



Upcoming Events

October Event

Karl Fox Memorial Tour

October 9, 8:30 am

Route 66 Anniversary Tour

Join us for our Fall Tour starting at Tramway and Central for Bernalillo, NM for a guided tour of Historic Route 66!

Email details to follow

November Event

Member Meeting

November 17, 6:00 pm

TBD

Join us for a Member Meeting at a location soon to be determined...

Email Details to Follow

December Event

Holiday Party

Join us for a Holiday Party to celebrate this festive time of year!

Email details to follow



The Mother Road

James Irick, Newsletter Editor

The year was 1925 in Springfield, MO. Route 66 was born with the plan of connecting Chicago with Los Angeles through the scenic southwest US. Most of the route was created using existing roads (though mostly unpaved) via the Ozark Trails and the National Auto Trails Road. The route through New Mexico followed the end of the Ozark Trails and tied into the National Auto Trails at Las Vegas. The routing carried along the current I-25 through Santa Fe and south into Albuquerque. Then south to Los Lunas and west towards Laguna along current NM-6. After 1936 the routing was changed and followed the current I-40 alignment through Albuquerque on Central Avenue. This led to a unique part of US-66 where 4th Street and Central are both labeled as US-66 albeit from different eras...

For the many families headed west for a new life the famous highway was a welcoming ribbon of fortune. The motel (motor hotel), gas stations every 20 miles and passing thorough countless small towns helped bring the country closer together and integrated many differing cultures along the route. With the advent of the Interstate Highway System most of the culture faded with the bypass of towns and city centers.

I can remember as a child in the 1970's getting off I-40 and passing through Gallup on the Route 66 alignment. It wasn't until the 1980's that this stretch of I-40 was completed and bypassed the heart of Gallup. This bypass was one of the final changes that signaled the end of US-66 as a highway. Fortunately it continued to inspire the dreamers and wanderers to head west and seek fame and fortune. There were historic preservation attempts in California, Arizona and New Mexico to keep the spirit of the highway alive and maintain the historic sections of the road that were abandoned to I-40.

For the avid BMW owner there are several opportunities to travel the original "Mother Road" and see how getting to LA from Chicago took a lot longer than it does on the modern Interstate. The benefit of the smaller road is the lack of traffic and twists and turns that are much more entertaining for the Ultimate Driving Machine. Thanks to the efforts of historic preservation a lot of the original road is still found in New Mexico and in fact we get to tour a part of it during the Fall Tour.

Happy Motoring!



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

A Note From the President

Autumn is here; so far the weather has been mostly nice. Balloon Fiesta is here. The days are getting shorter and somewhat cooler. The leaves on the trees should be beginning to change color over the next few weeks.

This past quarter, we had two tech sessions and a membership meeting. It is great to see a lot of new faces bringing new enthusiasm to our club.

On July 22, we had a tech session hosted by PNM (Public Utility Company of New México). It was actually more of a demonstration session, and several BMW CCA members were able to drive electric cars by a few different manufacturers. There was a lot of enthusiasm around the BMW i3, as well as some hybrid models.

On August 18, we had a membership meeting and dinner.

On September 10, we had a tech session at Santa Fé BMW, with Andy Caperones. The all new BMW M2 was the star of the session. Andy talked about the development and the features of the M2. He contrasted it with some of the features of the M4. Andy also talked about BMW innovations, past and present. It was a beautiful day, and the membership turnout was great.

Many BMW CCA members went to the BMW Drive 4 Corners event in Pagosa Springs, Colorado. This year, it ran from August 12-15. I had the privilege of attending, and had a great time. Thank you to Tom Schultz for putting together a great event.

Next quarter we are planning three events, the Fall Tour, a membership meeting, and a holiday dinner. We are also planning great tech sessions in January and February. Please see the calendar of events in this issue. Details are still being worked out for the tech sessions; so watch your email for updates on those and the holiday dinner.

The Annual Karl H. Fox Memorial Fall Tour will be held on Sunday, October 9th. The route this year will leave Albuquerque, and retrace parts of the old US Route 66. Boyd Kleefisch will be the tourmeister. The scenery should be excellent. We have already put in a request for excellent weather. A nice lunch will be a part of the tour.

The annual chapter holiday party will be in December. Watch for details in your email.

Sandía BMW continues hosting "Wheels and Coffee". It is open to all car enthusiasts, and is (for now) the third Saturday of every month. It is strictly a social event, with an opportunity to display our cars. Thank you to Barry Bolio (Sales Manager), and all of the great people at Sandía BMW for hosting this event.

Milestones.

Former BMW CCA member Bruce Papier passed away August 15, 2016. He retired as a professor at New México Highlands University, and was head of the Design Graphics department. Bruce was the editor of the newsletter for the New México Chapter of the BMW CCA for a few years. He was a life-long car enthusiast. He drove a bright red Mini until the very end. That car is now part of his estate (along with a Land Rover). Bruce passed away at his home in Santa Fé.

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 www.nmbmwcca.org for additional information.

Jon van Arsdel
el Presidente

BMW CCA of NM



Tech Tips for your BMW Jon van Arsdel On Board Computer Upgrade and Brake Dust Reduction

On Board Computer Upgrade.

My 1999 323i (E46) was built without the on board computer (OBC). I special-ordered the car back in 1999, and the OBC must have been an optional feature that I could not afford. But I have always wanted the outside air temperature gauge (OAT) that is a part of the OBC.

I had read that the OBC circuitry is included on all E46 cars, and simply needs to be enabled. I was curious, and decided to give it a try. My car has automatic climate control, and therefore has the temperature sensor outside of the car (most, but not all E46 cars have this). I bought the replacement turn signal switch (BMW part number 61318363668), which has the BC button for control of the OBC functions. Please note this switch did not show up when I searched by my car's serial number, since the car did not originally have the OBC.

After installing the new switch, I found that my electronic diagnostic system did not have a method to enable the OBC. Therefore, I took it to Sandia BMW and had it electronically programmed. Now, my E46 has the full OBC, which includes OAT, mileage, miles to empty, clock, etc. All of this was for the price of a turn signal switch, plus some electronic programming.

If this is a retrofit that appeals to you, it is fairly easy. Please verify your E46 has the outside temperature sensor (on the lower left side, behind the front bumper). Also, please verify the turn signal switch number is correct; part numbers can change and be superseded.

Reducing the dust.

BMW's have a long-standing reputation for great performance, great handling, and great brakes. For the last few generations, BMW brakes have had the unfortunate side effect of brake dust. The old asbestos-based brake pads have been mostly phased out, and replaced by organic and semi-metallic pads. Although the brakes stop very well, BMW owners have been frustrated by the constant wheel cleaning needed, due to brake dust.

My E46 was a "poster child" for the brake dust problem. I could have my white 323i super clean, but after just a few stops, the wheels were already covered in black brake dust. With the time for a brake job quickly approaching, I decided to investigate alternatives to the factory brakes. I wanted great stopping power; but I also wanted low dust.

After doing a lot of reading and research, I decided I wanted ceramic brakes. These should satisfy both of my goals for stopping power and low dust. Unfortunately, there was a lot of anecdotal information out about ceramic brakes having a "mushy" pedal feel and poor stopping power. But the common thread was, the bad results seemed to be after someone had done a partial brake job. For example, they had replaced the pads only (no rotors); or they had replaced the pads and rotors on the front brakes only (not the rears).

I decided to pursue the brake job as a complete retrofit. This would negate any effect of differing friction coefficients, between ceramic brakes and the original factory brakes. I decided to use Akebono premium ceramic brake pads. I stayed with genuine BMW replacement rotors, clips, sensors, and retaining bolts. I replaced all pads and rotors (front and rear). I cleaned the accumulated brake dust from the inside of my wheels, and from the brake calipers.

The instructions that came with the brake pads described the "bedding-in" process. This was prophetic in nature. My first few stops with the new brakes were less than spectacular. In fact, I wondered if I had really made the wrong choice in pads. But after a couple hundred somewhat cautious miles, the hard ceramic brakes had completely bedded in. I now absolutely prefer the new brakes. They are very linear, and not "grabby" like the original factory pads. They stop quickly and evenly.

The new brakes are virtually dust free. My wheels stay much cleaner than previously. Some of the new BMW's are also now using ceramic pads from the factory, for low dust and good stopping power. I used Akebono pads for my E46, but there are also other premium ceramic brands on the market. The bed-in process is absolutely essential.



Behold the Future! The B58 inline-6 Turbo!!

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