



Upcoming Events

July Event

July 17 2014 - 6:00 pm Member Meeting

Check your email for event location and other information.

Drive 4 Corners Meet

August 1-4 promises to bring summer weather in Pagosa Springs, CO. It also promises to bring together a large collection of BMW's from all over the country. See more details in the newsletter.

August Event

August 21 2014- 6:00 pm Member Meeting

Check your email for event location and other information

September Event

September 13 2014 - 8:30 am will have the NM Chapter saddling up for a fun drive from Edgewood, NM to Pecos National Monument. It will be a morning drive to the monument, picnic lunch, then an afternoon run up NM 63 out of Pecos for Terrero, an old mining town. Homeward bound on your own from there...

October Fall Tour

October 12, 2014: We need a Tourmeister so please contact Jon van Arsdel or the Editor!



A few of us got to get a hand on the i8!

Oktoberfest 2014!

James Irick, Newsletter Editor

For this first timer to Oktoberfest, the trip up to Beaver Creek was a welcome break to the daily grind back and forth to Kirtland AFB. We organized a "caravan" of 8 of us traveling from Albuquerque to Beaver Creek via US 285 and US 24. It was a lovely trip and the travelers were well prepared when we arrived at the hotel in Beaver Creek.

Anyone who has not yet attended an O'Fest, you should plan to go at least once in your tenure with the BMW CCA. It was a great time and a great experience to meet up with fellow "geeks" who know more than I about BMW and the cars they love to drive. I feel like the next time we meet up we will pick up where we left off at Beaver Creek...



BMW CCA Concours 2014 Beaver Creek Golf Club

O'Fest 2014 Continued:

There are a wealth of opportunities to show off your car at the Concours, which I volunteered to help judge. Never before have I spent so much time cleaning my X1 but it was worth it to see it with the other cars gleaming in the sun on the 18th fairway at the Beaver Creek Golf Club. We traveled to a resort ranch Wednesday and were treated to an outstanding "cook out" with a celebrity chef and all the fix ins. The trip back to Beaver stopped in Eagle for an ad-hoc car show on their main street. The whole town seemed to come out to see the BMW's on display and were treated to the i8 and new M4 straight from the South Carolina M school. Scenic drives organized by the Rocky Mountain Chapter (host), a drifting competition in the M4 Thursday and Friday and an Auto-cross rounded out my events this time.



The New M4 ready for Track Time!

Friday's Banquet honored the one participant who has attended all 45 Oktoberfest's! We heard from Bobby Rahal, co-owner of RLL Racing (racing BMW Z4's), BMW NA representatives and the CCA gave out a slew of awards for the weeks events. Oh yeah, since the CCA sold 41000 tickets for the Raffle we watched 8 cars given away, though none of the winners were present. Next years O'Fest will be in Galloway, NJ so plan on taking a drive September 2015!

A Note From the President of the Chapter

By Jon van Arsdel, President NM BMW CCA

Summer has arrived in New México. It has been a hotter-than-normal, dry, and windy spring. There are some projections that El Niño is strengthening, due to warmer temperatures in the Pacific Ocean. This *could* result in an active monsoon (rainy) season this year. The rains may (or may not) be starting about the time you receive this newsletter.

This past quarter, we had the Spring Tour, the Spring Fiesta, Oktoberfest, and a tech session.

On April 5th, 2014, we had our annual Spring Tour. James Irick wrote a great article about the tour in our last newsletter.

On May 4th, Sandía BMW (6001 Pan American Fwy., NE in Albuquerque) hosted the annual BMW Spring Fiesta. The event was open to all BMW, Mini, and BMW Motorcycle enthusiasts. Sandía Service Director Jeff Reece was the coordinator. Jeff was also the master chef, and singlehandedly cooked enough food for about 60 hungry people. We had a very large number of people attend this very fine event, especially BMW owners. A brand new F22 2-Series was conveniently parked nearby, for all to see and admire. The barbecue (contributed by Sandía BMW) was excellent. Mother Nature really cooperated with the weather this year. There were a lot of new people at the event, and I went on a recruiting mission for new members.

June 7th was the annual tech session at Santa Fé BMW. As usual, Service Manager Andy Caperones put together an excellent event. The new BMW 2-Series and the new BMW i3 were the topics of the tech session. These cars are very significant for the future of BMW. The 2-Series is currently available as the 228i and M235i, with either a four or six cylinder turbocharged engine. It is a car specifically targeted at the sports-car driver (e.g. many BMW CCA members), and is very similar in size to the old E46. In contrast, the i3 is the first all-electric BMW, and it looks to be a really good product. It is a significant shift in market for BMW.

Find us Online:
<http://www.nmbmwcca.org>

President's Note Continued:

The Annual Karl Fox Memorial Fall Tour will be on Sunday, October 12, 2014. We are actively seeking a Tourmeister for this event.

Oktoberfest journey. My wife Luz María and I had the privilege of attending BMW CCA Oktoberfest this year, in Beaver Creek, Colorado. We had not attended an Oktoberfest since 2002, when it was in Keystone, CO. The events on the East Coast and the West Coast are a bit too far to drive, for our busy lives.

A small group of us from the New México Chapter formed a loose convoy, and drove from Bernalillo to Beaver Creek. It was a full day, but a very scenic drive. We traveled the main highways through Santa Fé and Española. Then we traveled the narrow roads of beautiful Northern New México, through the Carson National Forest, through Tres Piedras, and on to Colorado. The scenery was great.

After a lunch stop in Antofñito, Colorado, we continued our journey north. Many of the mountain peaks we passed are above 14,000 feet in elevation, and are some of the highest in North America. Most of the peaks still had a lot of snow on top. We partially traced the path of the Arkansas River, which was full and flowing very rapidly.

We then passed through Leadville (CO), elevation 10,200, which is supposed to be the highest incorporated town in the USA. After that, we began our rather steep descent into Avon (Beaver Creek).

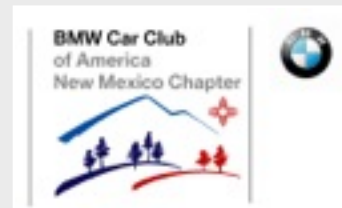
My wife and I spent all week at Avon. We attended some O'fest events, as well as doing some individual scenic tours in our X3. It was a spectacular trip. James has written an excellent article on some of the events, so I will not overlap his information. Roundel should also have a lot of information and photos in the upcoming issue.

Santa Fé area members: the New México Chapter needs a dealership liaison. If you are an enthusiast who visits the dealership on a regular basis, please contact me.

Very special congratulations go to Master Technician **Peter Limone** at Sandía BMW for his national award. Please see the article on his achievements elsewhere in this newsletter.

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.

I hope to see each of you soon!
Jon van Arsdel
el Presidente
BMW CCA of NM



Drive 4 Corners BMW Meet August 1-4, 2014

The weather in August in Pagosa Springs, CO is breathtaking. Especially if you are living in the desert southwest...What a perfect time to take your ride and head to the mountains!

This will be the 4th annual Drive 4 Corners meet in Pagosa Springs August 1-4, 2014.

The host hotel is the Quality Inn in Pagosa Springs. Located next to Pagosa Hot Springs in downtown. Rate is only \$79/night... in peak season! You must register for the event first then call the hotel at (970)264-4173 and mention BMW Meet in August for the rate. Only 80 rooms reserved to the meet so book early!

There are several events during the meet including tech sessions, caravan drive to Wolf Creek Pass and meet and greets. Go to their website: <http://drive4corners.com> for more information and to sign up.

The Drive4Corners group is also looking to set up caravans for drivers to meet up prior to getting to Pagosa. Check out the website for more info and to volunteer as a Tourmeister!

See you there!!

Tech Tips for your BMW

By James Irick

Why you need Tire Pressure Monitoring

Most modern cars sold in the US have a system installed to monitor the tire pressure on the car. This system called Tire Pressure Monitoring System (TPMS) is there to keep you informed of a leaking tire or a under inflated tire for safety.

On BMW's built after 2007 it was mandatory in the US to have TPMS installed (indeed all vehicles from 2008 on). The main reason for this is the switch of manufacturers (including BMW) to Run Flat Tires which eliminated the spare tire in the trunk.

The BMW system does not give the pressures directly on the car's dashboard. The system will only warn you if a tire is out of range to the other tires on the car. This signals the computer that a tire is low and needs servicing and turns on the "YELLOW" Tire Warning.

If the pressure drop is greater or there is no pressure at all in the tire the computer sends a warning to the dashboard that a tire is dangerously low and a "RED" Tire Warning appears on the dashboard.

With Run Flat Tires it is acceptable to continue driving on even a flat tire when you follow the requirements of the Owners Manual for your model BMW. If you have switched tires to non-Run Flat, you need to stop safely and pull off the road as your tire will not carry the vehicle.

This system will not warn of a drastic loss of pressure (Blow Out) nor can it monitor a tire pressure loss if all the tires are dropping equally. You are still involved in making sure your tires are properly inflated...

The added benefit of TPMS is you can ensure your tires are performing properly and can improve your vehicles efficiency since a properly inflated tire reduces rolling resistance and increases fuel economy!

Profiles In Achievement

By Jon van Arsdel

Sandía BMW has always taken pride on the reputation of their service department. They have consistently ranked among the best BMW dealers in the nation. Now Sandía has an additional reason to celebrate.

Master Technician **Peter Limone** was ranked first in the US Western Region, and tied for second in the entire United States. The Western Region consists of NM, CO, WY, MT, AZ, UT, ID, CA, OR, WA, HI, and AK. There are over 6000 BMW technicians in the USA. Peter achieved this rating in June 2014.

In order to compete for Profiles in Achievement, one must have been a certified BMW Master Technician for over five years, have completed multiple levels of training, and have a very high customer satisfaction index (CSI). The final ranking system consists of written exam scores, practical exam scores, and the CSI.

Peter completed three very complex written exams, and had a superior CSI. He was one of 37 Master Technicians who qualified to compete at the national level. At the national competition in New Jersey, the Technicians were required to diagnose problems on BMW-supplied cars that had a "bug" loaded into them.

There was also another written exam. After all the Master Technicians were scored and ranked, Mr. Limone was among the top winners. He will be receiving a fabulous Mediterranean Cruise vacation, courtesy of BMW.

Very hearty congratulations are in order for Peter Limone who is a member of the New Mexico Chapter of the BMW CCA!

Well Done Peter!

Auto-Crossing 101 for NM Chapter Members By Len Heinz, NM BMW CCA

Auto-crossing is a great way to have fun in your car. It is a low-risk, low-wear, high-octane blast. It gives you a chance to see how you and your car perform at your limits but in a safe and controlled environment. Even apart from the competition aspects of the event, you will find it an enormous thrill to see just how quickly you can shuffle your BMW or Mini through a series of turns and slaloms. And the experience is invaluable for a new driver. I began auto-crossing ten years ago as a way for my son to get some sense of how cars behave in extreme situations. It was far safer for him to learn these things on an auto-cross course rather than the first time a deer leapt out in front of his car.

The basic idea of auto-cross is simple. Orange traffic cones are used to lay out a course on a paved open space, such as a parking lot. Electronic timers are set up at the start and end of the course, and drivers see how fast they can drive around it – they race the clock, not other cars. A typical course takes anywhere from less than 30 seconds to more than a minute to navigate. Every auto-cross event sees a new course design, although courses are usually assembled – like tinker toys – from commonly used elements.

An auto-cross event typically takes a day. During that day, each driver gets six to ten opportunities to drive through the course. The day starts with course set-up, registration and an opportunity to walk through the course. Courses are reviewed by trained safety stewards to make sure that they conform to safety rules. Once the day starts, drivers are either driving, waiting to drive, or working. Everyone works during an auto-cross session. While a group of people handles timing and scoring duties, the most common job is working in designated safe areas out on the course, collecting and resetting cones that drivers dislodge.

Drivers compete in different classes based on the cars they are driving and the modifications made to those cars. At some events, times are also run through a handicap formula so that drivers in different classes can compare their times. Timing is kept to the thousandths of a second, and I have both won and lost events by less than 5/1000ths of a second. Drivers must follow the course to get a valid time. They incur a 2 second penalty for every cone they knock over or bump out of its chalked location. The cone penalty means that a driver needs to get a clean run to get a good time.

While auto-cross is a competition event, the competitive aspect is low-key. I have found auto-crossers – even those competing head to head in the same car classes – to be uniformly pleasant and helpful. The clubs that run auto-cross events know that bringing new people into the sport is their lifeblood, and they make sure that novices are welcome.
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FINANCIAL STATEMENT YEAR ENDING 2013	
ASSETS	
Total Cash in Bank Accounts	\$5813.04
Total Liabilities and Equity	\$0.0
INCOME	
Membership Dues	\$4697.13
Rebates from National	\$555.00
Other	\$455.00
Total Income	\$5707.13
EXPENSES	
Newsletter	\$743.20
Postage	\$1017.10
Insurance	\$622.96
Meetings	\$1588.11
Other	\$942.41
Total Expenses	\$4913.78
NET INCOME	\$793.35

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We are fortunate to have an active auto-cross scene here in New Mexico. Two clubs in particular organize and run a number of excellent auto-cross events every year. The Rio Grande chapter of the Sports Car Club of America runs events in Albuquerque and Farmington. The Roadrunner region of the Porsche Club of America also runs a number of auto-crosses each year. While the car classes used at Porsche event are geared more for Porsches than other cars, the Porsche club welcomes all comers to their events.

What do you need to go auto-crossing? Well first, find an event that you want to attend. Both the SCCA and the PCA club post schedules of their events on their websites, together with directions to locations and basic information. Next, get your car ready for auto-cross. What kind of car do you need? Just about any car will do. I've seen many models of BMW auto-crossed, from 2002s to 6 series. MINIs and Z series make particularly fun auto-crossers. In general, SUVs and other vehicles with high centers of gravity are not allowed on an auto-cross course, but I have seen a huge variety of vehicles running the cones.

You should be sure that your car is operating properly, that its fluids are topped up, that the brakes and tires are good, and that the battery is secure in its compartment. Either before the event or at it, you should remove loose objects from the car, take out any floor mats, and remove any hubcaps. Expect that your car will be subject to a brief technical inspection at the start of the day. There is no need to be concerned about burning up your clutch or tires. You are in control of your car and can decide how hard you want to drive it. And even driving aggressively, I find that I've never replaced a clutch and that I go through a set of "ultra high performance" summer tires in about two years.

You will need a helmet, as both clubs' safety rules require it. Both clubs have helmets available at their events, but it is always better to have your own. You can use either a car or a motorcycle helmet. Either way, it should conform to at least the 2000 helmet certification requirements. You can usually determine this by looking for a sticker inside the helmet; an "M2000," "M2005," "M2010," "SA2000," "SA2005," or "SA2010" tag means that you are good to go. Both the SCCA and Porsche clubs also accept other types of helmets; check with them for details.

Auto-crossing is an all-day event and will involve working out on the course, so dress accordingly and bring sunscreen, food and fluids. I normally bring a few additional things as well, such as a tire pressure gauge and a small air compressor, but they really are optional items. Bring cash to pay for the event - anywhere from \$35 for a single day event to \$60 if you are planning to attend both days of a two-day event. Finally, bring something you can use to put numbers on your car. If you get serious about auto-crossing, you will want a set of magnetic numbers to put on your car. But until then, shoe polish on the windows or some blue "racer tape" will do the trick.

When you get to the event, find a place to park and remove any loose items from your car. Find the registration desk and get registered for the event. (The SCCA club also offers on-line registration in advance of events.) You will be asked to sign a waiver and pay at that time. Ask what the process is for a technical inspection of your car - referred to as "tech." In you are a novice, let the folks at registration know that and find out how the club is handling novices. For example, the SCCA club will put you in a novice class and may require an instructor to ride with you for your first few runs. Once the course is set up, be sure to walk through it and get a sense of how it works and where it goes. Both clubs offer guided course tours for novices with experienced auto-crossers. Be sure to take advantage of this. I still do it after eight years of auto-crossing.

Once registration is done and people have had a chance to walk through the course, the drivers will be organized into run groups. Typically one group works while the other drives, with a break for lunch.

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Now comes the fun part – driving the course. Most auto-cross courses have you using only first and second gear, with first usually required only at the start. Top speeds rarely exceed 55 MPH. But you will find that weaving through a line of cones at 35 MPH somehow seems very fast. Your goal on your first run should be to find your way through the course. Cones come up quite quickly when you are driving at them. But you will quickly find that the course is set up to give you a continuing set of visual cues as to where you should be going. Be sure to take advantage of the instructors at an event. They are very good at helping novices make sense of what at first can look like a sea of cones.

Once you can confidently find your way around the course, the fun really begins. You will find yourself planning each run in advance, visualizing the course and your approach to it. And after each run, you will be asking yourself what went well, what didn't, and where you can find more speed. Once that happens, you have been bitten by the auto-cross bug.

And how do you get better times? That is a topic for another article.



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