



The Rio Grande Redline



BMW CCA New Mexico Chapter

www.nmbmwcca.org

An outstanding charity event will take place in Albuquerque on Saturday, April 19, 2008 at the Four Hills Country Club. Several of our club members are cancer survivors or close family members of cancer patients. This is a great opportunity to support a worthy cause while enjoying a fun filled day with other automobile enthusiasts!!

Cancer Services of New Mexico Foundation's "Driving Out Cancer 2008"



Four Hills Country Club
Albuquerque, New Mexico
April 19, 2008

These are the preliminary details for the "Driving Out Cancer 2008" rally and "show and shine". Please keep in mind that this event is still growing and we will update your club as more details become available!

General

The Cancer Services of New Mexico Foundation is hosting a charity fun rally and a "show and shine" on Saturday, April 19, 2008, that will include participants from many car clubs from across the state of New Mexico. This event will mark the first time that New Mexico Car Clubs will join together to raise funds for families here in our state battling cancer. More than 200 car owners, as well as many spectators are expected to participate.

Participating Car Clubs (as of 1/08)

New Mexico BMW Car Club Association

British Automotive Owners Association

New Mexico Corvette Association

Ferrari Club of America (New Mexico Region)

Porsche Club of America (Roadrunner Region)
New Mexico Viper Club

Location

The Rally portion of this event will explore many areas and landmarks throughout Albuquerque. The rally will finish at the Four Hills Country Club, located in the southeast heights of Albuquerque. The Country Club has graciously offered to display the cars on the driving range where participants and spectators will cast their votes for the favorite car in various categories. A reception will follow with awards, door prizes and recognition of our sponsors and volunteers.

Just to add a little more fun to the rally, we have teamed up with **Albuquerque Indoor Karting** (www.abqkarting.com), who will host the "Race Challenge" portion of the rally. The first 25 drivers will have the opportunity to race around the track to earn additional points towards their rally score!

We also have received an awesome prize donation from **Loree Racing School & Rent 2 Race** (www.rent2race.com). They will donate a "Driving Experience" gift certificate as a prize for a rally winner! "Driving Out Cancer" is promising to be great time for participants and spectators alike, while we join together to raise funds to help reduce cancer suffering for New Mexico's families. Thank you for your time and participation. I look forward to seeing you all on April 19th!

Janet Quintana-Cook

Director, Cancer Services of New Mexico

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Remember to check our web site for periodic updates: www.nmbmwcca.org

President's Message

by Jon van Arsdel

Jan 2008

I hope everyone had a good holiday season. The snows have fallen and the ski areas are happy. The temporary migration of Texans and Oklahomans to our ski slopes is in full swing. Not too many BMW's are involved, but lots of Suburbans and Excursions.

Most of our high-performance BMW's (especially those wearing summer-only tires) have hibernated for the winter. It is time for all-wheel-drive, boots, and snow shovels. BMW X-technology will be at its best.

This past quarter, we had the annual Fall Tour, a membership meeting, and a tech session at Sandía BMW.

The Annual Karl Fox Memorial Fall Tour was Sunday, October 7. The turnout was great! We had 16 BMW's and about 30 people come on a gorgeous tour through the Manzano Mountains. The weather was perfect, and many brought convertibles. We explored the towns of Tijeras, Escabosa, Chililí, Tajique, Torreón, and Manzano before stopping for lunch. We had a group lunch at the historic Shaffer Hotel in downtown Mountainair. After lunch, we all visited the Quarai at Salinas Pueblo national monument. Thank you to tourmeister Phil Márquez for putting together a great event!

The December tech session was on Wednesday the 12th at Sandía BMW in Albuquerque. Sandía Service Manager Jeff Cline arranged a great meeting with lots of new and exciting information. Peter Limone, Jeff Reece, and Jim Johnson also assisted with the tech session. The new 1-series (128i and 135i) was a topic of major interest to club members. We were able to watch some film clips and get preliminary information on these exciting new cars. BMW's on display were a new 335 hardtop convertible, and a new X5.

Following the tech session, the New México Chapter held its annual officer elections. Elected were the following:

President	Jonathan van Arsdel
Vice-President	Robert Kauffman
Treasurer	David Penasa
Secretary	Daniel Flegel
Webmaster	Steven Nowaczek
Newsletter Editor	William Kurey

Upcoming events include three planned tech sessions. The dates are correct as of this writing, but please double check for changes before each event. We are still work-

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ing on the details.

The January 16 tech session is planned to be held at European Automotive Specialists (135 Wyoming NE). Owner Robert Weinberg will be our host for this event. Also, Barry Ross of Alloy Wheel Repair of New México will give a presentation on wheel straightening and refinishing. Phil Márquez is the event coordinator.

The February 21 tech session will be at Lobo Motorsports on the University of New México campus in the Mechanical Engineering building. David Penasa is the event coordinator.

The March 13 tech session will be at Southwest Collision Craftsmen (3401 Claremont NE). Owner Manny Córdova always has new and interesting information about body restoration and repair. Jon van Arsdel is the event coordinator.

As is our normal custom, food is included in the above events.

Vehicle update. Our BMW X3 has now taken us on our first long journey (about 2500 miles). My wife and I went to central México for two weeks. It proved well suited for road conditions there. The compact size is great for the narrow roads and small places to park. Lucy took her camera, but it was not working properly; regrettably we do not have any photos to share.

The New México chapter of the BMW CCA is always looking for event leaders, and also officers for the board of directors. If you are interested, please notify someone on the current BoD.

As always, watch your email for changes and updates to the events. You can also check <http://www.nmbmwcca.org/> for additional information.

I hope to see each of you soon!

Jon van Arsdel
President
BMW CCA of NM

NMBMWCCA.ORG



Back Seat Driving

If any of you ever find a worthwhile or interesting BMW or auto-enthusiast related article while you are surfing the web, please take a moment to send a link to me. We are always on the lookout for material to include in our next issue. Your participation will help ensure this remains your newsletter! I look forward to hearing from you.

Bill Kurey

editor@nmbmwcca.org



Welcome New Members

Kieth	Bone	535is	1988
George	Dietrich	530	2002
Howard	Nelson	X5	2004
Steve	Nelson	325is	1993
Hon	Roehrig	2002tii	1974

TIPS ON MOUNTING RUN FLAT TIRES

While most tire service centers are equipped with "rim-clamp" or "touchless" tire changers, some changers feature rollers that loosen the beads, while others feature side-shovel bead looseners. The rollers loosen the beads as the tire revolves on the changer, while side-shovel bead looseners require the service technician to position, rotate and flip the tire and wheel assembly manually. If you have a choice, a service center equipped with a mounting machine using rollers to loosen the bead is preferred.

The rollers and side-shovel bead looseners must remain positioned on the sidewall near the bead (adjacent to the wheel flange without making contact). If either style bead loosener is placed on the sidewall too far away from the bead, it may damage the tire's rubber sidewall inserts. For example, incorrectly placed side-shovel looseners may distort the sidewall far enough to damage the tire's run-flat insert, identified by one or more "crescent-shaped" cracks visible on the interior of the sidewall when the tire is removed from the wheel.

Bead looseners should begin with the backside bead and only be allowed to press far enough to free the bead from the wheel. Tire lubricant should be applied to the tire and wheel as the bead initially is pushed free of the rim flange. With side-shovel looseners, the tire/wheel assembly must be manually rotated to an adjacent spot to be loosened and the process is performed repeatedly around the tire until the backside bead is loosened. Then the process is performed repeatedly around the front of the tire until the outside bead is loosened.

The tire should be removed from the wheel following the tire machine's instructions.

Before the tire is reinstalled following the tire machine's instructions, the original TPMS aluminum sensors should be fitted with a new rubber grommet (also called an o-ring or seal), special nickel-plated valve core and aluminum retaining nut. It is important that all components be torqued to appropriate specifications to prevent air leaks. Attempting to reuse the original rubber grommet, valve core and retaining nut may also result in an air leak.

Note: A standard brass valve core used in an aluminum tire pressure sensor valve stem will experience galvanic corrosion and the brass valve core will eventually seize in the valve's aluminum barrel. Only special nickel-plated valve cores should be used in aluminum tire pressure sensor valve stems.

Found at: <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=153>

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On the Docket



Calendar of Events

January 16, 6:00 p.m. Tech Session. European Automotive Specialists, 135 Wyoming NE, Albuquerque.

February 21, 6:00 p.m. Tech Session. Lobo Motorsports. University of New México Mechanical Engineering Department.

March 13, 6:00 p.m. Tech Session. Southwest Collision Craftsmen.

April 19. Scavenger Rally. Cancer Services of New México charity event.

April 27. Annual Spring Tour.

May 18. Annual Clean Car Show.

June TBD. Tech Session. Santa Fé BMW.

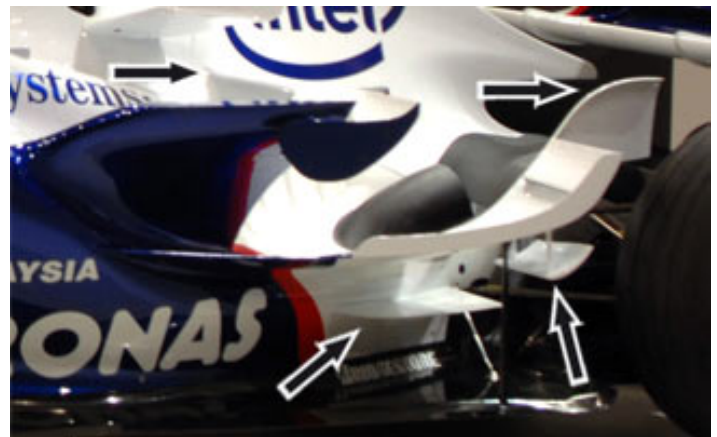


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More on F1 Aerodynamics.....

Tiny rear end and new layout of T-wings

Although it might take a second look to see it, the new BMW Sauber has been developed intensively over the winter. Most of the work has gone into the sidepods which now appear to be a step ahead to Ferrari and McLaren. The rear end is so small and low that there was no choice but to lengthen the root of the flipups to be able to attach them to the chassis. The void that was created beneath the flipups is also



handily used to add a couple of small winglets. It is however surprising that BMW have opted to hang up a small winglet under the flipup with two struts while they could have easily made use of the support (black) that is connected to the car's floor.

A particular novelty relating to the sidepod's shape is the "heck" (tail) wing. Contrary to the common mid wing placed between the ends of the flipups, it connects the T-wings with the engine cover, creating a wide aerofoil - this item does not create downforce by itself but will rather point air towards the rear wing. Additionally, the T-wing itself is not any longer connected directly to the sidepod but instead glued onto the chimney.

Taken from: <http://www.f1technical.net/development/121>

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: webmaster@nmbmwcca.org subject: *Classifieds*. Ads may be edited due to space limitations. There is also the free classifieds section on the chapter website for you to use.

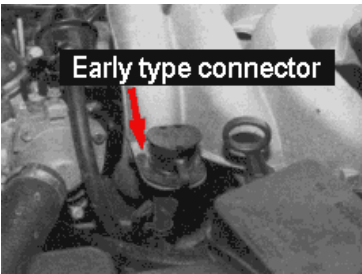
CARS FOR SALE

1982 633 CSI, Anthacite Gray, Superior Condition, New Tires, Interior Leather like new, \$4000.00, 505-263-1995

1985 Euro M6; Cinnarot color, in excellent condition; E39/M5 17" wheels with very low mileage Sumitomo. The car has 142K pampered miles. Previous one owner car belonged to Mike Rasmussen, dealership owner of Rasmussen BMW in Portland, Oregon. Babied it's entire life. Absolutely stunning automobile. Viewing by appointment only. Pictures by request at Patomanhpm@netscape.com Call Phil at 505-869-6981

Resetting the service interval indicator lights on BMW E30's and similar

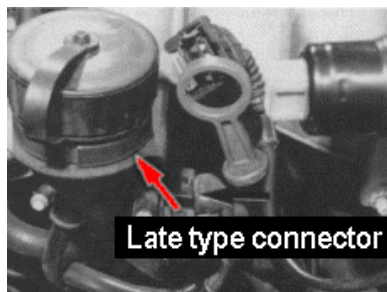
You'll need a piece of electrical wire (10/15 cm) to serve as a jumper wire. According to Patrick Farrel, a BMW master tech working at a dealer in MD, you should **always use a fused jumper wire**. First, locate the diagnostic socket, at the engine compartment.



Early type connector

There are two different types: up to 1987, it's located near the intake manifold, and has a red cap:

After 1987, you have to find a big round black plastic socket, with a cap held by a plastic strap, located near the oil dipstick (M20 engines) or near the firewall, driver's side (M40 engines):

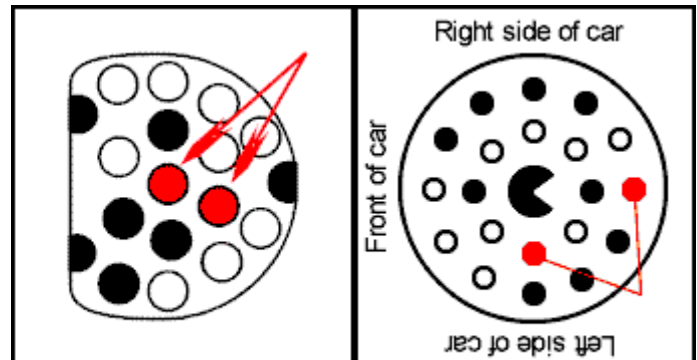


Late type connector

Pull the cap (early connector), or unscrew it (late connector), and you'll see a number of connectors, depending of the type of plug (see the diagrams in the right column)

According to the type of plug on your car, locate the right connectors, marked red in the diagrams;

- Use the jumper wire to connect them together
- Turn the key to ON position, without starting the car



Early type socket

Late type socket

- When the 5 LED's in the dash light up (3/4 seconds), turn off the key. If you keep the ignition on, another 6/7 seconds, after the LED's appear, you'll perform an inspection reset, too. Disconnect the jumper wire.
 - Make sure you jump the right connectors! The best way to follow the diagram for the late type connector is to match its center circle cut (that looks like a pacman :o) with the one in your car. The earlier one has a flat side, so it's easier to follow.
- If you **can't** reset the lights, or if they reset and return after a few days, you probably have to replace the SI board batteries. If You need help on changing the Batteries email back for instruction.

Taken From: <http://www.beckerelectronics.com/BMW/serviceintervalreset.html>

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WEB LINKS FOR THIS ISSUE

<http://www.f1technical.net/development/121>

<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=153>

<http://www.beckerelectronics.com/BMW/servicelightreset.htm>



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

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