

April—June

Second Quarter 2019



The Rio Grande ***Redline***



BMW CCA New Mexico Chapter

www.nmbmwcca.org



SPRING FORWARD

Upcoming Events

April Events

Spring Tour

Saturday, April 6 @ 7:15 AM

Destination tour to the Trinity Site, near San Antonio, New México

Breakfast at Mimi's Cafe

Saturday, April 13 @ 8:30 AM

<https://goo.gl/maps/mDXE2Fs2uhH2>

May Events

Spring Fiesta

Saturday, May 19, 9 AM — 1:00 PM

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

<https://goo.gl/maps/tje1t1kZGEH2>

Breakfast at Mimi's Cafe

Saturday, May 4 @ 8:30 AM

<https://goo.gl/maps/mDXE2Fs2uhH2>

June Events

Breakfast at Mimi's Cafe

Saturday, June 1 @ 8:30 AM

<https://goo.gl/maps/mDXE2Fs2uhH2>

Tech Session

More information TBA, stay tuned!



Spring

Spring – it's the time of rebirth, of new growth, of new beginnings. The past year was challenging on many levels, and at points it seemed the dark nights and cold winds might win. But as much as Spring is about new beginnings, it's also about a turn of a cycle; a welcome return to old familiar friends even while moving ever forward.

As I write these words the winter's (hopefully) last snow is fading as the sky clears. I'm glad to be back home in New Mexico after many years living elsewhere due to the calls of work and family. The sun is drying out the epic mud bog that is my road, and thoughts are turning to cleaning the dust of a winter's hibernation from Penny to have her polished and ready to go before next week's drive to the Trinity Site. I am grateful for the faith entrusted in me by the membership to help the club move forward another year, and I'm looking forward to meeting you at club meetings and on the highways and back roads of this great state, to hear what you would like to see in this humble newsletter, to share your stories. Please send me your thoughts at editor@nmbmwcca.org, whether it be interesting BMW tidbits, gripes or success stories, or just suggestions for great road trips and places that shouldn't be missed while exploring the incredible sights of this great nation.

See you out there, and enjoy the sun!

Phil Undercuffler, Editor

Spring Tour—Trinity Site

The Annual Spring Tour is scheduled for Saturday, April 6th, 2019 to the Trinity Site, where the first atomic device was detonated on July 16, 1945. Arrive at Sandia BMW at 7:15AM, drivers meeting at 7:30 and we will leave promptly at 8:00. Everyone 18 and older will need a federally recognized photo identification (passport or Real ID driver's license) to enter the site, as well as proof of insurance and registration. Bring water and sunscreen! For more info call Dan at (505) 610-1689 or email drflegel@gmail.com.

A Note From the President

Happy spring to everyone! I hope all of you survived the El Niño winter. If you are a skier, it was great (lots of snow). Our wetter than normal winter has now given way to a rather wet, stormy, and windy spring (so far). I hope spring turns out to be more pleasant for automotive activities.

This past quarter, we had a tech session, and two membership meetings. We also had three “Breakfast at Mimi’s” meetings (normally the first Saturday of the month).

On January 31, 2019, we had a chapter group dinner. The attendance was unusually high, due to the controversy created by the National Office of the BMW CCA. There was a lot of conversation surrounding the future of the New México Chapter. Almost all of the NM Board of Directors (BoD) had resigned, due to the actions of the National Office.

The February 21, 2019 tech session was at Sandía BMW. Service Director Chad Fiebiger was the host. The main topic was the new 3-Series sedan (G20). This is the next generation in BMW’s most popular model. It has continued to become ever more technologically advanced. Chad, along with Marcos Noriega (Shop Foreman) and Peter Limone (Lead Technician), discussed the features of the new 3. It is a fabulous and beautiful new car.

Immediately following the tech session, the New México Chapter conducted a membership meeting. The meeting was a discussion about past events caused by the BMW CCA National Office and the national BoD. A central issue was the National Office had not complied with national regulations, and had withheld funds to the NM Chapter. As a result of this, and some other issues, most of the NM BoD resigned. BMW CCA Regional Vice President Jeff Gomon came to Albuquerque and attended the membership meeting. He participated in the discussion, and issued an apology on behalf of the National Office.

There was a lively discussion about whether the NM Chapter could survive the previous events. After long consideration, the membership voted to continue the chapter and to elect new officers. A total of seven new people (see list in this newsletter) stepped forward to fill vacant BoD positions. They will now start to put the chapter back “on track”. Resuming chapter events (tours, tech sessions, social events, etc.) will be the top priority. Continuing and updating the newsletter and the website will also be required. Incorporation of the chapter as a 501c7 organization will have to be tackled by the new BoD. The chapter will have to revise the bylaws, to make them comply with the requirements for the state of New México. This will be a busy few months.

During the second quarter of 2018, we are planning the Spring Tour, the Spring Fiesta, and a tech session.

The Annual Spring Tour is scheduled for Saturday, April 06, 2019. Dan Flegel will be the Tourmeister. This will be a destination tour to the Trinity Site, near San Antonio, New México. Please be sure to bring a photo identification that is officially recognized. This could be a passport, or a driver’s license that is compliant with Federal Government regulation (Real ID). This site is a “must see” for anyone with an interest in history.

Link to Trinity Site information: <https://www.wsmr.army.mil/Trinity/Pages/Home.aspx>

Link to Real ID information: <https://www.wsmr.army.mil/SiteCollectionDocuments/NM%20REAL%20ID%20WSMR%20Memo.pdf>

The April “Breakfast at Mimi’s” will be on Saturday, April 13, 2019, at 8:30 am. This date change is to avoid a conflict with the Spring Tour. A chapter BoD meeting will follow the breakfast.

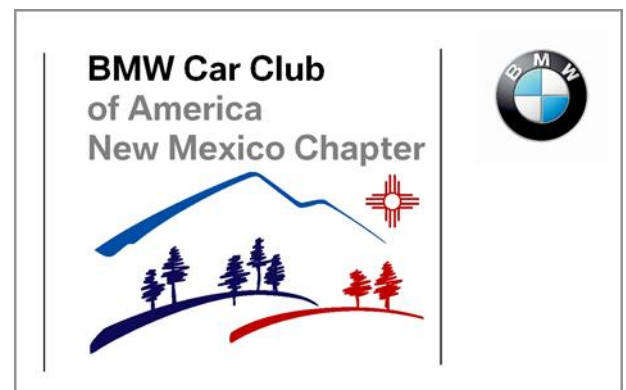
We are also planning the Spring Fiesta in May, and a tech session in June.

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.

That is all for this time. We really need event leaders for future events. So please volunteer, if you have some spare time to help organize.

Jon van Arsdel
el Presidente
BMW CCA of NM



Tech Tips — Altitude Adjustment

Now that we have moved home to the mountains, one of the tasks I faced was to adjust the fuel ratio on Penny, my 1974 2002ti, for the altitude. To those of us not versed in the arcane arts of the Kugelfischer fuel injection system, some BMWs from the 70's used a mechanical fuel injection system in the never-ending quest to improve performance and meet new emissions requirements. Groundbreaking at the time, it remains still today an impressive system - when everything is running well; getting all

Today, aftermarket wide-band oxygen sensors make accurate adjustments of the primary mix possible under real world conditions

the interrelated settings and linkages just right is not a task for the weak willed or impatient. Fortunately my car had been running well at sea level, but now at 7000 feet where the air is thinner it's running way too rich. I need to lean out the mix without messing anything else up.



The K'fish mechanical fuel injection system has multiple components which can be adjusted or tinkered with ad infinitum, but for this I simply need to lean out the mix across the range. This means adjusting the primary mix screw, also affectionately known as the verboten screw. It's called the verboten screw as the BMW engineers didn't intend for it to be adjusted in the field – it's not mentioned in BMW's mechanical fuel injection system manual, and some extremely original ti's still have a plastic warning cap covering the screw. However, today's fuels are nothing like the fuels available when the car was designed, not to mention the effects of forty years of wear and age, so adjusting the primary mix can often provide improvements. When adjusting for altitude, it is essential.

However, to perform this adjustment accurately a feedback mechanism is required. In the days of old we had to rely primarily on a stationary CO reading and spark plug color after a spirited drive: black indicates too rich, white is too lean, tan is just right. Today, aftermarket wide-band oxygen (WBO2) sensors make accurate adjustments of the primary mix possible in real world conditions, for each motor, intake and fuel system combination.

Some verboten screws use a flat blade screwdriver to adjust, but other like mine require a 3mm hex wrench. I've found a long ball end hex wrench makes life

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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 BMW 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 author and the editors or publishers, who assume no liability for information contained herein, imply no authentication or approval. Articles submitted are subjected to editing.

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Albuquerque Z Series Car Club

The first ever Albuquerque BMW Z Series Car Club gathering was held on Saturday March 2, at *Independent Vehicle Service (IVS)* in Albuquerque. Six Z3s and Z4s and two other BMW owners attended the meeting organized by Denise Knight. Refreshments were provided by IVS.

Denise is seeking other interested Z car owners (Z1, Z3, Z4 & Z8) to gather and participate in events. Denise was aware of other Z Car clubs in the US and inquired with the Zs Car Club of America (ZSCCA.org) whether one existed in New Mexico. As none was present, she started a Facebook page called Albuquerque BMW Zs and started leaving flyers on Z-car owners about the group. For more information on this group visit the FB site or call Denise at 505-550-4417.



Classifieds

For sale: 1991 BMW 850i 6-Speed. Canadian specification, 66K miles, Calypso red over light silver-gray Nappa leather, featured in Dec '06 Hemmings Sports and Exotic magazine, \$31K restoration done in '06 by BMW, all subsequent repairs/maintenance performed (\$16.5K), details on request. Fully stock condition except for Zionsville all aluminum radiator, electronic fans and air-conditioning system replacement for R134. Future possible projects: new headliner (currently original), rear fog light fault (electronic issue as not installed). Passed Sandia BMW inspection in 2018.

Contact: Douglas R. Brown, 2033 Vista Lejano, Las Cruces, NM 88005, 575-526-6334

Price: \$32,000 OBO. for price information see:

<https://www.hagerty.com/apps/valuationtools/1991-bmw-850i>

<https://bringatrailer.com/bmw/e31-8-series/>



Elections: Officer elections were held on February 21, 2019. Results are:
President: Jonathan van Arsdel
Vice-President: Phil Undercuffler
Treasurer: Dan Jones
Secretary: Carl "Skip" Johansen

Additional BoD members:
Webmaster: Dan Jones
Newsletter Editor: Phil Undercuffler
Driving Events Coordinator: Daniel Flegel
Membership Chair: (vacant)
Past President: (vacant)
BoD Members at Large: Monika Fuchs Fox, James Cave, Doug Brosveen

Altitude Adjustment *(continued from page 4)*

much easier. A small dab of paint on the top of the screw can help keep track of rotation, which is important. Reaching the verboten screw is not particularly easy, but I've found I can reach in under the intake runners using a 10mm open wrench, and just loosen the locknut. I hold the locknut in place, make the adjustment with a long 3mm ball-end hex wrench, then snug the locknut back up. If you can't get to both the locknut and the screw, you can always remove the #1 intake runner for easier access. I double check to make sure the screw didn't rotate while tightening the locknut and I've gotten the adjustment that I intended.

Penny was running very rich at this altitude, so I turned the screw two full turns counter-clockwise to start and then took some test runs. It's important that the engine be fully warmed up, temperature needle well into the middle of the gauge, to ensure any enriching action of the warmup regulator is out of the picture for accurate readings. It's also important to take readings while under wide open throttle (WOT) - not just accelerating briskly, but pedal pinned to the floor, ideally uphill, ideally on an open road. At this stage I'm looking for a WBO2 reading between 12.9 to 13.6 at WOT -- the higher end of that range gives better gas mileage, the lower end better power.

Two turns weren't enough to fully compensate for the change from sea level to 7k feet, as I was now seeing readings in the low 12's. However, I don't want to overshoot and run too lean and risk detonation, it's better to be slightly rich and continue adjusting to the right level of lean. Now it's a matter of making increasingly smaller changes - half turns to get closer, then quarter, until I achieve the ideal target. I keep track of each adjustment in a notebook, as I'll need to adjust things the other direction if I travel back down to the lowlands. I also verify the gauge readings by comparing against spark plug colors. As of this writing I'm still working on it but I'm aiming to have things nailed by the Spring tour to Trinity Site -- see you then, and you can ask me how it's going!

Phil Undercuffler, Vice President