford North Lot

Meeting time; 10:00am for 10:30am departure after a drivers meeting

Event Details: After gathering and meeting at Guildford, we will head out for the approx 110 km drive to Harrison, where members can partake in the fabulous Sunday Brunch in the Lakeside Room of the Harrison Hotel.

Costs: There are no event costs for the drive, but members wishing to participate in the buffet lunch should budget to spend about \$25 per person. Each person is responsible for their own meal costs.

to register for the 9th Annual Harrison Fun Run, please use the Karelo registration link from our main home page, or if you prefer, contact Rolf Drommer of member services by email at info@bmwccbc.org or by phone at 604-671-5843

Harrison Fun Run

Sun May 28, 2006



above and below meeting at Guildford



Clayburn 'BMW' rest stop



buffet lunch at Harrison

Maintaining Contact

by Rolf Drommer - Member Services

April 2006 marked the start of 9 years of BMW Car Club of BC life. Yes, it was April of 1998 when a handful of enthusiasts led by Dave Beddows got together to form the club.

We had our official founding meeting on May 2, 1998 and that was followed by our 1st Annual Harrison Fun Run on May 24th 1998.

Thomas and I recall counting some 34 cars in the park and ride lot at 160th street near the freeway at the start of that event. Not all of them came along for the drive, but most did, and by the end of the drive and social gathering at Harrison our club had grown from the 6 founding members to some 27 paid up memberships. Wow.

Those who are new to the club can find the original postings of photos from that event, and our first issue of Ausblick from July of 1998 on our web site by doing a bit of searching. The trip down memory lane is an interesting one, even for those who have been with the club since day 1.

Over the years we've seen many enthusiasts come and go through the club. These days our membership is strong at some 444 members, and if I have my facts right, our membership is the highest of the 9 member clubs of the BMW Club of Canada of which we are a member.

I believe part of that strong membership is because of the many events we offer our members. As noted in the New Members listing, in 2005 we had some 566 cars with 787 members attend the 27 main club events we hosted or were partners in.

Just recently one of the members who has been with us since our first club event, Thomas Fink, celebrated his participation in his 150th club event. Quite an achievement.

Our club is event driven, and most events combine both a social aspect and the opportunity to drive and enjoy our cars. If you haven't been to an event yet, you owe it to yourself to plan now to attend one of the many club events hosted during the year.

As a matter of fact, why not plan now to join us for the 9th Annual Harrison Fun Run on Sunday May 28th. The details are listed both on page 5 and across the way on page 7.

I hope to see you at one or all of them.

Rolf

The thumbnail images to the right are from Ausblick volume V1n1 and V1n2. The cover of V1n1 and the page with the 1998 Harrison Fun Run coverage. V1n1 was published in July of 1998. The second cover image is from V1n2 from October of 1998.

Useful BMW Car Club of BC Contact Info

Please use these email addresses for club business only.

- info@bmwccbc.org
- events@bmwccbc.org
- photos@bmwccbc.org
- schools@bmwccbc.org
- tech@bmwccbc.org
- ausblick@bmwccbc.org

- Club Executive
- president bob@bmwccbc.org
 - past president jim@bmwccbc.org
 - vice president stephen@bmwccbc.org
 - secretary rolf@bmwccbc.org
 - treasurer richard@bmwccbc.org
 - other directors
firstname@bmwccbc.org



Notes: 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.

The Road Ahead - Upcoming Events**Event Details and Registration Info****Harrison Fun Run****Sun May 28, 2006**

Date: Sunday May 28th, 2006
 Meeting Location: Guildford North Lot
 Meeting Time: 10:00 to 10:20 for 10:30am departure
 Details: A fun day drive to Harrison Hot Springs ending in a lunch stop social event to celebrate the clubs founding. This will be the 9th Annual Harrison Fun Run.
 Registration and sign up info: Registration link for this event is on our home page. Check page 5 for full event details.

CG Ladies Tech Session**Sat June 03, 2006**

Date: Saturday June 3rd, 2006
 Meeting Location: CG Motorsports 150 - 11880 Hammersmith Way Richmond
 Meeting Time: 10:00 to noon
 Details: CG Motorsports is hosting this Ladies Tech session to familiarize you with the care and feeding of your BMW. No technical experience needed and a great opportunity to learn more about your car and its care.
 Registration and sign up info: Registration links for this event are on our home page. Please use the Karelo link to register or RSVP via email to events@bmwccbc.org or by phone to Rolf @ 604-671-5843

Road Skills - Driver Training**Mon June 12, 2006**

Date: Monday June 12th, 2006
 Event Location: Mission Raceway Park
 Event Time: 8:30am to 4:30pm
 Details: A full day of advanced driver training using the closed road course at Mission under the guidance of the professional instructors at Driving Unlimited
 Registration info: This course is open to qualified students who have completed the required entry level course which is mandatory. Registration fee for the full day including on site catered lunch is \$270. Register and pay via Karelo using the link on the club home page.

2006 Events Calendar Overview**January 2006**

Jan 22 Indoor Karting @ TBC

February 2006

Feb 19 Driver Training - Car Control

March 2006

Mar 5 Indoor Karting @ TBC
 Mar 19 Spring Fahrt Ins Blaue
 Mar 27 Driver Training - Road Skills

April 2006

Apr 8 Bimmerfest Santa Barbara
 Apr 28-30 Z3 10 years of Curves Las Vegas

May 2006

May 28 Harrison Fun Run

visit our web site for additional details and updates

www.bmwccbc.org

on-line registration for events made possible by

karelo.com**June 2006**

Jun 3 Ladies Tech Session
 Jun 12 Driver Training - Road Skills
 Jun 18 Father's Day Fahrt Ins Blaue
 Jun 25 German Car Festival

July 2006

Jul 9 Member Day
 Jul 16 Driver Training - Slalom Day
 Jul 23 Seattle Concours

August 2006

Aug 7 Boeing Plant Tour
 Aug 12-13 Duffey Lake Road Tour
 Aug 20 Mount Baker Day Trip
 Aug 27 Concours & Heritage Event

September 2006

Sep 17 Driver Training - Car Control
 Sept 30 Okanagan Winery Tour

October 2006

Oct 1 Okanagan Winery Tour
 Oct 9 PIR with Driving Unlimited
 Oct 15 Driver Training - Road Skills
 Oct 22 Fall Fahrt Ins Blaue

November 2006

Nov 18 Annual General Meeting
 Nov 19 Driver Training - Winter Skills

December 2006

Dec 16 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

BMW Car Club of BC

Driver Training

Promoting safer driving through skills improvement

2006 Driver Training Program

Vision up Looking Ahead

After an excellent sold out start to our 2006 Driver Training Program, we are now ready to open the registration for our summer events.

The basics of the summer events are listed in the recaps below.

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, as we have already sold out the first two sessions of the year. So we're listing the remaining calendar here now, and suggesting you sign up early for the course you want.

2006 Program Details

Sunday February 19th 2006

Car Control Session at Pitt Meadows

Monday March 26, 2006

Road Skills at Mission

Monday June 12, 2006 8:30am to 4:00pm

Road Skills at Mission

Register via Karelo for qualified participants. Event fee is \$270

Sunday July 16th 2006 8:30am to 4:00pm

Car Control Session at Pitt Meadows

Register via Karelo, limited to 24 cars. Event fee is \$190

Sunday September 17th 2006 8:30am to 4:00pm

Car Control Session at Pitt Meadows

Sunday October 15th, 2006 8:30am to 4:00pm

Road Skills at Mission

Sunday November 19th 2006 8:30am to 4:00pm

Winter Skills Session at Pitt Meadows

Sign up now to avoid disappointment.

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.



above and below, Car Control at Pitt Meadows



Keith from Kelowna at the March Road Skills course

Karting Challenge

Jan 22 and Mar 5, 2006

Past Event Coverage

Club members enjoyed some indoor karting fun in January and February. About 20 club members and friends attended each of the events and had fun on the track and working with the karts. It was interesting to say the least as the karts are so different than driving a BMW. Still those that applied the skills they learned in driver training noticed that the skills applied to the karts as well. Many thanks to Szu-yang and others for organizing the events.



Podium finish

photos courtesy of Thomas Fink

CG Tech Demo

Feb 18th, 2006

Past Event Coverage

Thanks to Chris and Rudi at CG Motorsports in Richmond, some 24 club members got a chance to see the details and demo of an electronic wheel alignment using their new equipment, as well as a general tour of the new expanded shop and facilities. Members also enjoyed the coffee and pastries Chris and staff provided. Many thanks to Jim and CG for organizing and hosting this event.



members gathered at CG for the Tech Demo



preparing the set up of the car with ballast



weighted bags to simulate passenger load, including the handbag on the passenger floor



then it is on to using the computer to check the alignment



Chris points out front alignment adjustment locations



junior members enjoyed the goodies more than the tech demo

Driver Training - Car Control

Feb 19th 2006

Past Event Coverage

It was a beautiful crisp clear morning that greeted participants of our SOLD OUT February Car Control session. This was the first time we've used the new facility at Pitt Meadows Airport, and the mountain views, sunshine and nice pavement made for a great day for the participants. All future Car Control sessions will be at Pitt Meadows, and later this year the facility will be upgraded with extra features.

We've also have a couple of photos of the follow up Road Skills Course at Mission on March 27 on page 20



one of the pre grid session to talk through an exercise



turning and braking on a curve exercise



as always we had a great showing of a variety of BMWs



the vision slalom exercise - keep that vision up



the afternoon slalom put the morning exercises together for practice



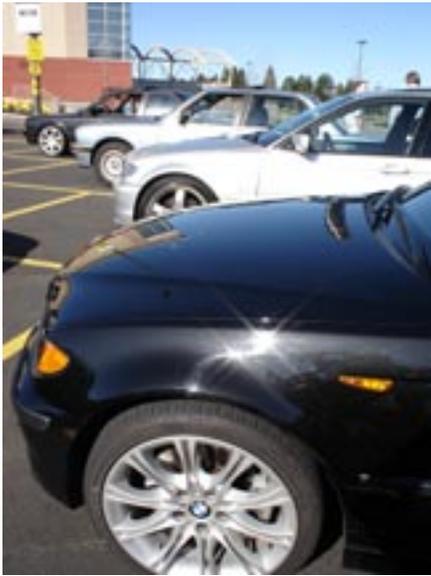
the afternoon slalom exercises added the fun to the learning for the day



We were very fortunate to have a nice sunny day for our first Fahrt Ins Blaue day drive of the year. With some 31 cars and 47 members in attendance it promised to be a great day. Although we don't try to get people lost on these drives, we always have a few challenges when it comes to following the instructions, but that just adds to the fun of the day.

Many thanks to Thomas for providing the maps and testing the drive, and thanks to all who participated to make it such a great day.





If you like what you see that we do on our outings and have not yet participated, you owe it to yourself and your BMW to come along for a club drive. Perhaps we'll see you on the Harrison Fun Run or one of our other scenic drives.



Photo credits: Thanks to Nathalie Davidson for sharing how she saw the event, and thanks to Trevor Mah for the shot of the long line of cars.

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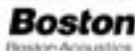
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visit our club web site

www.bmwccbc.org

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helpers on our newsletter team.
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Thomas and his crew for mailing and distribu-
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DIYer Tips

How To check a fuel filter:

A lot of people will check their fuel filters by disconnecting it and draining/pouring the contents into a glass jar to see how dirty the fuel inside is. What they fail to remember is that the dirt is trapped in the paper element that is inside the filter.

The next time you remove the filter for inspection (every 50Km will do)... hold both ends closed with your fingers and give the filter a good shake. Drain some fuel into a glass jar (drain from the "IN" side of the filter) and then shake it some more. Continue draining/shaking until no more fuel is in the filter. What you should have left is a jar full of DIRTY fuel... so dirty that you can not even see through the gasoline.

You might also want to try to blow through the filter! Blow in the direction of fuel flow (arrow on filter) once it is empty. The "dirtier/plugged" the filter, the harder it will be to blow through it.

If the fuel that comes out of your filter is CLEAN & you feel no resistance when blowing through it, then that filter is still good and you can re-install it... saving yourself \$\$\$ which is always good!

Photos and content courtesy Thomas Fink

Re-cap:

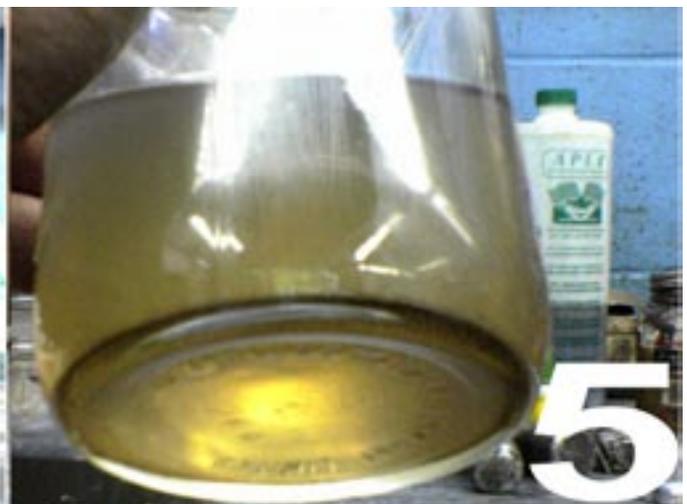
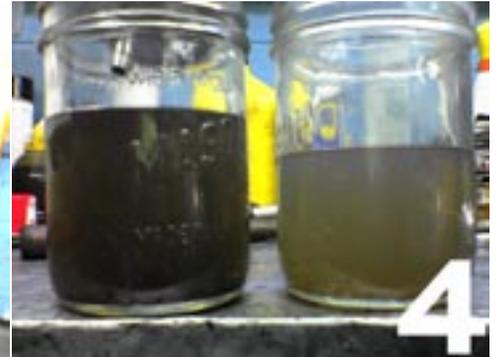
Fig.1 - initial drain (1/4) of fuel from filter (looks good right?)

Fig.2 - hold filter with ends closed and shake

Fig.3 - sample after shaking & draining (doesn't look good any more)

Fig.4 - comparison of 2 filter samples (both 3 years old)

Fig.5 - after having sat over night, notice the dirt that collected at the bottom.



The Florida Trip - Pt2

Article and photos courtesy Adam Shih

The "Medium-Sized Road Trip" to and from Florida

Part II

By Adam Shih

Onwards!

I must admit, on the very first day of the trip, from Harrison to the mere outskirts of Seattle, the magnitude of my undertaking hadn't really sunk in. I've done the Vancouver to Seattle run before, so there wasn't anything unique and fresh. However, in the middle of day two, as I crossed over the short stretch of Idaho and into Montana, it struck me.

"Bloody hell, I'd be in this stretch of land for two whole days, and that's just the start of it"

That moment is fresh in my mind, even today. Suddenly, whatever was playing on the stereo system at that moment was the perfect road trip tune. Any stretch of the asphalt I was on, was the perfect road trip road. That was feeling I carried with me every time I hit the road, all the way down to Florida.

Accommodations

I had decided to stick pretty much with the Best Western chain of hotels mostly because of simplicity, so I didn't have to look everywhere for locations and availability. Overall, I was quite indifferent about my lodging experiences, which is actually a compliment. The rooms were safe and quiet, the beds comfortable, the showers were hot, the air conditioning worked, and the facilities were clean. Absolutely no complaints from me, and I must say I rather enjoyed not wiping the bathtub dry after shower each night!

The one disappointment was the advertised "free high speed internet access in every hotel." I had hoped to keep an online photo album in our club forums, catch up on the news, get in touch and enjoy my normal dose of games. The advertisement was true, but as it turned out, in some of the hotels the only internet access point was in the lobby area, while in others they had used WiFi ac-

cess throughout the hotel. My old laptop had no WiFi, so I had no internet for about half the trip down, and for most of the trip up.

Otherwise though, my experiences were positive, for what little conscious time I had spent in them.

Food

At first I had tried to catch the complimentary breakfast that hotels usually serve in the morning, and then have dinner in the usual restaurants that hotels usually have attached to them. However, I'd go to bed at 1AM, get up at 9AM, dress and pack, and by then I'd miss the hotel-served breakfast in the lobby. Also, restaurants were nice, but also quite pricy. There were times like in Miles City, MT where \$7.99USD got me 3 rather large slices of breaded veal and a mountain of onion rings, with an order of soft drink that had very little water added to it so it was almost like fizzy syrup. However, most of the times I had to spend close to \$20USD to get something decent.

Later in the trip, I developed a routine, and it evolved around fast foods. Up at 9AM, pack and dress, then walk to the nearest fast food place for breakfast. Check out, load the car, on the road by 10:30AM or so. As I approached the planned destination of that night, I'd start looking out for another fast food place, usually located within the rest and gas plazas that dot the highway every 5mi or so. After dinner, which usually happened at around 5PM, I'd get to the hotel, check in, unload the car, unpack, and stay in the room until the next morning.

I must say, at the end of the trip, I was quite familiar with the offerings from McDonald's, Subway and Burger King . . .

Communications

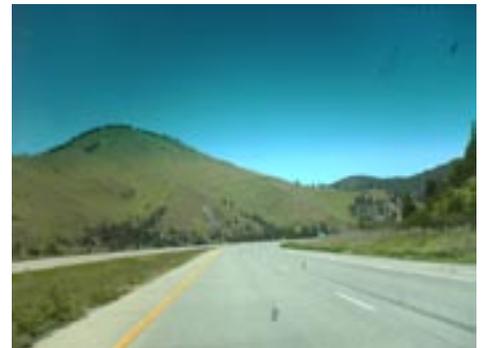
The T-Mobile prepaid account that I had signed up with a 360 area code Bellingham phone number kept me in touch pretty much throughout the trip. Unfortunately, neither of the national GSM wireless carriers have their own towers in any of the Midwest.



big horn



Yellowstone 6



typical Montana



stuck in Chicago traffic



the heat



Yellowstone 1



Yellowstone 8



Pouring buckets

So, normally they relied on regional partners such as US Cellular and Einstein Wireless and allowed their customers to roam onto those partner networks.

However, prepaid customers did not have such luxury, so my T-Mobile account had no service from Idaho all the way to Minnesota. Just so happened that that very stretch of road was so sparsely populated, my phone would have been my only saviour if anything had happened. So, for the better part of 3 days my Fido sim card was back into my phone, because my Fido monthly service had the same roaming agreement with the regional networks as T-Mobile did with their own monthly service customers.

In the end, I spent about \$100USD refilling my T-Mobile account, plus another \$50CDN from roaming charges when I had to go back to Fido in order to get service. Not bad for 2 whole weeks, and I have the national-roaming national long-distance prepaid service to thank for that.

Against the Elements

Driving through Montana was what I had envisioned it to be like: Long straight road, rolling grassy hills on both sides, big open sky, and highway off-ramps that had no names other than RANCH ACCESS followed by NO SERVICES. It was no wonder they called the region Big Sky Country. Unfortunately, that meant nothing was blocking the winds, and my car had a continuously face full of them as we made our way across Montana.

The signs were obvious and immediate, especially because Montana had a state-wide highway speed limit of a whopping 75mph, more than 120km/h. In a perfectly flat bit of road with no wind, my car could putter along at 2800rpm in 6th, getting 7.5L/km or 30mpg. With the headwind and trying to maintain that speed, it was close to 10L/km.

Then, coming into Ohio and into Pennsylvania, it was the blistering heat so common in the East. The car was fine, but every morning I got into it after it's been sitting in the hotels' outdoor lot, a black car with closed windows in 35-degrees heat, I

wasn't feeling very "fine." I'd roll down the windows, go stand in the shade, and just watch the shimmering effect as the hot air escape the cabin.

Finally, it was Tropical Storm Arlene. I drove through the leading edge of it as I tried to make my way from Eastern Ohio to Gettysburg, PA. Passing near Pittsburgh, the rain was so heavy that the wipers were merely shoving water back and forth across my windshield. Cars were actually taking cover underneath highway overpasses. There was running water on top of hills. I was watching for aquaplaning because wide tires have a tendency to do so, but thankfully it didn't happen.

Against Mother Nature, the car as a total package performed admirably, from sizzling heat one day to monsoon the next.

The Naughty Problem of Tolls

In my driving career I had never encountered pay-to-use roadways before, blessed as I was living in the Lower Mainland, where the highways were smooth and roads were (relatively) free. So, it was to my surprise that after surviving the astonishing Downtown Chicago Friday afternoon traffic, I had to pay \$3.50USD just to cross a bridge. From then on, through Indiana and into Ohio, it was a stream of toll stations.

In Indiana, there would be toll stations every so often along the way, and I'd pay \$2.75USD to \$3.50USD to continue on. Ohio was different, though, as I'd pick up a ticket as I got onto the freeway, on which there would be a chart telling me how much I would have to pay to get off at a certain exit.

In the end, though, I didn't mind paying very much. . . . The toll highways were well maintained, which were welcoming respites after suffering through the rough truck-heavy routes of the Midwest.

Gettysburg National Battlefield by Car

I really didn't know what to expect when I pulled into the historic town of Gettysburg, PA on June 7th. It had stormed the night before, but it was back to 30-degrees. After

Continued on page 18

The Florida Trip

Continued from page 17

picking up a park map from the visitor centre, I drove to the southern outskirts of town to the museum, parked, toured the museum, came back out an hour later, and walked through the Gettysburg National Cemetery. Then, I proceeded to walk back into the town, and turned west towards Seminary Ridge and MacPherson's Ridge beyond, which was the flashpoint of the biggest battle in the American Civil War.

I figured that the best way for me to take everything in was to walk. I didn't know just how impossible that would be.

2 hours later I was staggering back through town, burning in the summer heat, having only been to the northwest corner of the park. I had realized that the entire tour route around the battlefield was more than 18mi long, and that I had no hope of completing that journey on foot in a single day. I made it back to the visitor's centre and drove.

The entire battlefield park actually has a ring of one-way roads roughly marking the various front lines between the 2 sides in the 3 days battle. At the points of interests, there are parallel parking spots for you to get out and walk about. Then, you can back to my car, drive down to the next spot, and repeat. There are even CDs you can pick up at the visitor's centre for your in-car CD player for narratives. The estimated tour length by car was around 3 hours, which helped me realize that to do so on foot would be madness.

So, I did the auto tour thing and managed to leave the park just before sundown. I confess that it wasn't really ideal, as it was one of my life-long dreams to visit Gettysburg, and I found my experiences there to be slightly rushed. If I ever manage to return, I'd give the place a full 3 days or so, then I can walk the park at leisure. Too bad it wasn't possible back then. . . .

Memory Lanes

In the driving perspective, 3 stretches of asphalt were ingrained in my mind.

The first was the Chicago rush hour on

Friday afternoon. Remember, for a moment, the traffic that we here in Vancouver gets as we left from work for a weekend. Then, imagine something like that in a city that has 8 million people rather than our 2. Finally, imagine the highway that cuts across the downtown core is under construction. It was utter chaos. It took me an hour and a half just to leave the grid-lock, while looking at their old subway and skytrain stations, watching the electric trains ricket past. It was so bad that I actually missed the off-ramp that connected I-90/I-94 with I-80, because I couldn't make my way from the middle to the exit, and I had to take a spin through downtown Chicago to merge onto the opposite traffic, get off, another spin, and then back onto the southbound queue. Then, believe it or not, I actually missed it again and had to do the same, again. . . .

Then again, how many Vancouverites can claim that they got stuck on I-90/I-94, in Chicago, IL, on a Friday afternoon?

The second was the Howard Franklin Bridge that cut across Old Tampa Bay, connecting the City of Tampa Bay with the southern-reaching peninsula of St. Petersburg. It is close to 10mi long, complete with signs on the entrances warning you to check your fuel level because you don't want to be stuck on the bridge. It was the closest thing you can come to driving on water.

Since there are no obstructions, the Florida cityscape was pretty in daytime and absolutely breathtaking at night. . . .

Finally, and this will be of interest to the driver in all of us, US-14 and US-20 from Cody, WY, through Big Horn National Forest and into Yellowstone National Park.

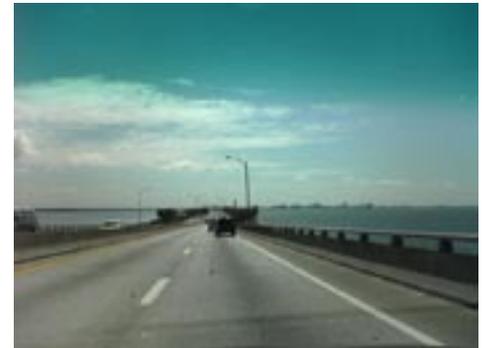
On the way down, through western Montana I saw signs beckoning me to go visit Yellowstone. I ignored them then because I was heading east, while Yellowstone is to the south. On the way back, because I was cutting diagonally across the continental US, my route actually took me through the State of Wyoming. On a whim, I decided to stop going northwest for a bit, took the exit from



taking its toll



Gettysburg the angle



beautiful Tampa



Articles and photos courtesy Adam Shih

I-90 onto US-14, and instead head directly west towards Yellowstone, into what turned out to be the best bit of driving I had ever experienced.

I'm sure most of you are familiar with the term "twisty bits," and US-14 and US-20 Westbound had them in spades. Not only was it fun to drive, the massive elevation changes as it cut deep into valleys and then climb on top of mountains again, so the sceneries were unbelievable. As you went deeper into the canyon, you could see the colourings of the rocks change, and signs on the side of the road tell you that you're looking at something from millions of years ago, or even billions of years ago.

It wasn't just a blast to drive, but it was also a feast for my senses. In a driving perspective, that single day was worth the entire trip.

Back Again

~13,000km, from the northwestern corner of the US to the southeastern tip, finally meeting 2 of my best mates in real life, visiting the one place that I had envisioned from many history books but never seen for real, all in the first 2 weeks of June, back in 2005, when I just drove, and drove, and drove, and drove...

It was fun. That means it was worth it.

In addition to the two part trip story that has been published in this and the last issue of Ausblick, you can also find more photos and a blow by blow 'report home from the road' with notes and photos that Adam posted to the club forum as he took the trip. Quite the undertaking.



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Driver Training - Road Skills

Mar 27th 2006

Past Event Coverage

Our Road Skills Course is the second level of our graduated Driver Training program. We use the closed road course at Mission because it best lets us work on exercises that are suitable for driving on a twisty scenic highway in a safe manner.



Road Skills is about working on corner and vision skills in a safe controlled environment



it was great that the weather cooperated and made for nice day

Safe Driving Tips

As a driver, you actually have a lot of control over the risks you face on the road

- Vision is an important key to safe driving
- Protect yourself from aggressive drivers.
- Apply the 2-second rule to stay a safe distance behind the car in front, plus other critical vehicle-handling techniques.
- Do Not drive impaired - whether from alcohol, medications and other drugs, driver fatigue or plain old lack of sleep.
- Protect yourself from a serious intersection collision.
- Share the road with trucks, and keep clear of their large blind spots.
- Pull over for a fire truck, ambulance or police car.



working on the handling skills and vision into and through the corner

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 of Canada Grill Badges

The national club has also started a program to offer grill badges. These are the same high quality German made product as our local grill badges. We are now taking pre orders for late winter early spring 2006 delivery. Cost to be \$55 each.



visit our web site

www.bmwccbc.org



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.



Bow-Wow is now a club corporate sponsor

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
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 8357 Granville Street,
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 Phone 604-261-8164 Fax 604-261-8127

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British Columbia BMW Contacts and Dealership Locator

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BMW Club of Canada

Member Clubs Info

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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

Ontario

Trillium Chapter BMW Club of Canada
www.trillium-bmwclub.ca

BMW Car Club of Ottawa
www.bmwccottawa.org

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 2006 issue schedule is as follows:

- V9 no 1 April 2006
- V9 no 2 June 2006
- V9 no 3 August 2006
- V9 no 4 AGM electronic version Nov 2006
- V9 no 5 December 2006

Ausblick

Advertising rates and information

For information on advertising in Ausblick, please contact Rolf Drommer 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

Deadline for the Vol. 8 no. 5 2005 issue of Ausblick is Nov 28, 2005

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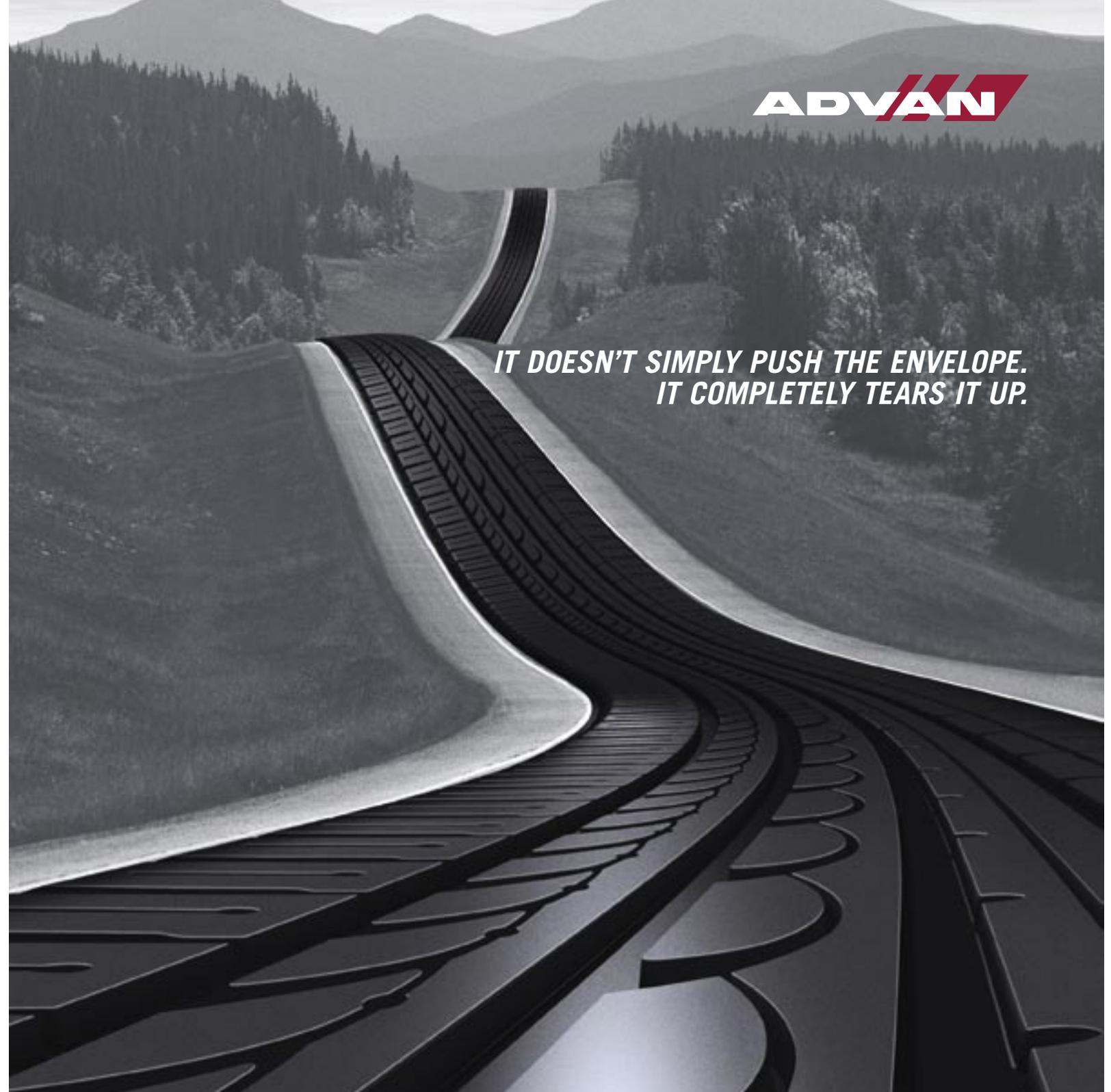
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