Official BMW Club

BMW Club
Southern Alberta

# Freude am Fahren

June 2022

Everything for your BMW

## 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.
- Ideas and opinions are those of the authors, without authentication by or liability to BMWCSA, its Editors, Directors or Officers. BMWCSA reserves the right to modify or edit any material or submissions.
- Material in this newsletter may describe vehicle modifications or procedures that may void your warranty, cause your car to fail emissions tests, or make your insurance company or agent unhappy. BMWCSA, its Editors, Directors and Officers are not responsible for any consequences that may ensue.
- 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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Please limit phone calls to between the hours of 9:00 AM and 9:00 PM

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**On the cover:** Alpina B10's by Logan King

# Kalender

**Please be socially responsible when you attend our events!**

| | |
|---|---|
| **June 4** | **Street Survival** – highly successful event! |
| **June 8** | **Social & General Meeting** – moved to private residence (email events@bmcsa.ca for address and pizza order) 6:00 PM Pizza Social + BYOB; 7:30 Meeting |
| **June 11** | (moved due to Street Survival) **CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea |
| **June 11** | **Avro Arrow Project Tour** – see Tours in Newsletter |
| **June 19** | **Annual Father's Day Drive** – register at https://www.eventbrite.ca/e/2022-bmwcsa-annual-fathers-day-drive-tickets-354579405547 |
| **July 2** | **CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea |
| **July 13** | **Social & General Meeting** – see June 8th for details |
| **Aug 6** | **CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea |
| **Aug 10** | **Social & General Meeting** – See June 8th for details |
| **Aug 14** | **Annual BBQ** – 3:00 – 7:00 PM – details to follow |
| **Sept 3** | **CC&C** – 10:00 to noon – Ricky's at Deerfoot Meadows across from Ikea |
| **Sept 10** | **EUROFEST** at Sheni's Auto Trend – 12:00-4:00 PM - free general attendance – register your car at: www.eurofest.net |
| **Sept 14** | **Social & General Meeting** – details to follow (ACC may open) |
| **Sept 15 -Oct 1** | **Northern Germany Tour** (Sept 15 to Oct 1) – see TOURS page in Newsletter - Contact Wallace Chow at wdchow@outlook.com |

# 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.

**We would like to welcome to the Club:**

| | |
|---|---|
| Logan Vervloet | 1999 320i E36 Touring, 2003 325xi E46 Touring |
| Ryan Kisko | 2001 Z3, 2006 GMC Sierra 2500HD |

# The President's Corner – Greg Walsh

A group of our members with a lust to tour set out in late May to see the spectacular scenery of central Oregon. A great time was had by the score of participants driving their own Bimmers. A full description of this tour will be found in an upcoming newsletter. Many thanks to Wallace Chow and our Oregon friends, Ralph Harding and Erik Swenson, for organizing this adventure. Wallace is also putting together a tour of Northern Germany for this September. There are still vacancies available so, if you're interested drop Wallace a note (wdchow@outlook.com). There is a June 30th cutoff for registration.

Our Tire Rack Street Survival School (TRSS) for young novice drivers was held on Saturday June 4. It was a great success with the weather cooperating nicely and an enthusiastic group of young drivers ending the day with huge smiles and much enhanced driving confidence. My thanks to our dedicated Club Members and Friends who volunteering their time and skills especially Glen Cook who managed the school and Gary Coleman the Chief Instructor. A fulsome description of the day will be in our next print edition of this newsletter in September.

We have other exciting events lined up for the summer including the always popular CC&C. Note, that to support one of our favorite hang-outs, the Austrian Club Canadian Club (ACC), we tried moving our Monthly meetings to Thursdays. This was not a popular time for most folk. So, until the ACC reopens on Wednesday evenings (hopefully this fall) we will be holding the monthly Business/Social meetings on the Second Wednesdays at one of our member's homes in the South of Calgary. To respect the privacy of this very generous member these meetings will be by invitation only, to a restricted number of folks! For an invitation please email your request to Rob Norum (events@bmwcsa.ca).

Always check the Kalender on our web site and watch for our MailChimp announcements. A step out for us is a visit to the Avro Arrow Project at Springbank on June 11th after CC&C – see Tours in Newsletter. Father's Day on June 19th will feature our annual Father's Day Drive. We have changed the venue this year, with a drive to Drumheller. We will be having lunch at the Last Chance Saloon and later stop at Rosebud Country Inn Pie Shop for a slice of their famous pie. Watch your email for registration details. The Annual BBQ is slated for August 14th with two special celebrations, our belated 25th Anniversary and BMW M Cars 50th Anniversary. Stay tuned for further announcements. And of course, for those interested in the spur of the moment, Victor will be running Impromptu Drives throughout the season. Register with Victor (victor@bmwcsa.ca) to keep abreast this opportunity.

We have a tradition of running two organized "Country Drives", one Summer and one Fall. Rob Norum our Events Coordinator is anxiously awaiting your suggestions for a favourite drive to share with the rest of us. Send your suggestion to Rob at events@bmwcsa.ca.

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

I wish you Joy of your BMW.

*Greg Walsh*

# Liqui Moly Maintenance Solutions

Our March Freude am Freude summarized the oil side of the excellent Liqui Moly presentation by Franz Walker and Paul Faulkner given to for our Club members and a few guests

on Saturday February 12th. You can find a digital copy of the March Freude am Fahren at:

https://www.bmwcsa.ca/membership-overview/newsletter-archive/

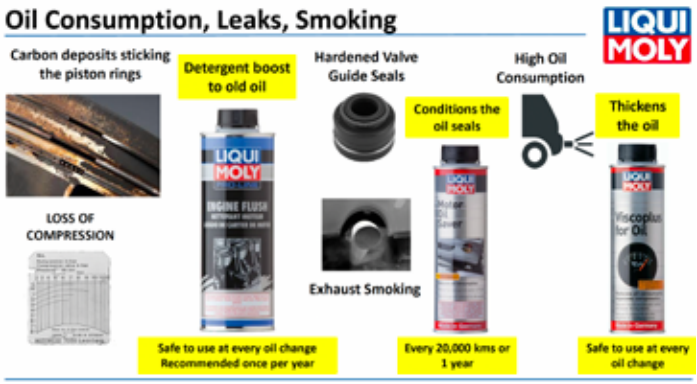
The following covers the second half of that presentation on **Common Oil and Fuel Related** Issues:

- Oil Sludge
- Oil Consumption
- Seal Weeping, Leaks and Smoking
- Valvetrain Wear / Noise
- High Performance / High Mileage
- Injector Issues – Gas / Diesel

For all these situations, the solution path is three-fold:

1. **Clean** -Remove residue and deposits that may be causing the issue or will interfere with solving it.
2. **New Fluid** - Add new fluid to the freshly cleaned system
3. **Treatment** - Apply corrective or protective additive to the clean system

See www.liqui-moly.com for specific applications for your vehicle. A few examples include:



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# BMW M – 50 Years – and stuff you did not know!

## Chapter 1: Some History

It is usually a safe assumption that few great ideas come a group drinking warm milk. If that great idea survives and thrives on the generous input from marketing, focus groups and upper management – and lasts fifty years in the process - then – ja! - perhaps an evening at the beer hall is more than deserved!

And so, it has been with BMW M. Fifty years of evolution later, you know a M car the moment you see it – subtle but distinctive interior trims, aerodynamics, and exterior modifications that have always been understated – for this is a driver's car and it is more about the wolf underneath!

M is "lateral agility" - responsive and fundamentally keen on turning as well as accelerating connecting the driver to a car that reacts blindingly fast to whatever the driver's request is.

Performance has always come from modified engines and transmissions and a bevy of suspension improvements. In most models, The M vehicle is still capable of hauling four odd passengers (or at least two and a couple of bags of wheat) while being able to joyfully carve any twisty pavement!

Historically, all M models are primarily tested and tuned at BMW's private facility at the Nürburgring racing circuit in Germany although testing and refinement come from facilities across the world.

The M legend had its geniuses in BMW's relatively successful factory racing program in the 1960's and 1970's. BMW decided that it need more focus. Thus, BMW Motorsport was launched in May 1972 with thirty-five employees. In 1993, the group was renamed BMW M.

While BMW had already differentiated some previous models like the 2002 tii, it was the 1972 3.0 CSL that is recognized as the start of the M era. The 3.0 Coupe-Sport-Lightweight (CSL) was a homologation special, of which 1,265 were built, to make the car eligible for racing in the European Touring Car Championship.

The racing success of the 3.0 CSL E9 and a growing market for high performance cars started BMW's move into creating M cars for the public.

The M1, introduced at the 1978 Paris Motor Show, was the first official M car. While our founding President, Fredrick Kozak rushed out to get one, the M1 was too much like it's 3.0 CSL inspiration – it was more of a race car in domestic trim than an everyday driver.

To broaden market appeal, BMW morphed the direction of M towards the high performance "family" sedan. In 1979, the M535i was released as the high-performance version of BMW's popular 5 Series mid-size sedan and as they say – the rest is history.

Well – not quite. There is the historical "naturally aspired" fan club and the "newbie turbo" crowd. Prior to 2010, BMW M never used supercharging or turbocharging. For example, the naturally aspired E39 and E60 M5s competed against the supercharged V-8 Mercedes AMG E55 and the twin turbo Audi RS6. To this day, there are purists who maintain that the naturally aspired models with stick shifts with that phenomenal seat of the pants road feel are the last true M models.

Which brings us to engines. The workhorse for most M cars has always been some version of the inline six either naturally aspired or with turbos. This is certainly true of all M cars prior to the advent of the 1998 E39 M5 which introduced the V8. The early days exception to the inline six categorization is the 1986-1991 E30 which had several versions of the inline four cylinder. After 1998, all the M5 and M6 models (except the S85 V10 powered 2005-2010 M5 and M6) were the V8s. (See BMW World in this newsletter for more on these motors). The generalization for M3 power is some version of the inline 6 with the exception of the E46 GTR "Unicorn" and the late model E90 series which came with V8s.

Starting in 2010, BMW renamed the X5 and X6 as Sport Activity Vehicles (SAV) rather than the industry convention SUV and the X5M and X6M were created. These were the first M vehicles powered with V8s to have xDrive four-wheel drive and automatic transmissions. Subsequently, the X3M and X4M were created with turbo charged inline sixes. Note that these beasts were created by the greater BMW organization and not by the M division and until recent Chinese production all were made in the Spartanburg plant which also has its own development track.

BMW Motorsport also did race engine development. They

created the 6.1-litre V12 DOHC 48 valve engine that powered the McLaren F1.

And then we have the 750HP V8-powered, plug-in–hybrid XM Concept crossover recently announced which will be a whole new experience and chapter in this historic association ....

Which brings us to "Sound" – while turbos and large displacement produce more torque for better day-to-day driving, the BMW purist loves the "character" and sound of low displacement naturally aspirated engines with high redlines. So, the BMW sound techs expend an inordinate effort to synthase a sound experience that would not otherwise be heard in today's ultra-quiet cabins! Move from "Comfort" to "Sport" and the ears deceive!

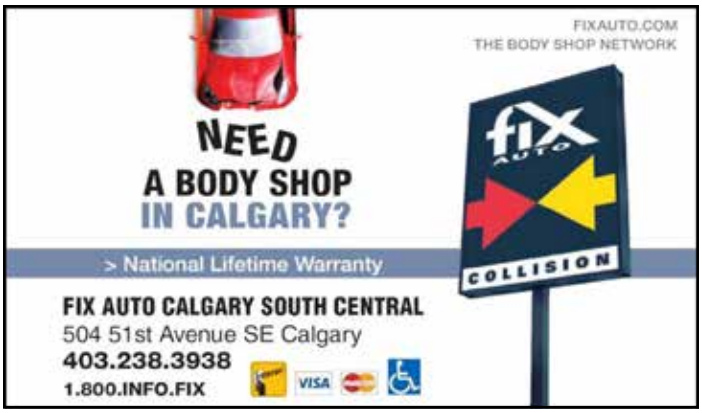
A large part of the M experience in "olden days" was rowing the gearbox whether it had 4, 5 or 6 gears. However, North America tastes were behind the addition of automatics and the E36 M3 was the first M-vehicle offered with a traditional torque-converter automatic transmission. That also led to the introduction of the Simulated Manual Gearbox (SMG) and the Sequential Sport Gearbox (SSG). Neither of these hybrid transmissions had a large fan base and many after-market conversions back to a standard transmission have occurred. As to the future, the recent trend to AWD M models and the huge amount of overall computer control at every level of engine and suspension management pretty well signal that automatics like the current highly vaunted 8-speed will be the norm.

And now for the rest of the marketing story – over the 50 years, at least three general categories of M have been created:

The original M cars were made by BMW Motorsport and while they carried M badges were sometimes referred to as BMW Motorsport cars. Marketing started morphing this and by the late 1990's, you could buy a "Motorsport version of a M car". This version was basically the family sedan with M style interior and external touches and usually suspension and tire upgrades replete with a lot of M or Motorsport badging. Today's versions like the X3M40i or M240 have these upgrades and sometimes a slight power increase but are not true M cars like and X5M or M2 or M5.

The most recent category is an escalation of the M standard – add a few more goodies to an already high-performance machine like more power, bigger sticky tires and rims, some more carbon fibre and perhaps a few special paint colours and you have the M Competition series – a King of the Hill M so to speak! So, don't go for pinks when you see M2CS or M5CS on that trunk as you will most likely be seeing only that.

In the overall effort to create the M brand, BMW has petty well created a M or Motorsport version of every vehicle it produced with only a few exceptions. The original M1 and the new XM Concept are the only vehicles that are pure M with no tie to a mass standard production base. The Z1 and Z8 roadsters did not have an M version although the Z8 had an Alpina version; the i3 and i8 did not have an M version; the original 8 series only had a singular unicorn 850M model; and only recently did the 7 series have an M variant as previously the 7 series was seen as solely an executive or luxury hauler. Similarly, the X1 and X2 do




# 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:
  - 2% off MRSP up to $2000 (regardless of any other deal at dealership)
  - Applies to new vehicles and motorcycles
  - Applicant must have been a BMW Club member for minimum of 12 months
- **Prior to Purchase Club Member MUST:**
  - Fill in application form (see https://www.bmw-csa.ca/membership-overview/benefits/)
  - Email to Club President at walsh@bmwcsa.ca ***BEFORE PURCHASE***
    - ***It can take up to 2 weeks for processing so apply early***
  - **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
  - Letter is good for up to six (6) months on any new model
  - 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

not have an M version while all the X3 to X7 models have various M or Motorsport versions.

BMW M also provides M packages for the BMW S1000RR motorcycle, with a limited-production 2021-onwards homologation-special, race-type machine designated M1000RR.

While this article was researched from several sources, the best compendium of BMW M cars (at least from 1972 to 2019) can be found at:

https://en.wikipedia.org/wiki/BMW_M

## Chapter 2: Pick my favorite child

Victor Yuen will be setting up an M corral at the August 14th BBQ and this will surely bring out many unbiased votes as to one's favorite child. In the meantime, having scoured various sites, magazines and the fake news social media, the following list of great M cars is presented picked mainly on your editor's whims and the ability to source photos including those of our member's cars:

### 1 – M1

Our Founding President, Fredrick Kozak, bought this 1981 M1 and wanted to race. The short version is this M1 (in Motorsport Blue/Violet) lead to the founding of our Club 26 years ago. Regardless of our deep tie to this car, this super car looking race car turned driver weighing in at around 1300 kg with its 3.5-litre 273 HP inline six has to be on the list. Besides, like any REAL classic, BMW lost their shirts on it due to its expensive development. And it looks great in racing photos whether they are from current nostalgia series or the original 1981-86 24 hours of Lemans

### 2 - M5 (E28)

And there is Past President, Brian DeBoeck and his E28 M5. What's not to like about the first mass production M car – a lightweight at a mere 1,431kg with its 286 HP 3.5-litre straight-six derived from the M1? Note its "sleeper" look with almost no external hints other than badging and a trunk spoiler.

### 3 - M3 (E30)

More than one of these famous babes have graced our member's garages including the rare EVO and Cecotto versions featured in our March 2021 Freude am Fahren.

### 4 - M5 (E39)

Several E39 M5's both stock and modified are owned by Club members including David Dourmat's shown here. Your editor's personal favorite even though he has a more pedestrian 2000 528i Motorsport. The E39 has a timeless classic styling and many claims that it has the perfect executive sedan combination of power, handing and utility that no M5 since has beaten. A perennial high dollar favorite on Bring-A Trailer.

### 5 - M3 (E46)

Another member favorite. We don't want to mention Ray Hansen's People Choice award at Laguna Seca during Monterrey 2016 with his Dinan Darling. Great and fabulous model especially with some Dinan mods so long as it does not have a SMG.

### 6 - 1 Series M Coupe

Continuing the general theme of sucking up to Club Presidents, the 1M had to be on the list as Greg Walsh is forever singing the praises of his Pumpkin. The only M car to have the number before the letter as to avoid confusion with the original M1, it was a BMW skunkworks project born by a bunch of corporate enthusiasts putting passion before profit. It is a RWD, manual gearbox mini monster with a muscular turbocharged inline six, M3 bits including a rear axle and suspension components, and a body kit described by some as a thunder face followed by a dancer's hips. From a corporate perspective, its fame was inducing upper management to green light the slightly larger and more profitable M2.

### 7 - M2 and M2CS

Another Club Member favorite with members owning various stock and modified M2 models including Victor Yuen's well photographed specimens. Take the 1M concept and put

in a more comfortable body style – add the M4 engine, lots of suspension and big carbon ceramic brakes with some carbon fibre and you have a very lovable screamer.

### 8 - M5 CS

Perhaps the best M5 since the E39. Awesome power and handling with a host of the latest engineering features. A super quick grocery getter that hauls 4 adults in amazing comfort and style.

### 9 – Other Possible Contenders

The jury is still out on the new M3 and M4. On paper and last month's dyno test of Graham Pond's 440i indicates a fun package. Much like the M5CS, these new beasts are a step out and eons away from the M cars of years gone by. AWD, a zillion high-tech features and power to spare in a larger and heavier chassis give a much different seat of the pants feel. More time is spent yapping about the grill than the performance. Time will tell whether they make the All Time Favorite list

***Credits:*** *BMW, Wikipedia, Goodwood, Freude am Fahren and various Car sites. Photos by Victor Yuen, Lucas Scarfone, Logan King, Greg Walsh, Fredrick Kozak and BMW Press Feeds.*

# BMW World

## BMW B58 Inline Six Receives Second Update

BMW's main inline six-cylinder engine, the B58, has been given a second mid-cycle update for greater output and efficiency.

The B58 was originally introduced for 2016, updated for 2019 (B58TU1) and is a member of BMW's modular engine family which includes the B38 three-cylinder and B48 four-cylinder. It is the third BMW inline six to feature turbocharging and direct fuel injection.

The first two versions of the B58 had horsepower ranging from 322 HP (332 ft-lb torque) to 382 HP (369 ft-lb torque). The second update or B58TU2, develops 380 horsepower in Europe and 375 in the U.S., along with 383 ft-lb. torque. On average, it will have about 40 HP and 52 ft-lb torque more than the current six cylinder B58 bound in the 5, 7, 8 X5, and X7.

The new B58TU2 engine uses the Miller cycle for increased efficiency and features redesigned intake ports and combustion chambers, an electronically controlled Vanos variable camshaft timing system, and an ignition system featuring an active coil with integrated electronics. (A Miller-cycle engine **leaves the intake valve open during part of the compression stroke, so that the engine is compressing against the pressure of the turbocharger rather than the pressure of the cylinder walls.** The effect is increased efficiency, at a level of about 15 percent.)

The turbo and intercooler has been optimized and the cylinder head and exhaust manifold are now one integrated component, as they were on previous lower-output versions of the B58TU1. This is in contrast to the current 382-horsepower B58B30O1, which uses an exhaust manifold with an integrated turbocharger as opposed to a cylinder head with an integrated exhaust manifold. This high output engine will most likely be updated also.

The Valvetronic fully variable valve control system for the intake side has been moved to the exhaust side of the cylinder head with switchable rocker arms, allowing exhaust gas exchange to be interrupted if so desired. This allows the engine's frictional torque on overrun to be reduced by approximately two thirds, which increases the amount of energy recuperated by the accompanying standard 48-volt mid-hybrid system. This happens when the accelerator pedal is released and the vehicle is coasting, and during braking. The Vanos variable camshaft system, previously operated by pressurized oil and solenoids since its introduction over 30 years ago, now works electronically.

On the intake side, BMW has added another set of low-pressure fuel injectors to complement the high-pressure direct-injection array. Running a set of conventional fuel injectors before the intake ports reduces both carbon emissions and particulate formation, or the dreaded carbon buildup. As many N54 and some N55 owners are aware, carbon buildup on the intake ports and valves of the engine eventually robs the engine of power and harms efficiency, because there's no fuel to effectively clean these parts as on a conventional engine.

## BMW Introduces New S68 Twin-Turbocharged M V8 Engine

BMW will gradually start introducing the new S68 V-8 most likely starting in the facelifted X7.

The predecessor N63 (introduced in 2008) and M derivative S63 (introduced in 2010) have been around longer than any modern BMW engine, and have been subject to more updates than any other BMW automobile engine in the company's history. The N63 and S63 were originally notorious for oil consumption and bearing wear but are generally thought to have overcome those issues in their latest versions. However, they have come to the end of their practical efficiency and emissions upgrades.

The new S68 is part of BMW's modular architecture and will displace 4.4 liters. Information is still vague, but BMW suggests that there will be a M TwinPower Turbo V8 in the lineup. For the X7 M60i, the engine develops 523 horsepower and 553 ft-lb torque (the same as the N63B44T3 of M50i trim it replaces).

Technical details include the thermodynamic benefits of a cross-bank exhaust manifold, bank-symmetrical turbochargers, and external engine oil cooling, in addition to a reinforced crankshaft drive, further developed turbocharging with a blow-off valve, a new oil pump, and a weight-minimized oil sump. It will have a ZF eight-speed automatic transmission with an integrated 48-volt mild-hybrid system. Further details will be released over the next few months. But will it be enough – the XM performance hybrid boasts total combined output equivalent to 750 horsepower and 737 pound-feet of torque from its V8 hybrid drivetrain!

## Motorrad Discounts

While our Club tends to focus on 4 wheels and the attendant BMW Discount Program well-advertised in our Newsletter and Website, BMW Motorrad also offers discounts to those wanting two wheels. The recently announced Discount List (Apr 26 2022) includes:

BMW Motorrad has modified the discount program effective immediately (Apr 26 2022) as follows:

- R18, R18 Classic, R18B, R18 Transcontinental- Discount of 4% off MSRP
- R18 Ambassador Discount of 10% off MSRP + $1000 credit on R18 BMW Accessories/Heritage Rider equipment (Units per year: 1)
- Remaining BMW Models - Discount of 3% off MSRP (Units per year: 1)
- Exclusions (discount program not applicable) - M 1000 RR

## BMW starts introduction of Plant Fiber Materials

BMW continues push sustainability – we have previously featured their advanced cradle to grave recycling which focuses right from the original design on how the vehicle components will ultimately end up.

BMW now is exploring materials constructed from plant-based fibers before long. BMW i Ventures, the venture capital arm of the BMW Group, recently invested in Bcomp, a Swiss company who is a leading manufacturer of high-performance composites made from natural fibers.

This investment includes a collaborative research agreement between Bcomp and BMW Group Research including Bcomp becoming an official technical partner with BMW M Motorsport with regard to the upcoming M4 GT4 race car.

Bcomp and BMW have worked together before. For the 2020 Formula E season, the BMW iFE.20 race car ran a flax cooling shaft made by the company, making it the first BMW race car with a component made using renewable plant fibers. Other reinforcement solutions by Bcomp, including powerRibs and ampliTex, have also been used in BMW DTM touring cars. The two solutions are used in place of carbon-fiber reinforced plastic, where they act as a lightweight and sustainable substitute.

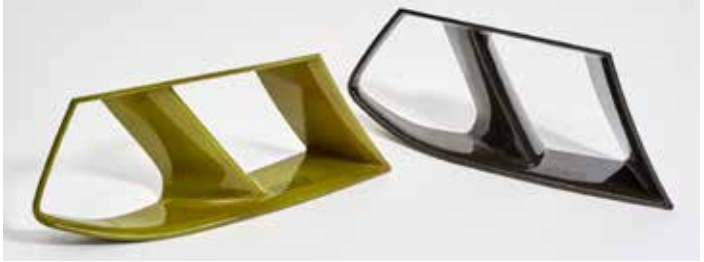
Bcomp's powerRibs reinforcement solution was inspired by the veins found on leaves in nature - stiffness is maximized by adding a 3D structure to the side of a thin-walled shell element. This allows powerRibs to decrease the base material requirement while enabling weight and cost reduction. Other benefits include improved crash properties and high vibration dampening.

The company also developed ampliTex reinforcements, which take the form of a visible layer of flax fibers that act as covering material. The benefits of ampliTex also include improved crash properties and high vibration dampening, along with specific bending stiffness and fatigue resistance, radio transparency, and novel design options relating to color and transparency.

BMW says that combining the two materials allows the automaker to use 70% less plastic for interior paneling, and to decrease carbon emissions by up to 60%.

The largest benefits yielded by Bcomp materials are weight savings and carbon emissions reduction. BMW says the use of natural fibers such as hemp, kenaf, or flax can translate to weight reduction of up to 50% compared with conventional alternatives, and explains that the materials also reduce calculated carbon figures because the plants from they are made absorbed carbon dioxide as they were growing.

You can expect to see BMW using more of these materials most likely starting interior vehicle paneling. One can only hope that one's beloved Fido does not take a shine to chewing on those long country drives!



*Articles and Photos from BMW Press Feeds*

# The Alpina B10's - A Duo Like No Other

*By: Misia Rajzyngier*
*Photos by: Logan King*

Alpina has truly developed and scaled its partnership with BMW for many decades. *Alpina Burkard Bovensiepen GmbH & Co.* to this day develops and manufactures high-class Alpinas from BMWs, whether from the original chassis or stripped versions straight from the factory. Alpina was founded in 1965 by Burkard Bovensiepen, and has grown from producing typewriters to manufacturing cars that are highly sought after by enthusiasts.

Alpina has developed such a name for itself that BMW, as of this year, has bought Alpina and is making them officially a part of the BMW Group. This was also in part due to BMW's electrification drive and giving Alpina full access to this developing proprietary technology. In the early years, BMW and Alpina were quite separate brands. Although Alpina used each generation of BMW for their models and enhancements, these vehicles were given their own genuine VIN that was specific to Alpina. Alpina was so tightly knit with the BMW brand, that it no longer was viewed as the modification manufacturer that they originally were - but as an automotive brand.

Over the years, Alpina has developed from a tuner works car with distinctive features to a luxury sports vehicle more powerful than most base BMW models but in most cases shy of absolute M performance. The older generation of Alpina vehicles had a sense of class woven with their blue and green stitched interior upholstery patterns. The Alpina chin spoilers and green and blue body decals that flowed throughout all of the early Alpina models are a feature that consistently stands out, and a personal favourite of mine would have to be the 20 spoke alloy wheels in the later models. For Alpina, turbine wheels became a staple, as well as a memorable feature that screamed to drivers that the model they were looking at was surely not just a BMW - but much more... an Alpina.

One of the most fascinating aspects of the Alpina brand would have to be its emblem. Have you ever taken a look at the emblem up close? Believe it or not, the logo is a commemoration of the beginning of Alpina! In the early 1960s, Alpina started to add two carburetors into their BMW 1500 model to add more power to the engine. This is initially what kickstarted the craze and popularity of Alpina tuning. Then following, Alpina started to experiment with crankshafts. With more power and a larger intake, a stronger crankshaft was introduced. This is why the emblem displays both carburetors on the left and a crankshaft on the right. To this day, this emblem has not changed and still proudly adorns every Alpina produced.

Their vehicles became a constant in the world of BMW cars. They offered a machine to the public that was worth owning - and to some, collecting. They were tuners who truly vamped up the BMW they had in their possession, including the two I am going to talk about in this article.

## The Cars: 2002 B10 V8S Wagon and 2003 B10 V8S Sedan

Although these cars differ in chassis, many of their characteristics are similar. These B10 Alpinas have truly left a mark on automotive history.

This 2002 B10 Alpina V8S touring and 2003 B10 V8S sedan were imported over from Germany back in 2017 by a Calgary father and son. The sedan is driven by the father, and the touring is part of the son's collection of several Alpina touring models, including a rare E30 version.

The E39 was a memorable car at the time of its arrival. It had the highest quality interior and was the quickest car of its group at the time establishing BMW's reputation for creating the sport driving version of the executive or family sedan. The E39-based Alpina B10 came out in 1997, before the E39 M5, and the Alpina B10 V8 was an inconspicuous, high-performance sedan based on the 540i platform.

However, to better compete with the higher performance M5, Alpina, starting in 2002, modified the standard BMW 4.6 litre V8 it had been using, by increasing the engine size to 4.8 liters closer to the M5's 4.9 liters and added a host of other motor and suspension upgrades. These included a new crankshaft and pistons for added displacement and a new intake system. These M62B48 V8S engines had 375 HP (vs. the M5's 394 HP).

The V8S had rear-wheel drive and 5-speed automatic transmissions. This newer model was only in production from

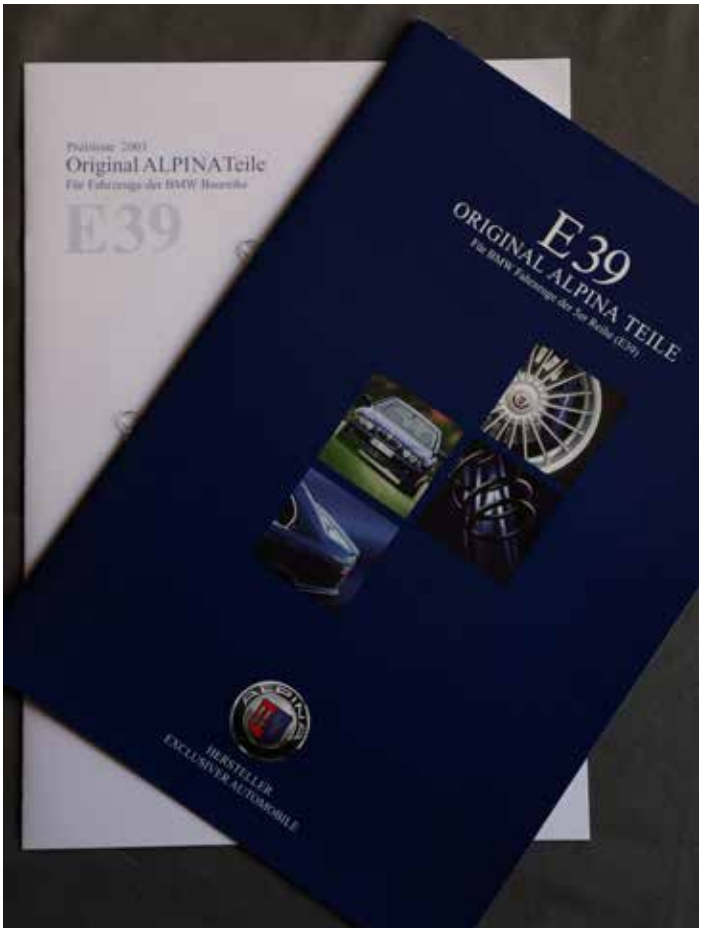
2002 to 2004 in small numbers, which makes the later production 2002-2004 B10 that much more intriguing and worthy of getting your hands on. There were 145 sedans and 43 tourings sold in total.

The cars are described as a highly refined and comfortable version of a sport sedan that drives very well. Having the chance to drive a classic Alpina offers a unique feeling. They are tuned incredibly well and their power is consistently witnessed when sitting behind the wheel. They are very responsive and leave all enthusiasts wanting to drive more, or own one.

Both vehicles were found in clean shape in Europe before being shipped to Calgary. When bringing over vehicles like this, it is prudent to find a car that has been properly maintained over its ownership. Usually, vehicles in this condition are hard to find and locating a specific Alpina model can take months, if not years. Having contacts in Europe is ideal due to the access and ease they already have in that market. When an Alpina in this shape has been found, they are increasingly collection pieces, although they were likely driven seasonally for decades and have reasonable mileage (say 100,000 – 150,000 km). For someone who collects pieces like the B10 Alpina, finding vehicles of this stature can become a routine and easier after multiple purchases, especially through years of research and patience.

There were three times as many B10S sedans as there were tourings and in several colour choices, so finding an Alpina B10 sedan was relatively straightforward. On the other hand, tourings are much less common and more of a "unicorn" to get your hands on. If you want and have the opportunity to own one, it may be some time before another becomes available. Alpinas in low mileage and top shape are rare, and value is exponentially growing for these older vehicles. With their powerful engines and beautiful interior upgrades, owning an Alpina is becoming an experience on par with owning an M car.

Most of the service records and history for these cars is present. The records were predominantly in German, so translations




needed to be made to go over some of the original documents. "AUTOMOBILE MEISTERWERKE" or *Automobile Masterpieces*, was a brochure that dived into photos and descriptions of the Alpinas available during that time. An original flyer/magazine like this is ideal for a document package, and is a glimpse into the time when they were new in the market. The folders also included the E39 brochure that photographed the interior portions of the car, as well as the intricate Alpina decals and details on the outer chassis. "Für Fahrzeuge der BMW Baureihe" which translates loosely to "*For vehicles of the BMW series*", is a document that is valuable to have accompany older vehicles. These two vehicles came with extensive service records, to which has been added the invoices for the work of fully sorting out and perfecting the maintenance and condition of the vehicles since bringing them over to Canada. The documents also included shipping documents, registration, and other valuable sources of information that share the historic timeline of both vehicles. Finding vehicles with such notable libraries of invoices is slim to none, so as an individual who keeps hefty documents for every vehicle - this is a car owner's dream.

## The Owners

The son's goal was to find a great car and that his father would cherish and appreciate as a daily driver. The father truly appreciates the ultimate machine, as a 40-year BMW driver and 20-year E39 5 series owner.

These Alpinas are appreciated for many different reasons and are bought for those reasons themselves. That is the great thing about Alpinas. Not only are they great collectible cars, but they are also EVEN better on the road. Would you believe that the sedan is driven daily, even in the Calgary winters? So, if you see this blue B10 driving around all year long - just know it is being enjoyed to its fullest capacity! Isn't that why they were produced, to begin with?

The touring is genuinely enjoyed and driven, and meticulously taken care of as part of a collection of other BMW's and Alpinas. To see an Alpina wagon at all much less in pristine shape is uncommon, and to see several models at the same time is incredible.

To see this father and son enjoy and operate two cars that Alpina has genuinely developed and tuned to such heights is memorable and worth being talked about. These two B10s reflect highly on the history of Alpina. Alpina created the name for itself because of vehicles like these that just exuberate technicality, precision, power and luxury. Although the B10 V8s were not available in a manual transmission, they do come with early steering wheel shifting, and their driving features are timeless, especially to enthusiasts.

## Alpina Today, And in Canada

Alpina has truly developed the brand beyond its original scope of production. Today, with BMW acquiring Alpina under the BMW Group, the future of Alpina leaves enthusiasts excited and curious. Some of the vehicles Alpina currently produces are the diesel family (D3S, D5S, XD3 &4) described as insanely powerful

and gasoline family (B3, B4, B5, B7, B8, & XB7).

While these vehicles are widely available in European and some foreign markets like China and Japan, Canadian Sales are strictly up to the BMW dealers in Canada.

The vehicle that is a personal favourite of mine would have to be the B3 Touring. Like the B10 Alpina Touring in this article, Alpina is offering a wagon to those who truly value the simplicity of a sports wagon. Unfortunately, it is only *rumoured* that there may be a B3 wagon offered in Canada as BMW designated North America as "X" territory and stopped offering Tourings several years ago. My educated guess would be that it still maybe about 15 years (as vintage imports) before these wagons become available for us North American dreamers unless Alpina introduces electric touring vehicles to their market or wagons become "cool" again.

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*Joy of Driving 17

# Our Club Tours and Events

Our Club has always been about the driving adventure where it be on a track or a road tour.

We live in uncertain times. However, we are making every effort to continue our activities while observing the ever-changing health advisories and rules. Our intent with the following activities is to be ready, giving time for preparation, rather than trying to launch an activity at the last moment with little notice. Far better to have a dream and a plan to fulfill it then just hunkering down!

## Avro Arrow Tour

**When:** June 11th, 2022 (After CC&C – 1:00 PM)

**What:** Tour of the Avro Museum - Avro Arrow Project

**Where:** 229 Avro Lane, Springbank Airport, Calgary.

Our Events Coordinator, Robert Norum, is in the process of coordinating a tour of the Avro Arrow Museum situated at the Springbank Airport. If you are interested, please let Rob know at rdnorum@gmail.com and he will let you know the final details. The Tour is free but the Avro Project welcomes any donation.

The Arrow Project consists of volunteers reconstructing a 60% scale model of the famous C-105 Avro Arrow, an all-weather fighter interceptor which was originally developed between 1952 and 1959 to defend Canada from the Soviet Union. The jet will be fully operational and capable of 20,000 ft altitudes when finished. Unfortunately, this highly developed Canadian fighter jet was cancelled in 1959 due to Cold War Politics.

https://www.avromuseum.com/

## Father's Day Drive

Sunday June 19th with a 9:30 AM start will see us heading to the Canyons, Ferry and the odd dinosaur. Lunch will be at the Last Chance Saloon and the trip home will include a stop at the Rosebud Country Inn Pie Shop. Register at:

https://www.eventbrite.ca/e/2022-bmwcsa-annual-fathers-day-drive-tickets-354579405547

## BMWCSA 2022 Northern Germany Tour - Sept 15-Oct 1, 2022

A virtual presentation and meeting were held on January 15th and there was enough enthusiasm to make it a GO! There is still some room available but there is a June 30th registration cut-off. Full details are on our website at: https://www.bmwcsa.ca/events/

Contact Wallace Chow at wdchow@outlook.com

## BBQ – Sunday August 14th 3:00 to 7:00 PM

Registration for our Free for Members Event with Great Events BBQ, Silent Auction and Wined-Up will be out soon. There will be a special focus on the 50th Anniversary of M and our belated 25th Anniversary of our Club.

# Member Cars and Garages

## Tire Detailing Stand

Victor Yuen found this neat tire detailing stand at Carzilla. All you have to add is a little incentive to pull those four wheels ... and clean your wheels wells ... and detail those brakes. Can't wait to get a beer and watch Victor ...

## Classified

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

**For Sale:** 2017 M2 with ~31000km of mileage, the car is in near new condition, has never been exposed to snow, ice, or road salt. Asking price is $55000. Contact Rick Coutts at couttsrt@shaw.ca, or 403 669 8400

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