

BMW Car Club  
of America  
Houston Chapter



A Publication of the Houston Chapter BMW Car Club of America

# TORQUE OF THE TOWN

SUMMER 2011



## M-FEST!

Also in this issue

*Shark Hunt Pt 2*

*YAAAHOO...!*

*Shared Resources?*

*2-Day BMW M School*

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## FEATURES

///M-FEST!.....	6
Tech Talk - Rust and Crud.....	13
Shark Hunt Pt 2.....	14
YAAAHOO!.....	16
Editor's Corner.....	21
Shared Resources?.....	24
2-Day BMW M School.....	26
One Bauer, Two Cloggies.....	27
1M Arrives in the US.....	28

## DEPARTMENTS

The Road Ahead - David Dalton (Chapter President) .....	4
The Ultimate Calendar .....	5

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**COVER:**  
 ///MFEST caravan  
 2011

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# THE ROAD AHEAD



By David R. Dalton  
*President, Houston Chapter*

In a Special Meeting held May 21st for the purpose of conducting an open vote on the proposed Chapter Bylaws members present unanimously approved the proposal. Now that the new Bylaws have been ratified by the membership they are available on the website for your review. The purpose of these Bylaws is to provide a broad administrative framework within which the objectives of the Chapter may be achieved. This document addresses (1) the Chapter's Mission Statement, (2) powers of the Chapter, (3) membership, (4) general duties and responsibilities of the elected officers, (5) responsibilities of the Board of Directors, (6) voting and elections, (7) Newsletter requirements as well as some general operation guidelines. To better acquaint yourself on how the Chapter is setup, please take the time to review this document at your convenience.

Now that the new Bylaws have been approved and the Board has endorsed the Code of Conduct (also available on the website), the next step is to assemble the Chapter Operations Manual. This will contain a more in-depth synopsis on how the Chapter operates, who is responsible for what, a Chapter organizational chart as well as the general duties and responsibilities of both elected and appointed Board members. This manual can also be revised and updated by a simple majority vote of the Board of Directors at any time to reflect current policy and procedures.

Our Chapter Bylaws state elected Board positions; President, Vice-President, Secretary, and Treasurer are a two year term and appointed positions are selected annually by the Executive Committee, and may be re-appointed for the following year. The rotation of Board members assures the membership that the chapter is being managed by members of their choosing, and is operating accordingly.

The elected Board positions becoming available for 2012 are President and Vice President. Appointed Board positions becoming available are as follows:

- Autocross Chair
- Membership Chair
- Social Events Chair
- Driving Events Chair
- Newsletter Editor
- Webmaster
- Technical Advisor

We are currently forming a Nominating Committee that will compile a list of all members interested in serving on the Board. As soon as this Committee is established it will be posted on our website, sent out in our monthly eBlast, as well as printed in the Fall issue of the Torque. All members in good standing with an interest in serving on the Board are encouraged to contact a member of this Committee in an effort for your name to be included on the ballots.

See you on the back roads.



# The Ultimate Calendar

For the most current events listing,  
visit [houston-bmwcca.com](http://houston-bmwcca.com) and check  
the up-to-date version of the calendar

**July 23rd & August 20th**  
**Saturday, 9:00am - 1:00pm**  
**Coffee Meet-Up**

Cedar Creek - In the Heights, 1034 W 20th St  
Houston, TX 77008 - (713) 808-9623  
Be sure and bring a friend along!

**July 8th**  
**Friday, 7:00am - 10:00pm**  
**Dinner Social**

Piatto Ristorante

(Visit the website to sign-up)

**July 30th**  
**Saturday,**  
**Drive to Haak Winery**

(Visit the website to sign-up)

## WELCOME New Members to the Houston Chapter!

In order to help us keep you informed of last minute changes to event schedules, please send your email address to: [membership@houston-bmwcca.com](mailto:membership@houston-bmwcca.com)

We will add your name to the e-mail list that goes out on a more frequent basis. Also, be sure and visit our website and forum at [www.houston-bmwcca.com](http://www.houston-bmwcca.com)

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# M-FEST!



By Kieth Remington

**M-FEST**, the online enthusiasts community of BMW's royalty becomes a real and vivid manifestation every year in Las Vegas, NV. The event actually begins months in advance of the annual April meet. The lure to tune, polish and prepare one's BMW to the best of your ability, and your wallet's limits, may seem like madness to the casual observer. Maybe it is, ok, probably it is, but there is a passion that drives us; enough so to embark on a 3200 mile road trip for a car meet and an experience. Here is a little chronicle of the journey to Mfest from Houston, Texas.

## The Departure

Mfest is as much about camaraderie as it is about cars. As big as Houston is there are surprisingly few members of the Mfest community here – casually referred to as Mfesters. Last year only two of us hailed from Houston. We actually doubled that number this year. One of our more adventurous guys actually drove all the way to Oregon first to take delivery of his freshly completed Stage 3.5 HPF E46 M3. Another ended up joining a buddy in Austin for his own journey. That left myself and one other Mfester departing from Houston, and onward to eventually join up with the main Texas caravan.

Each of us clocked out of work Thursday afternoon as early as we could, and bolted home. A quick change, some last minute packing, and final preparations to our M3s and we were off! We rendezvoused at the Starbucks off of 290 and Sam Houston around 7:00 pm for a caffeine fix and a fast dinner. First stop, Killeen, TX to meet up with the caravan leader, Matt. We arrived at Matt's house around 11:00 pm, and he and his extremely patient wife generously put us and our co-pilots up for the night. Four hours of sleep later our two black M3s (one E46 & one E92), and Matt's silver Porsche 911 turbo (996) hit the road. First stop, a quick fuel fill up and the addition of a nicely appointed red Z4 roadster to our crew. By around 5:45 am, with two-way radios tuned in, we were on our way to Fort Worth! It wasn't long before the fun began, however. On our way to the open road of I-35 we suddenly found ourselves contending with a pretty ornery early morning commuter (hater?) that seemed bound and determined to prove something. One of them literally hazed us all the way through Killeen's morning rush hour traffic, darting in and out of our caravan line. Thankfully we had no incidents and made it to our rendezvous point in Fort Worth well before 8:00 am.

A few guys bailed out at the last minute, but we were joined by three modded E90/92 335i's and a gorgeous white VF Engineering E46 M3. Blue painter tape covered the front ends of practically every BMW (except for my fellow Houstonian who somehow got a hold of neon green). A couple of us had clear-bras and one guy used that plastic clear film from Griot's Garage; not recommended by the way. Old friends got reacquainted and new friends were made instantly. With breakfast and caffeine in our bellies we made haste to I-40 via Hwy 287. The official Texas Mfest Caravan was off!

The gloomy morning clouds looked a little threatening at first, but as

we headed northwest they gave way to more and more blue sky, assuring us of a rain free drive. We faced the usual challenges of driving along a state highway riddled with speed traps. But with so many eyes on the road, all threats were easily negotiated. Our only real challenge was navigating road debris; particularly chunks of peeled off truck tires. Close formation driving definitely worked against us. The Z4 sadly got the worst of it. He was hit so hard by rogue tire chunk that his front splitter was literally torn off completely. He turned around and thought about trying to save it, but it had unfortunately landed in the middle of the highway and already been run over a few times. Amazingly he didn't let it dampen his spirits any and he caught up with the waiting caravan enthusiastic as ever to continue onward.

Roughly four hours and a couple of gas stops later we finally hit the open freeway of I-40, East of Amarillo, TX. What a relief! Although our engines now had to be content with only 90 octane until Arizona. It was a relatively straight shot from Amarillo to Albuquerque, but the benefits of decent quality pavement and the beautiful, rugged scenery more than offset any tedium. Along the way we were joined by a couple from Lubbock in their blue Z4 M coupe, bringing out total up to nine cars. Our plan was to continue straight through to Grants, NM and spend the night. Tempting as it was for us to open up the throttle a little on the long straightaways, we kept things cool right around the 75 mph posted speed limit most of the way. That might have had as much to do with the price of premium hovering around \$4.25/gallon as much as the obvious risk of a ticket... We all arrived safely in Grants by around 7:30 pm that evening. Our caravan leader had thoughtfully arranged rooms for us all at the local Holiday Inn Express. He had managed to swing a great deal with the hotel to get us under his military discount rate – what a savings! That evening we split into small groups and headed separate ways for dinner. Afterwards a few of us touched up our makeshift painter tape shields; and called it a night.

Bright and early the next morning our crew met in the hotel's dining room for a complimentary breakfast. A couple of new faces had joined us during the night as well – a crew in an E39 M5 all the way from Oviedo, FL! Oh yeah, and a couple of guys showed up in a 4Runner to check things out in Vegas too. The cold early morning air was pierced by wonderful sounds of rumbling and revving as we all headed out to top off our tanks at the local Shell. While there we noticed a group of guys in a suspiciously decaled blue E46 M3. It turned out they were indeed also on the way to Mfest, and in fact were from San Antonio. We invited them to join our crew and hooked them up with a two-way – and then we were twelve. The weather could've not have been better – clear skies and cool temperatures – perfect conditions for our BMWs. I dialed in the address for the Palazzo into my GPS; we'd be on the Strip by 2:30 pm!

Along the way we made a brief detour at the Petrified Forrest National Park for a pitstop and some pictures. We then continued on to Flagstaff for lunch, and more caffeine. This was the part of the road trip I had been looking forward to. The mountainous terrain combined with the gentle winding freeway was a delight to the senses. Time flew by as we made our way over the mountains. Eventually we gradually came down the slope to level out on to a high desert plain. The scenery before us of colorful rugged rocks contrasted with the blue sky inspired an appreciation of the austere beauty. The long straightaways again tempted us, but this

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was Arizona... former home of speed cameras. We weren't sure what to expect as a substitute, so once again we behaved – mostly.

With little else to do but drive on for the next few hours, some of our crew got to finding creative uses for our two-ways including sharing of soundtracks. Selections ranged from classic rock to Mariachi, along with plenty of commentary. Eventually we made it to Kingman, AZ, where we turned off to Highway 93 for our a fuel stop and the final leg of our ride to Vegas. But just as we all had finished refueling, one of our Houston guys got a low tire pressure warning. Fortunately, a nearby tire shop was kind enough to let him check things out and get some air. Nothing wrong with the tire thankfully (though a couple weeks later he would discover his rim had a hairline crack in it... gotta love the conditions of our roads in Houston). After just a minor delay we roared out of Kingman. Our trip up Highway 93 turned out to be unexpectedly entertaining. Shortly after clearing the city limits and regrouping, our caravan was overtaken by a little Nissan driving like a bat out of hell. Being a little eager to get to Vegas ourselves a few of us took advantage of the opportunity and gave pursuit. Hey, we figured the Nissan would flush out any cops so why not follow at a safe distance? We kept up for while, but started losing radio contact with some of the more conservative drivers in our crew; and let them get away. The new Hoover Dam bypass was completed a few months back, so we had the pleasure of experiencing the brand new road winding up through the mountains and the fantastic vistas of the surrounding rugged mountains. The only down side was that buy the time we got to the actual overpass the guard rail was so high it blocked the view of the dam totally. The civil engineers in Nevada evidently were not as motivated as the Arizona guys. When we crossed into Nevada and reach the end of the bypass we were greeted by a most lovely traffic jam; the result of a wide two lane highway bottlenecking into outbound traffic from the old dam access road – genius. We pushed through and got our caravan back

together as we rolled through Boulder City. Highway 93 turned into I-515, and then finally at around 4:30 PM the Strip lay ahead in the distance!

### **Vegas Baby!**

Excitement grew and Viva Las Vegas blasted over the two-way as we drew closer to the Strip. A small bit of confusion occurred coming out of Henderson thanks to the blessed GPS. Everyone had updated software, yet one thing you can count on in Vegas is new construction is constant. One system advised taking Tropicana Blvd, another said Flamingo. The consensus was to take Tropicana and I was asked to lead the way in. Unfortunately my GPS had no clue where I was and I nearly missed the turn after the off ramp. We all managed to successfully turn on to Tropicana and had no difficulty reaching the Strip; where we hit tons of traffic it. I think Flamingo would have been the better choice... The Strip was awash with late afternoon sunlight and long shadows. It was a delight to the senses and pure satisfaction that we had made it. Our BMWs must have been a spectacle in their own rite, with raggedy painter tape and bug-covered bumpers. Our caravan got split up pretty badly from all the traffic lights so radio contact became impossible amongst all the tall structures. I was the first to arrive at the Palazzo and quickly relayed directions and the cross-streets for the parking garage entrance to the others by phone. There just is nothing like driving up to the garage guard at the Palazzo and saying you're with Mfest – with a response of "right this way sir". The Mfest VIP parking had already been cordoned off, but it wasn't officially open yet; not until Friday morning. The Palazzo staff was kind enough to let us park there anyway, long enough to unpack and clean our cars; besides the official Mfest mobile detailer had already set up shop and was busily restoring the shine on several cars that had arrived before us. Several from our crew got right in line as well. The Palazzo rooms blocked-off for Mfest were extremely comfortable and spacious to say the





least, so many of us chose to save a little money and bunk together. Once we were all disembarked and checked in it was time to play; which most of us did without delay.

Our next time commitment was a 9:00 am meetup/rendezvous with the Las Vegas Mfest crew at the M Resort Spa & Casino down I-15 in Henderson. The plan was to simply hang out for a bit and then head on over to the BIG rendezvous with the California crew at the Gold Strike Hotel & Casino in Jean, NV. Well, word had it that the caravan from California was running a little late, and a few of us were in desperate need of caffeination. Being that it was April 22, Earth Day, Starbucks had a little promotion going on for free coffee if you brought your own mug. So naturally, in the spirit of celebrating Earth Day, about a half a dozen of us jumped in our M's and drove 5 miles to the nearest Starbucks. With delicious prizes in hand we made haste to Jean.

The parking lot of the Gold Strike was an epic feast for the eyes! The most gorgeous M cars imaginable were here, all gathered in one place; not to mention modded BMWs of all sizes and shapes and a few high end exotics, including a brand new Lexus LFA rolling in on a flatbed. There was a rumor that a F10 M5 prototype might drop by for a cameo, but unfortunately it didn't pan out. Sadly the clock ticked by too fast and before you know it was time to leave for the attempt at a world record breaking BMW caravan into Vegas. Imagine an uninterrupted line of BMWs 245 strong. In case that's hard to picture, there's plenty of footage on YouTube and a DVD is forthcoming.

Next on the agenda was registration for the event itself back at the Palazzo. Long lines aside, the volunteers that handled the registration and gift packages did a great good job of getting everyone what they needed to participate. That evening the first of the official Mfest events kicked off... the ¼ Mile Drag at Las Vegas Motor Speedway. This was an awesome opportunity for everyone to safely test exactly what their BMW could do. No dynamometer could come close to giving better real world results. A couple of our Texas crew got out there and put up real respectable times. The first half of the evening was dominated by individual drivers just having a blast; later on some of the vendors came out to show off their stuff. The HorsePower Freaks M3 ruled the night with a time of 11.06 at 132mph. The staff at LVMS deserves major credit for ensuring everyone's safety and for hosting such a fun event!

The party continued Friday night down at the Lavo Lounge in the Palazzo. Some of our crew over did it a little and missed the early Saturday morning wake-up call. On tap was Cars & Coffee; followed by the main show & track-day/autocross at LVMS. By far one of the highlights was the tuner shoot-out track run. Vendors competed for bragging rights and provided eye-fuls and ear-fuls of sensory delight. On display at the show were vendor exhibits and so many outrageous BMWs that words could not do justice. The master craftsmanship and dedication demonstrated was awe inspiring. Our caravan leader Matt had taken his Porsche out for a few laps on the track when he discovered a nasty vibration. On hand was Yokohama with their semi/portable garage. With genuine Mfest camaraderie the Yokohama guys pitched in to assist him. Turned out one of his wheels was out of balance and in fact slightly bent (by the way he recently purchased the car here in Houston... blast these roads!). They did their best for Matt, but he had to call it a day for track runs. At least he would be able to drive home safely. The show wrapped up with the famous raffle of tuner parts and goodies. Just before we all headed back to the hotels, all of the Texas Mfesters were invited to be in a group photo.

Saturday night came all too quickly and it was time to for the main social event of the weekend – TAO! The Mfest organizers had reserved the entire Tao Beach just for us Mfesters for a two hour open bar. This gave us plenty of time to meet and greet with everyone before the club opened to the public. I tracked down Chris Naguit (Laidback), the creator of Mfest, and had the pleasure of introducing him to all of the new folks from Texas. We caught up and threw around some ideas and possibilities for how Texas could get more involved in the Mfest community. Later on a couple of the Gold sponsors made their way over to our crew and introduced themselves, including Hann Kim from STM and Nick Saran from VF Engineering. The friendly and relaxed atmosphere gave us a great opportunity to chat and get to know them personally. We really felt welcome and that our participation was appreciated.

Needless to say, it was a long night for most of us; and subsequently a late start on Sunday. The only event on the agenda for Easter Sunday was a pool party at Tao Beach. Only a few of us from Texas managed to slog down to the pool, but it was worth the trouble. Chris had reserved a cabana right next to the pool, and there were yet more familiar faces too and a fun time to catch up.





Some of our crew had already departed for home, but those of remaining were up for a little more fun in Vegas Sunday night. Most of us had had our share of celebrating, but there was still plenty of sightseeing and shopping left to do.

### The Return

For the record, driving 1600 miles home after a thrill-filled weekend in Vegas is not for the meek. The guys in our crew had decided at the last minute to get an early start Monday morning versus a more leisurely late morning start. This meant massive quantities of caffeine would be required. Two of our guys chose to go on their own in order to do a little additional site-seeing. The rest of our caravan comprised of only four vehicles (including the 4Runner). We drove hard for about 14 hours straight until we reached Santa Rosa, NM. An early morning wake-up call precluded another 10 hours of driving on Tuesday. Matt opted to stick with open freeway this time and we followed I-40 all the way in to Oklahoma City, heading South on I-35 straight down to Dallas. At last our caravan dispersed as the guys from Killeen continued onto I-35 and I split off to I-45. As luck would have it I hit Dallas just in time for rush hour. Thank goodness EZ-Tag is compatible with TollTag. A small detour around the President George Bush Turnpike and I was back on track with I-45... just in time to drive right into a tornado warning! Suddenly my windshield was being slammed by a wall of water. At first I feared it was hail, but actually it was rain drops the size of ice cubes. Regardless, my worn Michelin PS2s were no match for the flooding occurring. I ducked under an overpass and hung out until there was a break in the deluge. I spotted a Shell station up the freeway a mile or so at the next off ramp. I made a bee line for the gas pumps and relative shelter of the covering over them. As I was refueling the rain picked up to a torrent again. Off in the distance I could hear the tornado sirens blaring. I rode out the storm there inside my car until the rain let up enough for safe driving. As soon as there was a break I blasted out of there as fast as I could... literally! I figured no cop would pull me over in that weather and in fact they might even encourage

me to get out even faster. The rest of the drive home to Houston was without incident and thankfully the weather was relatively dry. My M3 had safely carried me on an époque drive full of thrills and adventure; and with little to no lower back pain. Everyone else from the Texas caravan crew made it home safely as well. Mfest, the great people met along the way, and the journey there and back truly made for an experience to remind you you're alive, and one that will be remembered forever.





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# Houston Chapter BMW CCA - Tech Talk

By Jim Williams

## RUST AND CRUD - Nature's Own Loktite

Any of you that love working on your own car have no doubt experienced the joy of driving your own handiwork around, proud that you saved some money, having friends who are impressed that you did all this yourself, while learning something in the process. Disassembly of parts and systems, followed by careful and proper reassembly, will almost always result in a job well done. All that pride and joy, however, can come to a screeching halt as soon as you try to loosen a bolt or nut that refuses to turn. Try as you might, it just won't turn. Worse yet, it may feel like it wants to turn, but will not play along. Things can go from bad (can't get a tool on it straight) to worse (starts to turn, then gets harder and harder, then stops) to worse yet (breaks off). Oh, the horrors! It makes you wish you had never touched the damn thing in the first place! Curses!!

Any time such a problem like this arises, some form of corrosion may be the culprit. We have all heard that dissimilar metals can fuse themselves together, like steel bolts screwed into aluminum engine parts. This combination can be found all over your engine, transmission, and some suspension parts. Here are some helpful tips that may make your task a little easier.

The first thing most people think to grab off the shelf is a good old standard: WD40. Thin and light, it is the go-to juice for most home wrenches. This works OK, but if the corrosion is really set in, WD40 will not penetrate the rust. The next product up the food chain is Liquid Wrench. This product is much better at getting down to the bottom of the problem, and is called a penetrating oil. While there are many products labeled as "penetrating oil", some are better than others. I have not tried all of them, but after nearly eight years working as an outside machinist in a refinery, I have used these two products by the five-gallon bucket, so I know their limitations and their strengths.

In my post-machinist life, working on BMWs and other brands, I have found a couple more products that work extremely well. One is very common and easily found, and that is Gunk Engine Brite. Yep, that old standby that you spray on a greasy engine and let it sit, then rinse off with a garden hose. This actually works very well as a penetrating oil. If time is not an issue, or you have a day or so for really tough parts (exhaust), spray Engine Brite all over those rusty and crusty bits, and let it soak in for a day. Spray it on two or three times a few hours apart. This should allow it to work in, and any nut and/or bolt should come off with out too much drama.

The very best penetrating oil, however, is not found on any store shelves. Available only over the internet, is Aerokroil. An aerosol can, the label claims it to be "The Oil That Kreeps". My stepson Kyle turned me on to this stuff when he was working as an offshore diver. If you have ever worked offshore, you know that the little crusty stuff you find on your car is small potatoes compared to the level of corrosion experienced in the middle of all that saltwater. Seems like even wood will rust!

There is a common thread to all of these fluids, and removing stuck fasteners, and that is patience, patience, and more PATIENCE!!

But, life isn't all that simple, now, is it? A little preparation goes a long way. For nuts stuck on rusty bolts, it helps to hit the threads with a wire brush. Get all the crud out of the exposed threads so as the nut turns, all that grit doesn't get in the threads between the nut and bolt. If the nut becomes hard to turn again as you are loosening the nut, run the nut back down one round, then spray some WD40 on the bolt to flush away the grit. If the nut is corroded to the part it is helping to hold down, it sometimes helps to scrape away the connecting crud at the base of the nut, where it contacts the part. Use a wire brush, or a sharp tool, like a pick or an awl.

If you are dealing with a bolt, and all you can see and get to is the head of the bolt, again clean any corrosion between bolt head and attaching parts. You can find wire brushes in toothbrush size at most hardware stores. If the bolt will turn just a little bit, but feels like it wants to break or twist off, spray some penetrating oil where it can get under the bolt head and soak in around the shaft of the bolt. Sometimes the threads are not as crusty as the amount of crud built up around the shaft of the bolt, locking it to the surrounding part it passes through. This can happen to things like water pump or thermostat bolts.

Of course, sometimes all these efforts can still come to naught. Proper choice of tools can make a difference. When possible, use six point box end wrenches or sockets instead of twelve point. This puts more pressure on a wider portion of the fastener, where the twelve point tool can shear the corners of the hex off. This is known as the dreaded "rounding off". If sockets must be used because of space concerns, try to get the tool on the nut/bolt as squarely as possible. When a bolt head is already rounded off, or has eroded away to the point that it is no longer its original size, meaning, say, 10mm is too loose, 9mm will not go on, some creative use of tools can come into play. American tool sizes can sometimes fall between the metric sizes (3/8 is between 9 and 10 millimeters). This doesn't always happen, so I have from time to time taken a tool that is just a little too small and driven it down over the offending fastener with a hammer.

This is called "splining", making grooves like the splines in the center of a driveshaft, over the outside of the hex head, and works best with 12 point sockets or wrenches. Drive that tool home, then try to loosen the bolt before removing the tool. You want that super tight fit to help get the fastener loose. Sometimes a torx socket, which fits those six-pointed-star bolt heads, can be driven over the offending bolt. Rounded out allen head bolts can sometimes be removed with a torx bit, which fits into a six-pointed star shaped hole. There are also 12 point torx bits which can be helpful in a pinch. Bang them down into the allen head, splining them into place.

When all else fails, the last two means of hope can be the most potentially damaging: Heat and a chisel. Use a chisel for splitting a nut, but this is getting very close to killing the threads on the bolt. Be very careful! You can even break the bolt off, not helpful! Pay close attention to surrounding parts. Flying hammers and chisel misfires can come to grief around expensive parts. Heat is the next, and last resort. If there are seals, o-rings, wires and hoses in close proximity, permanent and expensive damage can REALLY ruin your day. For a stuck bolt, heat the head of the bolt until it is a dull red. then

*Tech - Continued on Page 21*





# Shark Hunt Pt 2

By Dennis Nowak

*Continued from Torque of the Town 2011 Spring newsletter.....*

After lining up a trucking company to transport the 3.0CS from Michigan, I was given a tentative delivery date of the following Friday. My first thought was this was fantastic news since I could tinker with the car all weekend when it got here. Tracking the transport truck making its way South from Michigan throughout the week was not as exciting as I had thought. Just so happens that a cold front was pushing South from Canada and rain was following..... all the way down throughout the Mid-west and you guessed it, right into Texas. Why would that be so bothersome you ask? Well, everyone who owns an E9 will tell you don't get it wet! They are very prone to rust! I knew I should have asked for a covered transport truck, but I was told that it would have delayed the delivery and like a child expecting a new toy I could not have that.

Friday morning, I called the transport company and got the cell phone number of the truck driver. I called to ask when he would be in Houston to drop off the car. He proceeds to give me the bad news. Seems he is stuck in Dallas waiting on a customer to get back into town to take delivery of his vehicle and I will not be getting mine until Monday afternoon. Entirely wrong answer! That was not what I wanted to hear at all! And I proceeded to tell him of my disappointment. I was nice about it, cause I knew it was not something he or I could do about it anyway. It wasn't like I was going to drive up to Dallas to pick up the car or anything, so I would just have to wait. So I did what any other adult man would do. I moped around all weekend like a spoiled kid that didn't get his way, that's what I did!

The weekend was long and Monday I headed off to work. It was overcast and rain was predicted later in the day. I was anxious to get the call from the driver, but was not looking forward to a delivery in the rain. About 8:30 I get a call from the truck driver. He told me he felt bad about not getting my car to me the previous Friday so he was going to make my delivery first in Houston. "YES! Now that is what I wanted to hear!" "When will you be here?" I asked. "30 minutes, I think. Is the drop off point your residence?" He asked. "Yes, but where is the car positioned on the trailer? Is it on the top" I quizzed. "Yes, it's over the cab." He replied back. "Uh, that may be a problem. I live on a street that has trees that overhang the street. Not sure I want to chance scratching up the car." "Is there somewhere close by that I can drop it off? He asked. "Well, there is a Lowes close by, right off the freeway, with a big enough parking lot. You could unload there, I think." I responded. "OK, I should be there in about a half hour." He continued. Anxiously, I called Sarah to let her know and also let our friends Adriana and Tor know since they wanted to see it when it came in.

By the time I got to Lowes, the truck was already there, parked behind the

building. The driver was busy getting items out of a storage compartment in the back of the cab. I was thrilled to see the 3.0CS on the truck finally here.

Sarah and Adriana arrive soon after I get there and I introduce myself to the driver. Carl explained that he would have to unload 2 other vehicles before unloading mine so it would take a while to unhook them and drive them off. "No problem!" I told him, "It will give me some time to look her over." So Carl





proceeds to unload the other two vehicles and climbs back atop the trailer to unhook the securing chains from my car. Sarah, Adriana and I are standing towards the front of the truck talking about how exciting it is to get another classic car and how cool it was to have a second E9 in the club. (If you haven't seen Tor's 3.0CS yet, let me tell you that it is one nice looking car!) Carl is on the other side of the car where we can't see him busily rustling chains across the metal of the trailer. Now, did you ever see something out of the corner of your eye, but you aren't really sure what it was? Like maybe someone falling off a trailer and you saw the fall through the window of the truck? The rustling stops for a second and we heard an odd noise like a dull thud. We all look at each other and pause. Looking at each other as if to say, "did you see what I saw?" With a concerned look Adriana asks, "Did he just fall off the truck?"

The three of us rushed to the other side of the truck and you guess it, Carl is on the ground. Now in an emergency situation one has all sorts of thoughts



flash in their mind. It seems like things are moving in slow motion, but in reality it is just a split second. All sorts of questions race through my mind. Is he hurt? How serious is it? Is it going to be bad? Broken bones and blood??? Ok bad to reality....Carl is on the ground, conscious, but holding his leg. We all rush to him and ask him if he is hurt. "Yes, it's my ankle, I think I broke my ankle" he informs us in pain. I ask him, "Do you want me to call 911?" "Yes!" he responds quickly. Sarah and Adriana stay with him while I walk towards the back of the truck to make the 911 call. The conversation goes something like this:

911 operator: 911 what is your emergency?

Me: I am with a truck driver who fell off the top of his trailer and is hurt.

911 operator: what type of injury?

Me: he says it is his ankle and he asking to go to the hospital.

911 operator: what is your location?

Me: we are in the back parking lot of the Lowes store in Katy, Texas.

911 operator: what is the address there?

Me: I don't know the address. It is the Lowes building supply store on the Katy freeway close to Fry Road.

911 operator: I need to get the address so I can send an ambulance.

OK, at this point I was thinking to myself. What the heck! We have a multi-million dollar 911 system that we all have been paying extra phone fees for decades and it can't find the only Lowes store in Katy? Maybe we should scrap the system and Google it on the internet? High speed internet is only \$50 bucks a month!

Me: I don't know the address and I do not think I should run up to the front of the store just to get the address. You can't find the only Lowes in Katy? It is

close to the Katy Freeway and Fry Road intersection. Shoot, we are just around the corner from St. Christi's Hospital. Call them and tell them to come to the back parking lot of Lowes!

911 operator: I will call for an ambulance, please do not hang up.  
Me: Ok!

A minute later I hear the siren off in the distance. The hospital is maybe 3 blocks away from where we were. I walk over to the others and tell them the ambulance is on its way, should be here shortly. "Hang tough, Carl, help is coming." I said. About that time I see the ambulance rounding the corner and I go out the street to wave them down. Yup, about 3 minute response can't beat that!

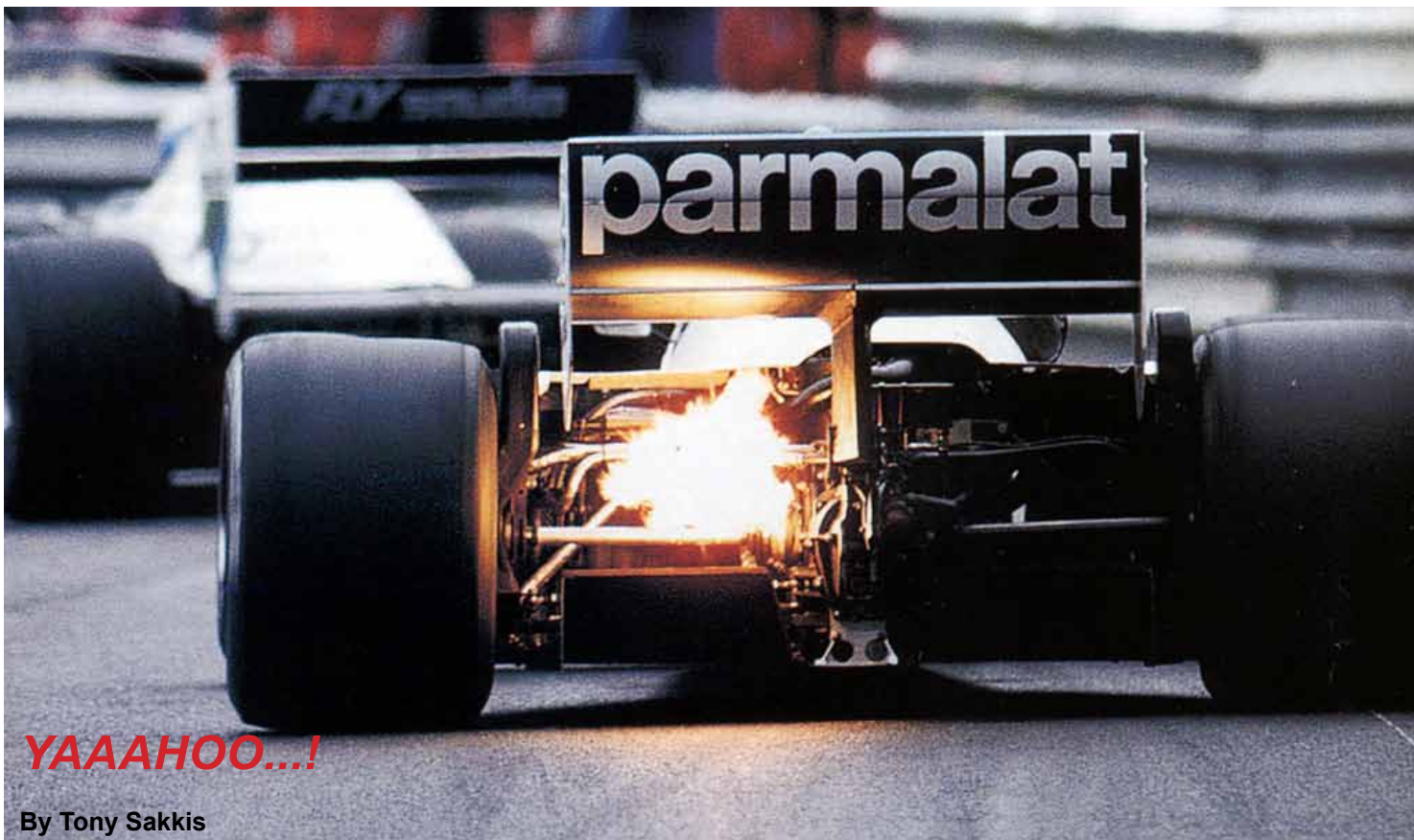
Me: the ambulance is here.

911 operator: can I help you with anything else?

Me: Can you get me the address of Home Depot? (just kidding)

The paramedics check out Carl and get him ready to transport. Oh, did I mention he has a dog with him? Sarah offers to take his dog with her back to the house while he is at the hospital. We lock up the other vehicles and give Carl the keys. He asks me to call his office to let them know what is going on. We watch as he is loaded into the ambulance and they drive off. We all look at each other, look at my car, still on the truck and back to watch the ambulance round the corner and disappear. Great! I was this close to getting my car! Now what? Thinking that someone should tell the manager at the Lowes store what is going on so they don't call a tow truck, I make the long walk into the store. Needless to say the manager was not a happy camper when I told him the story. I go back to the truck, take a look at the car.... still on the truck, dial the number to call Carl's office. You know, if I got hurt on the job, I would hope someone at my company would really care. Geez this guy was kind of cold. "Yeah, I'll have to call the other drops and tell them they will be delayed", he tells me. "Well don't you even want to know

*Shark - Continued on Page 20*



**YAAAHOO...!**

**By Tony Sakkis**

When the 2013 F1 Grand Prix season rolls around in 20 or so months, the scream of high-revving 2.4-liter normally-aspirated V8s will be gone, replaced with 1.6-liter belching, crackling four-cylinder turbos.

For some, it will be a sad day.

For others ... well ... yaaahoo ...!

The high-revving 'atmo's have their place in F1 lore, for sure. But Grand Prix racing really came of age during the turbo era. We love to reminisce about the days when the Ferrari flat 12s wailed down the Mistral straight of Paul Ricard or screamed out of Bos Uit at Zandvoort piloted by heroic drivers such as Niki Lauda and Clay Regazzoni. But at the time, let's face it, F1 was an esoteric and mostly ignored international sport.

When F1 really found its commercial stride was in the 80s, with FOCA and Bernie Ecclestone, and in cars driven by men driven to make names for themselves. And for the most part they did. The cars in which they made those historical marks were small-displacement cars with big horsepower and turbo engines. And a lot of very strange sounds.

The engines already had a unique exhaust note. But in 1985 a relatively unknown Brazilian changed the way the engine was used. Nobody was better equipped for the turbo age than Ayrton Senna, who in the quest for a competitive edge learned to goose his Lotus Renault turbo as he entered a corner to keep the turbo spooled-up and poised to exit the corner like a rocket.

His technique, which was basically to stab the throttle a few times just as he approached the apex of the corner, made the car jerk and buck and look, as Jackie Stewart would say, 'untidy.' But soon enough the whole field was entering tight corners with the same jerky, noisy, untidy method.

And with it came with a sound that was, simply, indescribable.

It was a combination of the whine and jerking noise a transmission makes while struggling to hold together as it's intermittently summoned and then denied respite – the clunk, clunk, clunk of a gearbox that needed more power than it could find, then suddenly having too much than it could

handle, followed by more depravity.

It was the sound of unburned fuel being dumped into the exhaust, followed quickly by superheated exhaust which then lit the unburned fuel, sending out a series of boom, boom, boom as the stab, stab, stab continued to the exit. That was typically followed by one large BOOM when the car finally got its legs and shot out the turn.

Then there was the whine of the turbo, which spun up and down with the application of the throttle, emitting a high pitched whistle that can only be described as a vacuum cleaner gone berserk. And a racecar driver in the mold of Senna, Mansell and Piquet was not shy with the throttle foot when it came time to depart a corner.

Over all of it, though, was the delicious crackling sound of the waste gate slapping shut and producing the signature clap, clap, clap. The tone, so different from the others – a sharp crack, crack, crack that followed every gear change and every abrupt release of the throttle – could be heard from a distance, even before the beautiful growl of the wholly unmuffled little engines.

If you've heard it, you understand. If not, get ready.

What BMW aficionados will remember about those times is, alas, gone forever. Even with the success of the BMW engine that carried Nelson Piquet to three victories and the first World Championship for a turbo car, BMW has said recently that they won't be back to F1. The reasons make sense, but it still hurts those who watched that little engine make history.

The BMW engine that won the first F1 Championship for a turbo was inspired by Renault, which had forged ahead with the long-ignored loophole in F1 regs that allowed reduced displacement turbocharged engines in F1. Renault had been in F1 since 1977, and was beginning to make strides toward competitiveness.

In the meantime, Brabham tested a BMW 4-cylinder turbo near the end of the '81 season and the team, led by team owner Ecclestone and headed by famed designer Gordon Murray, tailored the 1982 BT50 around the BMW engine.



The BMW M12 was an inline four that started life as a 1.3-liter road car engine that had the capability to be upgraded to as much as two-liters. The design went into some four million BMWs over a quarter of a century. As the basis of the BT50, the engine was an anomaly. A four cylinder? Really? The questions were often asked incredulously by spectators.

But the four cylinder had advantages. The weight of the engine, with all its heat-exchangers and radiators and electronics, was only some 60 pounds heavier than the Alfa V12 it had replaced -- which made it the lightest, most compact turbo power plant out there.

Except that the partnership between the BMW and Brabham went south quickly and really almost never happened. The engine had reliability problems. In France, in 1982, for example, the team went through seven engines -- and seven engine failures -- in one weekend. And although the record for a race weekend, it was not the worst outing. They had lost more than nine engines in one weekend of testing.

Ecclestone being Ecclestone decided this BMW power plant was much too unreliable and opted to cancel the contract and returned to the Cosworth-powered BT49s. Much to his surprise, BMW refused and threatened whatever it is that big companies out of Germany threaten little companies out of Britain with. And whatever it was they used, it seemed to work. At the same time, with help from Bosch, BMW solved the reliability problems.

By Canada in June, the car took its first win, then followed up with a pole and two fastest laps for the rest of the year. His failure rate was still depressing, at best: in 15 races, he only finished four, with the worst finish of fifth. It was clear that if the engine held together, it was a quick car.

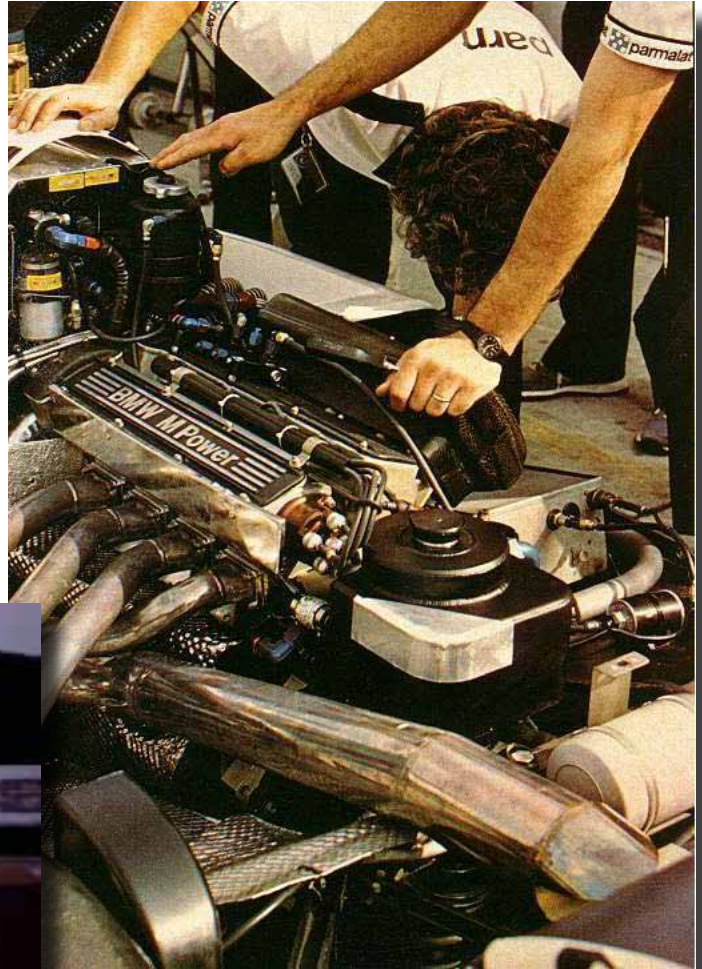
But the partnership between Brabham and BMW flourished over the summer. Piquet went into 1983 with a lot more reliability. And with a win at the season-opener in Brazil, it quickly became a fight between Alain Prost in the Renault and Piquet, with Prost making a huge error in judgment in Holland to hand Piquet the title at the next race in South Africa. In the end, Piquet became the first driver in history to win the world championship in a turbo-engined car.

Now, for more than two decades we have seen a parade of throaty, high-revving cars that went from 6s and 8s to 10s and 12s, then back to V8s. Nothing wrong with injected V8s, frankly. But turbos are so much more ... well ... interesting.

And should you go blind before the USGP comes to Austin, go to the race anyway; you really won't even need to see the action. Hearing those turbos is enough.

Over all of it, though, will be that sound from a few of us who have waited more than 20 years for turbos to return:

Yaaahoo!.....



Honda, which had entered F1 the same year, was to begin pulling some 2000 horsepower from their 1.5-liter power plant in qualifying trim -- also known as 'grenade' trim -- by the end of 1984. That kind of boost allowed the car three laps at most before it blew itself to oblivion. In contrast, BMW had been producing 1200-1300 HP in qualifying.

With the emphasis shifting to variable valve timing, turbos were being seen as archaic. The cost was already spiraling out of control, dropping small teams like bedbugs, so the order was given at the top: turbos were out, completely banned, with a couple of years of re-direct R&D. From the 1989 season onward, turbos were gone.

In the meantime -- actually by the end of '84 -- Senna was in a Renault turbo and the stab, stab, stab, clunk, clunk, clunk, whine, whine, whine, boom, boom, boom, BOOM, crack, crack, crack had begun. The sound of F1 at its zenith had been created.

## A Call for Candidates – 2012 Board Positions

It may be a little early however for those that have ever considered a leadership position with the Chapter perhaps now may be a good time to start giving it some thought. The elected Board positions becoming available for 2012 are President and Vice President. Appointed Board positions becoming available are as follows:

- Autocross Chair
- Membership Chair
- Social Events Chair
- Driving Events Chair
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- Webmaster

We are currently forming a Nominating Committee that will compile a list of all members interested in serving on the Board. More detailed information regarding the Nominating Committee will be available soon.





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March 11         July 22  
March 25         August 26  
April 15          September 16  
May 6             October 28  
June 10          November 18  
December 2

- Open to Blue Solo & Advanced Drivers
- 4 Hours of Open Track
- See website for more details

**\$150 for Open Track Day Events**  
(includes garages)

### TEST & TUNE EVENTS

March 3 - Open to SCCA Drivers  
March 17 - Open to Blue Solo & Advanced Drivers  
April 29 - Open to NASA & Yellow Drivers  
May 27 - Open to SCCA Drivers  
July 22 - Blue Solo and Advanced  
Sept 2 - Blue Solo and Advanced  
Nov 11 - SCCA Drivers  
Nov 25 - NASA & Yellow Drivers

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what hospital he is going to?" I asked him. "OK" he says kind of half-heartedly. I gave him the information and then ask him if there was some way to get my car off the truck. "I have nobody in the area right now to help you." He tells me in a monotone voice. Great! I tell Sarah and Adriana that there is nothing we can do. I have to wait for someone to get back to me. So close and yet so far. "I'm going back to work!" I told them and said goodbye.

Back at the office, I no sooner get back to my office and I hear "so how's the car?"

"I didn't get my car, but I got a dog." I replied sarcastically. So did you ever start telling a story to one person and before ya know it you have an entire audience? "What!? You got a dog? What about the car?" I was asked. "The car is still on the truck. The driver fell off the truck and got hurt. He seems OK, but he is at the hospital getting checked out. He had a dog with him and Sarah offered to look after his dog while he is there. So I got a dog. No car... yet." I explain. So after I finish the WHOLE story everybody is looking at me in disbelief. "Yeah, I couldn't make this stuff up if I wanted to." I say as I walk away.

I wasn't sure how the story was going to play out. I sat at my desk disappointed. Trying to encompass myself in my work and not think about it all. Then late in the afternoon, I got a call from the transport company telling me they have managed to locate a crew that can make it to Houston to offload my car, but have to make a delivery in Sealy first. There would be two guys in that truck, they would get my car off Carl's truck and then take Carl and his truck back with them. They also said they had spoken to Carl and he was OK, but had broken the heel of his right foot and could not drive. I was glad to hear Carl was not too badly hurt and glad to hear I was going to bet my car that day. I drove back to Lowes with gray skies overhead and it was starting to sprinkle. I was thinking to myself that Mother Nature is playing a nasty trick on me. I talked to Carl for a little while as we waited for the other truck. I had called Sarah and she brought Carl's dog back to him. Sarah had to return home and the sprinkle had turned to a light rain so I got back into my car for another half hour.

When the other truck arrived, they got right to business and unhooked the last tie-down from my car. I guess they wanted to get it off and get back home too! I was more than anxious to get it, watching them move it forward, lowering the

ramps of the car hauler from section to section. I managed to snap a few pictures of the event as it finally rolled off the truck.

The car was parked off to the side so I could inspect it for any damages. And now, here comes the rain, just a little more punishment added to the long waiting game we played all day! By the time I finished looking the car over I was soaked. The papers were signed and I was given the keys. Sarah had returned so I asked her to follow me home. I hop in the 3.0CS and closed the door. OK, where is the stinkin' windshield wiper switch? Oh, on the center consol, got it, maybe.....I pull the switch up and nothing happens. Where is the headlight switch? Ah, there on the dash. I pull that switch and the dashboard lights come on, but I really don't see much light shining out in front of the car. I get out and look and yeah the lights are on but are dim. I get back into the car looking over all the switches and pulling levers. Ah, the wipers are working..... sort of. Yes, by this time I was very aware that I should have figured out where all the stuff was before hand. Now it was raining, getting dark and with me sitting in the car the windshield was starting to fog up on the inside. Ok where is

the damn de-frost? I was used to old American cars and where everything was located, but not foreign cars, so I was not having much luck. I can't see out of the windshield now. I get out and run through the rain to get a rag out of Sarah's car so I can wipe the fog off windshield enough to drive. I put the car in 1<sup>st</sup> gear and turn out into the street. Man the lights are dim! While I found the wiper switch and pulled it earlier I found the lever on the steering column actually activated the wipers. I didn't know at the time that I was doing it all wrong, but I had to tap the lever on the steering column to make the wipers swipe once. So picture me quickly wiping the fog from the windshield, shift gears, hit the lever for the wipers, back to wipe the fog, shift another gear, hit the wiper lever and oh yeah drive too! I finally rolled the window down enough to stick my head out the window so I could see. It's funny now, not so much then. Luckily I didn't have to go far to get to the house.

Pulling into the garage I finally start breathing again. I get out of the car and give a big sigh of relief finally getting her home. I didn't find out until the next day that the headlight bulbs were burnt out and I was driving the car by the city lights. Lucky for me the car still has the euro head lights and the city lights still worked. Chalk it up to another adventure in a car buying experience! I'm sure there will be others.




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let it cool off completely, cool to the touch. This may take an hour or more, but remember - patience!! While it is piping hot, though, another application of penetrating oil will let the oil really get down into the threads where it will do the most good. It may smoke like a forest fire, so have a fan and an open door ready.

A few more thoughts on using heat. An oxy/acetalene torch makes the most heat, but few garages are equipped with this luxury. A propane torch will work on small bolts, but the tiny butane torches (like cigarette lighter butane) just don't cut the mustard. And when using around aluminum, too much heat will kill aluminum in suddenly. Aluminum doesn't glow red like steel, it suddenly melts and oxydizes, becoming weak and useless. Melt a front engine cover, and you will be crying to momma for some time! When I worked on motorcycles, we would heat the engine cases to get crankshaft ball bearings to drop into place. I learned to heat the aluminum untill a small amount of water would sizzel away, boiling off. Hot enough! Any hotter, and you are getting dangerously close to aluminum's meltdown point.

So there you have it, a few tips that may help you. Patience is a major virtue, but we all know that this kind of dilemma only seems to happen when there seems to be no extra time. Use your head, think things through, and maybe you will be successful in these cruddy situations, and you will have s stuck-bolt story that will really impress your wannabe mechanic friends.

# Editor's Corner



It is often said that the whole can only be as good as the sum of its parts. This is one reason why we hold the BMW brand near and dear to our heart - the parts work together harmoniously to provide excellent performance. The same can be said of any organization as well. In this issue of the Torque of the Town we chose to highlight our ///MFEST brethren. These are drivers who not only embody the spirit of the brand, they take it to the next level with unique sometimes outlandish cusomizations. This is also the first of many issues to incorporate the Mini series of cars, since they are just as much a part of our club. Our Vice President, continues his saga of being "Shark bitten" and Tony Sakkis once again has given us an outstanding part of BMW history through words and pictures. We also have great articles around the M School, vintage gatherings and even some technical information on how to deal with rusty nuts. One thing to keep in mind is that our publication could not be anything without the participation and submission by our members and friends. Without them and you, we would just be a bunch of nutty car fanatics! Remember to check the website events calendar and be sure to join in on the fun!!

Membership certainly has its privilges and our chapter members are a cut above. So there you have it, the second edition of 2011. The board hopes you enjoy reading it as much as we have had fun putting it together. As always if you have any suggestions or requests, or if you would like to contribute to the Torque of the Town just send an email to the editors address on page 3. We are now mid-way through 2011 and thus far the second half promises to be even better than the first. Octoberfest, fall drives, Autocross, driving schools and social events are all things to look forward to! If it is true that the whole can only be as good as the sum of its parts, I'd say that we have one heck of a car club! - James

## Stay Informed!! - eBlast Signup

Once a month the Chapter emails an eBlast to all members who have indicated they want to be kept abreast of Chapter activities and events, as well as news and information involving the Chapter. If you wish to receive this information and are not already signed up you may do so on the website at [www.houston-bmwcca.com](http://www.houston-bmwcca.com). The eBlast request is located at the lower left on the front page.

## Congratulations to our Concourse Winners who placed in their class!!

- Dan & Valerie Baker - White e82 135i
- Jordan Sarette - Blue e36 M3
- John Galbraith - Red e30 M3



## Member Rewards

Rebates Up to \$1,500 BMW CCA members in good standing may be eligible for substantial rebates on the purchase or lease of a new or Certified Pre-Owned BMW from any authorized U.S. BMW Center.

Rebates currently range from \$250 to \$1,500 depending on the model.

## Roundel Magazine

Declared one of the finest car club magazines in the world by Car and Driver, each monthly issue has 140+ pages of articles, reviews, photography, and classifieds dedicated to all things BMW.



## 67 Local Chapters

BMW CCA's local chapters provide a range of social, technical, and driving events. They're your gateway to many of the club's driving schools, rallies, and autocrosses. Many events are geared toward the novice mechanic or driving event participant.

## Member Discounts

Members receive special discounts on a wide variety of goods and services, ranging from car care to travel and more!

### Cellular Discounts

Sprint **15%** Off Sprint & Nextel monthly recurring charges  
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### Travel & Hotel Discounts

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### Clothing Discounts



### Rental Discounts



### Insurance Discounts



BMW Performance Driving School



## Member Privileges

- Access to our Technical Service Advisors for personalized advice.
- Ombudsmen to help with dealer issues.
- Outstanding national events including BMW CCA's premier annual gathering.
- Regional festivals, concours, and club-sponsored corrals at major road races
- Driving schools, autocrosses, rallies, safety schools, and Club Racing.
- Free classified ads on the website and in Roundel magazine.
- Friends of BMW: A roster of fellow BMW CCA members who can offer coffee and conversation, repair tools, workspace, sometimes even help when you're out on the road.
- Club library and video services. Borrow BMW-related books and videos
- Availability of a BMW CCA affinity credit card.
- Free BMW CCA decals available from the club office.
- Access to all areas of the growing online community at BMWCCA.org.

## BMW CCA Rewards Visa Credit Card

Apply for a BMW Car Club of America Rewards Visa® Credit Card, custom designed with special features and benefits just for BMW car and racing enthusiasts! Plus, have your car pictured on the card. Apply now, so you can express your passion for the Ultimate Driving Machine while you automatically build points toward Free annual BMW CCA membership, 1% cash back, travel, merchandise and gift cards from name brand retailers and other great rewards. Plus you'll get all the outstanding benefits you'd expect from a world-class card with a name you can trust – like no annual fee, 1% cash back, and 0% APR on balance transfers for 6 full months.



## Special Interest Groups

As if all things BMW weren't special interest enough, some of us like to drill down further into the minutia of Bimmer lore. These independent groups are organized around specific vintage or rare BMWs. They provide information and activities ranging from driving events and web-based digests to publications and news bulletins.

Join The Experience  
Membership has its benefits



# MEMBERSHIP REWARDS



You may be eligible to receive a reward based on the purchase / lease of a new or Certified Pre-Owned BMW via an authorized US BMW center.

## 2011 Program Terms and Conditions

- A membership of one year or more immediately preceding the delivery date of the vehicle is required to take advantage of this program. A member in good standing cannot have any lapse in membership during that 12-month period.
- Vehicles must be purchased/leased via an authorized US BMW center. Sales documents and vehicle title must be in the CCA member's name.
- The BMW CCA Allowance is non-transferable and is offered to CCA members and CCA associate members only.
- If a CCA member co-signs for a vehicle with a non-CCA member, both must reside in the same household and all documents must contain the CCA member's name and signature. However, only one submission will be honored.
- This program is not available in conjunction with other special purchase programs offered by BMW NA or BMW centers.
- BMW allows one reward per calendar year (1/1 through 12/31) per member.
- BMW CCA Member is eligible to receive one reward, per member, per VIN. BMW CCA Member who purchases their off-lease vehicle via the CPO Program is not eligible for payment for same VIN as a CPO vehicle.
- BMW CCA Member must be in possession of the vehicle at time of application and must remain in possession of the vehicle until the application is fully processed or for a minimum of six months, whichever comes first.

## US Delivery

BMW CCA Membership Reward Application for US delivery must be completed in its entirety and postmarked within 60 days of US vehicle delivery date.

## European Delivery

BMW CCA Membership Reward Application for European Delivery must be completed in its entirety and postmarked within 60 days of Munich European Delivery pick up date.

Check request must be received via US mail delivery or other delivery method providing receipt of delivery (fax or e-mailed applications are not accepted). All documents received must be legible. BMW CCA is not responsible for late, lost or misdirected applications. BMW NA reserves the right to make program changes without prior notification.

## Eligible Vehicles

New passenger vehicles (including European Delivery and Performance Center Delivery), including new SAV's and Certified Pre-Owned Vehicles.

## Ineligible Vehicles

- New, non-registered vehicles in excess of 1,000 miles including company vehicles, retail demos or loaner vehicles. 3rd party brokers, lease companies, etc. do not qualify.
- 2011 Electric Active E Vehicles are not included.
- Pre-owned vehicles not enrolled in the CPO Program.
- Military & Diplomatic vehicles do not qualify.
- The MINI models are not included.

## Allowance

- Passenger Cars
  - \$ 500 1 Series - all models
  - \$ 500 Z4 - all models including the Z4 M
  - \$ 500 3 Series - all models including M3
  - \$ 1,000 5 Series - all models including M5
  - \$ 1,000 6 Series - all models including M6
  - \$ 1,500 7 Series - all models including Alpina
- Sports Activity Vehicles (SAV's)
  - \$ 500 X3 - all models
  - \$ 1,000 X5 - all models
  - \$ 1,000 X6 - all models
- Certified Pre-Owned Automobiles
  - \$ 250 Certified Pre-Owned Vehicles
  - \$ 500 Certified Pre-Owned Vehicles (M Models only)

For questions regarding this Member Rewards Program contact:

[rewards@bmw.org](mailto:rewards@bmw.org)

[www.bmwcca.org](http://www.bmwcca.org)

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**Join The Experience**  
**Membership has its rewards**

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# Shared Resources?

By: Brian Colvard

So how is BMW impacting MINI, and how does MINI impact BMW? We all know that BMW producing MINI was a huge boost for both companies. This benefit extends on a local level and not just with technology, but with people as well. The Autocross Committee has the benefit of a diverse group including the current Houston MINI Motoring Society club recently-elected President (Jeff Conley). Partnerships like this have the potential to eventually lead to a new section for the BMWCCA, and MINI can create its own national CCA. Such a partnership would allow for more people with the love of cars to get together.

How is the technology being shared at the production level? BMW and MINI are learning from each other. MINI developed "MINI Connected", which is a system that allows someone to keep current and socially intact even while in the car. This system allows for Pandora Radio, Twitter, and even Facebook all to be "Connected" while driving. A link to Google maps will allow users to keep track of travel routes, fuel consumption, outside temperatures and more during a drive (also a good way to keep track of the kiddos' driving habits). All of this is done through verbal commands and through the audio system in the car. Newer versions are claiming that you may even be able to map the ECU of your car to your driving preference without having special equipment. Recently, Houston Chapter BMW Member Thad Davis hooked up his i-phone to my car, and could look at about six different outputs from the car just on his phone! While BMW does not have the "Connected" software yet, it may very well be offered in some models soon.

Where is the power? We know BMW won Engine of the Year awards with four victories ranging in the engines from the 1.6L Turbocharged Four Cylinder all the way to the 4.0L V8 from the M3 but what's in store for the future? BMW's move to a four cylinder engine option is right around the corner, and MINI heading to a three cylinder. Release of the BMW 2.0L



An advertisement for AIM Creative Agency. The background is a light green and white gradient with a faint image of three people. The text is arranged in a list-like format. At the top, it says "ideas AMPLIFIED" in a black banner, followed by the website "www.aimcreativeagency.com". Below that, the phone number "713.780.0503" and email "connect@aimcreativeagency.com" are listed. A central list of services includes: GRAPHIC Design, ONLINE Marketing, Traditional Marketing, Email Marketing, Web Development, MANAGED PRINTING SOLUTIONS, Modular Exhibits, and Event Management. At the bottom left, there is a logo for BMW and text stating "PROUD SPONSOR OF THE HOUSTON CHAPTER BMW CCA. DISCOUNTS ON ALL SERVICES FOR CLUB MEMBERS NATIONWIDE." A small red star is also present near the bottom center.



(N20) engine should be out in abundance in the next two years. This will be a four cylinder dual scroll turbo that will produce 240hp. Obviously this will lower the weight but according to BMW it will only shed about 22 pounds by dropping the two cylinders however it is estimated to consume twenty percent less fuel! The good news for MINI is at 60hp per cylinder then a 3 cylinder 1.5L MINI will be 180hp and lighter in weight than today's MINI Cooper. It will also boast an average MPG in the high 40 range.

When will all of this take place? Let's think about the sub-brand BMW is to build with the BMW i over the next few years. The desire to have a small city car made by BMW means this could happen very soon (in "cars years"), and the first production i brand is set for 2013 with release of the i3 and then soon after the i8. The combination of battery power and fuel efficiency will lead to small compact vehicles by BMW. The ability to use one engine for two or three brands makes sense in engineering technology, buying power, and even production capabilities. (The idea of engine-sharing is nothing new, as BMW already shares engines between models such as the 1 series and the 3 series.) We consumers (especially car aficionados) are impatient for new automotive design and advances. Think of all the advances over the past twenty years that have been made to cars and think ahead to the future twenty years. Future "car-nuts" who are born today will our focus on increasing performance through displacement was "caveman-like".

Why is this happening? BMW and MINI have been showing positive sales growth with the BMW brand up 15% in April over the previous year and worldwide sales of the MINI brand in April were up 35% over the prior year! This is a telling symbol that both brands are exceeding and providing the combinations of features people want: handling, fuel efficiency, power, comfort features, and style. Not a bad move to keep testing key features while keeping individual identity.

What does all this mean? Well, perhaps we could see a front wheel drive 1 series (after the F20). MINI is changing from R models to F models and in 2012. BMW is working on its own version of compact cars and a recent interview hinted to anywhere from 6 to 9 new models. It will be interesting to see in a few years where all of this leads, but expect a lot more of your favorite features to end up in all brands. My personal hope is that the best of both worlds will combine while still retaining the unique identity of each brand.





## 2-Day BMW M School (or, Walt & Jeff's Excellent Adventure) by Walt Phillips and Jeff Thomson

I'm not quite sure how it started. I had probably mentioned to my wife Diane that Amita & Gerald Anderson and Dan Baker had attended this school in the past couple of years. Perhaps I mentioned it more than I thought, because at some point she said, "Why don't you just sign up for it?" Being a good husband, I replied "Yes, dear!" After I mentioned it on the forum, Walt said "Hey, when are you going? I need to learn how to drive this car I just bought." and things took off from there.

On Thursday afternoon, we flew out to Greenville/Spartanburg. When we arrived, we called the hotel, which sent a car out to meet us. In our case, the vehicle was an X5 xDrive35d. The hotel also has a 5-series Gran Turismo on site for picking up arriving guests. After checking into the hotel and relaxing a while, we had an outstanding dinner at the hotel restaurant. We both decided to turn in early, knowing that we had a busy day ahead.

On Friday, we ate breakfast at the hotel and then boarded the hotel shuttle bus to take us to the BMW Performance Center, which is about a 10-15 minute ride from the hotel.

After a brief tour of the facility, we headed for the classroom. Each day consisted of 20-30 minutes of instruction in the morning and afternoon, with the rest of the day filled with driving exercises. The cars, as the school name suggests, were all M cars; E90/E92 M3's with DCT, and M5's and M6's with SMG. Class sizes are limited to 15 students, and there are 5 of each car. We were divided up into groups of 5, with each group assigned to a particular exercise.

The first day was spent on exercises focusing on basic skills: turning, braking and accelerating. For each exercise, we started by riding in one of the four-door cars with an instructor driving for a couple of familiarization laps before getting into the cars ourselves. In addition to a wet skidpad, there was a large oval-shaped practice area that was kept wet so that we could practice braking, cornering and accelerating under limited-grip conditions. That we did this particular exercise in the M6's with the electronic aids turned off made it all the more challenging. There were several other exercises that entailed using portions of the road course to emphasize particular skill sets. The day ended with several competitions where we were timed on a mini-autocross course, as well as a portion of the road course. At mid-day we were treated to a catered lunch, and at the end of the day, we were served hors d'oeuvres and adult beverages.

Saturday was when we took the skills we had learning on Friday, and combined them in exercises that used more of the road course. We started off on the wet skidpad in the M5's, and moved on to a timed event where the previous day's oval was turned into a figure 8. In the afternoon,

we drove a larger version of the road course, first in the M5's and finishing up the day (much to our delight) in the M3's. Saturday's driving was made even more interesting by having in-car video of our driving for the entire day! As of this writing, we haven't received the DVDs of our videos yet, but they should be arriving in the mail any time now.

One more thing – did I mention that it was pouring down rain all day Saturday? I had been fretting about the weather for the entire week leading up to the school. My concern was that if it did rain as predicted, the school was going to be a complete waste of time; luckily, this turned out not to be the case. I've never been comfortable driving at speed in the rain, so this presented a terrific opportunity to improve my wet-weather driving skills. All three cars felt extremely confidence-inspiring, and both Walt and I felt comfortable pushing them harder than we would have thought possible.

On Sunday morning, we had a leisurely breakfast and headed for the airport, again in the X5. We were tired, but happy from having had a thoroughly enjoyable experience and satisfied that we had gotten our money's worth and then some.

In a lot of ways, these two days were about preconceived notions being shattered. Going in, I figured the M5 and M6 would be ponderous and not much fun to drive. Nothing could have been further from the truth. Both cars embodied the combination of performance and luxury that is the essence of a BMW. That said, the real eye-opener was the M3. Being an E46 M3 owner, I figured its E92 counterpart couldn't possibly be as good. Boy, was I wrong! The handling is a delight, with the car masking the effects of the extra 300 pounds it carries compared to the E46 M3 incredibly well. Then there's the engine. The S65 V-8 in the M3 is amazing! As much as I love the smooth, turbine-like power delivery of the S54 inline-6, the new M3's V-8 is even better.

A few words about the hotel are in order. The Greenville Marriott was outstanding. Although the property is 22 years old, it wore its age well. The rooms and public areas were very nice. Everyone we met, from the airport shuttle driver to the clerks at the reception desk to the bartenders to the guy who makes the omelets in the morning were very pleasant to deal with. I'd go so far as to say this is one of the nicest hotels I've ever had the pleasure of staying at. The hotel restaurant was top-notch as well, and could stand on its own in any major city.

Am I glad I went to the school? Absolutely! Even though Walt and I have a fair amount of track and autocross experience between us, we both learned a lot. We both had a blast; so much so in fact, that we both want to take the course again. Both of us want to take the Advanced M School





## One Baur, Two Cloggies and a lot of fun!

By: Jean Paul Lips and Michiel Oosterling.

BMW are built to be driven, even if they are almost forty years old. To keep an older BMW on the road is a quest on its own. Setting realistic goals certainly aids the do-it-yourself-mechanic to spend happy moments behind the steering wheel vs. burning the midnight oil on a freezing cold garage floor, yes... even in Houston. The goal was set to attend MidAmerica02Fest on April 30 in Arkansas. Hey, what would be more fun to spend two days with 30+ mind like individuals who are passionate about their hobby? The challenge though was to replace the tired and rusted original subframe, replace all cracked bushings and install that 2002 Turbo limited slip differential to lower the humming RPM's in fourth gear with 500 or so.

Any 02, E9, E12 or other older bimmer enthusiast knows that any well-intended project will take at least twice the time, double the expense, a few bleeding knuckles and soul searching questioning. All instantly forgotten once we hit the road again and discover pure joy. The restoration of the subframe was eventually completed on April 27 along with straightened, sandblasted and fresh painted wheels, new calipers, brake lines, front wheel bearings, brake drums, new rear brake shoes and several POR15 treatments. The result once you steer the 02 in a curve without lifting your right foot .....priceless.

Believe me when I say that driving a 02 is BMW history on wheels but the Baur convertible or Targa allows you to cruise topless on the road. The Targa got its name due to the roll bar that corroserie builder Baur in Stuttgart installed based on US DOT safety regulations. Consequently, the rear soft top can be lowered behind the rear seat while the hard top above driver and passenger is stored on customized brackets in the luggage compartment. Pretty nifty German engineering from the early 70's to protect the BMW owner while still connecting with the open road. A trip from Texas to Arkansas in a forty year old Targa with detours through Oklahoma and Missouri would be a great test for any wannabe road monkey. So, along with Michiel Oosterling aka Mike, a colleague, fellow Dutchman and BMW CCA member who commute daily in his Z4 we hit the road to meet 02 members of the Louisiana and Dallas Chapter.

Before we knew we drove in a convoy of 02's to Skip Leonard's garage North of Little Rock to meet and eat pizza. Skip is a 02 enthusiast who earns his living by servicing foreign cars offered his workshop and technicians to the 02 group. I decided to use his garage, lift the Baur and



re-torque the bolts on the subframe after 500+ miles, change oil and add a quart of Marvel Mystery Oil to reduce blue smoke on deceleration based on an article of C.D Iesel at 2002FAQ.com. The article claimed that valve seals get smoother after 200+ miles with Marvel Mystery Oil and significantly reduces blue smoke. What the article does not tell you is that during those 200+ miles your Bavarian ride behaves like WWII Panzer tank when you accelerate, decelerate or any action that involves braking with your engine. I have to admit that with all that black smoke you do get concerned smiles from your fellow 02 convoy rider and before you realize you are driving at the end of the convoy.

Once we made it to Eureka Springs we were welcomed by a large sign for the BMW group and one at the time the Inka, Golf, Granada, Tundra and other retro colored 02's filled up the reserved parking area. The hotel even provided hoses, buckets and sponges as well as free shampoo to flush away the road dust. There was a beautiful restored 2002 Turbo, a junk yard 02 that was resurrected 10 days before the event and several 02's with powerful modified engines from E30 M3 and Alpina. People drove from all over the United States. Steve Blunt from Bluntech.com with his M2 as well as Mike Self, the 02 Roundel writer participated in the 11<sup>th</sup> edition of 02Fest. The event was organized by Keith g, Bo and Barbara Black who spend months of preparation. A total of 37 02's, a 2000CS and a recently restored Isetta participated in the PIG Trail drive in the scenic hill country through Arkansas and Missouri. Canyons, sharp curves with deep ravines, beautiful scenery and a photo session next to the slightly annoyed trout fisherman and woman as well as stunned Park Rangers when all the 02's drove against traffic to the photo shoot area. We got lucky since all were eligible for a ticket.

After the scenic drive we got time in the afternoon to discover Eureka Springs. Around five o'clock were invited participate in a tech quiz to obtain tickets for the plethora of door prizes followed by a barbeque. Several BMW providers such as Maximilian, BluntTech, Skip's, 2002AD, and local BMW dealers supported this event with door prizes ranging from maintenance kits, new NLA 02 parts, brake parts to double core radiators. Without these sponsors and numerous volunteers it would have been impossible to get these incredible prizes and shows support for the 02 owners.

The next day we got hit twice with thunderstorms and inches of rain that made topless driving impossible. The group stayed together in the cold almost freezing temperature and provided roadside assistance to some minor events that are all too familiar to owners of older bimmers. Before Dallas the group split up and the dark clouds converted into nice warm sunshine. Within no time the soft top was folded and the hard top securely stowed in the trunk.

After 1300 miles the skyline of Houston appeared and the blue smoke was gone as well. During the three day event the Baur held up very well, the two Cloggies behaved and made many new friends. Isn't it great to experience Freude am Fahren in a forty year old BMW.



# 1M Arrives in the US...



Codification of Reference Gearbox -	K	
Gear Ratios	I	4.11
	II	2.315
	III	1.542
	IV	10179
	V	1
	VI	0.846
Reverse Ratio	-	3.727
Final Drive Ratio	-	3.154
Steering Type / Ratio	-	Rack-and-pinion / 12.5
Front Brakes / Diameter	- / mm / inch	Vent. Disc / 360 / 14.2
Rear Brakes / Diameter	- / mm / inch	Vent. Disc / 350 / 13.8
Tire Type, Front	-	245/35 ZR19 93Y
Tire Type, Rear	-	265/35 ZR19 98Y
Tire Type, Front w. Sport Package	-	na
Tire Type, Rear w. Sport Package	-	na
Wheels, Front	-	9.0J x 19 Light alloy
Wheels, Rear	-	10.0J x 19 Light alloy
Wheels, Front w. Sport Package	-	na
Wheels, Rear w. Sport Package	-	na
Top Speed	km/h / mph	250 / 155
Top speed w. Sport Package	km/h / mph	na
Acceleration, 0-60 mph	s	4.7
Acceleration, 0-100 Km/h	s	4.9
Fuel Economy, EPA Estimate – City	mpg	19
Fuel Economy, EPA Estimate – Highway	mpg	26
Fuel Economy, EPA Estimate – Combined	mpg	21
Approximate Range	km / miles	475 / 300







#### **Quality Services:**

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at Virginia International Raceway, but feel as though we need some more seat time at the "regular" M school before we're ready. I would be remiss

if I didn't mention that it was great having somebody come along to share the experience with. Hey Walt - maybe by the next time we take the M school, they'll have the F10 M5.





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