

▶ PRESIDENT'S MESSAGE ..... 2

▶ UPCOMING EVENTS ..... 3

▶ 2010 MOSPORT SPEED-FEST BMW CORRAL ..... 4

▶ TRIBUTE TO LONG-STANDING MEMBERS ..... 5

▶ NEW EVENTS 2010 ..... 7

▶ SURPRISES IN STORE FOR AUTOCROSS ..... 8

▶ MEMBER SURVEY RESULTS ..... 9

# contact

THE OFFICIAL NEWSLETTER OF THE BMW CLUB OF CANADA, TRILLIUM CHAPTER.

## Speed and Discipline

### The Future Of Driving

By Evan Weaver, Member at Large

I have seen our driving future, and it is hell.

I recently spent a couple of weeks in Manila, and much of that time I was in an automobile. I didn't drive at all, but I had ample time to observe various drivers, both professional and not, as they dealt with the madness that passes for traffic. In many ways the Philippines is a paradise, but the driving experience in Metro Manila is rather the opposite.

Compliance to any sort of common driving rules is nonexistent. At first, I thought perhaps the laws are different, but I saw enough traffic signs to know that their regulations are similar to ours. Dotted lines we know as lane markers are treated as suggestions, merely indicating direction of travel. Motorcycles take advantage of their small size and squeeze in everywhere. Pedestrians simply step out, often without looking, to walk across eight

*(Continued on page 6)*



## Benefits of Trillium Membership

By being a member of the BMW Club Trillium Chapter, you get the benefits of being able to take part in other events hosted by affiliated organizations. Our affiliates include:

- The BMW Club of Canada (BMWCC)
- International Council of BMW Clubs
- Canadian Automobile Sports Club-Ontario Region (CASC-OR).

For more information on these events, visit each organization's respective websites: [bmwclub.ca](http://bmwclub.ca), [bmw-clubs-international.com](http://bmw-clubs-international.com), and [www.casc.on.ca](http://www.casc.on.ca).

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## President's Message

### *President's Speech at 2009 Chapter AGM*



Welcome members and guests to our 2009 Annual Holiday Season Awards Banquet. This was a clever disguise to get you to come out to our Annual General Meeting. However, we knew that we would get many takers – or should I say voters – so we offered everyone a free meal and called it a banquet. So, please accept my apologies in advance for the deceptive promotion of this event. I can assure you that when Rich Simpson, our newly appointed Social Director, agreed to take the organisation on this evening, the AGM aspect - short though it is intended to be - may have not have been mentioned.

A year ago I stood up here as your new President, like Rich not quite knowing what I'd signed up for. I can now tell you. In this manner, all members and guests – other than the board of directors – are observers at the BMW Club of Canada's Trillium Chapter AGM.

#### **What Happened in 2009**

The Club began the year with a Go-Karting Championship at Grand-Prix Kartways at Downsview which was run by Pierre Knobbs. I managed to get out a couple of times and can tell you it was both fun and fast. It's a great way to compete with some of the best drivers in the club. Our advanced driving schools had 5 events start-

ing in April with the Instructor Training session at the DDT. There we introduced the new Ross-Bentley curriculum to better integrate class-room materials with in-car instruction. A free-lance journalist and race-card driver, Mark Hacking, attended our April school and reported in DrivenMag he was "impressed by the thorough nature of the car-control instruction" and stated one reason someone should come out to one of our schools is because its "flat-out fun"! The board all hopes that our ADS students agreed with Mark's assessment and tell others come out next year.

Co-Chief Instructors **Derek Hansen** and **Steve Gailits** were pleased to report we had roughly 200 students in total who attended our 3 Mosport Grand Prix Track and our new introductory school at the DDT. We wait for the year-end financials to confirm whether we have broken even at our schools this season with a combination of more promotion, an additional event and some cost-saving measures.

In June the Trillium board introduced it had arranged with Emmerson Insurance, its own Group Insurance Plan. In addition to discounts available, the key benefits are that your car is fully covered at our Advanced Driving Schools and that car modifications will be allowed.

In October (3-4) we had a wine tour to Prince Edward County, with many thanks to Ken Hale's organizational efforts.

In November we finally were able to conduct our member survey (which we had promised last spring) on-line through the support of member Glen Mackie. Vanessa Agosta spear-headed this effort which had a response rate of 34% which is terrific. The results will be published – in some form – in our next edition of Contact. I can tell you that there were lots of issues but the main issue was communication – both to and between the memberships. Everything from style to web forums to meetings was mentioned – and some comments about how the club was run, is run, or should be run were frank. We appreciate the input and say come help us!

So what happened in the Trillium Chapter? Quite a lot it seems, but more can be done.

The board recognizes these issues and we are trying to address them. It's tougher than you think but we hope to make progress which is critical to engaging members.

This leads me to the final point regarding making things happen at Trillium Chapter. It is clear to me that things can only happen with member involvement. I can tell you that my aspi-

# President's Message (cont'd)

(Continued from page 2)

rations to making this club all it could be far exceed my voluntary time to make it happen. So the most important contribution that the board can make is to help organize things so that others can get involved.

## 2010 Board Election

Over the last year plus the board has almost entirely turned over. This has occurred smoothly but has not been put to a vote by the members. We think for good governance reasons this is a necessary step. I would like to introduce the current and past directors and mention their focus before I outline our intended election process

**Dave Cook** retired as a board member but graciously agreed to take up time-consuming task of membership administration. With thanks to Dave for this thankless task – applause? – we are now back up to 360 plus members. Further any questions or complaints can now be addressed to Dave in perpetuity since he has become a lifetime member. Another problem solved, perhaps not with full disclosure!

**Stuart Sherman**, who is currently on vacation in Florida, joined the board about a year ago and has taken a lead role as event registrar and reaching out to new ADS attendees.

**Allan Lewis**, and one of our top club racers, assumed responsibilities as our club racing liaison and to lead technical policies. He promises to revamp those aspects of our

club which affect by safety and liability.

**Pierre Knobbs**, whose priorities were apparently changed on him with the birth of his first child, has regrettably had to retire from the board. We thank Pierre for contributing his marketing expertise in creating banners, stickers and promotion brochures and we hope he continues to provide support going forward.

**Vanessa Agosta** has made a major impact since she joined the board over a year ago. She has taken over Contact, led the Survey efforts, and our website redesign efforts which started in the spring.

**John Venditti** has taken over Pierre's responsibilities for the Autocross and has had a major impact in making things happen. John introduced the Show-N-Shine at the DDT, recruited new members, and took on the Autocross – ending things with a flourish with a double-header in early November.

**Rich Simpson** also joined as 'the' social director. Rich has an event planning background and his preliminary 'agenda' is astonishing. It includes more events, trips, and different formats for club meetings. For example, recently, he added some Sunday drives to complement our usual staple of Tuesday monthly meetings. Our MC for tonight,

I can take responsibility for not initiating our election process sooner. However, better late than never, so it is the board's intention is to

legitimize the appointments and board composition with a formal ballot. The board nomination process is effectively open starting today and will remain open till December 31st, 2009. If there are no nominations, other than those board members mentioned tonight, we will continue with the current slate as an acclamation. If we have an new nominations, from other proposed and seconded by another member of the club (see the Club Bylaw, 2005 on suitability) we will conduct a ballot of the members in January.

## By-Law Amendment

This leads me to mention the New Trillium Chapter Bylaw that has been proposed by the Board of Directors. A copy of a (draft) letter to the membership together with the proposed Bylaw is attached to the 'Awards Banquet' agenda. You should have received a copy of this by email last week, and hope you take the time to read it but not just now.

## The board's objectives are three-fold:

1. Ensure a clearer framework, or process, for board member elections and accountability
2. Broaden representation of interests and activities with more seats and roles
3. Provide opportunities for leadership renewal and participation by members.

We hope you will support this bylaw which builds on the principles and processes of the national bylaws with clear practices for our Chapter to follow – such as in board appointments that are responsible for me speaking to you tonight.

## Appointment of Auditor

Lastly, in an earlier Contact column I mentioned that that the club lost money for the last two years. Many long-time members said, after reading the Contact, they didn't know that. Perhaps it's no surprise because we don't publish our financial statements, and members don't ask for them. However, we intend to publish our 2009 financials but first we have a formality. The board needs to appoint an auditor.

So, I will ask Steve Gailits to propose the name of the auditor for 2009, and ask another board member to second this.

(Motion passed unanimously)

With that formality completed, I will close the AGM. Thank you.

Let the Annual Holiday Season Award Banquet resume !

Nigel Etherington  
President, Trillium Club



# Speed and Discipline (cont'd)

*(Continued from page 1)*

lanes. Well, it would be eight lanes if people kept to their lanes.

Because lane markers are ignored, there is no such thing as lane discipline. Drivers move right or left to go around obstacles or to change direction whenever the whim occurs. Left turn lanes almost always swell to four or five lanes, and this mass keeps inching its way left until the oncoming traffic balks, and then the mass starts to move, completely blocking the oncoming traffic, which in turns keeps inching forward until the left-turners balk and yet...it's safe.

Everyone told me that it is safe there, that they hardly ever have a collision. I only saw one minor fender-bender the entire time, and that was on my way to the airport for the flight home - I almost missed seeing any at all. Contrast that to Toronto, where most days I see a collision, and I spend less time daily on the road here than I did in Manila.

My first thought was the drivers there must be so much more skilled than we are, to be able to cope with this chaos virtually accident-free. So I started observing my chauffeurs. They ranged from friends to taxi drivers to hired drivers, and they all drove the same way. The profile I came up with is:

- never gets upset, no matter how bad the traffic is,
- looks forward and avoids hitting others,
- never looks back, trusting those behind not to hit others,
- honks regularly, but never in anger, only to say "hey, I'm here" to someone shifting, um, lanes,
- when turning onto a major road, always turns directly into any lane except for the closest lane,
- uses cell phone while driving, including texting, and
- moves left or right as needed, doing it more gradually if someone honks.

For a while, I could not figure it out. Some things in the profile made sense (never gets upset, avoids hitting people), but other things just didn't (uses cell phone, never looks back). I had to be missing something. And then I figured it out. When things were moving really, really well and we were zipping along a limited access highway at 60, it was in kph, not in mph as I first thought. By our standards, traffic moves dreadfully slowly. 20-30 kph is typical.

That is the trade-off. People in Manila have given up the ability to travel quickly in order to avoid the need to be disciplined. Distances which are near for us are far for them. At least they seem to have adapted by not letting it frustrate them.

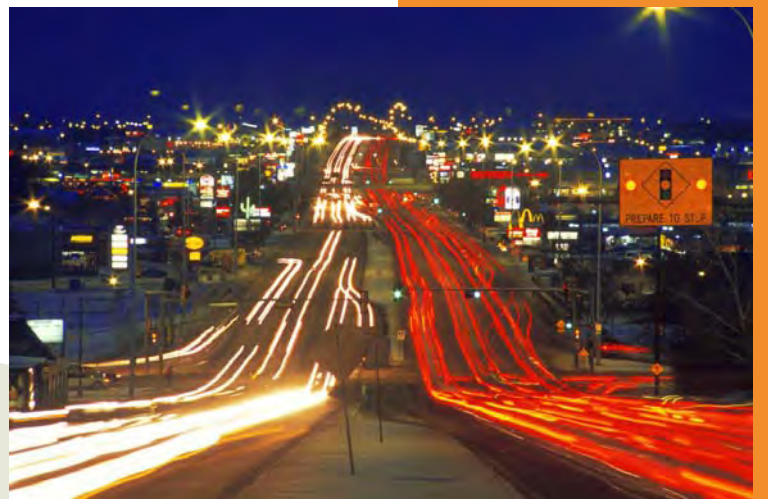
Contrast this to Germany, the country of autobahns, where unlimited speeds make discipline a requirement. I have driven in Germany, and despite the sometimes very high speeds, I've never felt safer driving anywhere else than I did there, because I knew what the others around me were going to do. Mind you, that was twenty years ago, and things could be different there now.

So where does that leave us? As a frame of reference, Manila is the largest metropolitan area in the Philippines, a country with about three times the population of Canada. Metro Manila has more than twice the population of the Greater Toronto Area, with about five times the population density. They are now where we may be in the future. As we continue to grow, we will have to deal with more and more traffic. The slower the traffic moves, the more crowded our streets will be, as each person is on the road longer when travelling more

slowly.

We have two paths before us. Embrace discipline and use it to keep traffic flowing, or give up hope that people will ever learn to drive properly and accept a stop-and-go future. The new decade has not started off well, with a reported 14 pedestrian deaths in the Toronto area during January. I hope that our law-makers react by finding ways to promote driver development, but I fear that they will instead react by reducing speeds to the point where the need for driver education disappears.

As driving enthusiasts, we can do our part by setting an example for others to follow. Keep your skills up, signal your intentions, use good lane discipline and respect others' right of way. And tell your friends about our driving schools. Say that it is the only thing keeping us from hell.



# 2010 Upcoming Events

For more details about events and their locations, visit the club website at [www.trillium-bmw.ca](http://www.trillium-bmw.ca).

## February

7th—Club Go-Karting Series, Grand Prix Kartways

21st—Club Go-Karting Series, Grand Prix Kartways

## March

7th—Club Go-Karting Series, Grand Prix Kartways

21st—Club Go-Karting Series, Grand Prix Kartways

21st—Monthly Meeting, Grand Prix Kartways

## April

11th—Club Autocross Series, TBA

11th—Monthly Meeting, TBA

24th & 25th—Driver Training School, Mosport DDT

30th to May 2nd—Advanced Driver School, Mosport GPT

## May

2nd—Swap Meet and Vendor's Market, Mosport GPT

2nd—Monthly Meeting, Mosport GPT

16th—Club Autocross Series, TBA

## June

6th—Club Autocross Series, TBA

Club Meeting, TBA

12th & 13th—Club Camping Trip, Sandbanks area

26th & 27th—Advanced Driver School, Shannonville

## July

Club Meeting, TBA

11th—Super Autocross, Centralia Airfield, London ON

## August

7th to 15th—BMRR Toronto to Florida

22rd—Club Autocross Series, TBA

## September

Club Meeting, TBA

10-12th—Advanced Driver School and Club Race, Mosport

12th—BMW Fest 2010 (Show'n'Shine)

19th—Club Autocross Series, TBA

## October

Club Meeting, TBA

9th to 10th—Club Wine Tour, Niagara

17th—Club Autocross Series, TBA

## November

7th—Club Autocross Series, TBA

Club Meeting, TBA

## December

4th—AGM & Holiday Party, Location TBA

## About Trillium Chapter Autocross

The Trillium Chapter of BMWCC has run autocrosses for many years. Competition is based on a fairly level playing field with all the other participants.

During the racing season (April to November), Trillium Chapter.

Registration opens at 8:00AM, and the first car is away at 9:00AM sharp! The drivers' meeting and walk-through begin between 8:30 to 8:45AM. If you are considering attending our next autocross event, make sure that you arrive on time so that you don't miss this important orientation and walk-through. As we're usually pressed for time, latecomers cannot make up their runs.

For more information about Trillium Autocross, contact John Venditti at [john\\_venditti@hotmail.com](mailto:john_venditti@hotmail.com).



## Editor's Note

The editor would like to thank those who submitted copy for this issue of Contact.

All members are encouraged to contact the editor if they have an interest in writing articles or ideas about the things they would like to read about. We'd like to hear about your experiences with current BMWs and if there is a club member that you would like to know more about let us know.

*This issue of Contact was assembled and edited by Vanessa Agosta with contributions from Rich Simpson, John Venditti, Evan Weaver, David Cook, and Nigel Etherington.*

## Advertise to Trillium Members

Would you like to advertise your company or services to your fellow Trillium members? We offer print, web banner and t-shirt advertising. Sales booth space is available at our schools.

For more information, contact Nigel Etherington at [nigel.etherington@sympatico.ca](mailto:nigel.etherington@sympatico.ca).

# 2010 Mosport Speedfest BMW Corral

by Dave Drimmie, World Challenge Touring Car

Are you a BMW motorsports fan? The World Challenge Touring Car, GTS and GT Championships will be racing at Mosport (May 21-23) and the Streets of Toronto (July 17-18) and the series invites you to come out and join the excitement of both weekends. A car corral is planned for both events with special team meet and greets, tech talks, parade laps, and merchandise and sponsor giveaways. As well, the Trillium Chapter has 5 pairs of tickets to give away for each race. Specific details are forthcoming.

The World Challenge is North America's top production car-based racing championship. Divided into three classes (World Challenge Touring Car, GTS and GT) races follow a sprint format and are 50 minutes start to finish.

Each Touring Car, GTS and GT race features thrilling standing starts, adrenaline filled door-to-door action (zero scheduled pit stops!), and top-notch drivers including series vets Randy Pobst, Peter Cunningham (recognized as the all-time winning North American professional road racer) and young guns like Brandon Davis, Kuno Wittmer and Eric Foss. Drivers pilot cars from the world's most popular manufacturers. Race prepped versions of the cars we drive on the

streets! Touring Car features platforms like the BMW 328i, Acura TSX, Mazda6, VW Jetta, Lexus IS300 and the Subaru WRX.

road and temporary street courses. And all races are broadcast on VERSUS.

The World Challenge is sanctioned by SCCA Pro Racing and races at North America's premier



## New Trillium Club Members

The Trillium Chapter is pleased to welcome the following new members to our club. We encourage all new members to take part in the many events we offer throughout the year so that you can be a part of the spirit that makes the Trillium Chapter a great community to be a part of.

<u>Number</u>	<u>Name</u>	<u>Car</u>
5900	Brain Albrecht	2008 Lexus ISF
5903	Kyle Anniko	1995 325is
5904	Cori Arthurs	1990 325is
5894	Greg Belbin	2009 128i
5896	Jason Brain	
5892-A	Dan Carreira	
5898-A	Brent Couch	
5889	Trevor Day	2000 540i
5906	Ron Foss	
5893	Roberto Gaudino	2003 330i
5887-A	Mark Hacking	1990 Jetta Tdi
5907	David Johns	
5888	Terry Korsiak	2000 M roadster
5895	Mark Mancini	1990 525i
5899-A	Ed Mclelland	2007 323i
5897	Gary Molinnus	2004 645ci
5886	Scott Paterson	1991 318is
5885-A	Adit Sood	2003 350z
5905	Scotty Vanderwel	2009 335i

# A Tribute to our Long-Standing Members

by Dave Cook, Member at Large

Another year has passed and I would like to take the time to reflect on years gone by. Being a long-standing member of the club, I have had the time to develop a perspective that other members, including our club president, have not had the chance to build. Even according to Nigel Etherington, I am apparently “the last of ‘the people’”. This refers to those members who have been around almost as long as the inception of the club, which was 35 years ago.

Our 2009 Holiday Party saw us awarding a lifetime membership to the fourth person ever to receive such an honor: Rolf Lange. Rolf’s dedication to the club and the BMW marque is unsurpassed in our club, and I was pleased to be able to award this honour to Rolf at the party.

Rolf has held pretty much every position at the Chapter level from President, V.P., Treasurer, Driving School Chair/Chief Instructor, Rallymeister, Motorsport Chair etc. You get the picture. He also held President, V.P. and Treasurer positions on the National Club Board. From 1976 he spent 30 years dedicated to the running of the Club, and advancement of BMW.

When I first met Rolf, he had a 530i, then a 318i (we had some great battles on the autocrosses, me with my 2002). Rolf graduated to a 325is and I got a 325e and we still had some close runs. However when he got his M3, that did me in! So one thing I’ve learned about Rolf is that he’s competitive. He has won the competition trophy more than anyone else. I got it a couple of times, Although I did win the trophy a couple of times, I think it was because Rolf took holidays those years. His name is also prominent on the Bob Gibson Memorial Trophy for participation. This is why I firmly believe that the lifetime membership award well-deserved by Rolf.

In past years, other Lifetime Membership awards have been given to: Mike Lenhardt, our first president & a founding father (no. 001); and Derek Hanson, our favourite speaker & Chief Driving Instructor at our advanced driving schools; and myself (Dave Cook), the longest standing member. My legs are getting wobbly!

Being the last of “the people” gave me pause to wonder where all “the people” have gone. Well, there were a few of “the people” who were at the past club Holiday Party, and we managed to get a picture of



From L to R: (Member no. + date joined):  
Terry Mueller 641 20/07/1978, Dave Cook 135 26/06/1974  
Derek Hanson 1980, Mark D’Sylva 471 28/07/1978, Rolf Lange 220 27/09/1975, Ron Williams 284 26/06/1976, Paul Fagan 574 20/06/1980.

some who became members in 1980 or earlier. These still-active members are pictured below.

Also at the holiday party was Jacques Day (no. 1000, 11/11/1979). I think Jacques left before we took the photo, (if not, Jacques, I’m sorry we missed you).

Another long-standing member is Ted Lewis, no. 190, who joined in early 1975.

All of these members have put in many hours in service to the club over the years, and helped make it what it is today. You will see most of them helping out at the driving schools, so, say “hi” and ask them

what the good old days were like.

I am in contact with Peter Yellow, a former long-standing member who moved out to Vancouver quite a few years ago, and who is planning to make the trip to the Mosport ADS in September. I know you current members will show him a good time.

Dave Williams (no. 003, another founding father), is often at the May or June school. That’s when he deigns to visit the north, having settled in the Bahamas!

So I am happy to say that there are still more of “the people” around. As always,

*(Continued on page 9)*

# New Events for 2010

By Rich Simpson, Social Director

Ladies and gentlemen, start your engines! 2010 is the start of a new decade for the Trillium Chapter, and I am proud to be part of it. The club now has a full line-up of events for everyone, and I would like to provide a brief rundown of the events we have planned.

Our first new event will be Our first ever BMW Swap Meet and Vendor's Market, taking place on May 2nd at Mosport. It is a classic automotive event that everyone can enjoy. What better way to kick off the season? You can look for parts for your car, find places to get work done for the summer driving season, and enjoy the sounds and smells of the track just steps away. Not only will there be members with used parts but the Vendor's Market will host a variety of companies who can help you source the best performance mods and maintenance needs you have for your ride.

The next new event is an overnight camping trips to one of Ontario's most beautiful landscape and beach. On June 12th we will be heading to the Sandbanks area for a club camp out. Once we have camp set up, we will enjoy a group dinner, then a nice cruise to an old-school drive-in movie theatre. Af-

ter breakfast Sunday morning, plans are to either head to the most beautiful beach in Southern Ontario, or if you want, there are many golf courses to hit in the area. This will be a great chance to get the family out for a nice weekend and get to know your fellow members and their families.

In July, we have another new event lined up in our Autocross Series. For more details, read John Venditti's article on page 8.

August brings us to possibly the most challenging event taken on to date by the club. Welcome to the world of the BMRR: Bavarian Motors Road Rally. This is a new event that is being put together for the second week of August—and yes I did say for the week. This event will be taking us on an ultimate road rally from Toronto to Florida and back again with some very exciting stops along the way. Some highlights of the trip will include a BMW factory for a tour of the facility, and a drive along a famous mountain road which boasts 318 beautiful curves in only 11 miles. We are planning this to be a family event, so bring them along and enjoy a week away with us. We will be spending a few days in Florida once there to recharge before heading back up the



eastern seaboard. This event will be packaged to include accommodations, safety checks, and events, so all you have to worry about is you food and gas.

September also brings us an event which the club started last year with great success: BMWfest 2010. This event will be held once again at Mosport. This is the only car show and lifestyle event where the members are the judges. Last year we had 5 vehicle classes, but we will be expanding the classes this year. This event is more than just a show and shine. There will be plenty to do for the whole family, and you will be busy all day.

Now on to our longest-running club social event: our club wine tour. In October we will hit the famous Niagara county wineries and enjoy the excitement only the Falls can bring. With so many hotels

and attractions—not to mention a large variety of award-winning vineyards' to visit—I cannot think of a nicer way to spend a fall weekend.

On December 4th, we have our Annual General Meeting and Holiday Part. It will once again be held on a Saturday night, which went off with a bang last year in our highest attendance to the party to date.

There is a lot of work ahead in planning these events, and I would like to thank Scott Paterson and Lyndon Handy for stepping up to help organize the swap meet and BMRR events, respectively. If you or someone you know wants to get a bit more involved in helping plan some of these events, or you would like some more information on the events please feel free to send me an email at richie\_s999@hotmail.com.

# Surprises in Store for Autocross Series 2010

By John Venditti, Competition Director

After a really successful year of growth in our Autocross Series in 2009, we are looking forward to another year of growth in 2010. Most of our Autocrossers already know that our new venue is potentially going to be one of the outer lots at Downsview Park. This area is twice the size of the current facility, with no obstructions whatsoever, which means a faster and safer course layout than our previous venue. We will also be applying a new scoring system which will help balance the field out a little better than the old PAX system we were using last year.

Scheduled dates are already posted on the club website and in this issue of Contact (see page 3). Seven of the eight events that are listed will be held at Downsview, but we have a surprise for the July date. It will be at

Centralia Airfield in London, Ontario. That's right folks, I said *airfield*. This will be by far one of the fastest autocrosses in the nation. Given the distance of this event, it will be a week-end away for those who attend, with camping available on site, a barbecue, and various other activities that are in the works. Due to the size and scope of this event, not all of the details are available at this time. Please check our website frequently for updates.

As usual, for the championship, we will be counting the best 6 of 8 events in the total tally. So if there is an event you can't make, you could still be in the running for overall championship!

## 2010 Go-Karting in Review

Our first go-karting event this year started off with a great turn-out, with 26 competitors in attendance at our first event in January. There was some really hot compe-

tion out there and some really good clean driving, with some last-minute passes right before the checkered flag.

That said, Grand Prix Kartways was impressed with what they saw and have agreed to turn up the Karts to full wick for the rest of the events this year. They have only done this with their own racing league, so we are getting a privilege no other club or group has ever had there. This should be exciting to raise the level of competition.

Also, after every event, anyone who wants to retire to the restaurant for a beer is welcome to. There is always a great group to socialize with.

One other item I would like to mention is that these events don't happen on their own. It takes a lot of work to organize, plan, market, and attend these events. This is your club, and I would like to mention that if you want to get more involved in planning or running these events, contact me at [john\\_venditti@hotmail.com](mailto:john_venditti@hotmail.com).

## Members (cont'd)

*(Continued from page 7)*

they are ready to lend a hand or advice. I tell you all this by way of saying good-bye for a while. My wife Cathy (no. 254, 05/05/1976) and I are packing up to move to Kelowna, B.C.

I am sure to be connecting occasionally with the Vancouver club, and joining the Seattle chapter of BMW CCA for the odd driving school. At least it won't be as bad as moving to Australia and having to learn to drive upside down. I will still receive my issues of *Contact* to keep my eye on what you are all doing.

Rob Carr will be taking over my duties as Membership Secretary, and I know you will all give him some help and patience as he tackles one of the biggest jobs in the club. Should he need help, he knows that I'm only an e-mail away.

I know that I am leaving the club in good hands, and wish I could stay through this year to participate in the great events that you are all planning. Last year was a really good year, and this year looks even better!



# Trillium Chapter 2010 Survey Results

By Nigel Etherington, President

The Board of Directors of Trillium Chapter of the BMW Club of Canada conducted an online survey of its membership in November 2009. The objective was simple: Get some feedback on the nature of member's interests, participation and views on how the club is being run. This was deemed especially important as over the last year the board has recruited a number of new members and as of the end of 2009 only one of seven had served longer than 2 years.

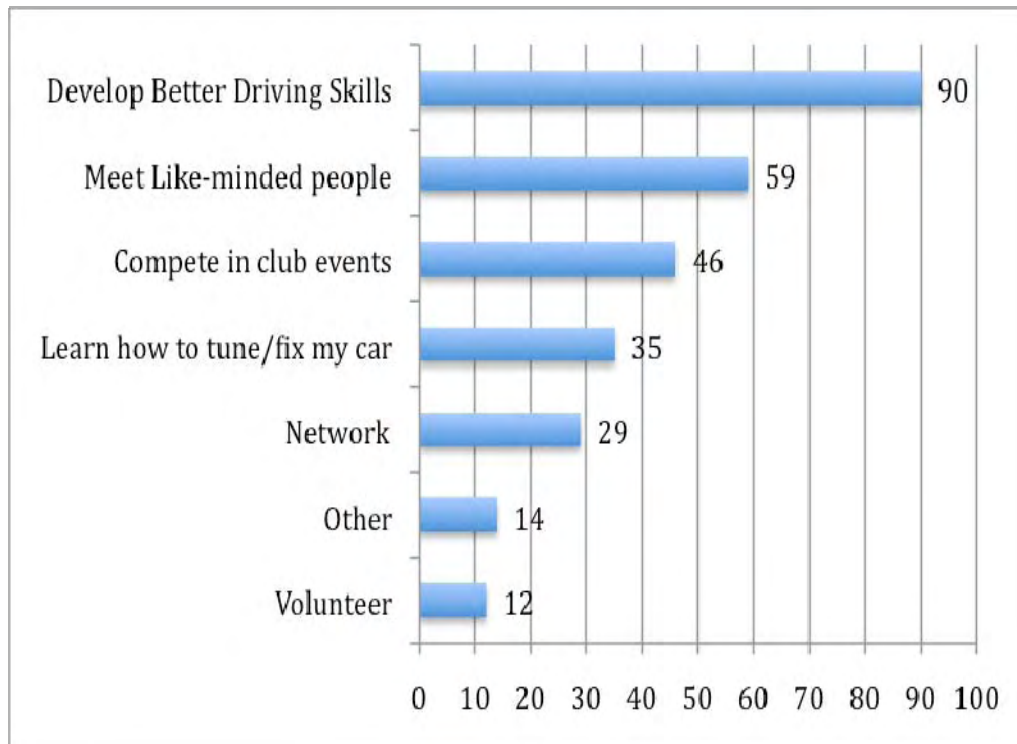
A few general demographic conclusions provide some perspective on the survey responses and key findings:

1. Survey response was very high with a third (124 of 362) of the membership responding ;
2. Nearly half (45%) have been members for over 5 years, just over a third (35%) for 2-5 years, and the balance for less than 2 years;
3. While five out of six (83%) members owned a BMW, over half have affiliations with other motor vehicle enthusiast clubs (55%).
4. Most demographic respondents were self employed (48%), rather than either employed for wages (42%) or retired (7%), married (79%), university educated (41%) and two thirds earned (67%) over \$100 K per year;
5. Roughly half the survey participants (56% ; 35 of 62) provided demographic info indicating where they live with most in various places *outside* of Toronto and Mississauga, the largest concentration of members (17 of 62) being in London (13%), USA (8%), Ottawa (6%), and the balance (29% ; 18 of 62) scattered in towns around Southern Ontario

## Key Findings

1. Most members joined Trillium Chapter to develop better driving skills and meet like-minded people among other reasons ( see Figure 1).

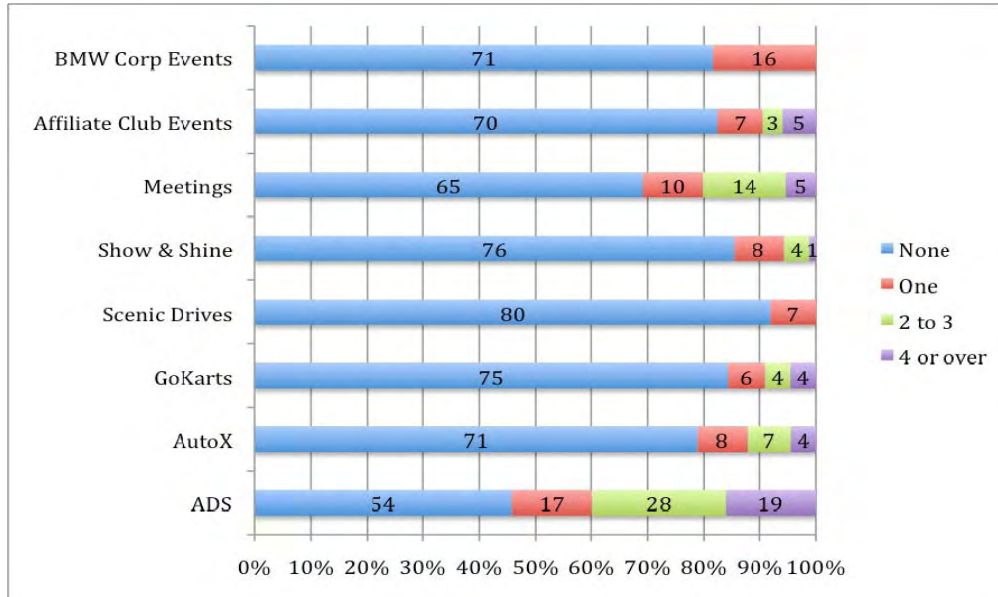
**Figure 1 – Reason for Joining Trillium Chapter**



# Survey (cont'd)

- As shown in Figure 2, the attendance at club events in the last twelve months (among survey respondents) in general shows, with the exception of advanced driving schools (ADS), that roughly two thirds had not sampled a club event even once which might explain why some members are unsure if they are getting value for the membership fee. However while ADS attendance clearly showed multiple events being attended, still nearly half of respondents had not attended even one school in the last year. After ADS events the chapter monthly meetings were attended most frequently with 20% having attended two or more meetings. In short, while we have lots of events to offer members perhaps few are participating across a broad section.

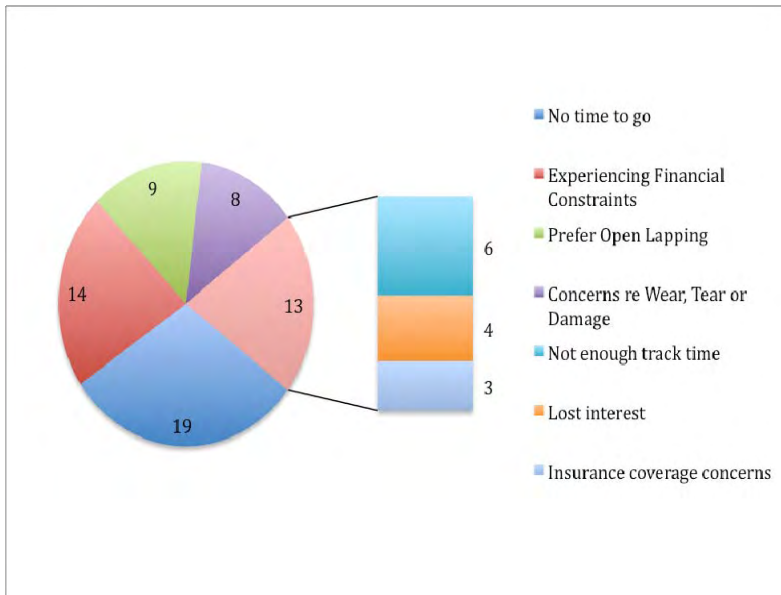
**Figure 2 – Attendance at Trillium Chapter Events in the last twelve months**



Number of responses, N=89-118

- For those didn't attend an ADS in the last twelve months, after experiencing a prior event, lack of time was the predominant reason, followed by financial constraints, and among other reasons (as shown in Figure 3)

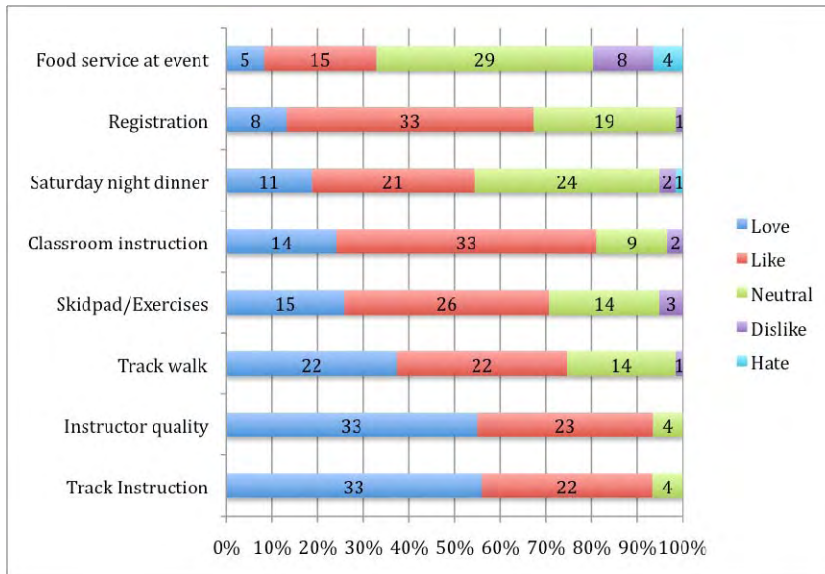
**Figure 3 – Reasons for Not Attending a Trillium Chapter Advanced Driving School**



Number of responses = 63

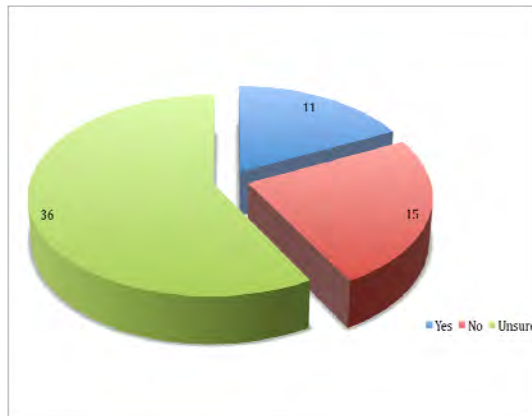
4. For those who did attend an ADS in the last twelve months, the vast majority loved or liked the instruction, both on-track and in-classroom, apparently because of the quality of our instructors (as shown in Figure 4a), even though most were unsure about whether their insurance covered them while at the school (Figure 4b).

**Figure 4a – Reasons for Attending a Trillium Chapter Advanced Driving School**



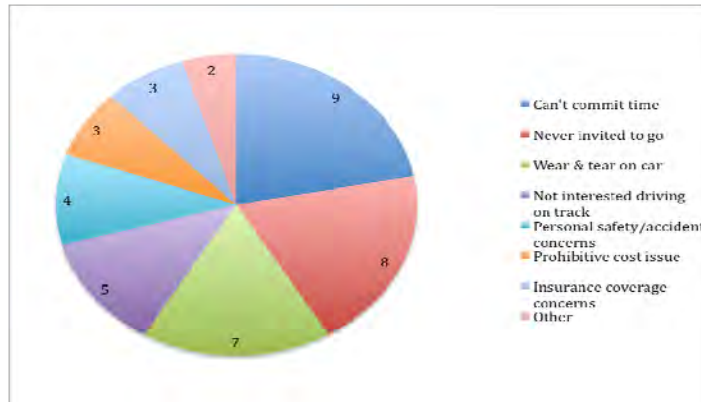
Number of responses, N=59-61

**Figure 4b – Insurance Coverage During a Trillium Chapter Advanced Driving School ?**



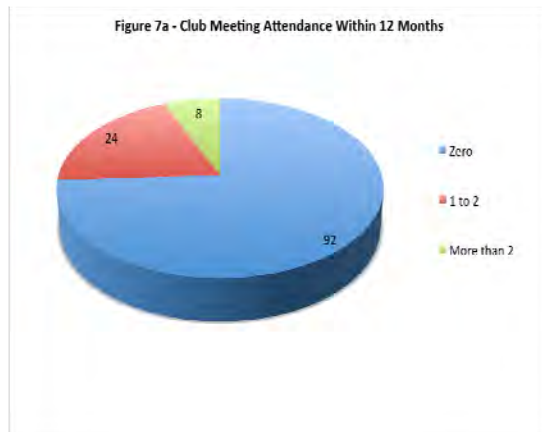
5. For those who have never attended an ADS the top three reasons (59%) were lack of time to commit, lack of an invitation, and concerns about car wear and tear (see Figure 5)

**Figure 5 – Reasons Why Members Haven't Attended an ADS**



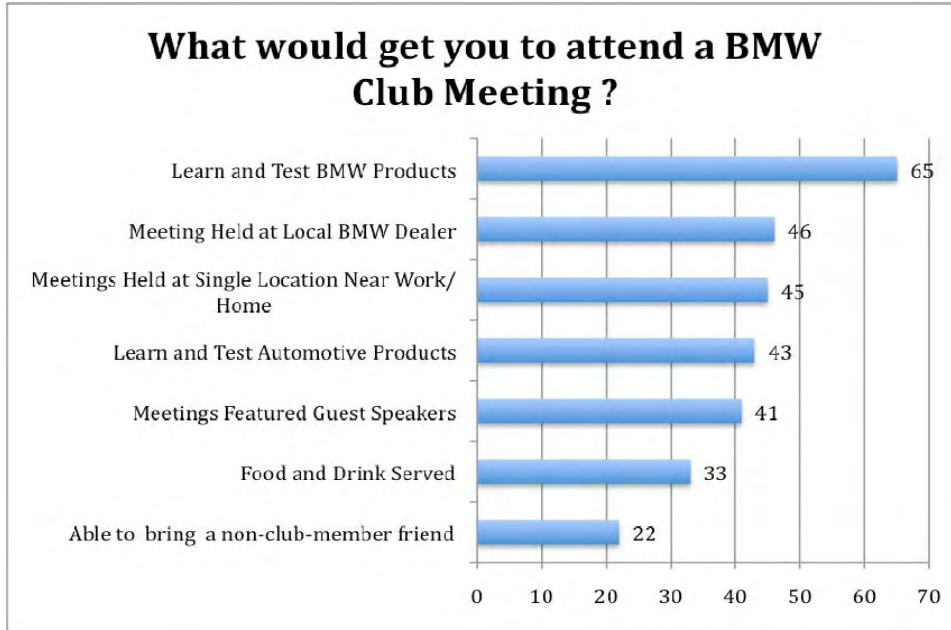
Number of responses, N=41

6. Attendance at club meeting (Figure 7a), or principally lack there of, was due to a combination of inconvenient locations and times, as well as lack of interest (Figure 7b)



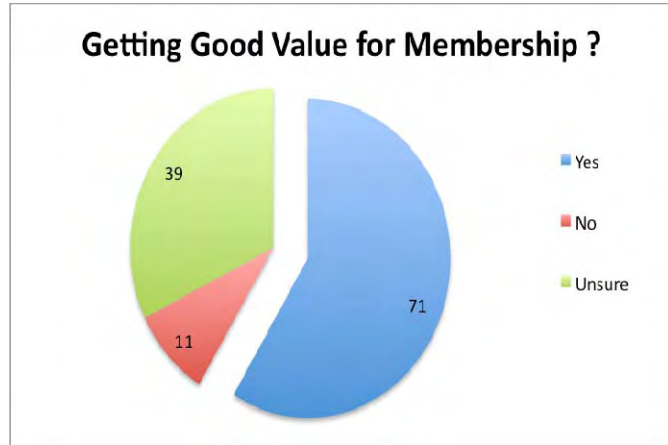
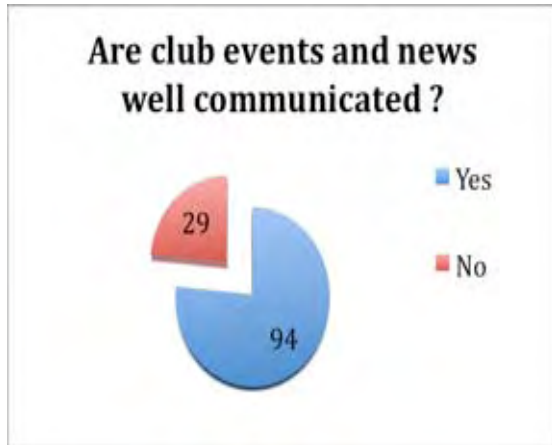
7. Getting more members out to club meetings would take a number of factors, perhaps not surprisingly, if they were at BMW local dealers and featured BMW products (Figure 8)

**Figure 8 – Reasons to come ?**



Number of responses, N=295

8. Overall over three quarters of the respondents felt that club events and news were well communicated to them (Figure 9a) , and slightly less felt they were getting good value for their membership (Figure 9b).





# BMW Club of Canada – Trillium Chapter

Membership Application/Renewal

(Please print clearly)

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Member number (if renewing) \_\_\_\_\_

Preferred phone number: \_\_\_\_\_

(indicate home, business, etc.)

e-mail address: \_\_\_\_\_

Do you own a BMW? Y/N \_\_\_\_\_

Interests (please check as many as applicable)

- Advanced driving school program
- Concours / Show & Shines
- Autocross competition
- Indoor go-kart competition
- Observational rallies
- Technical information
- Movies
- Social activities
- Products

Please enroll me as a member as indicated below (please check one)

- Membership: \$57.75/year (\$55.00 plus 5% GST)
- Associate membership: \$57.75/year (ownership of a BMW not required)

GST Registration No. R122436041

If paying by cheque, please make it payable to:

**BMW Club of Canada – Trillium Chapter**  
**4936 Yonge Street**  
**Suite 530**  
**Toronto, Ontario**