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## ON THE COVER:

*The trip of a lifetime:  
driving on the "Green  
Hell"*





**Blake LaGrone**  
President -  
Houston Chapter

Preparation and the “California Dreamin’” the time has finally arrived to hit the Open Road. I have finished all of my periodic maintenance and a needed brake upgrade. One of our Road Monkey tribe has graciously loaned me his new dual axle trailer to carry my M3 to Laguna Seca. Yes! Off to O’fest with the Monkeys. Thank you Tony! As I leave the house heading NW on 290 it starts to sprinkle.....a couple of miles later it’s a deluge! The lanes on 290 are constricted by the new construction going on and I notice the trailer is fishtailing. I’m having visions of the trailer and my M3 turned into a tiny ball by a semi that can’t see us! After 40 miles of white knuckle driving I finally break out of the rain and I pull into Brenham to catch my breath. I am pray-

ing this is not some omen regarding the trip we are starting!! At Brenham I changed to the spare tire as the one on the ground would no longer hold air.

I started writing this article in my hotel room in Atesia, New Mexico, our second stop on another epic journey with the Road Monkeys. I have traveled this route twice now, last time in 2013 and most of those folks are in the group here today. Then, as now I was grateful to have the Monkeys

with me on these little jaunts. I come to appreciate the members of this small group more and more with each passing O’fest. We talk a blustery talk of “We are not the Marines, we will leave you behind”. But I have yet to see it happen. Maybe once Eons ago some particularly onerous individual really pissed everybody off and they left that individual, Maybe.

3 years ago in Cuba, New Mexico the Throttle Position sensor on my M3 chose to give up the ghost. The nearest BMW dealership? Couple hundred miles at least. In our group that year was a couple of truly gracious people Bud and Lori (last name?). My car was dead in the water so Bud and Lori offered to offload a Porsche 911 that Bud likes to use for DE/Track events and let me drive that until we found a part. Then we loaded my car on their trailer and headed on down the road to our next stop in Mesa Verde, CO. While we were driving another Monkey,

Vicky Finley, was using her smart phone to track down a used part for the M3. She located the part and early the next morning I left for a wrecking yard in Farmington, New Mexico in Buds 911 and another Monkey, Levi and his wife, followed me in their M3. The part worked and we all continued on to our destination.....Fast forward 3 years.....on the way to the Hopi Cultural Center where we would have lunch. As we tromped into the restaurant someone told me that Austin Dan had hit a dog in his M5 and his front end and radiator look damaged. Art Yee and Jim Moffitt stayed behind with Dan after the dog strike. We get more information about how bad the damage is and Jeff Otten reminds me I have a trailer!!! So, I call Dan and he agrees that the best move is to trailer it to Scottsdale. I had to backtrack about 80 miles to get to where Dan is and I don’t get there for over an hour. The little gas station he was pulled over in looked pretty grim. I guess one individual told Dan, “Don’t leave your car overnight, it will either not be here in the morning or you won’t recognize the stripped down hulk that is left”. We quickly offload my M3, push his M5 onto the trailer and secure it, I hand Dan my truck Keys and Dan is off for the North Scottsdale BMW dealership and I am off to join the Monkeys in our next stop; Kanab, Utah. We both get in safely at about the same time in the early morning.....

I don’t believe in coincidence, and the likely hood that I would need a trailer on the 1st trip, and someone else would need it on the 2nd trip is pretty high. But it seems to me that I was able to give back what was given me and that I could.





**Wringing out the M2  
at The Ring  
Blake LaGrone**

I was astounded when Adriana asked if I would like to attend the “M” Performance School at the Ring in Nurburg. I grew up following drivers who raced on this track, **Jackie Stewart, Emerson Fittipaldi, James Hunt** and others. I never expected to get a chance to drive this track myself, much less drive it with great instruction and a great car, a brand new BMW M2.

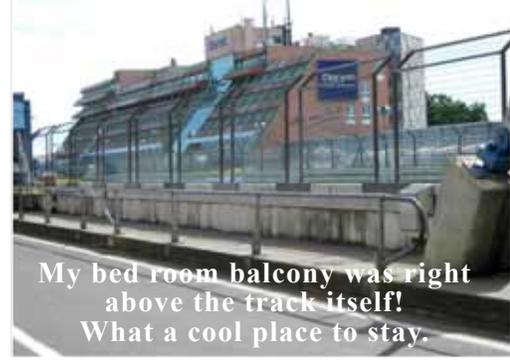
I have watched the laps put down by some really good drivers at **Nurburgring** on You tube and been fascinated, awed by this track. I thought by watching these laps I would be better prepared for the “**Green Hell**” when I got there. It didn’t hurt but until your behind the wheel yourself, you can’t really feel what the experience will be like. I arrived in Munich 2 days before I was due at the track so had some time to sight see. I checked into my flat in West Schwabing and it was as nice as described. What wasn’t described was that it was a 4th floor walkup!



Unfortunately I arrived with a upper lung infection that I was hoping would get better. It didn’t, in fact it got worse. I went to the Pharmacy to try and get something that might help and that was an interesting experience. You should KNOW basic German or have an adequate way to interpret from German to English before you attempt this!!! I wound up with a cough syrup and a pill of some sort that I had a really severe reaction to. Fortunately the effect was tem-

porary and after about 12 hours I was over it. They sell things over the counter there that we don’t in the USA, so be careful!

I spent most of my time in Munich trying to get well enough to continue on to Nurburg. I was seriously considering flying back home to get to my Dr. and get some relief. I did manage to get over to **BMW Welt** and tour the displays there as well as the Museum. Really a well laid out view of BMW, its history and future.



**My bed room balcony was right above the track itself!  
What a cool place to stay.**



**Entering the Weltt**

you see a new **M4 GTS** to the right and a whole lot of other Eye Candy!!!! The Isetta Taxi was running that morning, taking folks for a ride around the Weltt. There is so much to see here, this is just a small sampling of all of the things to see here! The museum had an example of most models and years of BMW, here are just a couple; The first M car, great example of the M1, One of the most successful open cockpit vehicles of all time The V12 LMR. I could go on and on about all there was to see and do but there is just not enough room!!

On to Nurburg! BMW graciously supplied us for the drive to Nurburg and back. A 2016 M4 with the competition package. A perfect Autobahn stormer!

I arrived at the Dorint a little later than everyone else. Had some problems with my phone GPS and didn’t know how to switch the onboard Nav unit to English!!! Adriana did later fix this for me, Thanks Adriana! But arrive I did after a really pretty drive in an awesome car. This view of the **Dorint Hotel** from the opposite side of the track.



**It was good to meet up with my Ring buddies!**



**Walking into the hotel this is the lobby bar.....more eye candy!**

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2016 is the first year the **Houston, Tejas, and Lone Star** chapters are holding two events at the **Circuit of the Americas** (COTA). With the ever growing challenge of competing against numerous **High Performance Driver Education** (HPDE) groups for participants and instructors, the Trifecta Committee is making numerous enhancements to the event.

First, we are holding a **Novice Group** for all three days. If you've never attended an HPDE school, what better place to attend your first than at the only Formula 1 race track in the United States. The facilities at COTA are world class and second to none.

Second, **Ross Bentley** will be our special classroom instructor on Friday.

If you don't know who Ross Bentley is, he's a performance coach, race car driver who won the **1998 GT3 United States Road Racing Championship and the 2003 SRPH Class Rolex 24 Hours of Daytona**, professional driving instructor, and the author of the popular Speed Secrets series of performance driving books.

Third, classroom sessions will utilize Ross Bentley's **Performance Driving 101** training material. Participants who sign up for all three days will be given a free online subscription to Ross' Performance Driving 101 eCourse. All other participant will be offered this subscription at a discounted rate.

If you're not ready to do an HPDE, we will be offering daily parade laps where you can drive your car on the

track at highway speeds. We will also be offering ride-alongs where you get to sit in the passenger seat of a car driven by one of our instructors. Portions of the proceeds from the parade laps and ride-alongs will benefit the **BMW CCA Foundation**.

Special thanks to **Momentum BMW/Mini Southwest** who has continued to support the Trifecta and our HPDE program.

**Registration to open at the beginning of September on [www.motorsportreg.com](http://www.motorsportreg.com).**

See you at:



**Richard Lo**  
Houston Driving Events Coordinator

**BMW Car Club of America**  
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This is a nicer picture of the M4 I was given to drive. Just after arriving Nurburging I parked and jumped out to take this picture before the Polizei could run me off!



The next day saw us off to visit the museum and receive a really fascinating "behind the scenes" tour of the track and offices. Again, too much to see for me to adequately present this! Fortunately this was also the day that I was introduced to Roger, a member of our group who also happens to be a Pulmonologist!!! With Rogers help I started getting over this bought of Bronchitis. Thanks Roger, you saved this trip for me!



**Roger and his son Mike on the Podium at Nurburging.....Winners!**



**This was BMW's last entry into the F1 field. I keep hoping they will return to the fray!**



**We also got a tour of the "M" Test center where all of the initial design and development of our M cars began.**



There was one of the very few new M4 GTS at the test center that we got to get up close and personal with at the Test facility. Gorgeous CAR!



**Some of the local scenery near the truly pretty little town of Nurburg**

The next day was our first Track Day. This was a great learning process they took us through to learn the course and how best to drive it. It would start in the morning (8am sharp!) with Track Section training. Here we would learn the line through most of the more technical sections of the track over the next 2 days. In the afternoons we would do full lap practice and that was a blast. We would have our instructor in front followed by 4 black M2's. We had a really good radio system in the car that was crystal clear. Our instructor would be talking constantly describing the course, proper apex points, track out points, giving individual comments or instructions. These folks are masters of Multi Tasking!! I am really glad I got the chance to take an M2 through this course. I was totally satisfied with the performance of this car and am now considering putting my name in the ring for a new one.



**Walking out to meet our cars and co-drivers**

As we began to learn the track and its rhythms our speeds began to climb pretty dramatically. BMW has built a very intuitive light weight powerhouse here and its certainly not hard to get used to this M2!!!



**Steve my Co Driver, what a blast we had!**



**Like 4 ducklings following MaMa!**

At the end of our 1st we had still had some energy. At the end of the 2nd day at the Ring we finish our last hot laps and its back to the Dorint for dinner, Certificates, goodbyes to our instructors and fellow Ring runners. It has been an amazing experience!!!!



**My instructors (from Left to right) Phillip, Lauren and Donnie.**

Lauren and Donnie are both instructors from the Spartanburg US M school they were here to see how the training goes on the Ring.

So those 3 days blew by in a Hurry! After our dinner everybody split up. I loaded up and headed back into Munich so I would have another day there to look around (since I am now feeling Human again!). I also wanted that day to be a day I could use the M4 around town before turning it back in to the BMW Center.

The trip back by way of the Autobahn was fast and pretty. I drove back through Frankfurt and other smaller places. This has been a once in a lifetime trip for me and an amazing experience!! If ever you get the opportunity to do this I would urge you to take it!

# HOUSTON CHAPTER BMW CCA

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October 15  
9:00 am - 12:00 pm

**Autocross**

September 18, 2016  
October 16, 2016  
8:30 am - 3:30 pm

**Tech Session**

October 8, 2016  
9:00 am - 1:00 pm

**Tire Rack Street Survival**

October 15, 2016  
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Activity	Points
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Organize a monthly event (social/technical/track etc.)	100
Original Article published in the "Torque" (technical, recent trip, member spotlight, etc.)	60
Recruitment of a commercial ad for the "Torque" (Advertising rates available on the website)	20% of ad cost in points

\*Board members may win points if not part of regular duties

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# TRACK TIME

## DENNIS BRANDT

### Howdy!

I've been a member for a little while now but haven't participated much until these last 12 months or so. Last year I went to a track weekend at [Texas World Speedway](#) and got my feet wet so to speak. I was finally able to take my four year old E92 M3 for a proper spin. The event was well organized and of course I loved it. When I got wind of the Texas Trifecta I realized that the TWS event was just what I needed to get me ready for a proper drive on the Circuit of the Americas.

I attended the Trifecta for two days and it was a superb event. As a long-term Formula One fan (22 years now) this was a dream come true event since there are no other Formula One tracks anywhere near Houston. This was the one chance where I get the chance to drive on an F1 track with my own car. To summarize both: The two track events were well-organized and full of fun people. I appreciated the focus on safety and the great instruction. Everything went orderly on track and I enjoyed every lap, and although it would be great if there were free events I would gladly pay to experience these tracks again - and I will. Thank you for going through the trouble of organizing events like these for us, and keep 'em coming!

Lastly, I also managed to snag a spot on the tour of the Wallenius Wilhelmssen facility in Galveston and I'm glad I

did. Thanks also for putting this together, it was great fun and I'm glad for the club to bring folks together to see these things. I'm one of those people who actually read the instruction material and I managed to arrive at TWS quite prepared because of

it. I knew where to set up camp and got myself settled, and I think I didn't long for anything left at home while I was there for two days. The drivers meeting during sunrise outside was quick and painless and I was in the classroom before I knew it. The classroom material throughout the day was mostly nothing I had not heard before but it was a nice review and of course the first session introduced the track and HDPE rules. I ought to mention at this point that I was registered novice/beginner. I think what was most useful during the classroom sessions was dissecting each turn from the participants' perspective. Learning from other people's struggles or successes with a certain turn seemed the most educational to me. Similarly throughout the day if somebody had done something let's say "undesirable" it was mentioned to the group to keep track behavior safe and orderly, but also to learn from it. As leisurely as it looks on the program, sometimes I was running from one event to the next on the list wondering where time went!

My instructor was well-tuned to my needs as a HPDE new guy. He coached me along the racing line and gave me increasing freedom by talking less as the days went on, leading to a session with the intermediate run group to keep the learning coming. I had been an instructor in a different environment myself in my past, so I appreciated his technique as a whole and also that he was

on time for each run.

Sometime during my second track session on the second day I managed to warp the stock brake rotors on my car - but I also set my fastest time for the weekend! My BMW four-year maintenance plan was about to expire and after reading online forums with mixed results in similar cases I gave my guys at BMW North Houston a shot at it and they did not disappoint. As I had hoped, they treated the Motorsport vehicle to brand new brake rotors without question, I'm sure it was obvious I had used the car for its intended purpose. I doubt you could pull this off more than once but it was a terribly nice gesture based, I'm sure, on BMW policy somewhere. I came away from this, my first ever HPDE, glad that I was able to safely figure out what these cars are capable of doing - and designed for. Obviously I-45 is not a solution and you are short-changed if all you ever do is take your BMW up to 100mph in a straight line once in a while.



### COTA 6/18-19/2016

As a Formula One fan the opportunity to take my own car onto a Formula One track was a fantastic dream come true. When the track opened it didn't seem like a possibility at all so I had that written off my books until I came across the Texas Trifecta. I didn't want to look stupid at a venue like this and scheduled the TWS event hoping that I'd be able to swing the following summer's Trifecta after two warm-up track events. Despite my anxiously awaiting the opening of the registration Somehow I missed it. I'm not sure if various e-mail newsletters had omitted the opening date or what. Either way I found out in time and was lucky enough to get a slot. I scheduled new tires for my car, got better brake pads and swapped out the differential fluid before heading





from TWS and rotors warped, I was prepared to do laps in the parking lot at 3mph to accomplish better cool-down. So after each session I did a lap or two in the parking lot. Lucky for me I was the only one doing that as far as I could tell, as this is not a permanent solution for everybody but my rotors are fine. I found out that the classroom schedule had no cool-down time built in and I ran to each session, but I saved thousands on a brake job. I was glad to see professional photographers were at the event. What I wasn't prepared for was how fair their prices were! Since I already mentioned that this felt like a once in a lifetime opportunity to drive on this track I HAD to get pictures, so I ordered all of them on USB. My wife secretly ordered one of their aluminum prints and it's plain gorgeous. So now, months later, I have a gorgeous aluminum-print photo of my car in the living room and several huge metal-prints of my car in the garage to remind me of that weekend.

Other notes from the weekend: having a garage on day two was a huge improvement. Without the garage my car and interior were absolutely head-soaked by mid-afternoon and it just wasn't a good way to go. I should have put sunscreen on my left arm. The Jaguar F-Type is immensely fast.

Three points I thought of for improvement after I had been to the Trifecta:

1) the parade lap on Saturday fell apart last-minute due to a communication break-down since it had sold out to the car show but nobody knew about it. Along those lines, when I heard out about a parade lap and wanted to find out more about it, I didn't know where to go. The registration building was empty and organizers didn't wear well-recognizable uniforms around the facility.

2) the classroom sessions became repetitive and ad-hoc. My suggestion is to have a global BMWCCA structure for HPDE events that can be tailored to each event. In other words a group of people could put their heads together to create a BMWCCA HPDE classroom course with universal information tailored to beginner/intermediate/advanced drivers that can then be added to for the local track.

3) given the limited interaction time with instructors on a schedule, training instructors to begin each session with verbalizing a few goals for the session and finishing each session with a summary of what they've seen could be helpful.

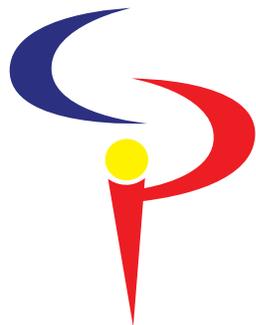
### Wallenius Wilhelmsen Galveston 6/3/16

I was browsing my usual Internet spots when I came across this event in the forums. I followed the links and signed up for one of the last spots. I briefly wondered why I hadn't come across this local event earlier but concluded that I must have read over it and blamed myself for being last-minute on the sign-up. Anyway it was quite insightful to see how my car must have come through Brunswick a few years ago and how they process cars into the US. Since this was the first tour they gave to car enthusiasts it was a very honest and raw tour around the facility, really well done. I mingled with my fellow car-friends for lunch afterwards. I'm glad somebody had picked a place that was so versatile ahead of time since it's impossible to come up with something in group-think on the spot. I was on my way back home a few hours after I left, great way to spend a few hours learning about our cars. Unfortunately at the Wallenius Wilhelmsen they told us not to take pictures as it's a Foreign Trade Zone under federal law.

Cheers,  
Dennis



out. A slew of e-mails kept me informed of what I had to do, bring, and accomplish before showing up and it was, again, well done by the organizing team. TMJ Bimmers in Houston did my car's track inspection. It was my first time visiting them with my car and I came away from that thinking that if I ever needed anything else for my car I'd be straight back there. Great guys. Like at TWS I was at COTA for two days and eight runs. I was familiar with the schedule setup by now and the intermediate classes had slightly different subjects from what I'd seen before. I had two driving instructors over the two days, which was actually helpful because I focused on different nuances of the track and learned more that way. Determined not to warp my rotors again, I told myself I'd be more careful on the cool-down laps but since there was little I could do differently



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wave of torque. When under full acceleration, the 1M demands your attention as it scrambles for rear grip, and launches the car forward in a rush that, frankly, is at times a bit terrifying! As I rounded the circuit in the 1M, I rejoiced in the feeling and feedback from the steering rack. THIS is how steering should feel. As I turned into corners, the live rear end of the 1M definitely kept me on my toes. On this day, the track was rather green. I noticed both cars felt nervous approaching the apex of a corner. The 1M and the M2 both tend to step out at the rear when lifting, however the 1M is much less forgiving. I had to be careful to not dive into corners too hard, because if I needed to lift, I also would need to be ready to counter steer the rear. The solution to this for 1M owners, is wider rubber at the rear, WAY more rubber. With 285 or 315s at the rear, the 1M is able to stay better planted at the rear at turn in and also when applying forward thrust. However, on this day with stock 265s on the rear, and a somewhat green/greasy track as the tires heated up, I had to work harder to keep the rear end in line.

I was able to improve my times up to lap 7 but after that, it was difficult to keep the same pace as the Michelin Super Sports wilted in the Texas heat. Now back to the M2 for some timed laps. As I returned to the course in the M2, it struck me how much THE SAME it is. The seating position, controls, view, handling, everything from the cockpit is nearly the same.

The controls for the M2, however, are much lighter. Clutch effort is very light. The shift effort/feel of the transmission is nearly the same, but lighter. While the gearbox is definitely slicker, I found myself preferring the heft of my 1M shifter in gear changes. The brake pedal effort also felt lighter in the M2. And of course, the steering effort was lighter. The M2 steering is very good. The EPS is FAR improved over my 2013 X1. However, it is still EPS and therefore it is numb and also felt light. The 1M steering is incredible on center and as one turns the wheel, it has a heft and sensation that communicate what the car is doing and also how the road feels. The M2 does a great approximation of this... and did not feel completely out of sorts at any time.

My notes texted to Richard Lo, Houston Chapter DEC and 1M owner, after stepping out of the M2:

**M2 is softer all around**  
**Softer Clutch**  
**Softer Brake Pedal**  
**Steering Number**  
**Lighter Gearbox**  
**1M puts you back in the seat with boost and the M2 builds more slowly and then has more power at the top end**  
**NO WAY I WOULD TRADE**  
**M2 literally feels like the same car actually**  
**M2 revs more freely**  
**Definitely better grip in the corners in the M2**  
**"Honestly it doesn't feel much faster."**

## Mark Williams Lone Star chapter president

*Reprinted by permission.*

I recently had a chance to explore the M2 on track this past weekend and had a chance to compare it directly with the 1M. Michael Neid and his wife Joy are certainly among the first dual 1M/M2 owners (*sweet garage guys!*) Michael's car is no longer stock, and in driving his Dinan Tuned 1M, he has remarked that the M2 has been a stellar street car however, compared to his modified car, if anything, slightly underwhelming. Well, we all know that the butt dyno is not a precise measuring tool so we decided to have some fun comparing stock vehicles. My car is a 1M bone stock, 31K miles, camber plates, euro MDM - Their M2 is bone stock, 1200mi service completed.

While not exactly a stock to stock comparison, the M2 benefits from "drift mode", and the Euro MDM setting that can be coded to the US version 1M actually allows the car to rotate, unlike the standard US MDM setting which was so restrictive that most drivers simply switched it off.

When we arrived at the track, we got a good chance to compare the cars side by side. Without going to a full tale of the tape, a few photos show how similar the 1M and the M2 are. The exterior styling, apart from headlamps and tail lamps, is largely the same.

The Hoffmeister kink at the rear window is nearly identical. The rear trunk openings are nearly the same shape, with the M2 actually having a slightly wider trunk opening that is masked by the shape of the rear taillights.

Since we are at the track, we thought it might be a good time to check out the M performance Analyser App. The app is FREE. The M analyzer uses a Bluetooth dongle that connects at the car's OBD II port in the driver side kick panel. This allows an overwhelming amount of data from the vehicle sensors to be observed by the vehicle owner via an iPhone/iPad/android/tablet. The Bluetooth dongle - BMW part # 614 323 65 115 for Apple and 614 323 65 116 can be found

readily on eBay for around \$200.

I have long since coveted an **Aim SOLO DL**, however at \$499-699, while it has been on my Father's Day and Christmas lists for the last several years, one hasn't appeared and I hadn't convinced myself to plunk down that kind of dough. I decided to borrow one from a friend as a good way to get lap data. As it turns out, the M analyzer provides all the data of solo DL and also can overlay video. As well as the information available from the vehicles yaw sensors, data from the emissions, fuel systems, and a myriad of other sensors are available. Want to know instantaneous fuel pressure? manifold pressure? air fuel ratio? It's all available in the Core Drive section. If you would like to calculate fuel mileage and track fuel consumption there are tools for this in fuel drive.

Test drive provides measurement tools for 0-60, 1/4mile, braking distance, and also acceleration elasticity tests (e.g. 50-70 mph passing).

I was so impressed with the Bluetooth dongle, I purchased it last night! For all but the most serious trackway person, this app is a must have. If you are time trailing or racing or really want to be able to compare data among drivers, the DL does provide additional capabilities. Now on to the driving!

The track, **Motorsports Ranch**, is a 1.7-mile course. It has several off camber turns and essentially one main straightaway, and two shorter straights, and this allows for incredibly close competition between cars. For example, a JP E30 M3 runs nearly identical times as a similarly prepped IP E36 M3.

I took the M2 out in my first session to get a feel for it. Well, it didn't take very long! Aside from the higher M2 seating position, my 1M has manual seats. As I rolled from the paddock onto the track, I nearly forgot that I wasn't in my 1M. I am 5'10" and am happy to report that I did not have any issues with helmet room. I drove with a passenger, and familiarized myself with the car for the session using sport plus for the driving mode.

The next session, I jumped into my 1M and hit the track. As I pulled from the paddock, I noticed a MUCH larger

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It has iDrive standard, power seats standard, more technology all around. It's exhaust tuning and overrun are delightfully enjoyable and make you want to rev it and listen to it burble and crackle. With ASD present, it's certainly entertaining in the paddock, although the farting on deceleration on track is not a sound I find endearing. The N54 in the 1M certainly has this same DNA. Now I'll have to buy a midpipe or something!

I'm absolutely thrilled that the M2 is available, as now many more BMW enthusiasts will have a chance to own a vehicle that is one of the best BMWs of all time.

**Which is better - 1M or M2?**

If a stopwatch is involved, then the M2 is the better option. A M2 DCT can crack off lap after lap effortlessly. However for the absolute driving enthusiast, the person who wouldn't even THINK about getting a DCT, the 1M is absolutely the Holy Grail between the two.

The 1M is the analog classic. No ASD. No EPS. A manual steering rack that is sublime, combined with a shifter, clutch, and transmission, and chassis that provide more visceral feedback to the driver. The 1M is a stallion that dares to be tamed, and it's absolutely more challenging, involving, and more fun to drive. Attention BMW AG ...

**I'm still all in for an M2 CSL, but \*please\* make it a manual.**

As I checked the data, lap 4 was fastest, but all the laps after lap six were higher as the tires gave up due to heat. The Michelin Supersport is a great combo street tire, but it is nowhere near the league of some of the top autocross/street compounds like the Yokohama Advan, Hankook RS3, and Bridgestone RE tires out on the market.

- 1M best lap 1:30:15**
- M2 best lap 1:27:61**
- 1M: Top straightaway speed - 108 mph.**
- M2: Top straightaway speed - 110 mph.**

I had a fourth session to go out, and probably should have gotten back into the 1M to double check my times. However, with the day getting hotter, I rather doubt I would have trimmed more than a half second off the time. Instead, I began

to play with the M analyzer and found that not only does it work in the M2, it also works in my 1M. I bought my car as a bare bones stripper plus a few options and did not pay for the drive or connected drive. I was very surprised to find that the M analyzer works for my vehicle as well and I immediately ordered it for future use!

After returning home, and for the last 24 hours, I have been thinking of the 1M, M2 and how absolutely similar they are. Aside from a different dash, center stack and the power seats being slightly taller, the M2 has followed the 1M mold in nearly every way and strives to improve upon the M2. In many ways, the M2 is a version 2.0 of the 1M.

The M2 is a better daily driver, it is unquestionably faster around the track, and it has more creature comforts.

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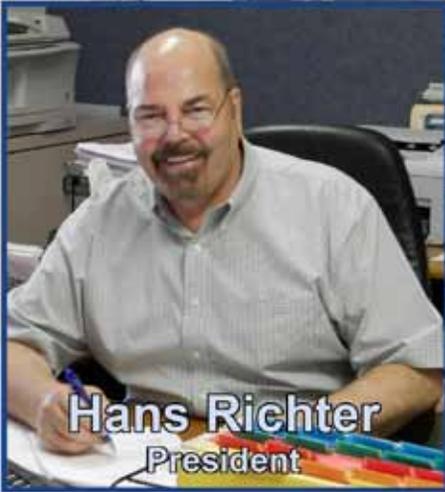
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## Hood and Trunk Support Replacement

The hood and trunk supports use gas spring cartridges for support in the up position. The cartridge uses a nitrogen charged oil filled piston/cylinder assembly with a seal on the piston rod. Over time small leakage decreases the gas pressure and after many years replacement is required. Typically this will be noticed when the weather turns colder as the pressure is reduced by temperature.

Recently our 2005 E53 X5 started to drop the hood, and our 1995 E34 5 series started to have a falling trunk. A temporary work around is to use a length of PVC pipe or broom stick as a support.



**Figure 1 E53 Hood Gas Spring**

The E34 has had the hood supports changed several years ago and still worked fine. I remember going through a couple aftermarket parts that did not work very well. As a result, I recommend BMW parts or the same OEM brand. On both of these cars the original parts were made by Stabilus. Problems I had with other brands were excessive force and threaded ends that broke. Note that the Stabilus parts use weld on eyes at the ends.

For these cars realoem.com lists the parts at \$38 for the 5 series trunk and \$47 for the X5 hood. I decided to get them from Pelican Parts, they carry the Stabilus parts. Currently they are \$14.50 for the trunk on an E34 and \$18.75 for the E53 hood, so quite a bit cheaper.

Replacement is pretty simple, on the E53 the hood is pretty heavy, so a piece of PVC makes it safer. Do one side at a time, and remember once the first is removed the other one will over powered by the weight of the hood. For the is car, they just pop off, being a spherical ball end.



**Figure 2 E53 Hood replacements**

Note that the rods are finished black. This is commonly referred to as "nitro rod" which is a nitrocarburizing process that enhances the hardness and corrosion resistance of the rod. Other brands may be chrome plated instead, but generally chrome is now considered less environmentally friendly. With the new cartridge, I put some car wax and buff on the rod before installing. This provides some improvement in corrosion resistance of the rod coating, so may extend the life.

Put a dab of grease on the ball then pop the new one on. Double check that the clip is fully seated in the groove or the end may pop off. Go to the other side and that should be it. With the new parts the hood now stays and opens easier.

For the E34 it's best to remove the left trunk panel access the front pivot. The pivots use a spring clip that snaps into a groove. The new parts come with new clips.



**Figure 3 E34 Trunk replacements**



**Figure 4 Original and Replacement for E34**

Simplest method to remove is to pry the clip out using a small screwdriver as shown below.



**Figure 5 E34 clip opening**

Again make sure the weight of the trunk is supported once the first one is loose. Put a small dab of grease on the pin and pop the new one in place.



**Figure 6 E34 Trunk gas spring installed**

With the new struts the trunk was now very firm and opens quickly.

This a simple fix typical of most BMW cars. Questions?

Feel free to email at [techadvisor@houston-bmwcca.com](mailto:techadvisor@houston-bmwcca.com).



## Houston BMW CCA Board Meeting August 6, 2016

Meeting called to order at 12:05.

The following board members were present:

<b>Blake LaGrone</b>	<b>President</b>
<b>Chris Stokes</b>	<b>Vice-President</b>
<b>Diane Albrecht</b>	<b>Secretary</b>
<b>Bill Krupowicz</b>	<b>Treasurer</b>
<b>Chris Auguatine</b>	<b>Autocross</b>
<b>Jeff Thomson</b>	<b>Webmaster</b>
<b>Richard Lo</b>	<b>Driving Events</b>
<b>Jim Robinson</b>	<b>Newsletter</b>

### Operations Manual

With several appointed positions unassigned, the Vice President will review the current Ops Manual page that covers the structure of the elected and appointed board. An update will be made to note that the executive board (President, Vice-President, Treasurer, and Secretary) will be the only voting members. The executive board will represent appointed board interest.

### Adding Membership # to Online Registration Form

Web Master implemented the addition of membership number to online registration forms. This is to make it more visible that BMW CCA events are for members only. We currently do not have an automated way to validate registration, but will check with National for options. This feature also makes it easier to tabulate event participation points for the end of year participation prizes.

### Cloud File Sharing and Management Option

The Autocross Chair volunteered to look into a better option for club related document management. Part of this investigation is also defining the governance around oversight of the file storage since we had over roles periodically.

### Event Points Update to the Board

Vice-President is still collecting records from the various event chairs in order to update the current points standings. We will publish the current status in the next Torque issue along with a

reminder of the scoring and prizes. This year we are adding annual memberships as prizes. To help automate the points system, the Web Master is looking into tablet solutions so that we can gather real time updates at our events. Clarification on rules were also made with respect to board members. Board members can earn points if not part of regular duties.

### Real-Time Payment System

The club has purchased 3 PayPal/HERE devices to be used for collecting payments at events. This will improve how we handle payments for walk-up registration at Events and will allow us to more conveniently sell club branded merchandise.

### Business Cards

With multiple new board position assignments, it is time to re-order business cards. These are used to share club contact information. We will have the club website and Facebook details included.

### Texas Trifecta Update

The Trifecta committee is looking to honor Porsche club membership for the trifect event. Our Regional Driving Events Chair (Bruce Heersink) is talking to our BMW CCA Executive Director at National (Frank Patek) to see if we can work out some kind of partnership. One downside to this proposed arrangement would be fewer seats for our members.

For the November Texas Trifecta event Ross Bentley (performance coach, race car driver, and author of Speed Secrets) will be the Classroom Instructor for 1 day. For people who sign up for all 3 days of driving school, they will get an event polo shirt along with unlimited access to Ross Bentley's course. If Students sign up for less than 3 days, they will get a discounted price on his course. Many improvements in registration are taking place to simplify the process, including adding the ability to allow drivers to select their garage location. Other event improvements in the works include working to secure hotel blocks at a discounted rate.

With this event becoming a main-stay, the three Texas

chapters have drafted bylaws to frame the Texas Trifecta events in the future. The committee is looking for additional resources to help out. The most urgent role to fill is in the marketing department, so this event gets the right level of publicity.

### Newsletter Articles

The chapter newsletter is in need of some fresh writers. Anyone can submit. We've realized that our advertisers aren't consistently receiving multiple copies of the newsletter. To help resolve this, we will add their name to the mailing distribution list multiple times.

### Annual Dinner Ideas

This year's annual dinner at Momentum BMW Southwest was a huge success. There were some thoughts on improvements and a question of should we host it there again? We are currently without a dedicated Social Events Coordinator, so if someone would like to step in to take on this event, we can handle the rest.

### Treasurer Report

The financial state of our club is solid. 2nd quarter expenses include a \$15,000 deposit payment provided to Lone Star Chapter for the November COTA event, which will not have corresponding income to offset until after the event. We concluded our 2nd Annual Charitable Golf Tournament, raising \$2,705.77 for Home for our Troops. We will also submit a request for national to match our donation.

Meeting adjourned at 3:40 PM.



# Editor's Corner

Jim Robinson



I attended the 9th Annual Current Church Car Show. This event is part of Current Christian Church's outreach program. The show was free to the public. Proceeds from the entry fees go to help those in need in the Katy community. While there were no BMW's on display the variety of cars was very good with several surprises. I took a lot of pictures and it was hard to pick these few to fill the page.



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