



The Rio Grande Redline



BMW CCA New Mexico Chapter

www.nmbmwcca.org

Upcoming Events

April Event

Spring Tour

April 7, 8:00 am

Join us for the Spring Tour to the VLA near Socorro! Meet at Sandia BMW at 8:00 am for a great drive!

May Event

Spring Fiesta

May 6, 9:00 am

Join us for our Spring Fiesta Clean Car Show and BBQ at Sandia BMW!

June Event

Tech Session- Santa Fe BMW

June 23, 9:00 am

Join us for a Tech Session with Chad Fiebiger at Santa Fe BMW!

Email details to follow



Spring Into Spring

James Irick, Newsletter Editor

This winter was one of broken promises of my using xDrive in snowy conditions and I was ok with that. I have been working in the garage on old cars and older cars and was able to keep them alive through the dark times...

Having seen the new M5 at Sandia BMW last month I was wondering what it would be like to have a new M car, or at least a newer one. There was a time in the recent past when you needed a racing license or driving school to properly drive an M5. At one point BMW realized the complexity and provided a unique tool: the 'M' button on the steering wheel. Do you remember?

With the push of one button you got rid of all electronic monitors and nannies and let the powertrain operate as originally designed. You would want to be on a track at that point because you'd be facing felony speeding charges otherwise.

The new M5 continues the long tradition of BMW M by giving us all the best technology available for driving excellence. However the famed 'M' button is no longer on any part of the vehicle. Why the change of heart? I would argue the newer class of driver is able to understand the complex arrangement of M vehicles and the buttons, knobs and switches involved with taking the vehicle from grocery getter to track demon are steps that aren't unusual nor scary for 'younger' drivers.

This doesn't mean the BMW Genius at your local BMW Center doesn't get a workout on the computer reading manuals and tech specs to help you with your new purchase. There are volumes of data online about how to properly operate any new car and the M5 is no exception. I would argue that having engineering or technical skill set doesn't mean you'll understand all that is offered on the M5. A lot of what is involved with the new vehicle is based on research with groups of current and future drivers to see what BMW can do to improve their product. Just like the new flavor of soft drink auto manufacturers use marketing to get a feel of where they are and what they need to do to sell more drinks, or cars.

Those of us at the Annual Meeting witnessed the world record setting event of the M5 on a drift pad. They set a world record of drifting over 8 hours by setting up another M5 as a refueling vehicle. They had to get two drifting M5s within inches of each other and a brave mechanic had to lean out of the refueling vehicle to connect a hose and fuel the record setting vehicle. They had to do this several times throughout the attempt and that alone shows the new technology and expertise involved with new car design.

Although I won't be owning a new M5 in the near future I would like to think the technology won't scare you off from giving the M a try...it will certainly make the commute on I-25 more entertaining.

James Irick, Newsletter Editor



A Note From the President

Happy spring to everyone! I hope all of you had a splendid winter. If you are a skier, it was a bit lacking (in snow). Our drier than normal winter has now given way to a rather dry and windy spring (so far). And I hope spring turns out to be pleasant for automotive activities.

This past quarter, we had two tech sessions, and a membership meeting.

The February 15, 2018 tech session was at Sandía BMW. Service Manager Jeff Reece was the host. The main topic was the new BMW X3. It has continued to become ever more technologically advanced. Over the past few years, the X3 has become one of the best-selling models for BMW. We also held officer elections for the New México Chapter of the BMW CCA.

The March 22nd tech session was at Southwest Collision Craftsmen. Owner Manny Córdova was the host, at the BMW-specialty body shop. Manny talked about measurement and diagnostics on BMW's and other vehicles. He also talked about increasingly specialized and proprietary methods for body repair. Expensive and sophisticated machines are required. Manny discussed paint care for the upcoming summer months (the time for waxing your BMW is now). We witnessed their commitment to top-quality repair and body work.

During the second quarter of 2018, we have scheduled the Spring Tour, The Spring Fiesta, and a tech session.

The Annual Spring Tour is scheduled for Saturday, April 07, 2018. Jon van Arsdel and James Irick will be the Tourmeisters. This will be a destination tour to the Very Large Array, near Magdalena, New México. We have a reservation for a guided group tour of the facility. This is a "must see" for anyone with an interest in astronomy, or any other science.

The annual Spring Fiesta (clean car show and barbecue) will again be held at Sandía BMW. It is scheduled for Sunday, May 06th. Jeff Reece and all the very hard-working people at Sandía will host the event. Jeff will try to have an example or two of the new BMW models parked at the Fiesta (depending on stock at the dealership). We have submitted a request for nice weather, moderate temperatures, and light winds.

Santa Fé BMW and Service Manager Chad Fiebiger are planning to host a tech session on Saturday, June 23. Watch your email for details.

We are planning a membership meeting in July.

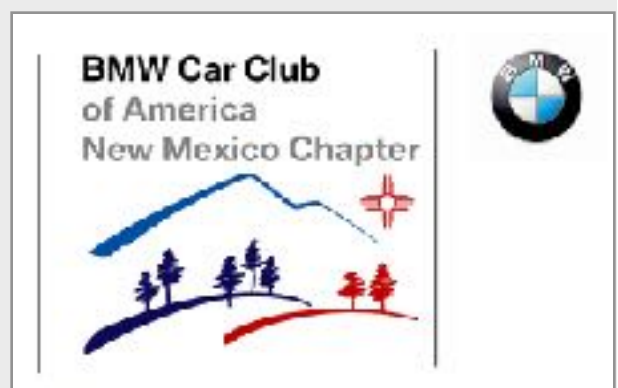
As is our normal custom, food is included or subsidized in most club events.

Please come and join us; we try to have events that appeal to many tastes.

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 History: What about that ‘M’ Button Anyway...

James Irick, Editor

The E60 M5 (2005-2010) was notorious for smoking tires and finding the edges of the road sooner than you’d expected. There were several computers that were engaged in making the car the hot rod it was for the time and all of those computers needed to be working at peak performance to make the car run. If you had the time and skills, you could read up on all the functions of suspension tuning, steering feel and transmission shift points as well as rev limiter and peak horsepower settings.

Or you could push the ‘M’ button on the steering wheel. It bypassed all the settings to max and allowed the traction control and transmission shift points to essentially go out the window. All the power and performance was now available on demand with one push of a button...you were the street racing king or the leader at the track day. We got the ‘M’ button because the primary buyer of the M5 didn’t have a degree in engineering or physics (mostly...) and really didn’t understand what the computers were doing under the hood to make the car go so damn fast. If you could navigate iDrive (version 1.0 or 2.0) you might be able to find the menus with the settings for M mode and how each parameter effected the others. You could tune the car to your individual taste and make it work for you instead of the other way around...or you could push the ‘M’ button.



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