

2003  
Oct, Nov, Dec



# The Rio Grande Redline



BMW CCA New Mexico Chapter

[www.nmbmwcca.org](http://www.nmbmwcca.org)



## CALENDAR OF EVENTS

**October 5-10:** Oktoberfest, Austin, Texas.

**October 19:** Sonic Bimmer Burger Night. Time - 5pm to 9pm. Sonic Drive-In, 5000 San Mateo NE, (between Montgomery and McLeod on the east side of San Mateo) Albuquerque, NM 87109. Who - Any and all BMW enthusiasts, including non-BMW CCA members. We are going to see how this goes in hopes of making it a regular, monthly get-together. It will be at the same place and same time (third Sunday) every month. This is not a NM Chapter of BMW CCA event. No business will be discussed. It's just an opportunity for us to get together on a monthly basis and chat about our cars. Coordinator - Bob Kauffman, TILUX@aol.com (505) 710-9083

**October 19, 2003:** Rocky Mountain Chapter Autocross Point Series. Join the Rocky Mountain Chapter in Colorado Springs! Visit their website for more info: [www.rmcbmwcca.org/autocross.htm](http://www.rmcbmwcca.org/autocross.htm)

**October 25, 2003:** Fall Driving School Pueblo, Colorado. Join the Rocky Mountain Chapter in Colorado Springs! Visit their website for more information: [www.rmcbmwcca.org](http://www.rmcbmwcca.org)

**November 13, 2003 (Thursday):** Tech session with Manny Córdova at Southwest Collision Craftsmen. 6:00pm, refreshments. Collision repair and safety systems. On Claremont, west of Carlisle.

**November 16, 2003:** Sonic Bimmer Burger Night. Time - 5pm to 9pm. Sonic Drive-In, 5000 San Mateo NE, (between Montgomery and McLeod on the east side of San Mateo) Albuquerque, NM 87109.

**December 11, 2003 (Thursday):** Tech Session with Jim Johnson at the NEW Sandía BMW location. 6:00 pm, refreshments. Overview of the new 5 series and the new X3.

**December 21, 2003:** Sonic Bimmer Burger Night. Time - 5pm to 9pm. Sonic Drive-In, 5000 San Mateo NE, (between Montgomery and McLeod on the east side of San Mateo) Albuquerque, NM 87109.

## PRESIDENT'S MESSAGE

The summer temperatures have finally moderated, and the balloonists are preparing for the Albuquerque International Balloon Fiesta. Fall has arrived!

This quarter we had a July meeting, the August PCA/BMW Challenge, and the busiest September I can ever remember.

BMW CCA South-Central Vice-President Fred Iacino came to Albuquerque for the July 4<sup>th</sup> weekend BMW club racing. He also met with members of the New México chapter over dinner at the Blue Corn restaurant. Everyone had a great time; thank you Fred. Also during July we had a general membership meeting at The Range Café in Bernalillo. Range owner Matt DiGregory is a BMW CCA member and longtime supporter.

During August we had our annual PCA/BMW Challenge. This year the challenge was at Sandía Motorsports, west of Albuquerque. See page 4 of this issue for more information on the event.

September, ah yes, September. This was planned to be a fairly quiet month, so we scheduled a general membership meeting, again at The Range (thanks, Matt).

The Deutsche Marque Rally was organized by Bob McCabe, and invited all German cars to Sandía Motorsports for the weekend of Sept. 13-14. There were numerous driving events during the weekend. BMW was well represented.

On short notice the New México chapter was invited to help transport the BMW factory demonstrator cars for the Susan G. Komen Ultimate Drive. This was a charity event for breast cancer. We went to Amarillo, Texas and drove the cars to Albuquerque on Friday. The Komen event was on Saturday in Albuquerque at the new (not quite open) Sandía BMW. On Sunday, we then drove the cars to Scottsdale, Arizona, and flew back that night. All in all, we had a very busy and successful weekend.

On Friday, Sept. 26<sup>th</sup>, the NM chapter assisted Sandía BMW in their move from the old location to the new one on I-25 (just south of Osuna). The new facility is absolutely beautiful! They should be completely finished with construction in a couple of weeks, so stop by and take a look.

The final event for September was the first annual Karl Heinrich Fox Memorial Fall Tour. The Board of Directors voted to rename the fall tour to honor Karl, who died tragically this year. After departing Santa Fé, the tour stopped for lunch at the historic Plaza Hotel in Las Vegas (NM). We then toured the mountains through Mora, Tres Ritos, Sipapú, Peñasco, Truchas, and Chimayó. Most of us agreed the fall colors were the most intense and beautiful we had ever seen. The weather was absolutely spectacular. Please see the photos on our website. A special thanks to Dieter and Jacque Fox, and all of the Fox family who came along on the tour.

Upcoming events include a November tech session at Southwest Collision Craftsmen, presented by Manny Córdova. Also upcoming is the December tech session with Jim Johnson at Sandía BMW. We will send out more information, as these events get closer.

I am off to Balloon Fiesta for the next couple of weeks, so I will be difficult to contact during this time.

As always, please watch your e-mail, or check the website for details and updates. I hope to see all of you at one of our upcoming events!

*Jon van Arsdel - el Presidente - BMW CCA of NM*

*See Ya on the Road!*

Remember to check our web site for periodic updates: [www.nmbmwcca.org](http://www.nmbmwcca.org)

**Redline**

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## Here's a little quiz to see what you know about BMW's history!!

Submitted and Created by Bob Kauffman

(Circle the correct answer that completes each statement. Here's some help – There are six correct #1 answers, seven correct #2 answers, and seven correct #3 answers.)

A. BMW's business dropped to nothing when the *Treaty of Versailles* forbade Germany to build –

1. Military aircraft
2. Motorcycles
3. Automobiles

B. In 1923 BMW produced the R32, the first motorcycle ever with –

1. A spring-bottomed seat
2. A passenger side car
3. Front shocks suspension

C. BMW's first sports car was the –

1. 303
2. 315
3. 507

D. BMW's postwar 505 model was limited in production to –

1. 287 cars
2. 141 cars
3. 2 cars

E. Albrecht Goertz designed the 507 model and the model –

1. 3200CS
2. 2000C
3. 503

F. The Isetta remained in production at BMW until May of –

1. 1962
2. 1963
3. 1964

G. From 1957 to 1964 Isettas were also made in –

1. Austria
2. England
3. Italy

H. The body for the 700 came from the design studios of –

1. Michelotti
2. Bertone
3. Renzo Rivolta

I. BMW's first unibody automobile was the –

1. 1500
2. 1800 TI/SA
3. 700

J. BMW's first fuel-injected production vehicle was the –

1. 3200CS
2. 2000tii
3. 2002tii

K. The new post-war, 6-cylinder engine in the 2500 and 2800 models had an interesting new feature in the combustion chamber. The factory referred to this design as *Dreikugelwirbelwannenbrennraum*, which meant –

1. Downforced air-inducing combustion chamber
2. Trispherical turbulence-inducing combustion chamber
3. Dual port downforced chamber flow

L. The following model was the fastest of the three with a top speed of 127mph –

1. 507
2. 3200CS
3. 2800CS

M. The Bavaria model was created –

1. To meet strict U.S. emissions requirements
2. Solely for the U.S. market
3. As a result of the oil crisis

N. The first BMW 6-cylinder sedan to have a black grill was the –

1. 3.0S
2. 3.0Si
3. Bavaria

O. The street version of the 3.0CSL could be identified immediately by –

1. Its skimpy black bumpers
2. The upgraded Blaupunkt cassette/radio
3. The wiper blades on the left side of the windshield instead of the right

P. The last 02-bodied BMW rolled off the assembly line in –

1. 1976
2. 1977
3. 1978

Q. The oil embargo of 1973 resulted in the Bonn government –

1. Imposing highway speed limits and banning Sunday driving
2. Restricting individuals to a 200 mile driving limit per car each week
3. Endorsing BMW's economical model 1502

R. The 2002 turbo was not exported to the U.S. because –

1. It emitted more pollutants than the 2002tii and could not pass the strict emissions requirements.
2. The factory did not run an emissions certification test on the model
3. It was created strictly for Germany's autobahns

S. In 1933 the first original BMW design appeared with the model 303 and the 3-digit numerical designation was born. A different 3-digit system was used in postwar cars until 1962. Then in the 1970s BMW returned to the 3-digit system with the model –

1. 320
2. 518
3. 520

T. The 1972 Turbo special show coupe with its gullwing doors had a drivetrain that consisted of –

1. A turbocharged 2002tii engine, mated to a standard 2002 4-speed gearbox
2. A turbocharged 3.0CSL engine, mated to a Getrag 5-speed gearbox
3. A fuel-injected 3.3 liter engine, mated to a ZF automatic gearbox

Add up your correct answers and rate yourself. If you correctly answered –

16 to 20 questions you are over 50 years-old and working at Mobile Tradition.

10 to 15 questions you are divorced because you spent too much time in the garage.

5 to 9 questions you look down at your instrument cluster and think your lights are on when an oncoming driver in a 1976 2002tii flashes his lights at you.

1 to 4 questions you have never been in a BMW that didn't have cup holders.

(See Page 4 for the answers)



## History of the Neue Klasse!

Submitted by Bob Kauffman

This month marks the fortieth anniversary of the introduction of the Neue Klasse 1800 model at the Frankfurt Automobile Show. To commemorate its introduction here is some background about it and all the Neue Klasse models. You can find more information about the Neue Klasse cars at their web site - <http://www.thedotcommune.com/NK/>

Ask anyone who knows some history about BMW - and even some people who don't - and they will tell you the *Neue Klasse* model was "the car that saved the company."

In the late 1950s BMW was still struggling financially. Motorcycle sales had dropped from 30,000 a year to a little over 5,400 in 1957. The 3.2 liter Baroque Angel saloons reached a sales peak of 564 in 1958. Only 500 customers bought the 503 sports car in 1959, while 48 bought the 507.

BMW was producing luxury V8s and economy bubble cars, but nothing in between to appeal to the masses. BMW was one of the small automobile producers in Germany. Only Porsche produced fewer cars.

While the 700 model was an enormous success - 188,000 were sold between 1959 and 1964 - it was only a temporary solution to an ongoing problem. Money.

There was talk of a take-over by Mercedes Benz or, worse yet, filing bankruptcy. Yet small shareholders and dealerships across Germany held out for an "independent" BMW.

Aware of the problem in the late 1950s there was talk of producing a BMW that would appeal to West Germany's middle class. One of BMW's major stockholders was Herbert Quandt. He took a personal interest in making this model a reality. This family-sized car would be known as the *Neue Klasse*.

Alexander von Falkenhausen and a six-man team worked diligently to produce the new power train for this model. They created a 1499cc four-cylinder engine with five bearings and a chain-driven overhead camshaft. (Most cars during that period had pushrods and three-bearing crankshafts.) Rushed into production, the 1500 model had a solid engine, but the chassis and bodywork had problems.

### 1500

In September 1961 BMW displayed the first New Class model, the 1500, at the Auto Show in Frankfurt, Germany. The public was enthusiastic about the 1500. Some sources say there were 20,000 orders - and deposits - by the end of 1961 for the model! Unfortunately, this "small" car company was ill-prepared to produce those quantities. Full production did not start until October of 1962 and BMW produced fewer than 2,000 of the 1500s in the first production year.

This was déjà vu for BMW. The 501 "Baroque Angel" model was introduced at the 1951 Frankfurt Auto Show when BMW returned to automobile production. The 501 received good press reports and considerable advanced orders. However, it took one year for BMW to gear up for production and start filling those orders.

BMW started to phase out their other models so they could focus on production of the 1500.

Car magazines praised the 1500, too. This four-door model started the tradition of the BMW "sports-sedan" and became the cornerstone of practically every BMW that would be produced over the next thirty years.

This basic model would remain unchanged for more than a decade. The interior was simple with plenty of space for people and luggage. Except for minor changes each year the exteriors remained untouched.

Designed for hours of cruising on the autobahns, its power plant was the

first four-cylinder automobile engine that BMW had manufactured since the 1930s. With an aluminum head and five sturdy main bearings this engine would be subjected to changes in cylinder size, compression ratios, carburetors and camshafts as it moved forward through the years. Yes, it would lay the pattern for all BMW engines to follow.

New was the single overhead camshaft four-cylinder engine that displaced 1499cc. It was fitted to a four-speed manual transmission. The Frankfurt show model boasted 75hp, but that was increased to 80hp by the time production began in 1962. Top speed was 92 mph. The 1500 had front disc brakes and four-wheel independent suspension. The MacPherson strut front suspension - new to the 1500 - would continue indefinitely with BMW.

Initially, the BMW manufacturing plants could not keep up with middle class buyers' demands. However, BMW produced 23,807 of the 1500 model vehicles between 1962 and 1964, a three year period. By comparison, BMW had produced 9,973 six-cylinder cars and 12,777 V8s between 1951 and 1964; a total of 22,750 cars in 14 years!

The depleted bank reserves were filling up again and in 1963 shareholders received a six percent dividend. That was the first time the company had been able to pay a dividend in 20 years!

Although the 1500 was a success the German market was demanding a car with higher performance.

### 1800

In the fall of 1963 BMW introduced the 1800 model. The 1500 model's engine was bored and stroked to a 1733cc engine that produced 90hp and had a top speed of 103 mph. The 1800 could do 0-60 in thirteen seconds.

In 1964 the stockholders' dividend was up to ten percent and BMW produced 40,000 vehicles that year. In 1965 BMW was employing approximately 12,000 people - double the work force it had in 1959 - and produced 58,524 vehicles!

In 1966 a three-speed automatic was introduced as an option. BMW produced 102,090 of the 1800 model vehicles between 1963 and 1968.

### 1800ti

In 1964 BMW introduced the 1800ti (Touring Internationale) model. This would be BMW's initial attempt at creating high performance variations from their standard engines. The factory returned to European racing in 1964 with the 1800ti and it proved very successful in the inaugural season. With dual side draft Solex 40 PHH carburetors (thus the "ti" designation) replacing the single barrel Solex down draft carburetor and a compression ratio increased from 8.6:1 to 9.5:1 the 1800ti produced 110hp. BMW produced 19,663 1800ti model vehicles between 1964 and 1966.

### 1800 TI/SA

In 1964 BMW introduced the 1800 TI/SA model. This was a pure racer. Only 200 models were produced and they were initially offered only to licensed, competitive drivers. Forty-four pounds lighter than the 1800ti, the 1800 TI/SA was fitted with dual side draft Weber 45 DCOE carburetors. It had an increased compression ratio of 10.5:1 and produced 130hp. To improve cornering sway bars front and rear were standard and an optional limited slip differential was available. Rear end choices were 4.11, 4.22, 4.75 or 5.86. This was the only *Neue Klasse* model that was fitted with a Getrag five-speed gearbox, the first on a postwar BMW. The 1800 TI/SA could do 0-60 in nine seconds, quite remarkable for the period, and had a top speed in excess of 120 mph. In 1965 a TI/SA took first place in the Spa 24 Hours race!

### 1600

In the spring of 1964 BMW introduced the 1600 model. Utilizing the 1500 engine, the 1600 saw a 2mm bore increase that added 3hp. Top speed was 96 mph. The only external difference was the model badge.

*(Continued on page 5)*

# Redline



# TECH TIPS

## Replacing your BMW Roundel Emblem

Jared Fenton - jared@pelicanparts.com

In this tech article we will discuss replacement of the roundel, and should take less than 10 minutes to perform. What you will need is a new Roundel and two plastic grommets, (available from Pelican)

The first step is to remove the existing Roundel. The method of removal varies, but the end result is the same, you must gently pry the old Roundel off. In this case we simply used a credit card as a fulcrum point, then inserted a flat-head screwdriver between the Roundel and the hood. Remember to use caution when prying off the old Roundel. Go slowly and using light force, and it should come right off.

Step two is to remove the two grommets left behind sitting in the hood. If your grommets came off with the Roundel, you can skip this step. Simply remove them with a pair of pliers, they should pop right out. This is also a good time to clean the base for the Roundel, for as you can see it is covered with dirt.

Next, simply push the new grommets onto the new Roundel. You may have to use a little force to get them on there, but use caution as it is possible to break the studs they slide on.

Finally, simply line up the studs with the corresponding holes in the hood, and press down with the palm of your hand, til the Roundel goes no further. That's it, you're done!

**Thanks to PelicanParts.com!**

Editor's Note: Some people recommend using fishing line and slide it under the roundel.

## Prescription For Parking Lot Paranoia

You care about your Bimmer . . . park away from everybody out in the middle of nowhere . . . Trudge through rain, sleet, snow, blinding heat just to avoid the inconsiderate idiot that would park next to you and leave a blemish on that beautiful BMW's body!

Unfortunately, there are a few times that you must park in a congested area. With a prayer and a wistful look over your shoulder, you leave, only to be plagued with terrible thoughts until you return to see if any damage has been incurred.

There are a number of ding-preventive products on the market, most of which are excellent. However, they tend to put a ding in your wallet, too. Here's a simple and inexpensive way to make your own. Beg, borrow or buy two good, old-fashioned wooden yardsticks from your favorite paint or hardware store and four rectangular magnets (approx. 1" x 3/4" x 1/8" or slightly larger). Paint the yardsticks any color you please, perhaps to match your car's finish. Adhere a magnet to each end of the yardsticks with any of the "superglues" on the market. Cover the exposed surface of each magnet with a piece of electrical or duct tape to protect the finish.

You now have two anti-nick sticks, one for each side of your Bimmer. They may tend to slide down a freshly-waxed finish, but, other than that, they're really effective, easy to stow, and can be positioned for maximum protection in just a few seconds. Ah, inexpensive peace of mind!

Stan Simm—BMW CCA National Website

## 9<sup>th</sup> Annual Porsche/BMW Challenge

The Porsche Road Runner Region hosted the event at Sandia Motorsports Park. In addition to Porsches and BMWs, two Corvettes,

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five Mazdas (four Miatas), a Mustang Cobra, Dodge Stealth and Honda Civic all participated.

Fastest BMW of the day was Dave Seybold with a 1:26.99. Fastest Porsche was Russ Kelso with a time of 1:18.27. Sonoya Shanks led the feminine ranks with a 1:33.76.

Best individual times were:

| BMW:             | Year-Model  | Time    |
|------------------|-------------|---------|
| Dave Seybold     | 00 Roadster | 1:26.99 |
| Jim Hudson       | 00 328i     | 1:28.19 |
| John Rowley      | 03 M3       | 1:29.55 |
| George Moran     | 88 325is    | 1:29.70 |
| Skip Johansen    | 79 320/6    | 1:29.79 |
| William Shifani  | 03 M5       | 1:33.97 |
| Joey Martinez    | 90 528i     | 1:34.28 |
| Bruce Wetsch     | 88 M5       | 1:37.01 |
| Steve Nowaczek   | 88 535is    | 1:37.88 |
| J. Douglas Guinn | 03 330i     | 1:38.11 |
| Don Homiak       | 00 Z3       | 1:43.04 |
| Peter Vorobieff  | 94 325i     | 1:46.94 |

Regardless of the vehicle being driven the results show that, with the possible exception of Russ Kelso (who has done this more than twice), all of our vehicles possess potential that we, as drivers, are not maximizing.

There is only one way we can improve our skills and come closer to understanding just how good these vehicles are:  
Exposure = Experience!

*(Continued on page 5)*



A. Military aircraft  
 B. Front shocks suspension  
 C. 315  
 D. 2 cars (introduced at the 37<sup>th</sup> Frankfurt Show in 1955, BMW's first limousine may have been a "short-lived" attempt to challenge the Rolls-Royce market.)  
 E. 503  
 F. 1962  
 G. England (by Isotta of Great Britain Ltd. under a license from BMW)  
 H. Michellotti  
 I. 700  
 J. 2000!!!  
 K. Turbulence-inducing combustion chamber (This unique shape allowed the engine to yield high specific power output with low fuel consumption, yet meet U.S. emission regulations without any air pump or exhaust-gas recirculation)  
 L. 2800CS  
 M. Solely for the U.S. market  
 N. Bavaria  
 O. Its skimpy black bumpers  
 P. 1977 (it was the model 1502. Introduced as a result of the oil crisis, BMW sold over 72,000 model 1502s in its two and a half years of production.)  
 Q. Imposing highway speed limits and banning Sunday driving  
 R. The factory did not run an emissions certification test on the model. (Probably because this was such a low production model.)  
 Only 1,672 were made.)  
 S. 520  
 T. A turbocharged 2002!!! engine, mated to a standard 2002 4-speed gearbox

## A Little BMW History Quiz Answers

## Late Breaking News.....

The Chapter raised over \$18,000 for the Susan G. Komen Ultimate Drive event in August. Thank you to all who participated in transporting the cars from Amarillo, TX and to Scottsdale, AZ.

### The Stand in Editor



## CLASSIFIEDS

Classified ads are free for NMBMWCCA Chapter members. Only BMW cars, parts, aftermarket ad-ons will be published. All ads will run in one issue and will be removed unless a request is made to run the ad again. Member number must be included in all submissions. Please submit all ads to [editor@nmbmwcca.org](mailto:editor@nmbmwcca.org) / subject: Classifieds.

### BMW's For Sale

**1986 BMW 740i For Sale.** Car has 83K original miles, last of the ones made has new tires, brakes, plugs, hoses, belts, wires, and front end steering, ready to drive anywhere. Asking \$4,600. Call Jack Lockard, 293-2525 or email to: [roadmaster75@comcast.net](mailto:roadmaster75@comcast.net)

### Parts For Sale

**FOR SALE:** Freon: Eight 12-oz cans of DuPont R12, Barry, 845-9753. Email: [barrywind@earthlink.net](mailto:barrywind@earthlink.net).

**FOR SALE.** Have builders, parts cars, and complete running cars, 2002, Tii, 323 E21, 325 E30 & E36, e12 530, E28 533, (635 for parts) still has engine and auto trans 79kmiles Yr 1987 model, 1989 525 complete. Please call Skip @ 505-256-3371 for parts and information on repairable or running cars. Also have others not listed. Email: [skipsbmw@webtv.net](mailto:skipsbmw@webtv.net)

(Continued from page 4)

Here is an example--- Skip Johansen (1979 BMW 320/6) and I have been harassing each other at this event for nine years. This year he beat me in a car that was 10 years older, and on street tires --either he's getting better, or I'm -----well, just forget it.

Doug Brosveen - <http://www.roadrunner-region-pca.org/>

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(Continued from page 3)

BMW produced only 9,728 1600 model vehicles between 1964 and 1966. Some sources say 10,278 vehicles were produced. Either way production levels were low for the 1500 and 1600 models clearly because of the 1800 model's popularity.

### 2000

In February of 1966 BMW introduced the 2000 model. This sedan had the 1990cc engine that was later used in the 2002 models. Fitted with a single-barrel Solex 40 PDSI down draft carburetor and 8.5:1 compression, the 2000 model produced 100hp and had a top speed of 104 mph. The 2000 model was easily distinguished from the other models by its wide-band headlights and horizontal taillights. An optional ZF three-speed automatic transmission was available and announced by the special "Automatic" script on the rear. BMW produced 120,495 2000 model vehicles between 1966 and 1972.

### 2000 ti & tilux

In 1966 BMW introduced the 2000 ti & 2000 tilux. With an increased compression ratio of 9.3:1 and dual side draft Solex 40 PHH carburetors these models produced 120hp and had a top speed of 111 mph. The 2000 tilux had leather interior, a walnut dash, and upscale interior trim. BMW produced 17,440 of these model vehicles between 1966 and 1970.

### 2000 tii

In the latter part of 1969 BMW introduced its final *Neue Klasse* model, the 2000 tii. The twin Solexes on the 2000 ti and tilux were replaced on this model with Kugelfischer mechanical fuel injection. Yes, this was BMW's first fuel-injected model! With the compression increased to 9.5:1 and 130hp this model had a top speed of 115 mph. BMW produced 1,922 of the 2000 tii model vehicles between 1969 and 1972.

The last *Neue Klasse* models were produced in 1972. Altogether 364,378 *Neue Klasse* BMWs were produced in eleven years. The rest is history.

So the next time you're out driving and enjoying your BMW, think about the *Neue Klasse*. If there had not been any *Neue Klasse* would you be driving that car today? Sure you would... it just wouldn't have a BMW roundel on the hood.

Join fellow enthusiasts for  
**Burgers and Chat!!**  
3rd Sunday of every month from 5 to 9pm.

Sonic Bimmer Burger Night



**Sonic Drive-In,**  
5000 San Mateo  
NE  
(between  
Montgomery  
and McLeod  
on the east side of  
San Mateo)  
Albuquerque,  
NM 87109.

## NEW MEMBERS WELCOME

|                   |         |                     |         |
|-------------------|---------|---------------------|---------|
| Marriner, Carolyn | 5/13/03 | Wagner, Michael     | 7/30/03 |
| Guinn, John       | 6/19/03 | Berg, Adam          | 8/6/03  |
| Martinez, Eric    | 6/23/03 | Nelson, Burke       | 8/8/03  |
| Garcia, Dennis    | 6/24/03 | Grant, Steve        | 8/11/03 |
| Lodhi, Mohammed   | 6/25/03 | Lewis, Scott        | 8/14/03 |
| Pratt, Charles    | 7/1/03  | Rotter, Paul        | 8/18/03 |
| Siebert, James    | 7/1/03  | Spence, Michael     | 8/25/03 |
| Trujillo, Steven  | 7/7/03  | Rotter, Paul        | 8/18/03 |
| Terrell, Patty    | 7/8/03  | Spence, Michael     | 8/25/03 |
| Peach, David      | 7/14/03 | Velasquez, Chris    | 8/26/03 |
| Bali, Raj         | 7/22/03 | Lewinger, John      | 8/28/03 |
| Harger, Karen     | 7/22/03 | DeVincentis, Paul   | 8/29/03 |
| Seybold, David    | 7/23/03 | Vanderstraten, Gabe | 9/5/03  |
| Ganti, Anand      | 7/28/03 |                     |         |

The *Rio Grande Redline* is the official publication of the New Mexico Chapter of the BMW Car Club of America, Inc. (BMW CCA of NM), and is not in any way affiliated with the Bayerische Motoren Werke AB of North America, Inc. It is published quarterly, and provided by and for the members of the BMW CCA of NM. Unless otherwise stated, maintenance and modification procedures herein are not "factory approved", and their use may void your BMW warranty. Ideas and opinions are those of the writer, and the editors or publishers, who assume no liability for information contained herein, imply no authentication or approval. Articles submitted are subjected to editing. Only the BMW CCA and its chapters may reproduce these contents without permission in writing.

## Chapter Officers

|   |                    |  |
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| <b>Treasurer</b>                            | Skip Johansen      | <a href="mailto:treasurer@nmbmwcca.org">treasurer@nmbmwcca.org</a><br>(505) 256-3371 |
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| <b>Newsletter Editor</b>                    | <b>VACANT</b>      | <a href="mailto:editor@nmbmwcca.org">editor@nmbmwcca.org</a>                         |
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