Official BMW Club

BMW Club
Southern Alberta

Freude am Fahren

June 2025

*Joy of Driving 2

BMW Club of Southern Alberta

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

Mailing Address: PO Box 75012 Cambrian, Calgary, Alberta T2K 6J8
General email: email@bmwcsa.ca
Website: www.bmwcsa.ca
Facebook: BMW Club of Southern Alberta (@bmwcsa96)
Instagram: @bmwcsa96
YouTube: BMW Club of Southern Alberta

Freude am Fahren [Joy of Driving] Newsletter

- The BMW Club 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

For membership go to
https://www.bmwcsa.ca/membership-overview/

Directors and Officers

Please limit phone calls to between the hours of 9:00 AM and 9:00 PM

President
Andy Brown
403-475-8070
brown@bmwcsa.ca

Vice President, Tours & Director
Wallace Chow
chow@bmwcsa.ca

Newsletter Editor & Director
Chris Tworek
403-238-8049
tworek@bmwcsa.ca

Director at Large & National Club Liason
Brian DeBoeck
deboeck@bmwcsa.ca

Treasurer, Past President & Director
Greg Walsh
walsh@bmwcsa.ca

Director & Social Media Manager, Secretary
Victor Yuen
victor@bmwcsa.ca

Directors
Heather Mercier
mercier@bmwcsa.ca

Cam Luczi
luczi@bmwcsa.ca

Directors, Event Coordinators
events@bmwcsa.ca

Dwayne Eadie
eadie@bmwcsa.ca

Motorsport Coordinator
Sheni Janmohamed

Chief Driving Instructor
Vacant

Membership Coordinator
Glen Cook
403-274-8716
membership@bmwcsa.ca

Newsletter Production Editor & Webmaster
Michelle Belanger

Welcome Committee
welcome@bmwcsa.ca
Glen Cook

On the cover: Victor Yuen E46 with Andy Brown's E36 by Victor Yuen

Kalender

Jun 7	**CC&C** – 10:00 to noon – Glenmore Inn (1000 Glenmore Court SE)
Jun 7-8	**ARCA Event at Rocky Mountain Motorsports** – see Motorsports Section
Jun 11	**Social & General Meeting** – Austrian Canadian Club (3112 11 St NE)
Jun 15	**Annual Father's Day Drive** – see Events section
Jun 22	**Parkland Peonies / Coutts Centre** – see Events Section
Jun 28	**PCA-WRR HDPE** – see May Joy of Driving - https://www.bmwcsa.ca/wp-content/uploads/2025/04/BMWCSA_May_2025_v1.pdf
Jul 5	**CC&C** – 10:00 to noon – Glenmore Inn (1000 Glenmore Court SE)
Jul 5-6	**AVRA & ARCA RMM Event** – see May Joy of Driving https://www.bmwcsa.ca/wp-content/uploads/2025/04/BMWCSA_May_2025_v1.pdf
Jul 9	**Social & General Meeting** – Austrian Canadian Club (3112 11 St NE)
Jul 17	**Quarterly Blood Donor Clinic** – 11:00 AM Lunch / 1:00 PM Donation – contact gccook@bmwcsa.ca and register at https://www.blood.ca
Jul 19	**VSCCC European Car Show at Stanley Park** – see Events Section
Jul 20	**BMWCSA Poker Run** – see Events Section
Jul 27	**Reynold's Museum Wetaskiwin** – see Events Section
Aug 2	**CC&C** – 10:00 to noon – Glenmore Inn (1000 Glenmore Court SE)
Aug 13	**Social & General Meeting** – Austrian Canadian Club (3112 11 St NE)
Aug 17	**BMWCSA Annual BBQ** - see Events Section

Membership in BMWCSA

Membership is a family affair with many of our events devised with family participation in mind. The family membership of $80 for one year, $150 for two years and $200 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 and fill in your details: https://www.bmwcsa.ca/membership-overview/

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.

We would like to welcome to the Club:

New Members

Dawn Macrae	2020 X3 M40i, 2006 330i CS
David Platt	2024 i4 40e, 2001 M3 cabriolet
Baz Rana	2021 X5, 2015 650i

Rejoining Members:

Dexter Hardy	2014 HP4 (look it up!), 2006 X5 4.8 is, 2004 M3

The President's Corner – Andy Brown

It is going to be a busy summer! A quick look at the Kalendar will identify a plethora of things to do with your trusty steed.

It started with an evening in Rosebud for their Dinner Theatre on May 23rd, then a track day with ARCA at Rocky Mountain Motorsports Park on June 7/8, the annual Father's Day Drive to Sylvan Lake on June 15th, a Garden Day at Parkland Peonies on July 3rd, a couple more track events at RMM with the Porsche Club, the Alberta Vintage Racing Association and the Alberta Race Car Association in June and July, the European Car Show at Stanley Park on July 19th followed by a Poker Run the next day to Canmore on July 20th, a back-room visit to Reynolds Museum on July 27th , the annual BBQ on August 17th, Eurofest on September 13th and so on, until the Tire Rack Street Survival school on September 21/22 at RMM. And I'm sure the fun won't stop there.

I would ask that you get involved and support these events not only by attending them, but also by helping with the multitude of tasks around organizing the finer details of presenting them. Any successful event needs people-power to deliver the best results. Please contact Dwayne as our Event Coordinator, or any other Club Director to volunteer your time and energy.

We enjoyed a sunny day at CC&C on May 10th with the Jaguar Club and had a large turnout of BMW's as well as some very smart Jag's as can be seen below. Their President, Doug Uffen, told me several times that day how appreciative they were of the invitation to the CC&C and the offer to work together on future events.

To the owners of all 3-series BMW's, a reminder that 2025 is the 50th anniversary of production of this evergreen model that exemplifies the brand. Similar to the front-cover, please submit a picture of your 3-series, whether it be a 316i or an M3 GTS, with a writeup describing your history with it and why you love it (or them, if you have more than one).

We're still trying to collect as many M5's as possible for a photo-shoot at the BBQ in response to a suggestion from one of our members. If you have one, or know somebody who has one, give them a nudge and get them to polish it up and bring it out.

Grant Keil advised us a few weeks ago that he is retiring after 40 years with BMW in Calgary. We invited him to the BBQ but he will be on a trek across Canada at that time. But, we won't let him escape a thoroughly proper "thank you" for all he has done for our club, from helping to start it back in 1996, supporting events like the BBQ, new model reveals, the corporate discount program, and on and on. He was a hands-on manager and always ready and willing for a chat. He'll be hard to replace.

As you all know, a certain individual south of the border is making life less enjoyable than it used to be by implementing random tariffs, some quite severe, on just about everything. There will be impacts on automobiles due to the supply of parts as they cross the border, some more than once.

An example of this is the discovery by the National Association of Car Clubs of Canada (NACCC) that a reciprocal tariff of 25% plus a further 25% on any applicable PST has been placed on Collector Vehicles (25 years and older) coming from the USA by our new government. However, the same new government has quietly removed the reciprocal tariff on any USA product used in Canadian manufacturing or processing excluding "luxury or specialty items" such as classic cars. The NACCC is attempting to work this and one can only speculate as to the outcome in today's economic chaos.

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Finally, please be aware that the Austrian-Canadian Club is open again to our presence, after surviving the effects of the Covid-19 shutdowns. As such, beginning on June 11, our Social & General Meetings will be held at ACC, with the social part starting at 6:00 PM (with dinner and a drink if you are so inclined) and the meeting itself at 7:30pm. Note that they close at 9:00 PM.

My best wishes to all for a happy and enjoyable summer.

Andy Brown, President

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Events

Questions or comments about any event can be directed to Dwayne Eadie at events@bmwcsa.ca

Rosebud – Friday May 23

After a drive from Calgary, the 22 club members who participated in the Rosebud Theatre production of "The Foreigner" were treated to a great buffet and a hilarious stage production. While there were some serious moments in the play, the quality of acting shone through in this "Laugh out Loud" show! The Rosebud Theatre is a small venue, where every seat is good. The theatre is also a school of the arts.

Also, several stayed overnight enjoying the hospitality at the Rosebud Country Inn and Banks and Braes B&B. And – depending your view of driving the prairies east of Calgary, some of us thought it reminiscent of sailing the ocean with waves of the multi colours of spring farming.

Fathers' Day Drive - Sunday June 15 (Event has happened – report coming)

A full day's drive through the back roads of Central Alberta to Sylvan Lake. Lunch at Mr. Mikes in Sylvan Lake, then make your own way home.

The Route Map: https://maps.app.goo.gl/TFnG6J3cbLBVkVkR9

All details and registration in EventBrite: https://www.eventbrite.ca/e/2025-bmwcsa-annual-fathers-day-drive-tickets-1352677608139?aff=oddtdtcreator

Garden Day – Sunday June 22nd

See Parkland Peonies in full bloom. A sight to see, with fragrance to match. Follow up with Lunch at the Saskatoon Farm and then onto Nanton to see Coutts Centre (Caution – 2 miles of gravel road to reach the Coutt's Center!)

Meet at Tim Hortons in Shawnessy (303 Shawville Blvd SE Unit 400, Calgary, AB T2Y 2Z3) at 9:45 AM for a quick driver's meeting, then on to Parkland Peonies.

A ticket is required for Parkland, approximate cost $10.00 – the website for the tickets is https://parklandpeonies.ticketspice.com/parkland-peonies-2025-open-peony-gardens Please book for 10:00 AM.

Let Dwayne Eadie know you are coming at events@bmwcsa.ca

Quarterly Blood Donation

Canadian Blood Services
BLOOD PLASMA STEM CELLS ORGANS & TISSUES

Thursday July 17

11:00 Lunch at Palliser and 1:00 Donation

Register at https://www.blood.ca and resevere lunch with Glen Cook at gcook@bmwcsa.ca

European Classic Car Meet - Saturday July 19

Join your fellow club members and the Vintage Sports Car Club of Calgary at Stanley Park for a day of conversation and car gawking at the European Classic Car Meet. All European cars are welcome, especially BMW's! We will have our pop-up tent and refreshments – food trucks are on site. An opportunity to tell visitors about our club and all the great things we do.

Free Spectator admission starts at 10:00 AM (but be very careful where you park as there can be tickets!)

Should you want to join the BMWCSA Display, we will designate an earlier time (around 8:00 AM) and meeting spot for BMWCSA Entrants to convoy to the show, so we can all park together. Prior registration with the VSCCC is required. We will furnish all details to interested members.

Indicate your interest by registering with Victor Yuen at victor@bmwcsa.ca

Poker Rally - Sunday July 20

A drive to Canmore on Highway 1A, with five stops along the way to pick up a poker card. Best hand in Canmore wins! Lunch at the patio of the Grizzly Paw Taproom in Canmore, then back to Calgary. Meet at the Rocky Ridge Co-op (11595 Rockyvalley Dr NW #1000, Calgary, AB T3G 5Y6) at 10:00 AM. $10.00 ante for the rally, with the winner taking all.

Those registering will receive information emails closer to date.

Indicate your interest by registering with Dwayne Eadie at events@bmwcsa.ca

Reynolds Museum in Wetaskiwin - Sunday July 27

Spend the day looking at the main car displays and the aviation display. But first, BMWCSA is arranging a back-warehouse tour, to see the cars that are not on display, under restoration or just in storage.

Like most museums, only 10% of the collection is on display at any one time. To see more of the rare, unusual, and one-of-a-kind items in the collection, go "behind-the-scenes" with a tour of the Warehouse. The tour lasts for 3 hours (with a 45-minute break for lunch) and includes the Aviation Warehouse.

We are planning on meeting at the Museum at 11:00 AM – Wetaskiwin is a two-hour drive from the North Ring road and Highway 2. For more information, check the website at https://reynoldsmuseum.ca/.

The tour is $25.00 per person over and above the main admission fees – sign up on EventBrite: https://www.eventbrite.ca/e/reynolds-museum-tour-tickets-1403389077509?aff=oddtdtcreator

Ticket sale ends on Friday, July 18 at 11:00 PM

You will also have to pay the General Admission either on line (https://reynoldsmuseum.ca/) or at the Museum. Check the website for pricing as there are options for adults, seniors, students and family packs and discounts using your AMA card or other options)

BMWCSA Annual BBQ – Sunday August 17

Great Events Food / Auction / WinedUp

Menu:

- Southern BBQ Brisket
- Southern BBQ Chicken
- Vegetarian Stuffed Peppers

Kid's Games and Loot Bags

Photo shoot of all 50th Anniversary 3 series and all M5s. For non-members with a M5 we will allow the member BBQ Rate. Please notify Chris Tworek at tworek@bmwcsa.ca what car you will be bringing for photoshoot.

Ticket Sales (All end at 11:00 PM on specified date):

- Early Bird ($25)- ends Friday, July 18
- Late Bird ($35) - ends Friday, August 8
- Non-Member ($40) - ends on Friday, August 8
- Kids ($10)- ends on Friday, August 8
- Wined-Up ($20) - ends Friday, August 15

Buy at: https://www.eventbrite.ca/e/2025-bmwcsa-annual-bbq-tickets-1400607618089

BMW Club Southern Alberta and Rocky Mountain Motorsports

Present

School: Sunday - Sept 21 - 8:00 AM-4:00PM
Instructor Class: Saturday - Sept 20 – 6:00-9:00 PM
Location: Rocky Mountain Motor Sports (Carstairs)

The Venue

In previous years, the school was run at the Calgary Police Training Grounds but in 2024, the Calgary Police made a policy change which did not allow Public Use of any of their facilities.

Rocky Mountain Motor Sports (RMM) have generously stepped in and offered the use of their facilities at a significant discount. In order to keep student fees at the historic $125, the BMW Club Southern Alberta (BMWCSA) and its members have covered the remaining rental costs at RMM. We hope to announce other sponsors shortly.

We would like to thank Continental Tire Canada and Liqui Moly for contributing raffle prizes for students. Continental Tire will also be participating in the Tire Safety portion of the School.

The Audi Club Western Canada, Porsche Club America Wild Rose Region, CCA Truck Driving Training Ltd and Whissell Contracting Ltd have also contributed resources and advertising to further promote driver safety.

The Program

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! The School starts where traditional "parallel parking" driver education programs leave off.

Rather than studying driver's manual theory, the primary emphasis of the program is a "hands on" driving experience with in car skills development in a very safe, purpose built, closely supervised training environment.

When your teen driver, or those with less than 10 years of driving experience, attends a Street Survival school, they learn to control their own car in dynamic exercises that can't be learned from books or games. They experience the physics of motion in exactly the types of situation that can cause a loss of control! They learn how to make good driving decisions and react more quickly. They become more aware of their own limits and learn to begin anticipating the actions of other drivers.

We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too. The dangers of Distracted Driving are also handled.

It's about more than driving - it's about LIVING!

Three parents, including Scott Goodyear, former Indy Car Champion, share their perspectives in this video. http://www.youtube.com/watch?v=zKgLX1xAeoo&feature=youtu.be

See our FAQ page at: www.streetsurvival.org/frequently-asked-questions.php

Schools cost is $125 per student (and some sponsorships may be available)

- Lunch, refreshments and Student manual are provided

Event requirements

Parents are encouraged to stay! Please arrive early.

What to Bring for Each Participant:

- A valid Alberta Class 5 Driver's Licence, or equivalent. A Class 7 (Learner) licence is acceptable with a minimum of 25 hours road experience.
- A car (alternatively, one car can be shared between 2 participants). Cars are NOT provided. Participants are encouraged to use the car they normally drive so they learn how their car would perform in an emergency.
  - o Passenger cars do not need to be reviewed and we do expect the owner to ensure the car is roadworthy
  - o Vehicles with modifications that alter the center of gravity (i.e. lift kits) are not acceptable.
  - o High Center of Gravity Vehicles (HCGs) such as SUVs, SAVs, Trucks, Jeep-type vehicles, and Minivans will need to be verified. The older HCGs without electronic stability control (not just the electronic traction control) will not be accepted.
- Signed waiver is required for those over and those under 18.
  - o Participants under the age of 18 must have the waiver signed by parents(s) or legal guardian(s). The waiver will be made available at time of registration.

Directions to Rocky Mountain Motorsports will be provided (north on Hwy 2 and turn right at HWY 581 Carstairs turn off – it is on east side of Highway – do not take the first turnoff to Carstairs)

ALL COMMUNICATION REGARDING THE SCHOOL WILL BE SENT TO THE E-MAIL ADDRESS ON THE REGISTRATION LISTED AS THE *STUDENTS*.

- **Please note that at the Press time of this Newsletter, we were having technical issues with MotorSportReg. When these are resolved, we will have the registration links on our website, next newsletter and our MailChimp Event emails.**

- In the meantime, please indicate your interest as Student, Coach or Volunteer to Registar@bmwcsa.ca
  - o You will be the first to be notified that Official Registration is open
- Direct any questions to Glen Cook, TRSS Manager, at (403) 274-8716 or gcook@bmwcsa.ca

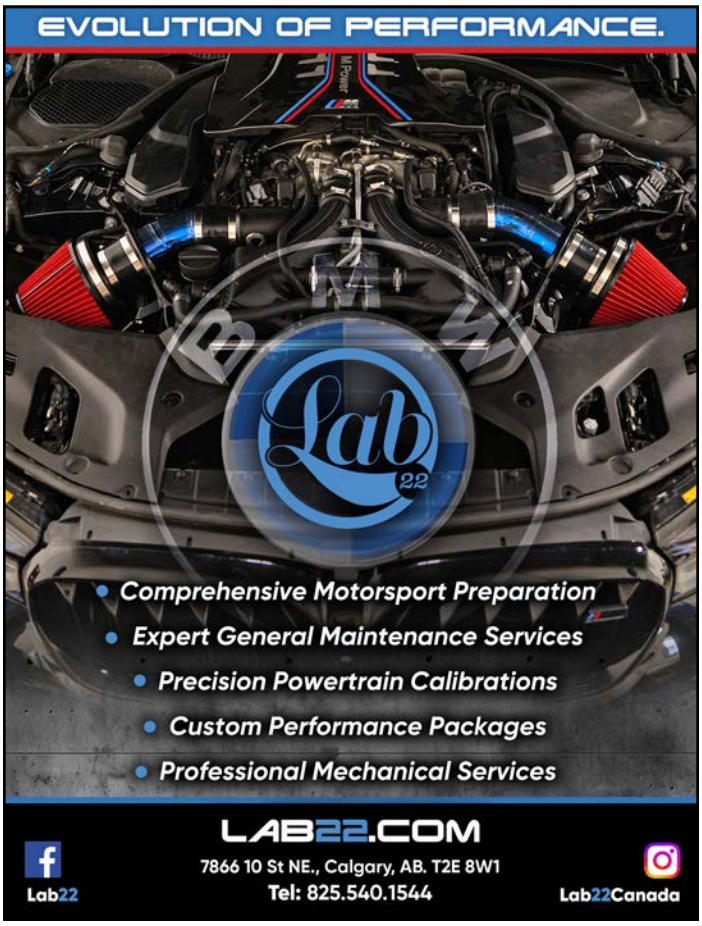
Classified

Interested parties can refer to www.bmwcsa.ca for additional photos in many cases. Please see website classifieds for older ads.

For Sale: 2019 M4 CS in San Marino Blue with S55 engine producing 454hp and 442 lb-ft of torque and 7-speed DCT transmission. Has only 4,200 km mileage which may go up slightly (not a daily driver).

Vehicle is never winter driven and stored in a climate-controlled location. Always serviced at Calgary BMW. No modifications have been done. No accidents or claims. You will not find another M4 CS with such low mileage and pristine condition. Asking $99,000.

Contact Victor at yycm4cs@outlook.com



Tours

German Auto History Tour (September 21st to October 6th 2025)

The Tour is now fully subscribed. Should you have any questions, please contact Wallace Chow at Chow@bmwcsa.ca or Gerard Mercier at gmercier5@shaw.ca

Gerard Mercier and our German agent, Reiseagentur Meimberg GmbH c/o Sven Hosse, has put together an action-packed tour described below.

The German Auto History Tour (GAHT) will run from and cover the circuit in a counter-clockwise direction starting and ending in Frankfurt, Germany. Previous Newsletters have carried details of the Tour.

The agent's package includes all hotels, breakfast, taxes, 3 group meals, and various museum and factory entrance fees. There are optional Track experiences. Each person will be responsible to book their own flights, car rentals, and personal incidentals.

Future Tours

Our Tour Group continues to work on future Tours. We have a twofold criterion: First, the Tour must have a general appeal to our members; Second, all of our previous Tours require several members to step up to develop and plan the tours. It's fun to plan but there is more involved than one person can handle!

The following Tours have been identified by our Planning Group made up of members who have been on or have organized past tours and are willing to start the development process. While we usually work on the "one year in North America and the next in Europe" concept, the current political situation combined with member desires has started a re-think of what we may do. Please direct any comments or ideas to Wallace Chow at chow@bmwcsa.ca. The following are ideas under exploration:

Year	Season	Tour Style	Tour Name
2025	Fall	Europe	German Auto History Tour
2026	Spring	Canada	BC + Okanogan Wine Tour
2026	Fall	Europe	Northern Spain
2027	Fall	Europe	Alps (Swiss, Italian, Austrian)
2028	Fall	Canada	Maritime Fall Colour Tour

Michael Boulanger
Owner

403-287-9114

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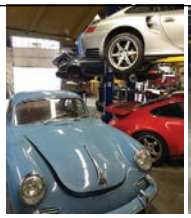

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REMINDER

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
- Loyalty Discount (regardless of any deal at dealership):
  - 2% off MRSP up to $2000 if cash/3rd Party Finance
  - 1% off MRSP if financed with BMW Finance
  - Applies to vehicles; motorcycles are discounted by model
  - Some models may be excluded (see our website)
- **Prior to Purchase Club Member MUST:**
  - Fill in application form (see https://www.bmwcsa.ca/membership-overview/benefits/)
  - Email to Club President at BMW.Discount@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 Andy Brown at brown@bmwcsa.ca

Grant Keil

Grant Keil, General Manager of Calgary BMW, is retiring this summer, after decades of managing the BMW franchise in Calgary.

Grant was instrumental in helping setting up our Club in the 1996 period and has remained a strong and encouraging supporter. Just to make sure he will always get a discount on BMWs, the Club has awarded him a Lifetime Honorary Membership and all those BMW Privileges!

Personally, Grant sold me my first BMW in 2001 and encouraged my membership in the Club – little did either of us know back then that I would be writing this little piece on him today. To me, Grant was always the consummate "Walking Around" manager. All the years that I have known Grant, he was always circling talking to staff, suppliers and customers finding out what was going on – always noticing many little details like body panels not lining up - flying his desk like so many executives was not his style! Not sure Dilawri can survive without his role model!

He was always a people magnet and many of us just considered him one of the family. And only family can get away with the odd prank – like the April Fool's joke when the dealership's BMW showroom fleet was replaced with klunkers.

Some history that Grant has long been associated with starts with BMW selling cars in Calgary in the early 1970's through T&T BMW on 17th Avenue. This dealership moved to Macleod Trail across from Chinook and then onto Glendeer Circle finally landing in its present Heritage Meadows location.

In 1991, the Dilawri Group purchased the dealership and renamed it Calgary BMW. In 2003, they added BMW Gallery and Mini Calgary first in the Crowfoot Circle and now rebranded as Royal Oak BMW and Mini in the Northwest Auto Mall.

As Grant puts it "Calgary is a young City with plenty of enthusiasts. So, a BMW is certainly the right choice for local conditions and in our mountains. M vehicles are BMW's Performance Brand and Calgarians love to drive BMW M Cars. Calgary BMW has been the #1 BMW M Dealer in Canada for 2018, 2021, 2022 and 2024."

We might add that Grant started at the bottom as a car jockey and perhaps that is why he really knows this business. Big tires to fill ...

Article and Photos by Chris Tworek and Patty Cucman with help from Grant's friends!

How Chemistry Powers Engine Oil Performance

We all know the importance of engine oil in our cars. More than just a lubricant, it plays several other critical functions that we often don't think about, including cooling, cleaning, wear protection and more. I have recently found myself going into the rabbit hole of Tribology – which is the study of friction, wear, and lubrication. I find it quite fascinating, especially these days where manufacturers are pushing lower and lower viscosity oils (more like being forced to use them because of increasingly strict regulations) along with longer and longer oil change intervals.

We also want our engines to last as long as possible, but how do we know if the oil we are putting in our engines is safe, and should I be following the manufacturer's recommended oil? What are some things I can do to increase the life of my oil (and thereby my engine)? This is why I wanted to write an article, to share some of the interesting things I have learnt in said rabbit hole... Hopefully you find it interesting!

One of the resources I found for this topic was "The Motor Oil Geek" on YouTube. Do check it out if you also find this topic interesting (https://www.youtube.com/@themotoroilgeek). I will be borrowing some of his phrases and knowledge for this article. Perhaps I will start with a TLDR for those that just want a summary and then I will dive deeper into each of these points:

1) Too much ZDDP (Zinc) additive in oil can be bad! Re: Stay away from oil additives!
2) Too much Calcium additive in oil is also bad, especially in Turbocharged Direct Injection engines
3) Application dictates Chemistry!
4) Fuel is the enemy of Oil (along with short trips and excessive idling)
5) Used oil analysis can help detect issues, identify trends, see how the oil is doing in your engine and maximize your oil change interval

It should be noted that the push for lower viscosity oil's is strictly for fuel economy and other regulatory requirements. Oil manufacturers have had to keep up by modifying the chemistry and additive packages in the oil to provide adequate protection while meeting requirements. But what are some of the chemistry changes?

Let's start with ZDDP (let's call it Zinc for simplicity). Zinc has been around for a long time – it is an anti-wear additive that gets mixed in with the oil (along with a bunch of other anti-wear additives, anti-foaming additives, anti-oxidants, viscosity stabilizers and more!) When you start adding Zinc, wear levels start to go down – this makes sense, it is an anti-wear additive after all. However, more isn't always better. As you keep adding Zinc, the wear reduction starts to flatten out. If you keep adding more, wear will start increasing! This is the main reason why buying off the shelf oil additives to put in your car (especially ZDDP/Zinc additives) can potentially be bad – you don't know the makeup of the oil (many of which are highly balanced and will already contain Zinc and other beneficial additives) and you also do not know the makeup of the additive that you are pouring in. This can lead to a situation where you are upsetting the balance of the chemistry in the oil which can cause additional wear on your engine!

As a side note, Zinc requires heat to activate. When it gets hot enough, it starts building a protective and sacrificial layer that starts wearing away, instead of your metal components. However, if you are not getting the engine up to operating temperature, you won't get the benefit that Zinc provides.

Engine oil manufacturers have started putting less Zinc in oil, but why? The reason is number two on the list – Calcium!

This one is important for modern turbocharged engines that use direct injection (TDI) for fuel delivery. Calcium primarily acts as a detergent and dispersant, helping to neutralize acids that form during combustion while keeping contaminants suspended in the oil to prevent sludge buildup. Sounds important! And it is, but again what's interesting, is that having too much Calcium creates a phenomenon called Low Speed Pre-Ignition (LSPI) in TDI engines which can have devastating consequences (ie: Piston's cracking / exploding). This is why the specifications for engine oil chemistry had to change, to limit the amount of Calcium additive and protect against LSPI. If you have a turbocharged engine using direct injection (pretty much any N54, N55/S55, B48, B58/S58, etc) I highly recommend that if you are using non-OEM oil, make sure that it meets API SN Plus, or better, API SP (limited to <1500ppm Calcium). I am sure there is equivalent European/BMW/VW/MB/Porsche) specs that would also meet this (let me know and I can look it up).

More findings about Calcium: it was found to compete with anti-wear additives (especially Zinc!) A lot of people were complaining about newer oil formulations not having as much Zinc additive in it – so it must not be good! However, because of lower Calcium, the Zinc additive can work more efficiently and effectively, so less is needed (also, remember that higher levels of Zinc can increase wear!) Now imagine if you are adding an off the shelf additive that contains Calcium on top of what is already in the oil, and you could see how that could be harmful for your engine!

Now topic three – Application dictates Chemistry! This is The Motor Oil Geek's favorite saying, but what does it mean? A perfect way to explain with a real-world example – I was watching a video saying that a manufacturer was recommending the wrong oil, a 5W-30 for their road car, while using 10W-60 in their race cars and, well, who doesn't want to use race oil in their road car!? The race car is obviously going to have higher heat, very low start/stop cycles and the team will probably be changing out the oil after each race or even each session in some cases. The road car will be running the oil for a much longer period, have dozens if not hundreds of start/stop cycles in that period, will see lower oil temps, etc. It's no wonder that oil viscosity and even the oil additive package are going to be completely different! This is what is meant by Application dictates Chemistry... pick the oil based on application. Summer only? Use a higher viscosity oil, winter in Calgary? Use a lower Winter rating oil (0W instead of 5W for example). Track use? Higher viscosity and/or an oil that provides better High Temperature High Shear (HTHS) rating.

Have you wondered why fluid intervals are way longer for things like transmissions and differentials? Sure, the additive packs are different due to the different applications (see what I did there 😊), but essentially those fluids are made from the same base oil as in your engine... The reason is fuel! Fuel and the combustion process dilute the oil and creates contaminants that degrade it. This is why short trips are

so damaging to oil, since when you cold-start, the engine will run rich in order bring things up to temperature faster, and this lack of temperature also means things aren't getting burnt off as per normal. Therefore, it's important to get your engine up to operating temperature more often than not.

Excessive idling will also reduce the effective life of oil, why? When the engine is under load, cylinder pressure will be high. This pressure is pushing against the rings of the piston and effectively creating a better seal, reducing the amount of blow-by and other combustion related contaminants from getting past the rings and into your oil. When you idle, there isn't enough pressure to fully seal the rings, increasing blow by and reducing the life of your oil that has to deal with these extra contaminants. So what can you do to reduce this? Avoid long periods of idle. When you start the car, don't let it idle to warm up (I know it's hard in the winter!) Driving your car gently (follow 1/3 throttle and <3000 rpm) will warm up the car a lot faster and prevent issues that will arise from too much idling. Idling is also hard on your cars PCV system, since at idle, pressure is higher in the crankcase than the intake manifold and will cause the PCV valve to remain open. This will put extra wear/tear on the PCV diaphragm.

So finally, we reached point 5 – we know some of the reasons why oil manufacturers are creating different chemistries and oil types – there are a lot of different applications, even for the same engine! But wouldn't it be great to see how well the oil is performing in your engine, or whether it's time to change it out? Maybe you are trying a new oil or want to see how a new oil is behaving? You can! And it's called Used Oil Analysis (UOA). You can take a small sample of oil and send it to a lab to get analyzed. The report will tell you more about the type and quantity of wear metals in the oil and levels of anti-wear components and detergents as well as if there is any fuel or water contamination found. This will glean some important information and even better still, multiple reports will give you trends over time, so you can identify any anomalies and take action (for example, a leaky injector causing fuel dilution in your oil!). There are several popular places to get your oil analyzed, including Blackstone (in the US) and Speed Diagnostix (also in the US). Both places excel in that they compare your sample with others who have the same car/engine and obviously have a large databank to draw from. I personally have been taking my samples to Ramatek in Calgary, and they do a great job. They supply containers and labels if you need them. They also put in comments / remarks about your sample, although not as detailed as a big lab like Blackstone or Speed Diagnostix. That might be the topic of a future article; more details on how to read and interpret your report!

My suggestion would be to start with the manufacturer recommended oil for your car (yes, even 0W-20), get it analyzed regularly and with that data, if your application demands it, or changes, then look at changing your oil type or brand. For example, if you are tracking or mountain carving, look at increasing viscosity by one grade, say 0W-30, or even 5W-30 if it is a 3 season, car instead of 0W-20. If you mainly only do short trips, change your oil more frequently and consider adding in some longer trips. For duration, I find 8000km or so is good for my mixed use (some short trips, some long trips). Use UOA to verify the oil is performing to your expectations and you can change the duration based on the results.

I will leave you with that – hopefully you learnt something. If you have any feedback or questions, feel free to email me at luczi@bmwcsa.ca. Thanks!

Fifty Years of BMW 3 Series – 1975-2025

The BMW 3 series is everything from the bread and butter of sales, brand identity to exciting generations of M3s. This year marks the Fiftieth Anniversary. BMW Group is running several contests for Clubs from Social Media to Photoshoots. We will take every occasion from CC&Cs, Father's Drive and BBQ to build a collection of photos and stories – and while we might enter a contest or two, our real aim is to collect some great stuff for the newsletter and maybe our social media.

Send us a photo or two and better yet show up with your "3" – any model - any year - at an Event. Write up a few sentences on why your "3" is your favorite set of wheels – anything goes!

See Chris Tworek at tworek@bmwcsa.ca or Victor Yuen at victor@bmwcsa.ca or buttonhole us at events if you want some shots of your ride!

And if you want a little history:

https://www.bmw.com/en/automotive-life/bmw-3-series-generations.html

And here are a few shots of member's 3 series:

Cam Luczi

The BMW 3 series will forever hold a special place for me. Currently, I own three 3 series models. My first BMW was an E90 328, which I still own. It may not be the fastest car, especially in this day and age, but every time I get behind the wheel, I get a smile on my face. The weight and feedback of the steering from the hydraulic rack to the smoothness of its naturally aspirated inline 6 is in my opinion peak BMW and remains my favorite generation of 3'er.

Neil Taniguchi – E46 M3

What began as a career opportunity evolved into a lifelong passion. I was hired by Grant Keil at Calgary BMW as a Sales Manager waaaay back in 2004, and quickly grew to understand that The Ultimate Driving Machine was not just a slogan. 10+ years after my departure, I remain steadfast in my enthusiasm and enjoyment of these machines.

I am fortunate to have owned multiple generations of 3 Series over the years. My first purchase was an E30 M3 out of

California in 2013. I bought it essentially sight unseen and had it shipped to Bill Arnold BMW Independent Repair in San Rafael. "You got a good one" was Bill's verdict soon after. Whew! I flew in to SFO and drove it home.

Three years later, this was my vehicle of choice for the Club tour to Monterey to celebrate BMW's 100th. A memorable tour and event!

The Carbon Black M3 pictured is a 2004 E46 – manual transmission, completely stock/unmodified. I bought it in 2014, and just this spring rolled 65,000 km. It was prepped last summer in anticipation of the Club tour to Utah – alas, a ruptured quadriceps tendon on the day of departure (!) and resulting surgery threw a rather large wrench into the process, and I enjoyed the journey via the group WhatsApp chat and photo sharing instead.

The 3 Series remains my BMW model of choice. I will fly to Vancouver in June to pick up this E91 Alpina D3 Biturbo. The longroof's 2.0 litre four-cylinder diesel engine puts out an astonishing 332 lb feet of torque, which should equate to a fun sojourn heading back home through the mountains.

Victor Yuen - How it started – 330xi and M3

I got into BMW's after I bought my first one back in 2004. It was an E46 330xi with six speed manual. I loved it a lot. It was a tank and with the xDrive system, it handled Calgary winter roads like a champ. Sadly, I parted ways with my 330xi in the summer of 2023. The two shots below include one picking it up at the old BMW Gallery location. The Sales sticker is on the windshield! My next BMW is the 2005 M3 that I bought in 2007, which I still have to this day. There is nothing that the sound of the naturally aspirated inline 6 of the S54 engine. To this day, the M3 feels solid and nimble on the roads. It may not have the power today's BMWs have but it has more than enough for a great spirited drive through twisty roads.

Rallysport.ca Keeps You Safe

Rallysport.ca is celebrating its 20th Anniversary this year. Started in 2005 by rally enthusiast Shawn Bishop, it has grown to provide safety equipment to over 20 levels of sport including rallying, road and track events of every description, autocross, karting, off roading and even jet boat racing.

About 80% of Rallysport's business is in safety gear – helmets, harnesses, head and neck restraints, Nomex suits and underwear, shoes, fire systems and speciality seats. The other 20% is in suspension components such as brake pads, performance suspension upgrades and pit equipment like tire pressure gauges

If there is a way to keep you safe and secure while G forces do their best to propel you through body panels and help keep you ride glued to the ground, Shawn can supply the tech.

A good example is the yoke-style **HANS (Head and Neck System)**. The latest designs have evolved significantly since invented by Dr. Robert Hubbard in the 1980's.

The yoke is two arms that come down from the back side of your neck and go over your chest, and a collar on the back side. The two arms go underneath your racing harnesses or seat belt. The shoulder belts provide friction to the device to hold it in place; while your torso is sliding around underneath the device, the device is staying stationary on the belts.

The way it works is that when you are starting to go forward at the beginning of an impact, your torso is loading up the shoulder belts and your lap is loading up the lap belts. At some point your belts or harness stop the pelvis and chest from moving forward. However, if your head is unrestrained, it will continue moving forward causing injury.

Yoke-style head and neck restraints take that head load and put that energy into the upper torso and shoulder belts through the tethers that attach the head and neck restraint to the helmet. Once the load is applied to the collar of the head and neck restraint, the collar starts coming forward into the shoulder belts, and the energy is distributed more evenly through the torso.

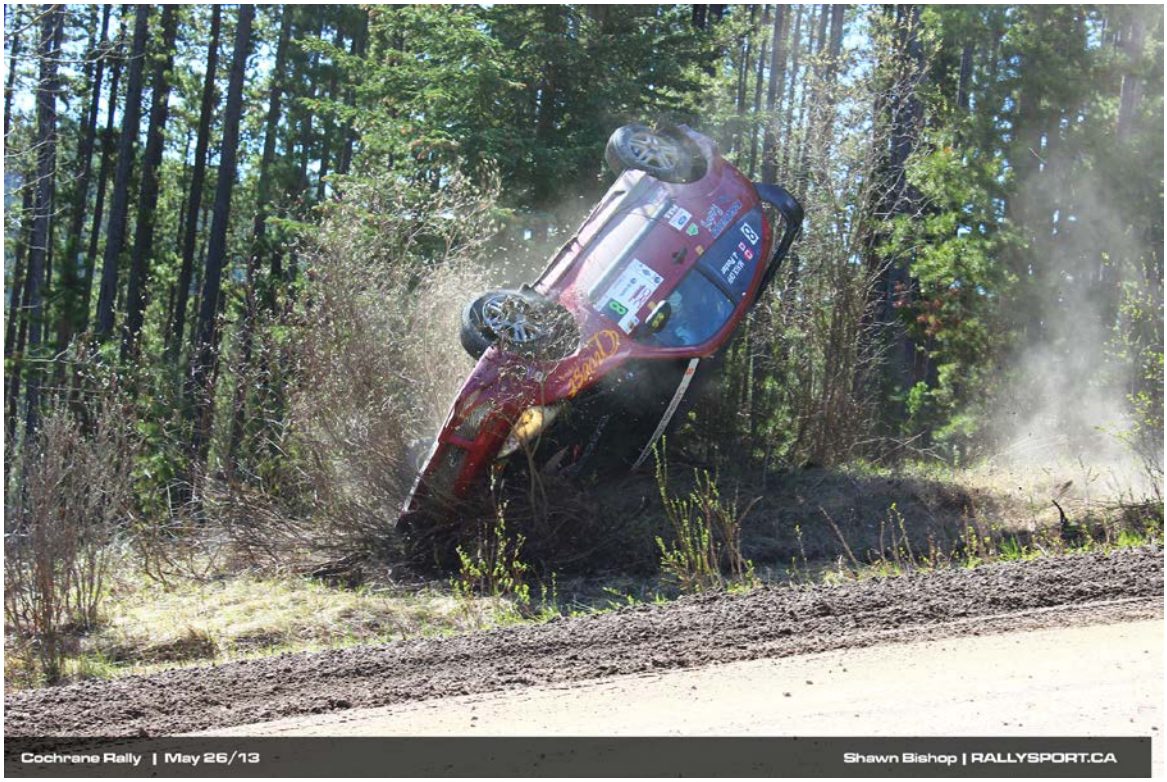
The HANS devices are recognized as the standard for head and neck restraints, and they're used throughout motorsports. But there are some situations where the **Hybrid HANS** may prove to be the better option.

The **HYBRID** employs a concept similar to a yoke-style head and neck restraint But their design approach differs from yoke-style devices.

Typical standard HANS

The **Standard HANS** sends the arms over the collar bone but the **Hybrid** sends the motion down the back instead of over the front. There are two pads on both sides of the device that are on the back of your neck, and the collar uses two tethers per side instead of one. This design basically triangulates the tethers. On each side of the device, one tether comes from the front side of the pad and the other comes from the back. So, as the head load goes forward and the torso is going forward, the device is pulled into the shoulder belt, and the pad has friction with the shoulder

belt. And that creates the pull-back from the tethers to hold the head back."



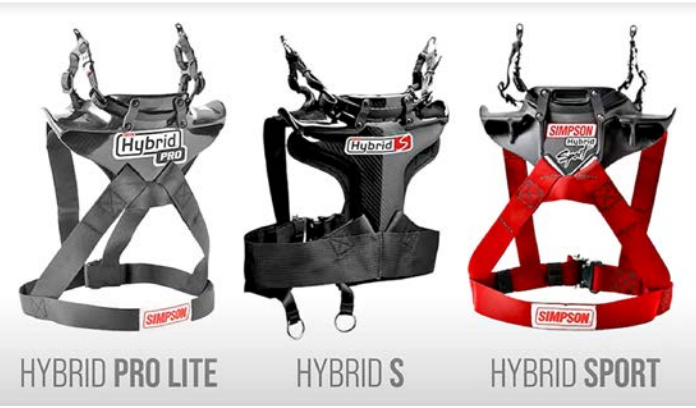
This cam-style configuration helps to distribute the energy across the four tethers. Hybrid-style head and neck restraints also feature a harness that routes the driver's arms through the device to keep it securely in place, rather than having the device simply rest on the driver's shoulders.

This design occurs significant advantage is certain incidents – for example, if you decide to launch your vehicle and have it flip several times, the Hybrid design will maintain its position relative to your torso after an initial impact. So, after each flip and tumble, the device should be right back where it needs to be to take the load from another impact.

The standard design is loose, so it might not be where it needs to be after that initial impact.

The Hybrid restraints can be used essentially anywhere head and neck restraints are a requirement and they carry SFI certification along with FIA approval. Simpson's Hybrid S model is currently the only Frontal Head Restraint proven effective for 3-point harnesses, and it is also FIA and SFI approved (IndyCar still requires a traditional HANS device, but we suspect that if you've reached this level of open-wheel racing, you probably already own a variety of head and neck restraints.)

It's important to note that there are several different types of head and neck restraint tethers and helmet anchors. This means that not every anchor will work with every type of tether, so it's important to verify that the tether on your head and neck restraint is compatible with the type of anchor on the helmet. This by itself is a subject for another day as the considerations are whether your ride has a roll cage or not.



Typical Hybrid HANS

The message here is that if you are contemplating such a device it is best to talk to an expert like Shawn or fellow track junkies to get the proper style and fitting.

Shawn Bishop is in the process of setting up his Rally Sport Museum and we hope we can arrange a member visit to see both the Museum and the array of his safety equipment and gain some better insights.

He is also a highly experienced motor sport photographer as evidenced by the following shots. See his ad in our Newsletter or go to https://www.rallysport.ca/.

Credits: Simpson Safety Sytsems

A Ride with "Refinement"

Our 2019 BMW X5 40M was showing a few ravages of winter and the original Cilajet Ceramic Coating was getting long past its due date.

I was originally sold on the Cilajet coating when I was still working as our pilots swore by it. However, what was originally developed for aircraft never seemed to have the colour pop on cars and I always thought that my application of wax brought out more color.

As we had bought the generously donated Premium Detail kit from Refine Automotive Salon at last year's BBQ Auction, we splurged and decided to have the folks at Refine put on the XPEL Ceramic Coating while they were doing the detailing.

And herein lies the difference between a professional application and what you might end up doing at home. It's all in the prep – and – it took a lot of toil to remove five odd years of "patina" – the remnants of the wax and Cilajet before the new XPEL Ceramic Coating was put on.

The end result was eye popping paint that looked 10 feet deep! The X5 was also absolute spotless from the detailing. It never looked this good in the showroom!

Do I have a complaint – yeah – wife wants to keep "her" X5 in the garage and now our 2025 X5 is the family mule ...

Article by Chris Tworek

Club Discounts

Many of our advertisers give discounts or offers to our members who must identify themselves with a legitimate membership (i.e. membership card). For example, our Calgary BMW Dealers give 15% discount on parts.

Through our other connections, we have managed to get other discounts for our members. We will also be providing a card with the following information for your convenience.

Car Rental

We have been dealing with SIXT since 2014 to get Premium Cars for our European and North American Tours. We now have a 15% Discount worldwide for our members to be used on Tours or Individual use.

Founded in 1912 in Munich, SIXT has quickly grown into Germany's largest car rental company and is now the world's 5th largest provider with locations in over 100 countries. They have earned international acclaim for their award-winning service and a fleet largely comprised of German premium and luxury vehicles.

You might also RECEIVE BENEFITS WITH OTHER BONUS PROGRAMS such as free upgrades, hotel points, and airline miles.

Book your rental car with the #1 Premium Mobility Provider today. Enjoy exclusive discounted corporate rates on the latest BMW models worldwide. Drive luxury when you rent. Use this link:

https://corporate-guest.sixt.com/?sfid=0013V00000gqSOd

Car Parts and Accessories

It is not a prerequisite to own a BMW to be a Club Member and many of us have other grocery getters and aftermarket needs for parts and related car stuff. Our member, Ryan Kisko, has arranged a Lordco Discount for our Members. It is usually 10% but varies according to the item.

Note that Lordco, headquarters in B.C., is Canada's biggest privately held automotive parts distributor and Western Canada's largest distributor and retailer of aftermarket parts and accessories, with over 85 store locations. Their website allows you to store your vehicle.

Just identify yourself at the counter as a BMW Club Member.

https://lordco.com/

Two Calgary Locations: 70 Glendeer Cir SE and 3120 27 St NE

Calling all M5s!

The Hot Button for Letters to the Editor in MailChimp works! Your Editor, always striving for feedback and article ideas was overcome with emotion, receiving an almost instantaneous email after the first time the button went into our recent MailChimp send out.

David Duomat, owner of that beautiful E39 black M5 that has won Best Detailed at Sheni's Auto Trend Eurofest, suggested we do a history of BMW M5s and a photo shoot for the Newsletter.

As you can see from the April Joy of Driving, Wallace Chow got delivery of a 2025 M5 Touring – almost a unicorn in the North American market as BMW likes to limit Tourings to the rest of the world and considers North America to be "X SAV" territory. (SAV – Sports Activity Vehicle as BMW refuses the SUV label!).

Since this article came out, we have had interest for the M5 Event.

Some history - The first M5 model was hand-built beginning in late 1984 on the E28 535i chassis with a modified engine from the M1 that made it the fastest production saloon at the time. M5 models have been produced for every generation of the 5 Series since 1984, with occasional gaps in production (1995 to 1998, 2023 to 2024). The new M5s are now hybrid power.

Here is BMW's take: https://www.bmw-m.com/en/topics/magazine-article-pool/the-generations-of-the-bmw-m5-an-overview.html

Therefore, we would like to drag out every M5 either from members or customers of our advertisers or has and do a photo shoot and perhaps a short version of each car's history.

Show up at a CC&C, the Father's Day Drive or the BBQ – a limited number of Advertiser Customers will be given member rates for the BBQ.

If you have an M5 or know of someone who has one and ***this includes our advertisers and their customers***, please contact Chris Tworek at tworek@bmwcsa.ca or 403-238-8049. We are extending this invitation to our friends in the BC Club also. *Meanwhile – press that MailChimp Hot Button with that latest idea!*

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Exclusive offers only available to existing BMWCSA members who have been a part of the club for a minimum of 1 year. Current offers are available through BMW Canada and may be subject to terms and conditions. Offers are subject to change or cancellation without notice. Some conditions apply. See your nearest BMW retailer for details. AMVIC Licensee.

AMVIC Alberta Motor Vehicle Industry Council