

Spring 2015

dR
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The Official BMW CCA Lone Star Chapter Magazine



M4 a Day

Meeting Minutes

3-1-15

Old Business:

- Dbr - not started; in queue
- COTA and the DE schedule
- Auto Cross Schedule
- Tour Schedule
- Street Survival - 2 items;
- Texas Comptroller Accounts - when lost 501.3c status, we became a tax-able entity; Completed
- Facebook - more images and moderators
 - Gerald is on it
 - Gerald has access to Twitter and Facebook
- JO to be Arlington Liason
- Trying to get someone to work with each dealership
- Ted D'atri could be the Liason for BMW Dallas
- Autobauhn in - ask Will Atkinson
- BMW of Grapevine (Sewell)

WebSite:

- How much space? No problem
- Who is in control? Ken has the major component of control.
- The next post to the website becomes the stuck home page.

New Business:

- Nick Bristoe was going to be liaison to old cars. Since George Z still has 2002, would he be a good liaison? Marc will start with Nick and then see if George is willing to do.
- Germanfest: weekend after Eureka Springs
- Vintage Race at COTA in the Fall for the older cars.
- Working to get web site space for FAQ on the touring.
- Toys for Tots instead of Ferrari club's Christmas run (at the end of Cars and Coffee)
- Does DBr have info on the Cars & Coffee? No, Karen can write one up.
- Should have a chapter meeting on the off-months.
- Karen to look at the share data amongst the board members

Membership Chair:

- 40 new members every month;
- 40 lost every month; 15 are renewals.

Board Meetings are held at 2p.m. on the Second Sunday of each odd numbered month at Jack Mac's Swill and Grill in Plano, Tx.

From the Editor

The calendar says that spring is right around the corner, but looking out the window above my monitor, all I see is winter and snow.

I went to college in Philadelphia, PA. It only took 5 years for me to figure out that snow and cold weren't for me, and I high-tailed it back to Texas. I'm ready for warm weather and sunny skies; for drinks on the patio and drives down canopied highways, sun streaking through the branches.

Luckily, this is Texas, and a quick check of my weather app tells me that it will be in the 80s in less than a week. I will choose to be optimistic, and curl up with a warm cup of coffee while I wait.

Again, I would like to open the dBR to **all** members as a place to promote and engage others of a like mind. If you have an event, idea, opinion, or business that you would like to promote, please let us know.

I look forward to hearing from you!

Sarah Hamilton
Editor
Click

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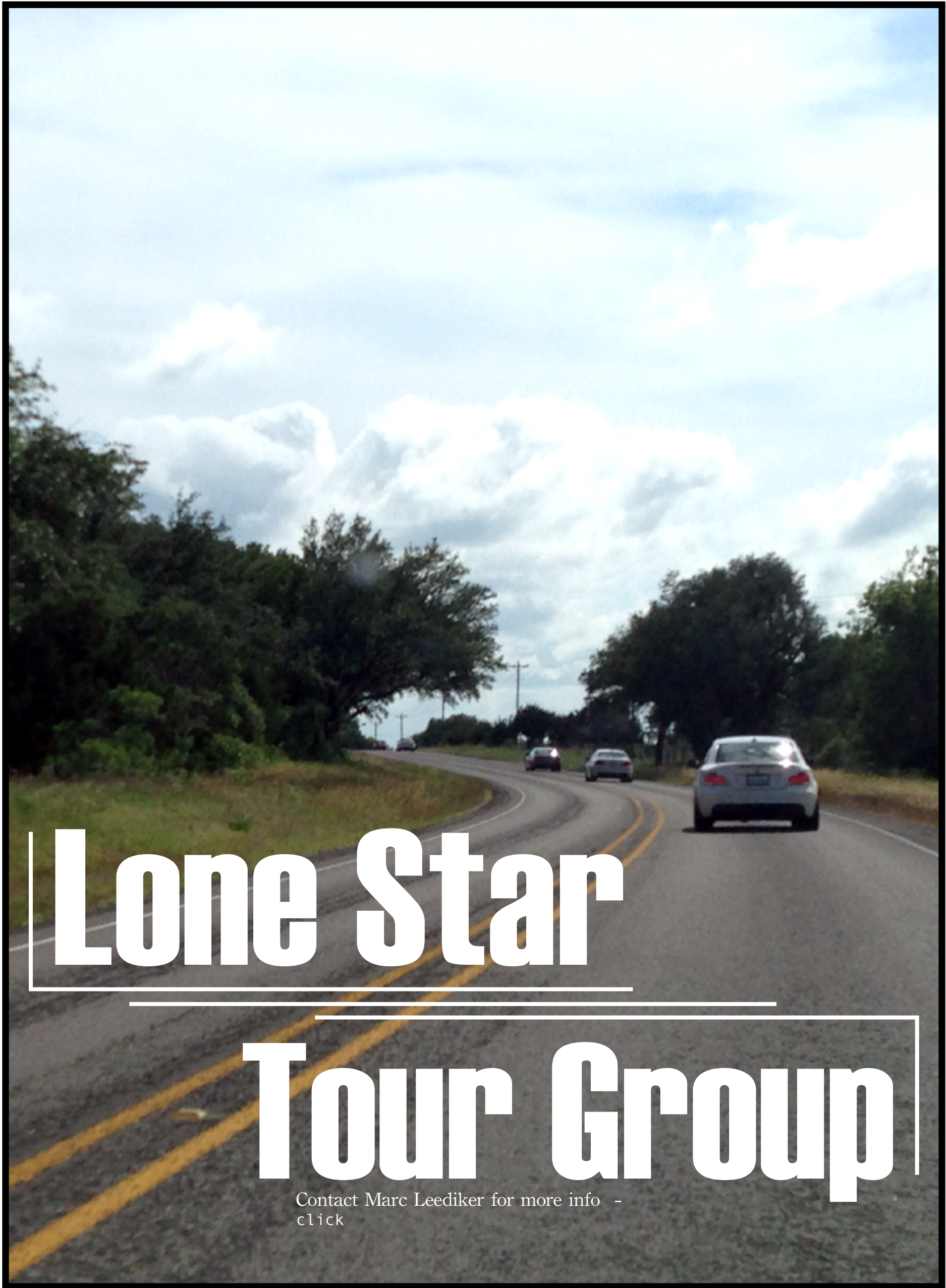
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Tour Group

Contact Marc Leediker for more info -
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I Owned a BMW M4 for a Week...

Aaron Miller

Supercompressor

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There's a great line in *Ronin* where DeNiro's character (Sam) asks Natacha McElhone's character (Deirdre) how she came to be there. Her response is "a wealthy scoundrel seduced and betrayed me."

I recently spent a week with the 2015 BMW M4 and now fully understand just what that means. Seduced, by the sheer brilliance of the car, and betrayed by an uncomfortable realization about the future of performance vehicles.

[Full disclosure: I own and drive an old BMW regularly. The next car I buy will be a BMW, and I used to oversee a couple of regional newsletters for the BMW Car Club of America. However, I am not a brand loyalist, as my extensive histories with Ford, Jaguar and VW can attest.]

The Seduction

Non-functional styling elements are the bane of most car guys' existences, which is why it's so refreshing to see everything serve a purpose on the M4. The fang-looking front skirt directs

air around the front wheel to reduce drag and the vent in the fender actually lets air escape to reduce lift at high speeds. The hood's made of really thin aluminum to keep weight down. Lift it up, and you'll see what all the fuss is about. Indeed, 425 hp emanating from a twin-turbo straight six means gobs of torque almost all the way across the RPM band...and yes, just a hint of turbo lag.

The Internet has been crying foul with complaints of too much torque, and claims have arisen that the car would be better with less. I'm not sure I'd agree. I drove this car on tight and twisty back roads, on highways, and over rough pavement. I didn't do anything that most people fortunate enough to buy one wouldn't do, and the number one thing I found was that the M4's summer tires don't like 32 degree weather (shocker, right?).

If you're smooth with the throttle and gently roll onto the gas while unwinding the steering wheel—performance driving 101—the car feels great. There's a hint of understeer, easily eliminated with your right foot, if you're careful.

Unlike most cars with various suspension settings, the Adaptive M suspension really does make a noticeable transition from comfort, to sport, to sport+, with the latter tightening up so much that over a couple of particularly rough sweepers, I actually turned it down to sport to find better grip.

With the Internet's infinite echo chamber in mind, I did an experiment. I eschewed everything I knew about driving from my mind and put my foot down. There it was. The long delay for the turbos. The suddenly-hard-to-control rear end. It's all there, waiting to be exploited by those that can't handle the car.

Performance, though, is only half of the car's story.

Inside, you can adjust damn near everything, down to the height of the HUD, so you can keep it in the most comfortable position for your eyes.

The seats hug you. And I mean, really hug you. The kidney supports are electrically adjustable, so they can squeeze you as much or as little as you want. Maybe it was all the hugging that aided the M4 in seducing me. All I know is, it was nice.

And that M4 badge in the middle of the backrest? It illuminates at night. In any other car that would be the show stopper, but here it was just another fine touch. For all of these reasons, it's absurdly easy to love the car.

The Betrayal

The moment the car appeared in my driveway, I was psyched to find out it had a manual transmission. And a pretty great one at that, too: shifting is smooth and precise, and the pedal positioning is prime for heel-toe downshifting. Take it out of Sport+ mode, and the car even does the rev-matching for you.

That's when something occurred to me. The manual is the less serious of the two options. It's mad-freaking-fun, don't get me wrong, but that's the only reason it's there. If you're serious about performance...you go with the DCT. It's simply faster than a human can possibly be at shifting, and BMW knows it. As I came to that realization, part of me died a little bit, while halfway across the world, a couple of engineers in a lab in Munich probably high-fived each other over the accomplishment, or whatever it is that German engineers do when they accomplish something.

I also realized that I—or anyone, for that matter—will only ever get the brakes hot enough to come into their own on a track. They're simply divine under hard braking, but to work at an optimal level they need to be hot. You just can't do that on the street without displaying a serious amount of poor judgment.

Conclusion

I only had the car for a week, and it did everything in its power to successfully seduce me. For all my realizations about the future of performance cars, I had an exceptionally hard time finding things to dislike about BMW's flagship performance car.

The M4 is neither the fastest nor the most luxurious car in the world, but for under \$100,000, you'd be hard pressed to find a car that does both better.

Aaron Miller was once the editor for the dBR, and reached out to us to write this article. It is printed with permission from Suprecompressor. He has turned his passion for cars and writing into a dream job. Now, he is the Rides editor for Supercompressor, and can be found on Twitter.





Friends in Fredericksburg...

Ray Mimick

We had a great group starting out in Cleburne winding our way through the backroads to Fredericksburg. Day 1 was easy and fun.

Our previous adventures to Fredericksburg, we'd typically try a wine tasting a local vineyard. This year, we selected Chisholm Trail Winery. While on the outside it doesn't look like much, they have a pretty good selection of their own wines. It was great to catch up with different people after we bought some wines and just relaxed in the nice weather. Friday dinner was at a great restaurant called Cabernet Grill.

Day 2 saw a smaller group decide to take to the roads. For those on past travels, we typically have crowded roads or roads with lots of slower traffic. Not this day. Roads were nice and twisty and no fog to mar our views. While leading this for the first time, we didn't have an official U-turn but we made a "long" detour that ended up allowing us to go outside of the planned route. Turns out Twisted sister #2 had its own challenges with some cattle guards and run-flat tires.

A member of our group had their tire get slashed on the inside going over a cattle guard where we were also turning at speed.

No injuries but always a new challenge when we have to find/fix "special" tires out in the remote areas. After many attempts trying to get the tire off or aired up, we had to call in a tow. Let's just say its not an easy task but we stuck through it all.

Dinner for Day 2 saw us up at the Café on the Ridge in Ker-ville. Another great dinner was had by all and some great catching up was done with friends. At the pool side, hand-made martinis were produced and the stories continued.

On day 3 we began getting ready to head back with a detour near/through Austin. This trip was unusual, but it looked like it will be great regardless as we are going off to see a bunch of "M" cars at a local gathering of BMWs.





Out on Adventures?!

Send in your stories.

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BMW Expands Use of Hydrogen Fuel Cells

Moves closer to successful reformation of methane gas into hydrogen.

The BMW Group.
Spartanburg, S.C.-

BMW Manufacturing announced today the successful expansion of the company's hydrogen fuel-cell material handling equipment across its 4.0 million square foot production facility. In 2010, BMW completed the installation of a hydrogen storage and distribution area near the plant's Energy Center to power about 100 pieces of fuel cell material handling equipment. Since that time, the company has more than doubled its hydrogen-fuel cell fleet to approximately 230 units to service the entire plant's production and logistics functions.

"BMW continues to complement its sustainable production model by adding alternative, efficient technology, said Josef Kerscher, President of BMW Manufacturing. "Successful implementation, and ultimately expansion, of our hydrogen fuel cell material handling fleet has provided a sustainable energy source that exceeds our expectations."

The additional usage of the hydrogen fuel cell system was executed by adding two new higher-capacity compressors, new storage tubes and distribution piping, and eight new hydrogen dispensers. The expanded system will deliver at least 400kg of Hydrogen per day. BMW estimates that the expanded system will avoid 4.1 million kw/hours per year, up from 1.8 million kw hours/year for the initial hydrogen fuel cell system.

BMW also released a project update to the Landfill Gas-to-Hydrogen Pilot Project. The first phase of the study, that validated the economic and technical feasibility, began in July 2011. The project has now successfully moved to the second phase of methane-to-hydrogen conversion. The project team, led by South Carolina Research Authority (SCRA), is implementing and testing equipment that will monitor the hydrogen purity. To do this, BMW has installed a clean-up system that takes a

stream of landfill gas (post-siloxane removal), removes the sulfur and trace contaminants and, ultimately, produces hydrogen via a Steam Methane Reformer (SMR).

"BMW is very pleased with the progress we have been able to achieve in the last 18 months, said Cleve Beaufort, BMW Group's Energy Manager for the U.S. and Canada. "The objective of generating renewable hydrogen from methane is proving to be a possible option for BMW and will be transformational for the fuel cell industry."

Throughout this project, SCRA has been a leading funding and implementation partner. The U.S. Department of Energy has also provided both technical and funding support for the project.

The final phase of this project is scheduled to begin in late 2013. At that time, BMW will conduct side-by-side trials of material handling equipment fueled by landfill gas derived hydrogen versus commercially sourced hydrogen.

For their efforts in on-site energy production, the U.S. Environmental Protection Agency recently named BMW Manufacturing the second largest Green Power Partner. Green Power rankings recognize U.S. businesses and communities that are making investments in on-site power generation. BMW's U.S. plant

currently produces 38% of its electrical requirements on-site, mostly from its landfill gas-to-energy program.

BMW Group In America

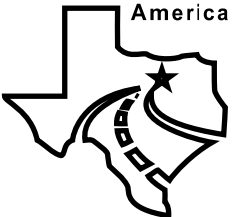
BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 339 BMW passenger car and BMW Sports Activity Vehicle centers, 140 BMW motorcycle retailers, 121 MINI passenger car dealers, and 35 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.



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