

**4002**  
Jul / Aug / Sep



# The Rio Grande *Redline*



BMW CCA New Mexico Chapter

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

## PRESIDENT'S MESSAGE

Happy summer to everyone! As I write this, we have finally broken our drought, and are receiving daily rainfall. Although there has not been any substantial flooding, there is enough water on the roads to make driving a bit exciting for those of us whose BMWs wear performance tires. All-terrain tires for your M3 anyone?

As most of you know, BMW CCA of NM has been very busy this spring. For the 2004 Spring Tour, we drove to Lincoln, NM. This was a very scenic drive to an area that is very historic and beautiful. BMW CCA member Andy Rutkiewicz put together a wonderful tour. He also arranged for a guided tour of Lincoln. Our tour guide was noted historian and author Drew Gomber. Mr. Gomber has written several books on the Lincoln County War, and is also a television historical expert on the event.

The 2004 BMW CCA of NM Clean Car Show was held Sunday, May 2, 2004. BMW CCA member Bob Kauffman arranged a great event. A special thanks goes to Mike Houx (owner of Sandía BMW) for use of the dealership for the show. Also, special thanks to Jim Johnson for heading the team of judges. We later had the election of chapter officers. The new officers are posted on the back cover of this newsletter, so please help welcome all of them.

On May 21-23, BMW CCA national hosted a training conference at Keystone, Colorado. Steve Nowaczek, David Penasa, and Jon van Arsdel went as representatives of the New México Chapter. All of us came back with a lot of new information about the mechanics of running a chapter. Yes, that includes all the paperwork too.

The Susan G. Komen breast cancer benefit was held on June 12. We had a great turnout of people wanting to benefit cancer research and drive a new BMW. The New Mexico chapter of the BMW CCA was also invited to drive the demonstrator cars from Amarillo to Albuquerque on June 11. Thank you to the 60 of you who volunteered to participate in this. I regret only having 19 cars to transport.

Our June 17 tech session was held at Santa Fé BMW. A great word of thanks again goes to Jim Johnson, for conducting the session. Please see the review in this issue.

The club is also planning several upcoming events. We are planning a July 15<sup>th</sup> tech session at Maloy Racing in Albuquerque. Maloy Racing was started about 2½ years ago by Mike Maloy, Alan Mertens, and Al Unser, Jr. The company builds a car specifically designed to compete in D-Sport events (mostly SCCA). David Penasa is the contact person, and will be arranging all of the particulars on this tech session.

On August 7, we will be having the BMW/Porsche challenge. Please stay tuned for more details.

September 25-26 are the planned dates for an overnight trip to Angel Fire. This will be our first tour to this resort. We are also inviting members of the Rocky Mountain (Colorado) Chapter to join us for this event.

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

## CALENDAR OF EVENTS

**CHANGE: July 15. Tech Session, 6:00 p.m.** Maloy Racing with Don McCandless. See page 5.

**August 7. 10th ANNUAL BMW / PORSCHE CHALLENGE**  
August 7 at Sandia Motorsports.  
Cost: \$50. Loaner helmets and instructors available. Gates open 8:30 - Mandatory Drivers meeting 9:30. A fantastic opportunity to understand your car better, while sampling one of the best tracks in the southwest. Questions?? Call Doug Brosveen, (505) 263-1022, or email [dbrosveen@msn.com](mailto:dbrosveen@msn.com). Directions available on the calendar at [www.nmbmwcca.org](http://www.nmbmwcca.org).

**September 25-26.** The annual **Karl H. Fox Memorial Fall Tour—destination: Angelfire.**

**October 14. General Membership Meeting.**

**November 2004. Tech session.** Southwest Collision Craftsmen with Manny Córdova.

**December 2004. Tech session.** Sandía BMW with Jim Johnson.

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

## UNDER THE HOOD

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# Redline

## TECH TIPS

### BMW Belt Replacement

Wayne R. Dempsey

One of the routine maintenance items that you should perform on your BMW is the checking and replacement of your accessory drive belts. The belts are driven off of the crankshaft and power accessories such as the water pump, power steering pump, alternator and air conditioning compressor. There are typically two belts on the car - one that powers the air conditioning compressor and another that powers everything else. Both should be checked periodically (every 3,000 miles, or when you change your oil), and particular attention should be paid to the main belt. The car can run fine without the air conditioning belt installed.

Some of the early E30 cars use a standard v-belt design, and some of the later cars use what is known as a poly-ribbed belt (having many channels or ribs on the underside of the belt). The poly-ribbed belt setup utilizes a spring-loaded belt tensioner pulley that provides the proper tension for the belt at all times, making adjustment unnecessary. The traditional style v-belts need to be tensioned using standard types of clamps and tensioners.

When inspecting your belts, the one thing that you want to look for is cracks (Figure 1). If you see any cracks at all, you should replace your belts. The cracks will usually occur on the inside of the belt (the surface that typically rides on the surface of the pulley). With the poly-ribbed belts, this is the grooved surface. With the v-belts, this is the surfaces on the legs of the 'V'.

With the poly-ribbed belts, replacement is a snap. The tensioners that hold the belt tight can be easily released using a socket and or XXmm hex tool. Different tensioners turn different directions, so you may have to rotate the tensioner clockwise or counter-clockwise depending upon your particular car. The description of this process is one of those things that is difficult to describe, but very easy to do. First, pry off the small plastic cap that covers the tensioner (Figure 1). Then, place your tool into the tensioner and try rotating clockwise or counter-clockwise - will become immediately apparent how the tensioner releases the belt (Figure 2 and Figure 3).

Removal of the two belts is easy - you do not have to remove the fan. Simply release the tension on the belt from the tensioner, and then the belt should simply slide off. Release the tension, and then you should be able to unwind the belt from the engine. The belt should be able to be maneuvered around and through the fan - you do not need to remove the fan to swap out any of the belts (Figure 4).

It is important to note that if your BMW has air conditioning, you will need to remove this belt first, as it typically blocks the other belt. Another tip - if the belt is worn, sim-

## Recent Tech Session Info

The June 17<sup>th</sup> tech session was held at Santa Fé BMW. Sandía BMW Service Manager Jim Johnson was the host. Jim introduced us to Andy Caperones and Chris Leary. Andy is the new service manager at Santa Fé, and Chris is a certified BMW factory technician. Both of them assisted Jim in a very interesting tech event. The star of the session (sorry Jim) was a new BMW 645i. This is a very fascinating and advanced machine. We also learned about all-wheel-drive systems, and active suspensions. Chris demonstrated the active suspension in motion. Santa Fé BMW also sells BMW motorcycles, and the club had the privilege of examining a partially disassembled one. Around 35 people attended the event.



Jon van Arsdel



The chow is al ways good at these things!



The Snin Dore's connected to ....

ply snip it with some large tin cutters and pull it out of the car, after you have released the tension on it.

Installation of the new belt is easy. Simply slide on most of the new belt onto the pulleys, release the tension on the tensioner, and slide the belt onto the tensioner. Check to make sure that the belt is securely seated in all of the pulleys. Verify that the ribbed portion of the belt is set against the crankshaft pulley. The proper orientation of the belt is shown in Figure 5. Replace any plastic caps that you may have removed from the front of the tensioner pulleys. Now, start the car and peek in at the belts. Verify that they are turning smoothly on all of the pulleys.

For engines with the older-style v-belts, the procedure is nearly identical, except for the tensioning. The alternator is mounted on a bracket that rotates and is used to keep tension on the belt. In addition, there is a small rack-and-pinion device on this bracket that allows you to crank up the tension on the belt (Figure 6). The first step in setting or releasing tension is to release the nut on the back of the bracket that keeps the whole assembly secure. Do not attempt to turn the geared bolt without first releasing this nut on the rear - you will most likely damage the bracket. With the nut released, you can now turn the geared bolt counter-clockwise, releasing tension on the belt. Belt replacement is nearly identical to the poly-ribbed belts.

Thanks to Pelican Parts for this article.

**PUT YOUR  
RIGHT BRAIN  
TO GOOD USE**

Your club needs you! We are looking for a new club logo, so this is your chance to gain state-wide fame and fortune. Well, maybe not the fortune part. But every quarter you'll be able to hold up the newsletter and proudly tell your grandchildren/children/significant other/recent acquaintance "I made that!" So all you frustrated (or employed) graphic artists submit your entries to: NMBMWCCA, PO Box 81044, Albuquerque, NM 87198-1044. Deadline is August 31, judging will be by the board of directors, and the winner will be announced in next quarter's newsletter.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

For larger pictures visit [www.pelicanparts.com/bmw/techarticles/E36-Belt-Replacement/E36-Belt-Replacement.htm](http://www.pelicanparts.com/bmw/techarticles/E36-Belt-Replacement/E36-Belt-Replacement.htm)

## WELCOME NEW MEMBERS

Marquez	Sean	15-Dec-03
Neidhart	Jeffrey	17-Dec-03
Phillips	Bruce	18-Dec-03
Fenton	Tom	18-Dec-03
Martin	Jamie	22-Dec-03
McGee	Scott	29-Dec-03
Stephenson	Joe	8-Jan-04
Kasper	George	9-Jan-04
Itkin	Leonard	9-Jan-04
Westell	Don	12-Jan-04
Eagan	Chris	22-Jan-04
Gopala	Ganeson	6-Feb-04
Mauthe	Thorsten	27-Feb-04
Fallick	Gregg	10-Mar-04
West	Jeffrey	12-Mar-04
McKinney	Joe	15-Mar-04
Matlock	Larry	19-Mar-04
Junghans	Thomas	22-Mar-04
Greacen	Wiggy	22-Mar-04
Mayer	Petra	26-Mar-04
Murphy	David	30-Mar-04
Johnson	Gregory	31-Mar-04
Reeves	Susan	5-Apr-04
Romero	John	5-Apr-04
Kizer	Charles	8-Apr-04
Byrd	Robert	12-Apr-04
Gonzales	Jacob	16-Apr-04
Bell	Julia	26-Apr-04
Furlow	Sharon	28-Apr-04
Marchese	Luciano	19-May-04
Penwell	Fritz	6/3/2004
Warrick	Matthew	6/7/2004
Porter	Allan	6/9/2004
Little	Kent	6/9/2004
Osman	Farid	6/10/2004
Salas	David	6/21/2004
Stoddard	Leslie	6/21/2004
Schneider	Larry	6/22/2004
Hart	Michael	6/22/2004
Ellis	Rob	6/22/2004



## THE GOOD, THE BAD, AND THE UGLY

I recently had the opportunity to transport some of the BMWs for the Komen Drive. This year we had about sixty volunteers to drive the 19 cars; it seems many of you have caught on the great opportunity to get some good windshield time in a new vehicle you may be considering to purchase or just dreaming about. Admittedly, the run from Amarillo to Albuquerque isn't exactly the Nürburgring, but it's better than a quick drive around the block. I thought I'd share my impressions with you on the cars I drove.

First up was a 330i with a six speed manual transmission. Although I was never really able to get totally comfortable, it is a truly impressive machine. You've read all the accolades before regarding the supple and responsive suspension, the easy-revving and powerful 3.0 litre six, etc., etc., etc. The only minor quibble I had was with the long throw of the shifter. It is definitely a car I could be happy driving on a daily basis. I had driven a 325i last year, and while it was a great handling car it was a bit low on power for my taste.

I finished up in a 525 with the six speed manual. I was anxious to drive the Fiver. I've always been a big fan of the previous iterations, and wanted to see what the new version brought to the table. I have to say .... I was a bit disappointed. Now, I didn't have the opportunity to drive the 545 or 645 (you'll have to pester Skip and Steve Nowaczek to get their opinions) so not everything I say here will be pertinent across the line. First impressions are formed visually. Styling is truly subjective, but to my eye there is more wrong with the new direction than just the trunk lid. The head and tail lights had me thinking more Madame Butterfly than Ride of the Valkyrie - perhaps they'd look more at home on a Japanese brand. I caught a glimpse of a Pontiac in my rear view mirror today, and there seemed to be a similar, albeit not as exaggerated, cant to the headlights. Perhaps BMW is returning the compliment paid them years ago by Pontiac, by copying their styling?

When I sat in the car the seat seemed to be missing something....sculpture, padding, something. Perhaps I've been sitting in too many Passats. I did appreciate the thigh extension, though. As we pulled away from the rest stop, I noticed the throw on the shifter seemed if anything to be even longer than on the 330i. As we merged onto the highway I discovered the fatal flaw in this vehicle - the power, or lack thereof. The engine certainly revved eagerly enough, but as I accelerated up the onramp trying to merge with the traffic barreling down on me, I thought I missed third and had accidentally shifted into fifth. I quickly downshifted into what I thought would be fourth, but low and behold I *had* been in third and now found myself redlining in second. Thankfully the trucker showed me mercy and didn't add a new hump to the trunk lid.

## FOREIGN AFFAIRS

### BMWCCA OKTOBERFEST

July 5-9 in Pasadena, CA

Info: [www.bmwcca.org/Oktoberfest2004/index](http://www.bmwcca.org/Oktoberfest2004/index)

YOU DON'T MESS  
WITH SKIP'S LUNCH.  
YOU SHOULD HAVE  
SEEN HIM BEFORE HE  
GOT THE COOKIE...



AND NO, THAT'S NOT THE NEW 7 SERIES BEHIND SKI

Events will include a driving school, autocross, concours d'élégance, BMW Club Race, gimmick/fun rally, gymkhana, photo contest, radio-controlled car races, speakers, entertainment, swap meet, tech session, tours, trivia contest, TSD rally, and more!

### OPEN TRACK DAYS at SANDIA MOTORSPORTS

July 18, August 22, October 31 (scary costume optional)

Gates open: 8:00 Entry fee: \$70, paid at the gate. Gates close: 9:00 Bring: Helmet. Leave at home: Lead foot with binary throttle control. Need more info? Contact Wallace Bow at [wjbow@wallacebow.com](mailto:wjbow@wallacebow.com).

### THIRD ANNUAL 5erFEST

September 25 in San Diego at Marina Villages. Geared towards the E12 and E28 5-Series models. Information: [www.5erfest.com](http://www.5erfest.com).

### ROCKY MOUNTAIN CHAPTER BMWCCA OKTOBERFEST

October 1-3 in Winter Park, CO Show/Shine-Concours, Gymkhana, Great food, Fall Drive, Fun and Games. Details at [www.RMCBMWCCA.org](http://www.RMCBMWCCA.org). This will be a charity fund raising event to benefit the education and safety programs of the Colorado State Patrol Family Foundation. Info: [www.cspff.net/cspff\\_education.cfm](http://www.cspff.net/cspff_education.cfm)

### SHARKFEST WEST for E24s

October 15-17 at the Starosphere hotel and casino in Las Vegas, NV. Sign up at: [www.sharkfestwest.com](http://www.sharkfestwest.com).

More information on these and other events is available on the club's website calendar: [www.nmbmwcca.org](http://www.nmbmwcca.org).

Now we come to the I-Drive. I know, I know, we've all read the reviews ad nauseum about it. And yes, the system on the 5 is a simplified version of the one on the 7. But the question remains - why? Why do I need to scroll through various menus in order to do something as simple as adjusting the radio? (Which begs the question, why can you only adjust the bass and treble on the stereo in a \$50,000 car?) It's as if BMW (and no, they are not alone in this) is throwing technology at us just to make us believe the car is "new and improved" or so you can dazzle your neighbors. I have no problem with ABS and DSC, as long as they can be disabled. They actually serve a function. But has the car-buying public become so lazy that we can't manually adjust the temperature on the climate control system? What's so difficult about twisting a knob to adjust the stereo system? It doesn't over-tax me to make three turns of the wheel while I'm parking the car. And what's wrong with having individual controls for individual functions? I can certainly understand that some may think there are too many knobs and buttons on some cars (Audi comes to mind) but the solution is not to hide those knobs and buttons under the cloak of I-Drive, but to *simplify*.

I'd have to say the E46 is the perfect evolution of the 2002. It has maintained the involvement of the driver while marching forward into the future. All in all it truly is a much better vehicle than the 2002 was. (Hold the hate mail, my first car was a well-worn 2002.) I am not convinced the rest of the line is going in the right direction. It seems we are losing the essence of what many of us expect of a car wearing a Roundel. We welcome your comments.

## CLASSIFIEDS

Classified ads are free for NMBMWCCA Chapter members. Only BMW cars, parts, aftermarket add-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*.

### Cars For Sale

'94 325i. Blue with gray leather. 96k miles. 2 owner, AT, alloys, moonroof, trip computer, 6-disc changer, new tires. Locally serviced. \$9500. Call Chris Eagan 761-1900.

### Parts For Sale

Hood from an e30 M3, should fit any e30. \$150  
Email Nathan at [kemper\\_m3@yahoo.com](mailto:kemper_m3@yahoo.com)

Recaro SRDs w/matching back seat. Not in the best shape but totally repairable by a competent auto interior person. Good for project seats. Have pictures if interested. Comes complete with rails. Have buyers nationally but prefer to sell to interested local buyer as shipping on these is tough. Email [jrowley@lanl.gov](mailto:jrowley@lanl.gov).

### 2004 Pacific Region Driving Schools

For those of you who may be interested in combining a little fun with your vacation this year, you may think about attending a driving school at another chapter.

July 6-7 SoCal: California Speedway-Oktoberfest  
Aug 28-29 NorCal: Thunderhill-Golden Gate Chapter  
Aug 29 Seattle: Pacific Raceways -Puget Sound  
Sept 11-12 SoCal: Buttonwillow-Central California Chapter  
Oct 9-10 Phoenix: Phoenix International-Roadrunner Chapter  
Oct 17 Seattle: Bremerton Raceway-Novice-Puget Sound  
Oct 23-24 Spokane Raceway Park-Inland Empire Chapter  
Oct 30 Portland: Portland International Raceway-Puget Sound  
Nov 6-7 Bay Area: Infineon-Golden Gate Chapter



PLENTY OF ROOM TO STRETCH OUT IN THE NEW 7.

AESTHETICS ARE UNIMPORTANT IN STEVE'S NEVER-ENDING QUEST FOR MORE POWER. THIS UPGRADE INCLUDED MONSTROUS SWAY BARS...



## JULY 15 MEETING AT MALOY RACING

Our shop started about 2.5 yrs ago and has three shareholders: Mike Maloy (Maloy Construction), Alan Mertens (Galmer, the chassis designer for Galles and other Indy teams) and Al Unser, Jr. (who I am sure you know of...) Their vision was to design a purpose built race car that had the technology of an Indy car and the cost of an SUV... They did it and we now offer this car to D -Sport Racers who race primarily at SCCA Club events. These cars are true "ground effects" machines, riding about 1.5" off the ground and generating about 30% of their weight in down force. They use a bullet-proof super bike engine, producing 185 hp, that will last season after season (not for one race...) and the entire car weighs in at around 850 pounds. It has a power to weight ratio that you can feel in the seat of your pants during acceleration and as you hit the redline at 12,500 rpm and then shift the 6 speed sequential gearbox and you're doing around 170 mph. These cars really scream, yet easy enough for a novice driver to feel comfortable right out of the box. More on that during your tour here.

I thought we would take the group on a tour, show the Waterjet shop, the full CNC machine shop, our in-house carbon fiber composite shop and then back to the race shop where the cars are fabricated from scratch. I always have cars on the floor being produced so we can look over the chassis, explain some of the design (in "layman" terms) and basically let them touch and feel some REAL race cars built right here in Albuquerque. In fact, there are really only three serious manufacturers of cars like this in the world: Oregon, England and New Mexico! It's really something to see and we're glad you will be able to make it.

Directions are easy:

Take I-25 south (from the BMW dealership) to Gibson West.

Gibson "dead-ends" into Broadway -so turn left (south) on Broadway

Go .4 mile and take a left on San Jose, turning into the Broadway Industrial Center

Take your first right (Karsten Court SE) and we're the 3rd building down on the right side

If you hit Eclipse Aviation (our neighbors across the street) you've gone too far.

Of course you can always call if you're seriously lost... 505 247-3222 is the shop number!

Don McCandless  
General Manager  
Maloy Racing

Sonic



Not a NMBMWCCA event.  
Everyone welcome.

Blimpie

**Join fellow enthusiasts for  
Burgers and Chat!  
3rd Sunday of every month  
4 - 6pm.**  
**Sonic Drive In  
5000 San Mateo NE  
(between Montgomery and  
McLeod on the east side of San  
Mateo)  
Albuquerque, NM 87109.**

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<b>South Central Vice President</b>	Fred Iacino	<a href="mailto:ccredit@gwest.net">ccredit@gwest.net</a>

### *You never call, you never write...*

As the Chapter continues to grow and evolve, some changes need to be made. With over 330 members plus associates, getting current information about upcoming events to members is crucial. The email list has about 200 addresses on it. Please send an email with your current email address to:

[webmaster@nmbmwcca.org](mailto:webmaster@nmbmwcca.org)  
Subject: Email Address Update

I can make the changes as needed, but if you change internet providers or email addresses, please let the chapter know. This way our database stays as current as possible. Thanks.

Your NM Chapter Webmaster, Steve Nowaczek

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