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BMW Club of Southern Alberta

The BMW Club of Southern Alberta is a member club of the BMW Club of Canada which is a founding national member of the International Council of BMW Clubs.

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Freude am Fahren [Joy of Driving] Newsletter

- The BMW Club of Southern Alberta (BMWCSA) publishes Freude am Fahren in print 4 times per year and emails Joy of Driving 6 times per year.
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- Please send Newsletter Items and Questions to Chris Tworek at Tworek@bmwcsa.ca
- Please send Address Changes to Glen Cook at membership@bmwcsa.ca

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On the cover: Grills 'R BMW – see Grill article

Kalender

Back to Flattening the Curve

Jan 13 Social & General Meeting - 7:30 pm - 10:00 pm
Contact events@bmwcsa.ca for video conference invitation

All Cars, Coffee & Chat (CC&C) Cancelled Until Further Notice

Please Support Ricky's and our Advertisers during these tough times

- Be sensitive to changing guidelines
- All are open offering their usual great service
- All follow all safety precautions for you and your ride

Membership in BMWCSA

Membership is a family affair with many of our events devised with family participation in mind. The family membership of $60 for one year, $105 for two years and $150 for three years covers all household family members. You do not have to own a BMW to be a Club member!

To join the club, download the membership form from the link below and fill in your details: http://bmwcsa.ca/resources/Membership-Application.pdf

For more info, or to submit your membership application, please email Glen Cook or Victor Yuen at: membership@bmwcsa.ca

Membership privileges include newsletters and participation in many social and motoring activities, plus a 15% discount on parts & lifestyle accessories at BMW Dealerships. After one year of membership, you will also enjoy a 2% Rebate off MRSP on either a new car or motorcycle from BMW Canada. This discount is based on MRSP and not on your negotiated price.

Also many of our advertising sponsors, whose ads appear in our newsletters, offer discounts to members for parts and services. Please remember to show your BMWCSA card and identify yourself as a club member when purchasing parts, accessories and service.

The President's Corner – Greg Walsh

Well that was ... an interesting experience! With so much to contemplate, join me as I reflect on the achievements and successes of the year-gone-bye!

When our CC&C venue at The Block closed, we bounced back quickly when ardent Club member Brian Wojtkiw introduced us to the owners of Ricky's at Deerfoot. Ricky's has proven to be a superlative spot for our gatherings with easy access, ample parking exposure, a dedicated patio and the most attentive servers possible. We had several Saturday gatherings with intriguing autos, including a battery powered VW Beatle, and old members passing by only to rejoin us. Please do patronize Ricky's Deerfoot to show our appreciation. We will be back on-mass when immunization takes hold.

Father's Day continued as a Club tradition, though slightly postponed to July 5th. After a bit of a scramble we put together the Highwood Pass drive with an appropriately "Socially Distanced" lunch stop at the Elkwood Amphitheatre in Peter Lougheed Park. The weather prevailed and we had a great outdoor experience.

Victor Yuen and others collaborated to ensure that the 'Impromptu Drives" continued with various mini-forays to the foothills near elbow Falls, Sheep River... If you missed out on these please do remember to register with Victor for notification.

The Club was also instrumental in rounding up a vast collection of M3s for the M Town Calgary shoot featured in last month's newsletter.

The annual BBQ at the Chipperfield's fields was a great success. Again, following all Covid Social Distancing regulations we were able to have an expanded Marquee with a served BBQ Buffet, Silent Auction, Show & Shine and all the usual frivolities. I extend our thanks to John and Lyla for hosting us and to all our Sponsors for their support with the facilities and goodies.

The wanderlust of our touring folk could not be fully constrained by the Covid. A mini tour to Jasper filled in the gap for several of the disappointed Northern Germany tourers. Jasper in September is as resplendent as any other tour the world offers.

Our Annual General Meeting (AGM) held last month, had to resort to a virtual format. Surprisingly, with between virtual attendees and proxies, we beat the historic physical attendance at previous AGMs. A full accounting of results will be in the next newsletter after the early January Directors' Meeting.

And ... BMW came out with a new logo to celebrate the iNext thrust that you will be reading about in this newsletter and coming issues. We are gradually rolling out the new graphics with a start being this month's cover.

Ah – yes – 2021! We most certainly hope that the coming year will be far more fun and release some of that pent-up enthusiasm into driving and social events.

For starters, even with current rules, nothing prevents you from taking your social bubble for a ride on a sunny Alberta Winter day. There are many sights that take on new delights with a frosty or snowy covering.

Vaccinations and a retreat of Covid spread will determine when we can resume our usual CC&C, Drives a and BBQ. Street Survival (TRSS will most likely be booted to late summer or early fall as, in the US, they have announced they will not be running schools unless every attendee has been vaccinated. While our intrepid Tour Group is ever hopeful poking away at planning Tours like the resumption of Northern Germany and Canyonlands (Grand Canyon, Utah, Arizona), the more likely immediate situation is short Western Canada Tours much like Jasper this past year and Nelson B.C. in 2019.

There is great news on the Track front – Rocky Mountain Motorsports managed impressive construction this past fall. A full article with photos will be in the next issue. Similarly, Badlands is now a joint venture with the Avion Group that run Area 27 in B.C.. From talking with them, they are planning an aggressive construction start of this spring and hope to be operation by September. We will feature news as it happens.

There is also growing optimism and change among our advertisers. For example, Continental Auto Body has become part of the CSN family, Refine has added a new shop for XPEL, Alpine is working on several project cars and some for the track, and Sheni's Autotrend is adding Noelle Performance, a new dyno setup and a clean engine rebuilding room (this spring).

So – hope springs eternal and all things pass.

Our Club succeeds because its members step forward. Thank you All!

I wish you joy of your BMW and ***the best of the New Year to you all!***

Greg Walsh

The Future of Speciality Cars versus Electric Vehicles (EV's)

In the current political stampede to Electric Vehicles (EV's) being some form of climate solution, one wonders what will happen to speciality and collector cars. The following YouTube video link was put together by Harry's Garage in England. Harry uses England as an example, where Prime Minister Boris Johnson, has proclaimed that all NEW car sales past 2030 shall be electric. This is a similar proclamation made by Quebec and California.

https://www.youtube.com/watch?v=1CUA2imRYRM

Harry, who posts many car videos, drives a BMW hybrid X5 and does not try to get in the way of the EV furor. While he does point out many of the issues with believing that an EV is an ultimate solution from its cradle to grave footprint, power grid shortfalls and replacement economics, he concentrates on the future of specialty and collectable cars.

This video sparked quite a discussion among some of our club members and you can be your own judge. Spoiler alert – Harry thinks that much like mechanical watches in the face of digital technology, speciality and collectable cars have a future of appreciating value! Why, you ask? Basically, the carbon footprint to build them is sunk and in many cases far less than what it takes to build an EV; they are low mileage event driven thereby having minimal impact – and – while every EV owner brags on about instantaneous torque and rocket 0-60 times, there is nothing so visceral as driving your high performance internal combustion and tight suspension machine on those twisty – turny roads!

Many thanks to Gerard Mercier for starting a lively debate!

BMW EXPLAINED

There is a saying that no publicity is bad. Take that to the wide conversations across automotive periodicals to social media about the new 2020 BMW 4 Series VERTICAL KIDNEY GRILLS, and BMW can rest. Touted as a generational game changer by Domagoj Dukec, BMW Design Head, the grills have inspired everything from crass comments to many designers such as California's Chip Foose coming out with smoother interpretations.

Domagoj Dukec Head of BMW Design

The largest body of complaint is that they are VERTICAL as if HORIZONTAL was the sacred BMW design. As the following slightly abridged article from BMW Group Classic shows, everything new is usually yesterday's forgotten news. And rest easy – BMW claims that it will not role out the "new" design across all models ....

BMW GROUP Classic

THE NEXT 100 YEARS

A BMW without a kidney grille? Unthinkable!

For almost 90 years, the iconic BMW kidney grille has adorned pretty much every vehicle – concept car or production model – produced by BMW. With its unmistakable shape, the radiator grill also serves to identify every BMW. As new propulsion technologies and the elimination of the cooling function have opened up new design options for the front of the vehicle, this is now also having an impact on the design of the kidney-shaped grille. Join us in a journey through BMW history, focusing on the evolution of the grille.

1. BMW 303 (1933)

The BMW 303 represents a milestone in BMW history in two respects: firstly, the mid-size sedan was the company's first six-cylinder model; and secondly, it was the first vehicle to bear what has become a hallmark that still characterises BMW nearly 90 years later – the air intake in the form of a pair of kidneys, that would become known as the kidney grille.

Although radiator grilles divided by a (usually chrome-plated) center bar were nothing new in automotive design in that era, with its rounding to the top and bottom of the grille, and the placing of the blue and white quarter circles of the BMW emblem between the upper arches, the BMW 303 achieved an elevated, sculptural effect with its radiator grille. And what was created was an ensemble that is highly recognizable.

Up until the Second World War, the twin kidney grille became ever narrower and thus more elegant on each BMW model – such as the legendary BMW 327/BMW 328 – but it always followed the shape established by the BMW 303.

2. BMW 503 (1956)

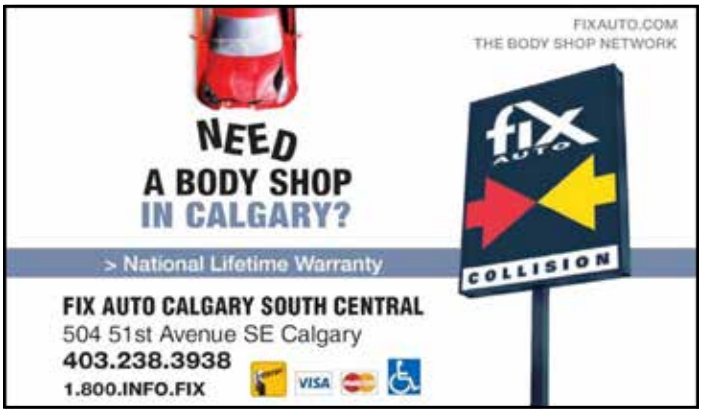
In 1956, BMW complemented its "Baroque Angel", the BMW 501/502, with a coupé and convertible sports car, the BMW 503.

In this four-seater, the towering radiators of the 1930s gave way to a medium-height, fully chrome-plated pair of kidney shapes. This design fit perfectly into the fascia. The smaller format was also made possible by the fact that the kidney grille was now no longer the only component used to cool the engine – as with the BMW 501/502 before it, it was supported in this function by two side air inlets. The follow-up coupés to the BMW 503, the BMW 3200 CS (1962) and the BMW 2000 CS (1965), both featured a similarly shaped kidney grille.

3.BMW 507 (1956)

First sold in the same year as the BMW 503, but clearly ahead of its sister model in terms of progressive design, the BMW 507 roadster was the first BMW to feature two large, horizontally positioned air intakes. The car's creator, Count Albrecht von Goertz, took creative liberty with the design of the kidney grille, something that BMW designers would not do again until various design projects of the 1990s onwards. Such large air intakes were in fact a necessity on the BMW 507, as they were the only sources of fresh air for the radiator of the V8 engine under the very flat hood.

The design of the front part of a car was noteworthy for another reason: the BMW 507 was the company's first model to feature a dynamically angled front – known as a "Sharknose" – which visually extends the hood and suggests a formidable



REMINDER

BMW Canada Loyalty Discount for BMW Club Canada Members

Members are reminded to follow the proper process to avoid losing the discount

- **This is a BMW Canada Plan** – BMW Clubs only administer the application process
- The Loyalty Discount:
  - o 2% off MRSP up to $2000 (regardless of any other deal at dealership)
  - o Applies to new vehicles and motorcycles
  - o Applicant must have been a BMW Club member for minimum of 12 months
- **Prior to Purchase Club Member MUST:**
  - o Fill in application form (see https://www.bmw-csa.ca/membership-overview/benefits/)
  - o Email to Club President at walsh@bmwcsa.ca ***BEFORE PURCHASE***
    - *It can take up to 2 weeks for processing so apply early*
  - o **Only the Member may submit the application, no Dealership nor anyone else may submit it on their behalf**
- Upon membership verification by the BMW Club, BMW Canada emails ***discount letter*** to member
  - o Letter is good for up to six (6) months on any new model
  - o Member presents discount letter to Dealership during purchase process – ***cannot be done retroactively!***
- Each member may use only one (1) discount in any 12-month period but can apply for a letter multiple times
- Questions – contact Greg Walsh at walsh@bmwcsa.ca

forward thrust. This feature was then ultimately established in the "New Class" of the 1960s and would also go on to characterise the vehicles of the 3, 5 and 7 Series well into the 1990s.

4. BMW 1500 (1961)

The mid-range models of the "New Class" heralded a turning point in every respect for BMW: technically, commercially, and in terms of the brand-typical design of a BMW.

The two kidneys of the BMW kidney grille on the BMW 1500 (and its sister models the 1600, 1800 and 2000) were similar to those of the BMW 503, but were linked together for the first time, as well as being narrower than on all previous BMW models and placed between two car-width horizontal grills. With its arrangement of primary and secondary air grills, this ensemble formed the blueprint for the front end design for BMW's core models right into the 1980s, including the 02 series (from 1966), the BMW 2500 and 2800 sedans (from 1968), and the associated BMW 2800 CS coupé (also from 1968) and its legendary later variants, the BMW 3.0 CS, CSi and CSL.

5.BMW M1 (1978)

The legendary BMW M1 mid-engine sports car from 1978 is a special case when it comes to the design of the kidney grille. For obvious reasons, only ultra-flat air inlets were considered for its long front section – but giving up on the brand-identifying character of the kidneys was out of the question. **As a result, they are among the smallest ever seen on a BMW.**

The inspiration for the coupé was the BMW Turbo concept car from 1972. As with the M1 later on, the kidneys here seem to be "cast" into the extension of the power dome, are separated from narrow secondary air intakes by bodywork surfaces in the body color, and are flanked by pop-up headlights. The BMW kidney grille design on the M1 was echoed in the front-end design of later niche models such as the BMW Z1 (1988) and the BMW 8 Series (1989).

6.BMW 3 Series (1990)

A new leap in evolution followed in 1990, with the third generation of the BMW 3 Series: here the BMW kidney grille is flat and horizontally positioned, but not very wide. Unlike preceding generations of the BMW 3 Series, the two halves of the radiator grille ensemble were separated once again. The two kidneys are decidedly rectangular with slightly rounded corners and – and this is particularly noteworthy here – they are not separated from the headlight strips by other grills, only by surfaces in the body color.

This design influenced many further models from the 1990s onwards – from the BMW 7 Series (1994) and the BMW 5 Series (1995), through the BMW Z3 (1995) and the next generation of the BMW 3 Series (1998), to the first two generations of the BMW X5 (1999).

7.BMW 3 Series (2011)

Three generations of the BMW 3 Series later, there was a new evolution: the 3 Series (F30) separate, relatively wide kidney grilles met the headlight surfaces for the first time and were not separated from the light units by side grills or body-colored surfaces. Similar designs of the BMW grille are also found on the 2015 BMW 7 Series (which was also the first model to feature visible air flap control), the current generation of the BMW 5 Series, and the latest BMW 6 Series (both 2017).

8.BMW i3 (2013)

The front design of the electric BMW i3 demonstrates how the aesthetic of the BMW grille has fully left its original technical function behind. The flat, relatively wide twin kidney grille appears here with consciously closed surfaces and blue highlights. In combination, this identifies the car not merely as a BMW, but also as an innovative electric vehicle. The aerodynamics of the BMW i3 benefit from the closed kidney "grilles". A very similar design of the twin kidney grille on the BMW i3 is found on the BMW i8. It is also the inspiration for all forthcoming fully electric BMW models.

9.BMW 8 Series, BMW Z4 (2018)

In two current cutting-edge BMW vehicles the twin kidney grille gained a new and relatively angular outline in 2018. From a geometric point of view, the grilles – which are connected on the 8 Series but not on the Z4 – now form horizontally positioned, very wide pentagons. Small bars, in the body color, connect the

grills laterally to the headlights. As with all newer BMW coupe, their sportiness is emphasized by the fact that the grilles "open out downward" taking the visual focus of the front lower and closer to the road. Functionally speaking, these grilles serve as secondary air intakes with active air flap control that opens when necessary – and otherwise closes to reduce air resistance. In the connected version, as with the BMW 8 Series (and also other models with conjoined kidney grilles), a camera for the driver assistance systems sits in the middle of the clasp that connects the two halves of the BMW kidney grille.

10.BMW 3 Series Sedan (2018)

The modern design of the BMW grille in the current BMW 3 Series combines some well-known features (conjoined kidney grilles, directly connected headlight surfaces, pentagonal frame shape) with new characteristics. For example, the kidney grilles extend significantly higher than the top edge of the headlamps. They extend above a bend into the hood. The top edges of the headlights are connected to each other by the edge of the kidney grille running in the same alignment. The M Performance variants of the 3 Series feature a striking replacement of the classic vertical kidney grille rods with a mesh structure, including what are known as "nuggets" – small, wedge-shaped elements woven into the lattice structure.

11.BMW X7, BMW 7 Series (2019)

Just how widely the design of the BMW kidney grille can differ between models can be seen by comparing the 3 Series with two models that debuted in 2019 – the BMW X7 and the current BMW 7 Series each have twin kidney grilles of a similar design to the 3 Series, including the horizontal bend to the upper edge. However, in both of these models the BMW grille is much larger and significantly more eye-catching – and thus much more present.

"The front of the new BMW 4 Series Coupe is a clear statement on the road. The striking vertical kidney grille and the iconic double headlights create a daring and confident identity."

12. BMW 4 Series Coupe (2020)

The most recent development of the kidney grille for production vehicles celebrated its world premiere digitally in the BMW Group's design studio in Munich, in the historic halls of BMW Group Classic and on the BMW Group's test site in Aschheim, Germany. The focus is on the individual design features, which include the large, upright and forward-leaning BMW grille on the front of the vehicle. A look back at BMW history and the evolution of the grill shows just how much the new BMW 4 Series Coupé follows the legendary sports car tradition at the automaker. Outstanding classics like the BMW 328 Coupé from the 1930s, and the BMW 3.0 CS from the 1970s, are part of BMW's fascinating coupé history, a history characterized by prestige, pure driving pleasure and success on the racetrack that is now being enriched by the addition of another chapter. Pieter Nota, Member of the Board of Management of BMW AG, Customer, Brands, Sales, explains: "The new BMW 4 Series Coupé embodies the essence of the BMW brand. It is a forward-looking interpretation of BMW's long-established DNA."

13.BMW Vision iNEXT (2018), BMW Vision M NEXT (2019)

In two vision vehicles, BMW provides a glimpse of how the BMW grille – the brand's primary identifying feature – could look in future models. In the all-electric BMW Vision iNEXT, the twin kidney grille takes the form of a further development of the grille from the BMW i3, with a trial given to a striking single break of the usual center bar. Behind the closed surface of the grille, cameras, sensors and other technologies for assisted and automated driving are hard at work. Internally, this solution is known as "shy-tech" – high-tech that works in secret. In the BMW Vision M NEXT hybrid sports car, meanwhile, the BMW kidney grill takes the shape of a sculpturally pronounced, glass-enclosed kidney grille that emerges directly from the front of the vehicle in a no-holds-barred style with surfaces featuring engraved, stylized BMW logos. The illumination of the grille and a color gradient inside it further heighten the three-dimensional effect.

Source: BMW GROUP CLASSIC July 27, 2020 Newsletter

What Santa Did Not Bring You!

FantasyJunction in California put this 1957 BMW 507 up for auction on Bring A Trailer (BaT) in December. There were 36 bids with the final one of $1,957,507 USD not meeting the reserve. However, shortly afterwards, someone scooped it up.

This was not even the Elvis Priestley car (lovingly restored by BMW Classic after a barn find discovery and which was originally white and repainted red to hide the lipstick smooches fans put on it).

Development of the 507 was inspired by US importer Max Hoffman's suggestion that BMW design a sports car aimed at the mid-price market in North America. The 507 debuted in 1955 at New York's Waldorf Astoria Hotel and started production in late 1956. While the hope was for thousands, only about 252 were ever produced, as it did not catch on, and BMW suffered heavy losses.

Albrecht von Goertz styled the hand-built aluminum bodywork. Hardtops were optional and were hand built for each car. The Series II cars produced in 1957 had the fuel tank relocated from behind the seats to inside the trunk and offered front disk brakes with Dunlop calipers.

This auction example was produced on September 17, 1957 and sold new in Rome where it when through at least 8 Italian owners before being imported to the US in 2000. Its claim to fame is that BMW Mobile Tradition says it was one of fifteen shipped in black and it has incredibly low mileage of around 14,000 km on the odometer (but it is stated that the actual mileage is not known).

It came equipped with a color-matched removable hardtop, knock-off Rudge wheels, and front disc brakes. The aluminum 3,168cc V8 is an updated replacement unit that is believed to have been installed early in the car's life and stamped with the original engine number. It has a four-speed manual transmission, twin Zenith carburetors, butterscotch leather upholstery, a flat Nardi steering wheel, and a black soft top.

Is it original considering its low miles? Let's just say that it has been heavily maintained:

- Replacement OHV V8 features the updated 11-bolt cylinder head introduced in 1959
- Repaint and interior refurbishment was done before export to the US in 2000
- Mechanical refreshment was carried out in the US before the car was sold in 2002
- Stainless steel dual exhaust system was installed in 2003
- New body seals in 2005 and hardtop seals in 2006; new grey headliner in 2005
- Wood-rimmed Nardi steering wheel rebuilt in 2008; new knobs fitted on the black-painted dash fascia in 2014. VDO instrumentation is a 240-km/h speedometer and a 6k-rpm tachometer (converted to electronic operation in 2006)
- Brakes rebuilt in 2009
- The generator repaired in 2011; new AGM battery in 2015

- The bumpers and headlights bezels re-chromed in 2017; new BMW roundel badges
- Full history file, BMW Mobile Tradition certificate, owner's manuals, tool kit

I would have bid more but a turn off was the chip at the edge of the center logo on one of the knock-offs. Not to complain further, but the fender-mounted sideview mirror exhibited de-silvering on its face and there was wear on the trunk handle chrome. It was also missing the original Becker radio.

What do you expect for a mere two million smackeroos?

Source: Bring A Trailer, BMW Mobile Tradition, BMW Classic Car Club of America

Member Cars and Garages

This Month's Puzzle

Yada, yada on grills as in the Grill article. You think you know your cars looking at them topside – how about doing an identification from underneath? Prize to the first lucky contestant who writes tworek@bmwcsa.ca with the correct identification of the two cars from the drive gear photos below and where those two cars are located. Winner announced next month.

Upgrading Your Software – a "Digital Garage" tale

In the BMW World column, some of the Connected Features and Awards were presented. Like it or not, today's BMWs are 50-60 computing devices that control everything attached to those 4 tires. BMW's latest post 2018 model year Operating System is System 7 and the average size of an upgrade package is around 800 MB depending on your model. The upgrade tweaks functionality, safety and security so much like your personal computer or telephone device, it is something you want to do. More details then you want to know are at:

https://www.bmw.com/en/innovation/bmw-software-update.html

In real life, my 2019 X5 40M called out to me demanding a software upgrade. While the car will download it, it is recommended that you first download the upgrade to your BMW App on your phone and then upload it from the App to your car. Supposedly this is faster and syncs your car and App.

The first step was easy as it took only seconds to download the upgrade package. The uploading to your car bit initially threw me – it is easy to make sure your Bluetooth is on and that your phone is connected to your vehicle's wi-fi – and your car has to be driven for the upgrade to upload. However, after three days of driving around Calgary, it was still uploading (it stops and restarts every time with the car). I hit the Assist Call button and got connected to a Genius, who explained that patience was required and directed me to the screen that showed that 68% of the upload had occurred. Another day of driving around and the upload was complete.

The system then will announce that it is ready to upgrade – you get kicked out of the car for about twenty minutes (take your key with you as the check list on your screen is not clear on this point). Voila – within 30 minutes your phone App signals that you are good to go. In my case, I had to restore a few of the widgets but it was pain free once you understood the process.

Not so much on our last generation 2016 X5. It came off warranty and while the basic Connected Drive features continued, all the online functionality like the weather widget stopped working. I was puzzled, as not a week before, I had called BMW Assist to make sure that services would continue. I was assured they would and my credit card on file was current.

At this point, there is the "Coulda, Woulda, Shoulda" approach, which is to call Nathan Jones, the Product Genius at Calgary BMW, or do it the "Hard Way", a path regularly chosen by your editor.

A week later, I called Assist again as the connected functionality was not working. That resulted in two frustrating hours of being passed from rep to rep to Genius and back and no one being able to tell me what the problem was. I have to repeat some previous frustration with Assist as I had numerous such experiences with my 2011 535i. BMW Assist is US based and the minute "Canada" is mentioned, there seems to be a fog of confusion.

Finally, a rep started talking with a knowledgeable supervisor. It turned out, that, while the basic package of services would continue for the first ten years free, "optional" services like online connectivity had to be paid for on an annual basis and would not renew automatically even with a credit card on file.

The main reason was that BMW now offers a multiplicity of packages all with some overlap but with additional features as you go up in cost. I was warned that some of the packages might not work on all models. I wanted just to restore our basic connectivity which was the $50 CDN + GST option.

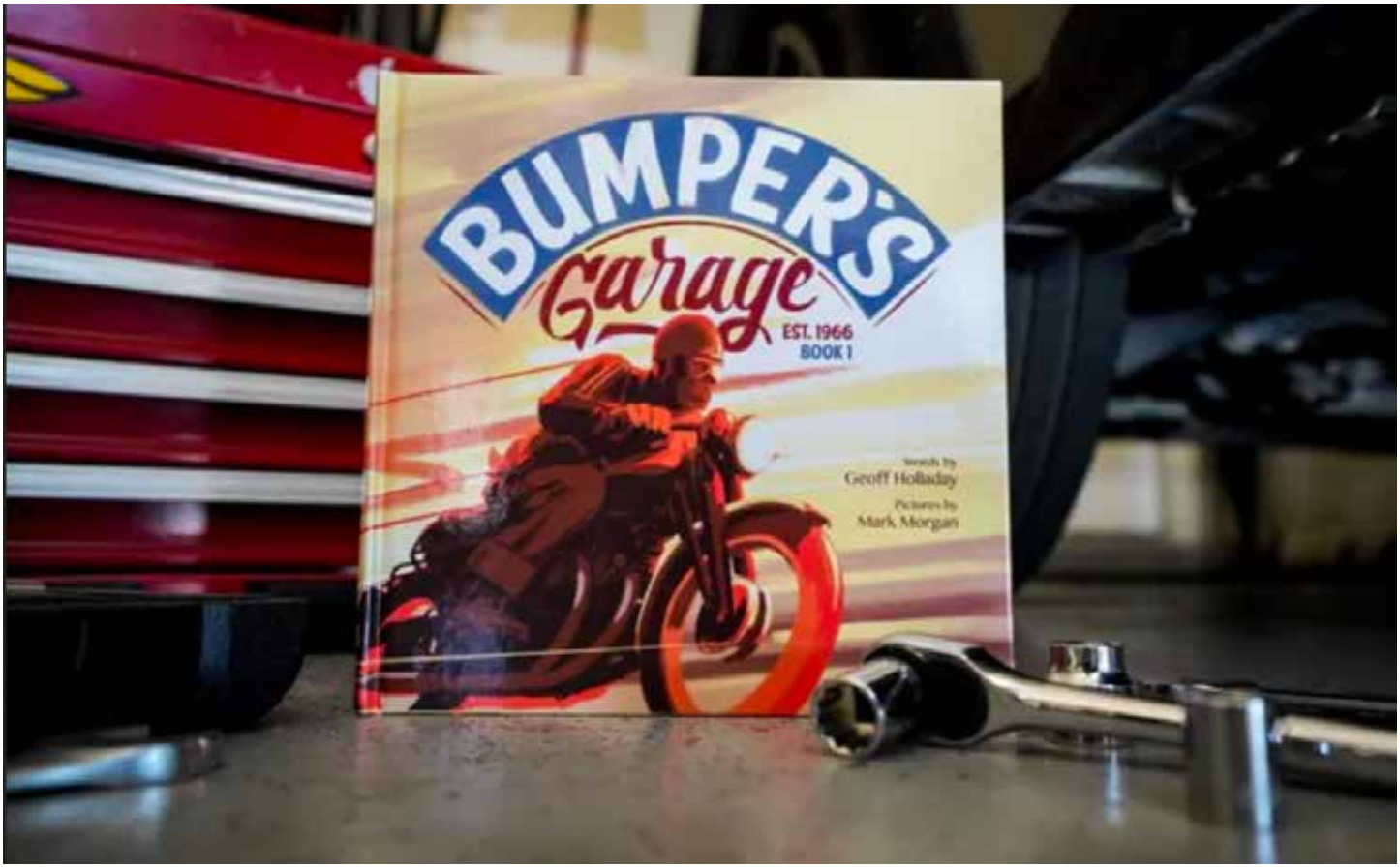
At this point, the rep said she would throw in a month free due to the hassle I encountered. I told her to go ahead – after about 5 more minutes, she discovered she could not complete the transaction as I was in Canada. I had to go online and navigate the Connected Site and order the package myself (I did not get the free month as it turned out as that seems to only apply to distraught Americans and only if the rep can override the order process).

The next morning, I went into Settings and did the Software Upgrade and in seconds, all was well again.

Well, if there was a lesson here, once you get used to the advanced features on current BMW's, sliding back a generation seems so rotary dial! In any event, tap your Dealership Genius as that is usually the fastest and quickest way to be on the path of technological enlightenment.

Source: Chris the Newsletter Guy
with help from Nathan Jones at Calgary BMW

Bumper's Garage



Hard to believe a year has passed – I had bought two copies of Bumper's Garage on the recommendation of Calgary Herald's Greg Williams. I shipped them to our US based grandkids thinking I would pick up one of the copies for the Calgary grandkiddos one the next trip down there. Then this crazy year got in the way and the second copy finally arrived at our door via mail. It was worth the wait as my objective has always been to get young hands nice and greasy before returning them their parents!

To quote the author, Geoff Holladay: "Bumper's Garage is a motor culture origin story about the relationships that are formed around people's hobbies, and how knowledge and experience is passed from one generation of enthusiasts to the next. In Bumper's Garage, readers will learn the value of working with their hands, and the reward of a job well done. Join Steve and Bumper as they work and play together, ultimately discovering that mentorship is a two-way street".

Chapters Indigo will order the book but you are better off going to:

https://www.bumpersgarage.com/

There are discounts for organizations and bulk orders and the reveal of the next book in the series.

BMW World

Connectivity Awards for BMW

BMW's commitment to transformation and digitalization has earned the brand several awards in 2020. The readers of motoring magazines Auto Bild & Computer Bild and Auto, Motor und Sport/ Moove singled out innovative connectivity features and digital services for special praise. They were particularly impressed by BMW's strategic development of digital products and services, as well as the brand's seamless integration of smart devices and its intuitive operating concept.

The **BMW Digital Key** topped the rankings in this year's Connected Car Awards presented by Auto Bild & Computer Bild. The smartphone-based digital car key allows owners to lock and unlock their vehicle easily and safely. They can also send a Digital Key for their car to as many as five other people. There is also the option of releasing a special Digital Key with limited rights (e.g. restricted maximum speed and acceleration, stereo volume, etc.) which is ideal for novice drivers.

More than 11,000 of the readers who cast their votes in the Car Connectivity Award 2020 poll conducted by the magazines judged the **BMW 3 Series** to be the car with the most innovative connectivity features in the **"Connected Cars"** category. The BMW 3 Series was the first model range to be equipped with the voice-controlled BMW Intelligent Personal Assistant based on BMW Operating System 7.0. Another connectivity highlight is Remote Software Upgrade, which enables customers to keep their vehicles supplied with the latest software updates over the air.

BMW Driving Assistant Professional collected the most votes from readers in the **"Driver Assistance Systems Safety"** category. This tech package features Steering and Lane Control Assistant including the new Active Navigation and Emergency Lane Assistant functions. And Assisted View allows the workings of the individual Driving Assistant Professional assistance systems to be shown in real time in the instrument cluster through 3D visualization of the surrounding area.

Digital Key

Christoph Grote, Sr. VP Digital receiving awards

Source: BMW Press Feeds

BMW's Starts Production Network of the Future

BMW is speeding up the shift towards electromobility and strengthening its global network for production of electrified vehicles. The realignment of the production network is based on three priorities: transformation towards electromobility and digitalization; efficiency of processes and structures; and sustainability in production and logistics.

BMW has one of the automotive industry's most flexible production systems worldwide capable of producing both vehicles with combustion engines and electric drive trains on a single line responding with flexibility to customer requests. During the Covid crisis, production responded swiftly and efficiently to the volatile market, while permanently improving its cost structure. The progress made this year will reduce fixed costs by about 500 million euros by the end of 2021.

The systematic implementation of electromobility will see each of the German plants producing at least one electric vehicle by 2022.

In this vein, BMW is investing about 400 million euros in a new vehicle assembly a new Munich vehicle assembly between now and 2026. This follows the expansion of the body shop and construction of a new resource-efficient paint shop between 2016 and 2018. The decision to build at an almost 100-year-old Munich plant shows that transformation can secure, and even create, industrial jobs in the heart of the city. This decision provides a model for successful transformation in the German industry."

The future assembly plant and its production processes will be designed for a new cluster architecture geared towards electric drive trains. This architecture will be in use from the middle of the decade. It will ramp up for the first time at BMW's future plant in Debrecen, Hungary, before being rolled out across the global production network in stages.

The new assembly plant in Munich will be built on the site currently used for engine production. The four, six, eight- and 12-cylinder combustion engines currently produced there will be relocated in stages by 2024 to BMW plants in Steyr Austria and Hams Hall in the UK. Munich employees will go on to work in different planning and production areas at the Munich location or other sites in Bavaria.

BMW views that transformation of plants and securing future jobs go hand in hand and that the BMW Workforce can handle change. BMW employees will receive intensive support and training throughout this process. Long-term agreements with employee unions also play an important part. More than 50,000 people at BMW Group have already been trained for electromobility since 2009. Another example of new jobs, BMW will increase employees from 1,000 to 2,000 At its Competence Centre for E-Drive Production in Dingolfing.

The expansion of electromobility continues. Dadong China began producing the BMW iX3 this year. Next year, the BMW i4 and BMW iX will come off the production lines in Munich and Dingolfing respectively. Fully-electric variants of the new BMW 7 Series and the future BMW 5 Series are also ready to go in Dingolfing. Plant Regensburg will start manufacturing the new BMW X1 in 2022, which will be available both with a combustion engine and a fully-electric drive train. From 2023, BMW Group Plant Leipzig, which has built the iconic BMW i3 electric car since 2013, will produce the successor to the MINI Countryman, with a combustion engine and as a fully-electric variant.

At the same time, BMW is expanding its capacity for manufacturing electric drive trains. The company is investing in production equipment for highly integrated e¬drives and high-voltage batteries at the Competence Centre for E-Drive Production in Dingolfing. The Leipzig and Regensburg locations are also currently setting up equipment for production of battery modules and high-voltage batteries from 2021. In parallel, the company is also increasing production capacity for drive housings at Plant Steyr. Allocating capacity in this way, places a deliberate emphasis on the flexibility of BMW plants and makes them more efficient and more competitive.

Sustainability is a fundamental aspect of modern production. BMW reduced resource consumption and CO2 emissions in vehicle production by 50 percent since 2006 - which is much more than other European manufacturers. The amount of CO2 generated per vehicle will be reduced by another 40 percent from 2019 levels by 2025 and 80 percent by 2030. By the end of 2020, BMW plants worldwide will obtain their electricity exclusively, 100 percent, from renewable energy sources." To do so they will take advantage of the best options at each location - from solar energy in Oxford, Mexico and China, to biogas in South Africa, to wind power in Leipzig.

In addition to using renewable energies, water, solvent, gas and electricity consumption will be further reduced in parallel. For example, the company is using data analytics to minimize machines' power consumption. The amount of waste per vehicle is also continuously decreasing, making the BMW Group one of the world's most sustainable automotive manufacturers. The BMW Group's position as sector leader in the "Automobiles" category of the Dow Jones Sustainability Indices World and Europe, announced just a few days ago, underlines this.

The Munich expansion is highlighted in gold

Source: BMW Press Feeds

BMW Art Car

In our April 2020 Joy of Driving, we featured the M2 done as an art car by the graffiti artist Futura in Los Angles. A small limited number of M2s were given a more subtle treatment and Calgary BMW picked up one such variant. Apologies to Futura, but photographing those more subtle graffiti touches on a black car in a bright showroom, creates a whole different art form! You had to be there or better yet, the car's artistic touches are better appreciated outside ...

Continental Auto Body is now CSN Continental

One of our longest advertisers and sponsors, Continental Auto Body, became part of the CSN Collision Centres family on June 30, 2020.

CSN Continental (formerly Continental Auto Body) has been in operation since 1998, serving Calgary and surrounding communities with market-leading auto body and collision repair services. Specializing in luxury vehicles has been part of the CSN Continental path to success since it first opened its doors.

"We have a reputation for the quality of our repairs in the community. Everyone knows that our expertise is in European cars and high-end luxury," said CSN Continental owner, Carmine Giocoli. For the last 20 years, the staff at CSN Continental has been focused primarily on the luxury vehicle market. "When my wife, Silvana, and I took over, in 2013, we knew the identity that came with this location and it is something we're proud to carry on."

Using its proficiency in the luxury segment to continue its own development, CSN Continental is part of the Volkswagen Certified Collision Repair Program, demonstrating a commitment to serving the mass market in addition to its exclusive luxury niche.

For CSN Continental, the decision to join CSN came from a desire to stay ahead of the market. "We wanted to take the next step in developing the business and in the industry today, that usual means joining a banner," Giocoli said. "After completing research on which network best represents their values, it was obvious that CSN was the ideal choice to make good on the dedication to furthering the business. Once we decided to join a banner, CSN was the only option as we had heard such good things about the way they do business and how they support their network. We are really confident it's the best fit for us."

CSN sees that Calgary continues to be a hub for some of the strongest collision repairers in Canada and fertile land for CSN's network expansion. The CSN brand gained another representative in Western Canada with the addition of CSN Continental to its quickly expanding collision repair network.

CSN Collision Centres is one of Canada's most advanced networks of independently owned and operated collision repair facilities. It was founded in 2002 by a group of four successful collision repair owners to assist independent collision repair facilities to improve their operations through performance assessments, ongoing training and marketing initiatives. Independence is their strength as their licensees have a vested interest in the company and their communities.

Classified

Interested parties can refer to www.bmwcsa.ca for additional photos in many cases.

1994 540i looking for a good home.

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Isolation Drives

While the rules change with frightening frequency, enjoying a drive with your significant social bubbler is still ok and should be considered to ease cabin fever. Alberta has something like 330 days of sunshine and there is much beauty to be seen in our now snowy backyard!

Judy and I decided to do the Father's Day Drive route on Friday, November 27th just to see what it looked like in a winter setting. The Highwood Pass section closes for the December 1st to June 15th period to give the animals a rest before the next tourist season or to procreate or whatever. Sections to Nakiska Village and Peter Lougheed are open year-round.

On our way from the south, we stopped at the gates of Stampede Ranch - 100th anniversary in 2020 - we have driven by this amazing ranch and never stopped to see the history and the amazing setup.

Other than 100 kph+ winds, which were not much of an issue and some snow on the road around Highwood Pass, it was a glorious drive. It is amazing what you see when the weather changes and snow highlights the mountain passes.

The view from Cat Creek (where we had a photo session with 5 cars this summer) was amazingly refreshing. However, much like this past year, every hiking spot (including Highwood

Pass) was filled to overflowing and many cars parked on

side of road with hikers heading off in all directions. Actual traffic was almost nonexistent as the hikers got there early.

Peter Lougheed House was open as was the Amphitheater area. William Watson is closed as it is under total reconstruction. Nakiska Ski Slopes were open but under a wind warning.

We had a great lunch at the Forte Restaurant at the Marriott Pomeroy Hotel (had to make reservations to get in due to the rules in place at the time rules). The Kananaskis II pizza is a taste treat although there are many other choices.

So – sally forth – send us photos of your adventure!

Chris and Judy Tworek

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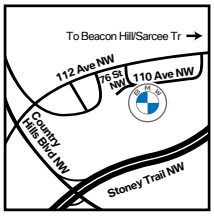

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