

July—September

Third Quarter 2019



The Rio Grande ***Redline***



BMW CCA New Mexico Chapter

www.nmbmwcca.org



SUMMER FUN

Upcoming Events

July Events

Tech Session Loid's Collision Center

Saturday, July 18 @ 6:00 PM

Demonstration and discussion of newest
BMW-Certified collision repair methods

<https://goo.gl/maps/FGag1uXqdaYeKokP6>

Breakfast at Mimi's Cafe

Saturday, July 6 @ 8:30 AM

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

August Events

Breakfast at Mimi's Cafe

Saturday, August 3 @ 8:30 AM

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

Drive 4-Corners BMW Meet

August 15th—19th

A non-BMW CCA event, but well worth
checking out.

<http://drive4corners.com>

September Events

Breakfast at Mimi's Cafe

Saturday, September 7 @ 8:30 AM

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

Eyes on the Horizon

Karl Fox Memorial Fall Tour

Tentative date: Sunday October 13th

More information TBA, stay tuned!



Next Generations

One certainty of both life and the automotive industry is the constant drumbeat of evolution, as the birth of a new generation is anxiously awaited, launches, rises to prominence, reigns and is eventually overtaken by the next. Whether it be the newest 3 series bread-n-butter platform, the recently renewed and exciting Z4, or the very membership of our august club. Skip ahead to pages 5 & 6 of this quarter's newsletter to see images of our recent Spring Fiesta, many of which were captured by the budding photographic talent of Jordan Fox, who I believe I've overheard laying out her plans for eventual domination of her mother's vehicle fleet. Or at least one specific vehicle... The passion we bring to these cars and this club is inherited by the next generation, and the chase continues!

See you out there, and enjoy the sun!

Phil Undercuffler, Editor

A Note From the President

Summer has arrived in New México. It has wetter and cooler than normal spring. There are some indications the monsoon season may arrive early this year. Perhaps it is time to check the wipers and the tires on your BMW.

This past quarter, we had the Spring Tour, the Spring Fiesta, and a group dinner. We also had Breakfast at Mimi's, normally the first Saturday of every month.

On April 7th, 2018, we had our annual Spring Tour. Tourmeister Daniel Flegel put together a nice destination tour. The event was centrally located, and went to the Trinity Site, southeast of Socorro, New México. It attracted members from all parts of the region; both north and south. We concluded with a group lunch in Socorro, at the El Sombrero Restaurante.

Continued...

A Note From the President *(continued)*

On May 21st, (Sunday), Sandía BMW (6001 Pan American Fwy., NE in Albuquerque) hosted the annual BMW Spring Fiesta. Sandía Service Director Chad Fiebiger was the coordinator. Shop Foreman Marcos Noriega helped set up the event. Chad was also the master chef, and cooked enough food to feed the entire group of people. The barbeque (contributed by Sandía BMW) was excellent. Mother Nature gave us a cool and cloudy day, with a possibility of rain. There were new people at the event, and we hope they want to attend future events. Thank you to the fabulous expert volunteers who did the judging. Please see the photos in this newsletter.

June 20th was a membership dinner. We had "Breakfast at Mimi's" on April 13th, May 4th, and June 1st.

Upcoming.

We will meet the first Saturday in July, August, and September, at 8:30 a.m., at Mimi's Café, in Albuquerque. Please see the dates posted in this newsletter, or on our website. This will be an informal social meeting, and will be "Dutch Treat" (Deutsch Treat?). Additionally, we will be able to park a bunch of German cars in front of a French restaurant.

July 18th will be a Tech Session at Loid's Collision Center. Chris Loidolt will be demonstrating and discussing some of the latest techniques for BMW-Certified collision repair. Watch the website and your email for updates.

The Drive 4-Corners BMW Meet will be August 15-19th, 2019, in southwestern Colorado. For more details on this event, go to <http://drive4corners.com>. This is a non-BMW CCA event.

The Karl Fox Memorial Fall Tour is tentatively planned for Sunday, October 13, 2018.

Changes.

I have received word that Sandía BMW and Mini dealerships have been sold. This includes Santa Fé BMW and Mini, which are satellite dealerships. Owner Mike Houx will be taking a well-deserved retirement. We have had many years of a great relationship between the dealerships and the BMW Car Club. Mike is a car enthusiast, and we have always benefitted greatly. Hats off to you, Mike!

The new owners of the New México BMW/Mini dealerships will be Group One Automotive. They are a Houston-based corporation, that owns a large number of dealerships in the United States, Great Britain, and Brazil. They are tentatively scheduled to assume control of the local dealerships in early July, 2019.

In other changes, the BMW CCA National Board of Directors has announced they will drop the requirement for a local quarterly newsletter. This will be replaced by a high-quality regional newsletter, published twice per year on full-color glossy paper. We will still be reporting on local events, but the format will be different.

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.

I hope to see each of you soon!

Jon van Arsdel
el Presidente
BMW CCA of NM



Tech Tips — Brake Flush

I'll be the first to admit, I'm a card-carrying subscriber to the "Old School" Lifetime Maintenance Schedule espoused by Mike Miller. To the uninitiated, in BMW's early days our high performance vehicles were maintained with a constant vigor. While BMW isn't alone in extending service intervals, many old-timers have noticed that when manufacturers started paying for maintenance by packaging it into the purchase price of the vehicle and revising the service intervals to increase profitability, the cost is really shunted down the road. The Lifetime maintenance schedule provides the highest performance at lowest cost over the life of the car.

There are many technical advances in engine management and spark plug technology that have truly improved performance and reliability while legitimately allowing an extended service interval. However, I know of no commensurate improvement in brake fluid tech that support a similar claim. Brake fluid is hygroscopic, which means it happily absorbs water from the air. Water is the enemy of braking systems – both due to possible corrosion but more importantly due to the substantial difference in boiling point of water versus brake fluid. Simply put, brake fluid that has absorbed water is an enemy that can't be detected until the day you really, really need your brakes. On that day, as your brakes heat up the absorbed water will boil and turn into vapor. Brake fluid is not compressible, so any force you apply to the brake pedal is directly translated into stopping force. Vapor, however, is very compressible so that same force of your foot is wasted in compressing air. This may feel like a "spongy" pedal or brake fade, but the result is longer stopping distances – AKA your hood placed deep into the trunk of the car in front of you.

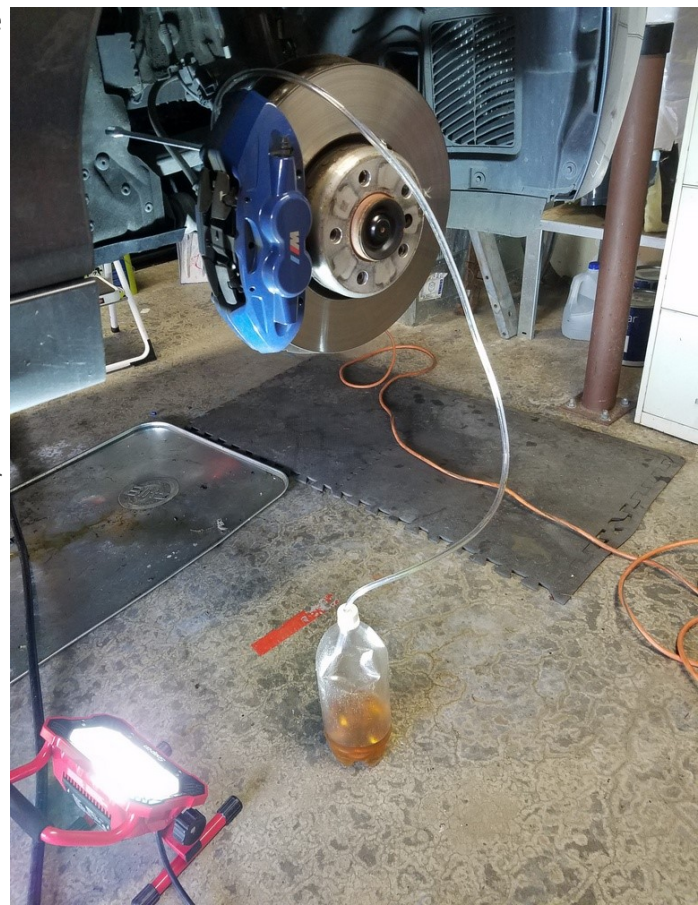
Professional racers change their brake fluid after every track session, and in the past BMW recommended yearly changes. The good news is, brake fluid flushes are perhaps one of the easiest DIY jobs that anyone can undertake, if you have some patience. For those shorter of patience and time, next issue I'll describe a safe homebrew pressure bleeder that will help make quick work of the task, but the overall steps remain the same.

Tools needed are: a turkey baster or large syringe, a funnel, a couple feet clear tubing available at the local hardware store, an empty clear container (I use a 2 liter soda bottle), a box-end wrench that fits over the bleed nipple on your brake calipers, and a fresh, unopened bottle of brake fluid. Many newer BMWs with ABS and dynamic stability require low viscosity fluid, Pentosin DOT4 LV is one commonly available brand I've used successfully on my M235.

First, use the syringe or turkey baster to remove as much fluid from

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Continued on page 9..



Viva la Fiesta!

Our annual NM BMW CCA Spring Fiesta Clean Car Show at Sandia BMW on May 19th was a celebration of old and new BMW's, chapter members and friends. It even included three generations of our founder, Dieter Fox!

First place for the clean car competition went to Russ Golightly for his pristine bright red X3—congratulations Russ!



Spring Fiesta (continued...)



2018 New Mexico Chapter Financial Statement

Submitted by David Panasa on 01/27/2019 08:48 PM

Balance Sheet	
<u>Assets</u>	
Cash In Bank Accounts	\$ 6,774.83
Inventory	\$ 0.00
Equipment	\$ 0.00
Accounts Receivable	\$ 0.00
Prepaid Expenses/Deposits	\$ 0.00
Other Assets	\$ 0.00
Total Assets	\$ 6,774.83
<u>Liabilities & Equity</u>	
Accounts Payable	\$ 0.00
Other Liabilities	\$ 0.00
Equity/Retained Earnings	\$ 7,482.37
Net Income (loss)	\$ -707.54
Adjustments to Retained Earnings	\$ 0.00
Total Liabilities & Equity	\$ 6,774.83

Income Statement	
<u>Income</u>	
Membership Dues	\$ 3,691.16
Rebates from National	\$ 370.00
Advertising Revenue	\$ 0.00
Merchandise Sales	\$ 0.00
Interest	\$ 0.00
Driving School Fees	\$ 0.00
Autocross Fees	\$ 0.00
Other Event Fees	\$ 0.00
Misc./Other Income	\$ 0.00
Total Income	\$ 4,061.16
<u>Expenses</u>	
Newsletter Costs	\$ 31.96
Postage	\$ 101.00
Telephone Expenses	\$ 0.00
Insurance	\$ 435.66
Driving School Expenses	\$ 0.00
Autocross Expenses	\$ 0.00
Meeting Expenses	\$ 2,326.42
Other Event Expenses	\$ 943.47
Misc./Other Expenses	\$ 930.19
Total Expenses	\$ 4,768.70
Net Income (Loss)	\$ -707.54

2018 NM Chapter Financial Statement *(continued...)*

Submitted by David Penasa on 01/27/2019 08:48 PM

Miscellaneous Income and Expose Items		
<u>Misc./Other Income</u>		
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
Total:	\$	0.00
 <u>Misc./Other Expenses</u>		
P.O. Box	\$	224.00
Internet Fees	\$	606.19
Drive 4 Corners Sponsorship	\$	100.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
	\$	0.00
Total:	\$	930.19

Chapter Officers and Contacts

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the brake reservoir as possible – it's ok if you can't get every last drop, just get what you reasonably can. Make sure not to drip brake fluid on any painted surface, or if you do then immediately flush with plenty of clean water as it has the uncanny ability to remove paint. Fill the reservoir with fresh fluid, but leave the top loose.

Starting with the corner that's the furthest away from the reservoir, block and jack up the car (using jack stands for safety) and remove the wheel. Wipe any dust or debris away from the bleeder nipple – it's the small fitting that's likely covered by a small rubber cap or cover. Fit the box-end wrench over the nipple but don't yet loosen it. Shove the clear tubing over the nipple, making a tight seal, and then run the other end of the tubing into the clear container. Now open the nipple a half turn, then go make a sandwich (first wash your hands!). Gravity will sloooooowly drain old fluid out the lines and into the waste container. Keep an eye on the reservoir, and top up as needed. Once all the old fluid in that line is flushed with new, then tighten the bleed nipple and move on to the next corner. Work your way back towards the brake reservoir, doing the closest corner last. Note that some brake calipers may have both an inside and outside bleed nipple; if so, then work from the inside to out.

Next issue we'll cover a simple DIY pressure bleeder that makes the process even easier!

