



The Competition is STRONG!

Q3-2019 Newsletter

**BMW Car Club
of America
Lone Star Chapter**



1096 Annalea Cove Dr
Lewisville, TX 75056-4312

Join the BMW Car Club of America—www.bmwcca.org

Facebook and Member Forum: [facebook.com/lscbmwcca](https://www.facebook.com/lscbmwcca)

<http://www.lscbmwcca.org>



Oktoberfest 2019—the 50th anniversary of the Car Club hosted at the BMW CCA Headquarters in Greenville, South Carolina, where BMW’s Factory is and even the Performance Center. There are over 850 people signed up (madhouse?) and converging in Greenville this October 15-19th (Tuesday afternoon-Saturday evening). There will be all kinds of activities on each day and hopefully you have signed up. Back in December’s newsletter, the tour group was sent a list of tours and budget levels to consider for each tour. While we skipped Colorado this year, O’fest is still on the agenda and if you plan to attend all of the days, you should be budgeting a little over \$2000 for the trip.

What’s on the schedule:

- Tech Talks from various industry people— we had a discussion on gasoline quality one year and had a Shell Technician out to explain the quality issues.
- Main Street Cars, Coffee and Concours
- Time-Speed Distance Rally, a Fall Leaves Driving Tour
- Performance Center Driving
- BMW North America is hosting a dinner for us
- Grand Opening of the new BMW CCA Headquarters
- BMW CCA Foundation Tours

From our local chapter, we know the following people are planning on going: Raymond Mimick*, Peter Punzmann*, Dennis Luczyki*, John Eveland*, Leo Newland*, Nick Bristow*, Ryan Khang., Tony & Kathy Lee* (from FL), Mark Williams and Karen Card (*Road Monkeys), Rudy Burch. * = Planning to drive

Please let Raymond know if you are joining us in South Carolina. If you can’t join us, make sure to watch the Lone Star Chapter Facebook page for updates of what’s going on.

Table of Contents

O’fest Update	2
Letter from the President	3
Lone Star BMW CCA Chapter Volunteers	3
Rattle and Roll—Cresson Update	4
What the Haze?	5
Autocross Updates (Franco Maras)	6
Next Level Autocross and Fun (Audrey Wiseman)	10
Special Awards.....	10
Tour Updates	11
Social Activities, Facebook Member Forum	12
Club Racing Update and Hallett No Excuses	12
Maintenance Corner.....	13
Airbag Recall	13
2019 Events	14

Newsletter Articles

Submit your articles to Pawl Potera, Raymond Mimick and/or Ben Qureshi by end of September to be included in the Oct (Q4) release newsletter. Take pictures of your adventures and share your thoughts on the BMW you drive or are thinking of driving. Story about an independent shop or a product you use? Let the club members know. Share your owner tips and we’ll push them out to Facebook and include them here.

dbR stands for the das Bimmer Rundschreiben and is published by the Lone Star Chapter of the BMW Car Club of America. All of the information furnished herein is provided by the membership of the club for the members only. The Club membership assumes no liability for any of the information contained herein. The ideas, opinions and suggestions expressed in this newsletter are those of the author’s and no authentication is implied unless otherwise noted.

BMW CCA is an independent not-for-profit membership association of BMW enthusiasts. We are not affiliated with BMW AG or BMW of North America, Inc.

©2019 Lone Star Chapter BMW CCA

Letter from the President

Raymond Mimick

This Spring has been busy—we had a great turn out at our Spring HPDE (High Performance Driver's Education) at Motor Sports Ranch in Cresson. We're looking for a name to give our event—what do you think of Rattle and Roll for next year? I recorded all kinds of video and now need to start putting things together for all of us.

I've got some video about the layout of the HPDE, tire information galore, tours of various cars that came out on track and some personal experiences from various significant others and drivers on track. If you want to help me out, I can share my thoughts.



Beyond just our local HPDE, I traveled up to Topeka, Kansas to check out Flat Out Classic and see what they are doing to make it a Regional Event. As you know, we have been hinting that BMW CCA Oktoberfest may look a little different in the future—and it may be centered on the track costs. The BMW CCA board is considering creating "Regional Events" that will take on the HPDE component of O'Fest and make it closer so friends in our region can connect.

On June 18th, we had a South Central Regional update. There is a lot of big news about the club that we need to know but the two biggest things I want to communicate to our local chapter is that the newsletter will no longer be **required** (as of January) to be published by our chapter every 90 days but we will be required to submit an article into a Regional publication that will replace 2 Issues of Roundel. The second thing deals with the rising costs to BMW CCA, which will result in our membership dues increasing very soon. Without the increase, BMW CCA could face bankruptcy. The entire organization is looking for ways to grow.

Mark your calendars now for **Thursday, September 19th 6:00p-8:00p** as we have invited Jeff Gomon, our South Central Regional Senior Vice President to attend our Meet & Greet and Special Presentation at Autobahn. If you have things you



Lone Star BMW CCA Chapter Volunteers

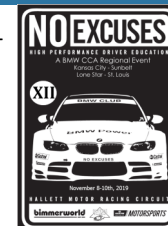
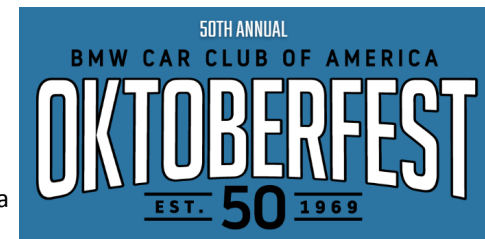
President*	Raymond Mimick	president@lscbmwcca.org
Vice President*	Ben Qureshi	vp@lscbmwcca.org
Secretary*	Pawel Potera	secretary@lscbmwcca.org
Treasurer*	Matt Dashiell	treasurer@lscbmwcca.org
Member at Large*	Jyl Miller	atlarge@lscbmwcca.org
Tourmeisters	Raymond Mimick Dennis Luczycki	tours@lscbmwcca.org
Membership	JO Miller	membership@lscbmwcca.org
Social		
Autocross	Franco Maras	fcmaras@gmail.com or autox@lscbmwcca.org
Driving Schools	Steve Hodges	shodges883@gmail.com
Club Racing	David Tedeschi	David_s_tedeschi@yahoo.com
Street Survival	Will Atkinson	will@capretail.com
Editor	Raymond Mimick	president@lscbmwcca.org
Associate Editor	Ben Qureshi	vp@lscbmwcca.org
Vendor Relations		
Website	(web master needed)	
Technical Advisors	Trent Cole	tcachtung@lonestarbavarian.com
	Nerces Mavelian	nerces@autoscope.co

* = Elected board members with "financial" votes

would like to present to the board of the BMW CCA, this is a good time to meet the people that help run the organization.

We have a small group already organizing to head to O'fest this year in South Carolina for the 50th-year anniversary of the BMW Car Club of America. We hope you can join as there are **over 1000** people currently signed up.

Last, (I know, this is long) - Sign up for **No Excuses at Hallett Motor Racing Circuit** Nov 8th-10th.





Rattle and Roll—Cresson 2019

May 4th-6th, we had our annual Spring High Performance Driver's Education event out at Motor Sport Ranch in Cresson, TX. We were close to sold out in each of our groups—novice, intermediate, advanced and advanced solo. Autobahn BMW of Fort Worth also had a Customer Experience Day out at the track and brought out over 40 people to do some car exercises and a parade lap on the track.

For those new to the club, the High Performance Driver's Education weekends are where we take our cars on the track in a very controlled manner. You start as a novice and have an instructor in the car with you for each session and you get to take your car as fast as you want on the track, learning how to read the track, brake on the track and pass people in a controlled manner.

The next level is the intermediate group with an instructor in the car. Here you are learning more track techniques to improve your speed and your capabilities on the race track. As you can guess, the Advanced and Advanced Solo groups continue to develop your track knowledge and gets you closer to the next step. After you get comfortable at the Advanced level, you can start deciding if you want to get into Club Racing and/or Instructor Training School.

We had rain through the week leading up to the track event but then Friday through Sunday, we had sunny skies but wet pavement. For Friday, we got to allow our Autobahn



Customers to come out and experience a Slalom on the wet track and ABS breaking. Both were eye-opening for some of the customers to see just how well the cars handled in the situation. After the first session on track, the customers visited Autobahn's car info clinic and checked out the new Z4 and X7. After that, we had another class session and then lead-follow laps on track, the most enjoyable part of the track adventure short of full speed on track.

On Saturday, we began the day with cool weather and slightly

wet pavement. The first session of cars out was a comedy of slip and slide, enjoyable to watch but I'm sure terrifying in the cars that spun out or took a trip off the track. Once we settled down and understood what was happening, the cars were starting to enjoy their time on the track.

Raymond recorded a bunch of video and interviews with different people on track and it was great to hear how many people used their knowledge of their autocross time to transfer to the track. We had a lot of our novice group move into intermediate after just their first time on track. We had people come all the way from Houston, Oklahoma and various places in between. We had BMWs, Lotus, Corvettes, Camaros, Mustangs, etc on track.

Sunday kept us busy but with smiles on people's faces. There were quite a number of people that were very happy about their vehicle's performance but were concerned about their tires.

We are doing well to rebuild our HPDE activities and with your help by attending these events, you are definitely making it worth-while to keep improving and making more events happen.

Introducing Doug Wirth, Chief Driving Instructor

Mark Williams handed over the reigns of the Chief Driving Instructor in 2017 to Doug Wirth, a long time BMW CCA member. You see his M3, the Kraut Wagon, out on track enjoying the challenges of the track. Behind the scenes, Doug is working with the instructors to make the event safe and fun, correcting problems that show up on track and assisting in evaluating students to see if they are ready for the next level. If you've noticed, Doug has been one of our hard-working advertisers for not just the Cresson HPDE but he is working hard on our joint No Excuses Hallett, OK event Nov 8th-10th.



What the Haze?

Ben Qureshi

After our Spring HPDE in May, I came home with a filthy car. It was a rainy weekend so having a dirty car afterwards was certainly not unexpected. I proceeded to wash my car as usual, but was left with an unusual haze along the lower half of my car. I assumed it was so dirty that a single wash wasn't going to take care of it so I decided not to worry about it until my next wash.

After the event, a [post](#) on the Lone Star Chapter's Facebook Forum began filling up with comments from drivers with the same problem. It seems I was not the only one with a hazy exterior. But what happened? Well, it seems the combination of track pads, with their higher metal compound, and the wet weather that weekend resulted in brake dust getting stuck to the sides of our cars.

The solutions mentioned were iron removers such as Chemical Guys Decon Pro Iron Remover or Car Pro Iron X. Now, I've seen these products used by various detailers on YouTube, but thought they were unnecessary and probably overkill for me. However, I was now faced with a situation where I thought I might benefit from such a product.

I ordered some Chemical Guys Decon Pro Iron Remover and started working on the car the next weekend. I sprayed the Iron Remover on my car and waited 5 min or so for the reaction to take place. Like the Meguiar's Wheel Cleaner I use, you could see the color changing to a dark purple. However, the results were not great. I decided to wash the car to remove excess dirt and try again. After washing and drying, I made a second attempt to remove the haze with the Iron Remover. My results were better, but still not good.



At this point, I decided it was time pull out the clay bar. The clay bar was definitely more work, but it produced the results I desired. It removed the iron dust. Unfortunately, besides remove the surface contaminants, clay also removes your wax and sealants. It strips everything off down to the clear coat so your car is in an unprotected state, which means you must apply a wax afterwards.

I've been using Meguiar's Ultimate Liquid Wax for the past few years and have had really good results with it. It's easy to apply and buff off so it makes the job of waxing a little

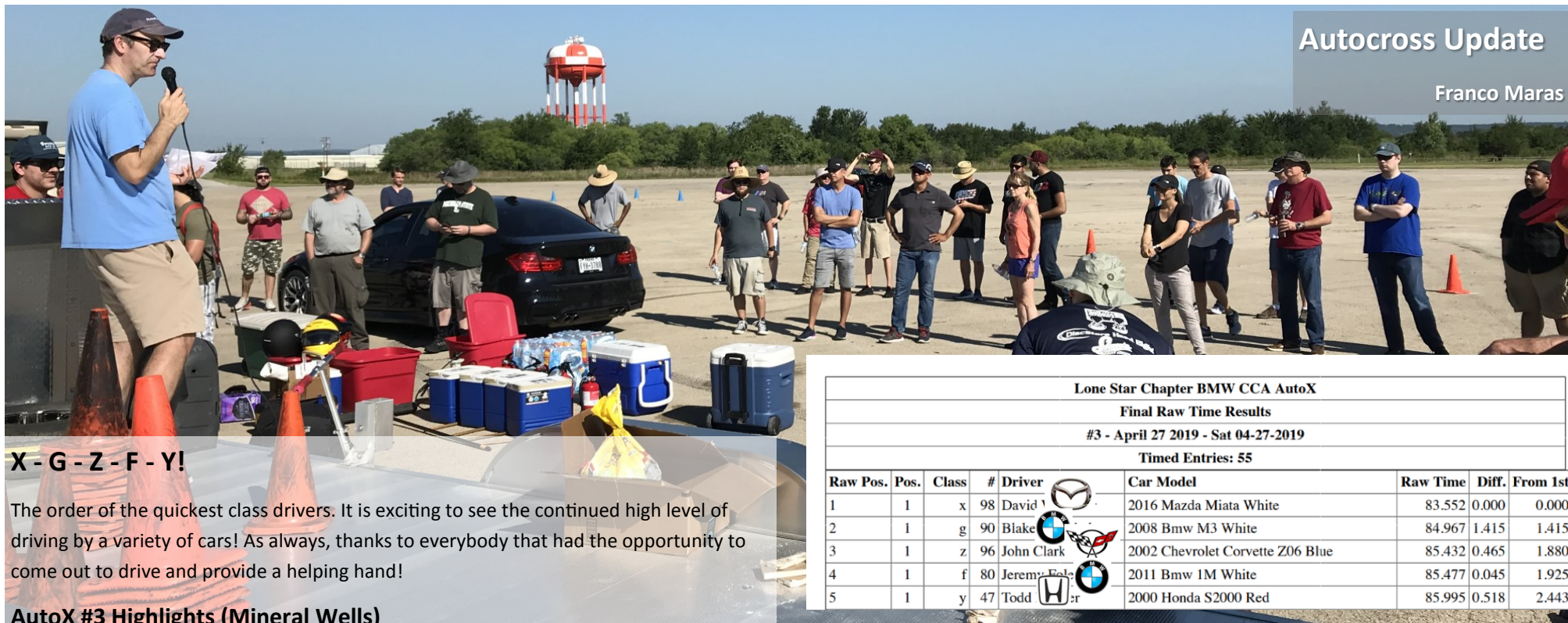


quicker. It seems like the modern form of carnauba wax. I've also been using Meguiar's Ultimate Fast Finish as a sealant. This is a synthetic polymer coating that you simply spray onto a microfiber cloth, apply to a small section, and wipe off. It's super simple and gives you a little extra protection against the elements. I doubt it's as good as a ceramic coating, but is certainly less expensive and easier to apply.



I guess I need to be prepared to repeat this procedure after our No Excuses event at Hallett, Nov 8-10. It's not a bad idea to clay, wax and seal twice per year so the timing works out perfectly. See you at the track!





X - G - Z - F - Y!

The order of the quickest class drivers. It is exciting to see the continued high level of driving by a variety of cars! As always, thanks to everybody that had the opportunity to come out to drive and provide a helping hand!

AutoX #3 Highlights (Mineral Wells)

The FTD (Fastest Time of the Day) battle of the day never happened. David W came down to the 83s on his 3rd run and was not touched after that, ending the day with a 1.4 second gap to Blake P.

David W now has two wins for the year, in two different classes. Class X is very tight, with Gerry T zooming in to second place and 9 drivers within 10 points from the leader Silvio Z. The class now has had a different winner for each of the 3 first events.

Class Y has also had 3 different winners for the year with Todd H winning on Saturday, less than a second ahead of Brandon D, who now holds 2nd place in the class behind Nathan D. We should note that valuable points are hard to get in this class with 12 entrants.

We also see crowded classes in F and Z. In Class F, Jeremy F brings home the second win of the year and is now good for a second place in the class behind Mark B.

Class Z has the distinction to also have 3 winners for the year with John C as the latest one. He is getting used to his Corvette as he had 1.5 seconds to spare to John K in his improved RX-7 and Robert J, also in a Corvette. The class also supplies the drivers with most downed cones, 12, by Olof O who just inched out John C by one more cone for the day.

Lone Star Chapter BMW CCA AutoX								
Final Raw Time Results								
#3 - April 27 2019 - Sat 04-27-2019								
Timed Entries: 55								
Raw Pos.	Pos.	Class	#	Driver	Car Model	Raw Time	Diff.	From 1st
1	1	x	98	David W	2016 Mazda Miata White	83.552	0.000	0.000
2	1	g	90	Blake P	2008 Bmw M3 White	84.967	1.415	1.415
3	1	z	96	John Clark	2002 Chevrolet Corvette Z06 Blue	85.432	0.465	1.880
4	1	f	80	Jeremy F	2011 Bmw 1M White	85.477	0.045	1.925
5	1	y	47	Todd H	2000 Honda S2000 Red	85.995	0.518	2.443

A less crowded Class is E where Ryan Q pulled in his first win of the year.

Blake P is pulling away in Class G with his 3rd win of the year. Doug W and Pawel P are trying to keep up, but it may be a daunting task.

Last but not least, we have the Novice Class with Edwin M delivering a solid win, more than 2 seconds ahead of Christopher C who grabbed the lead in the class nevertheless.

Close calls of the day: Trey V beating Tommy M by 1/100 of a second in Class Y for 4th place and another 4th place battle in Class Z with Ray G inching out Warren P by a 1/100.

Final observation: the most crowded part of the results was the 90th second with 9 drivers: from Franco M at 89.09 to Adrian M at 89.96. It just shows how close the positions are and each corner is there to be won or lost.

AutoX #4 Highlights (Mineral Wells)

As always, thanks to everybody that had the opportunity to come out to drive and provide a helping hand!

I would like to start highlighting the Novice Class, where it was very enjoyable to watch the swapping of places until the very end. There were 28 eager drivers in the class and

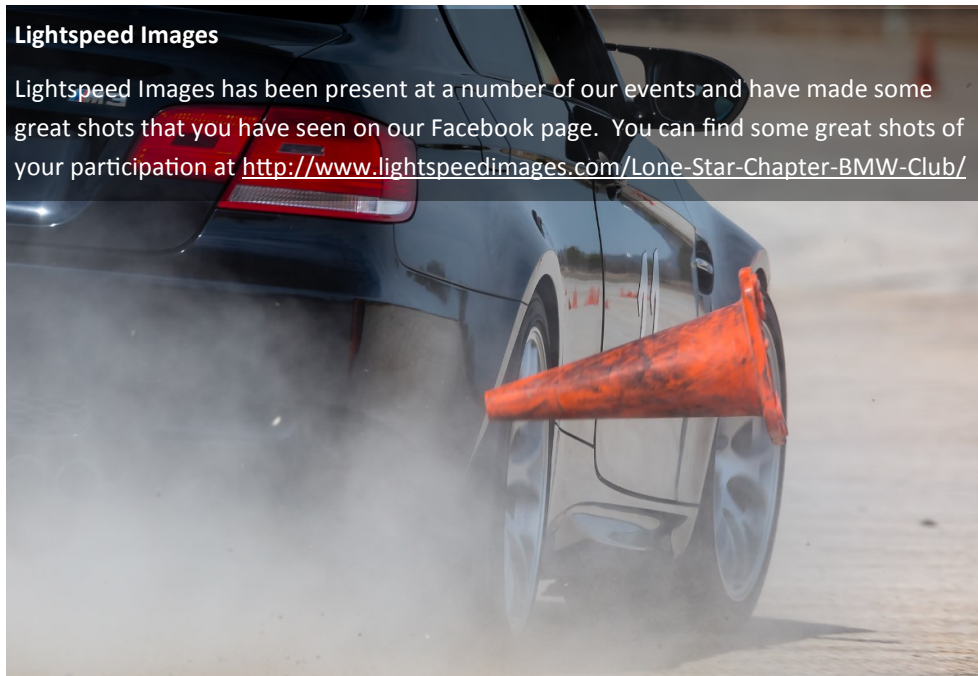
Autocross (Continued)

many of you saw large improvements during the day with 6 drivers setting the best time in your last lap. One was Ricardo N who managed a 6 tenth improvement in the final lap, despite having secured his first win for the year and now sits on top of the class. Eric N grabbed 2nd place ahead of Miguel H in third. The Novice class was filled with BMWs in the top spots, with a somewhat rare sighting of a Golf Alltrack driven by Gesner U. His achievement of the day was to go from 100 seconds in his initial lap to 72.623 on his 9th lap; good for a 6th place in Novice. A similar improvement was made by Carson L in an E46 2002 330, from 111 seconds initially to 80.165 in his final run.

Class D also had its share of large improvements, where Antonio M went from 118 seconds down to 84.05 in his final run. He ended in 2nd place behind his sister Valeria. The class is wide open for the rest of the year.

In Class E, Karen O secured a win in her beautiful 1997 M3. She managed to shave a few seconds in each run ending the day on 77.821.

Why don't we continue in alphabetical order with Class F? Here Jeremy F did not disappoint, with his 3rd straight win and the FTD on top of that. I believe his wins are all in different BMWs. Mark S grabbed second place ahead of Mark B in third.



Lightspeed Images

Lightspeed Images has been present at a number of our events and have made some great shots that you have seen on our Facebook page. You can find some great shots of your participation at <http://www.lightspeedimages.com/Lone-Star-Chapter-BMW-Club/>

Class G did not see any surprises, with Blake P steaming ahead with his 4th win of the year. A noteworthy remark here is that his time for the first lap was 65.159 and his second ended up being his fastest at 64.371! Thomas J guest driving on the BMW side placed 2nd while Doug placed 3rd. They are both battling for 2nd place in the class along with Pawel P.

Gerry T grabbed his first win for the year in Class X, had possession of FTD before lunch and also moved on top of the class. Cameron G, his co-driver, tried to catch up until the very end, but fell just short. In third place we find Neal B with a very consistent driving with almost all his times in the 66s.

In Class Y we are presenting another new winner for the year, Tommy M in his 2004 Miata. He beat Nathan D by half a second and Ethan W by a little more. Nathan remains the class leader but Tommy wants to show that there are still quite a few events left in the year.

In addition to Class Y, Class X and Class Z also have had a different winner for each of the first four events. KJ C managed to find his first win in Class Z, ahead of Robert J by a half second. Note that KJ's fastest run included a 1 second cone penalty. In third place we found Jonathan A despite some car troubles.

Final observation: the most crowded part of the results was the 73rd second with 8 drivers: from Derek F at 72.017 to Andres G at 72.905. Many classes were represented in this range: F, X, Y, Z and Novice.

It was a fun day with some early summer weather, see you at the next one.

It was a fun day with a fun long course, see you at the next one.

AutoX #5 Highlights—Texas Motor Speedway

Corners and more!

We hope everybody had a day of enjoyment at Texas Motor Speedway on Saturday. Thank you to all drivers and spectators for a good event! It would not be possible without all of your help. There was quite a bit of good driving to be seen as the class battles continue. Our last 2 events have sold out.

As was the case from the last event I would like to start by highlighting the Novice Class. Edwin M scored his 2nd win in 3 attempts in 2019, but it was not easy. He overtook Raul E on his 9th run by 2 tenths and Ricardo N finished 3rd, just another tenth off the pace. It is noteworthy that both Edwin and Raul had a cone penalty on their fastest run, in the 49s before the 1 second penalty. Remember that number.

Autocross (Continued)

The Novice class included 25 drivers and many had dramatic improvements in handling and time during the day. Ricardo maintains the lead in the class, now followed by Edwin M and Chris C. If you are not aware, we are handing out 6 trophies in the Novice Class. You need to have attended at least 5 events in total and grab enough points to qualify. Right now points in the teens qualify for a trophy.

The sibling rivalry in Class D continues with Valeria M taking first place ahead of Antonio M, but the gap is narrowing. The season standings are repeated in the same order.

Let's jump to Class Z and FTD delivered by David W in his **Tesla**, yes *Tesla*. He beat Stan W in a 2008 911 Turbo by 0.03 seconds! 46.54 vs 46.57. David is a National Champion and he keeps showing it, regardless of car make or model. He now has a win in X, Y and Z for the year. Jonathan A climbed to 3rd place in the afternoon and to 2nd place in the standings behind Robert J; a mere point behind.

Tommy M has tuned his car and his skills and grabs the second win for the year ahead of rivals Todd H and Nathan D in Class Y. Despite his win, Tommy is trailing Nathan by 10 points in the standings. Still a long way to go until the end of the season though.

In Class X, Brandon S became its 5th winner for the year ahead of Thomas J and Jerrett J. The win was enough to propel Brandon to 2nd place in the class behind Gerry T.

Mark B made a guest appearance in the G class with his E90, cruising to a victory in the class with a time of 46.78. His time was a quarter of a second behind the FTD battle, while Blake P was absent for the day, steering his E90 on a famous track in Austin, we hear. Luis M edged out Doug W for the second spot by a slim margin. Overall, Blake P remains in the lead by 8 points and Doug is then another 8 points ahead of Pawel.

Class F had the most drivers besides Novice, and here Mark S took his E36 M3 around the course for his first victory of the year, edging out Jeremy F by 0.21 seconds. The result is a reverse from last event, but Jeremy keeps a comfortable lead in the class ahead of Mark B and Matt D.

We're rounding up with Anthony C and his first win in Class E, producing a three way tie for the year.

Overall Observations:

- The number to remember from above was 49, which included 12 drivers crowded from 49.093 to 49.761. It would have been 14 if the Top 2 Novice drivers could have

kept their top runs clean. On the other hand, a few drivers could also have reached the 48s with clean runs.

- Smallest margin: Kevin C ahead of Ray G by one thousandth of a second (Class Z)
- Raul E in Novice Class has progressed from a 5% to 58% ranking in 3 events
Richard F in Class F has moved from a 27% to 68% ranking over 5 events
Audrey W in Class F has elevated from a 31% to 77% ranking in 5 events
Andres G in Class Z has improved from a 15% to 76% ranking in 3 events in 3 different cars!

Nice Improvements! Find your progress in the Season Results below.

AutoX #6—Old and New! (Mineral Wells)

It was nice to experience another **sold out** event on Saturday. With a large part of the nation seeing record high temperatures, we enjoyed a fairly easy summer day. As always, thank you to all drivers and spectators that showed up to drive and to help. It would not be possible without all of your help!

Our next event is at the end of August at Lone Star Park, so a little time for rest.

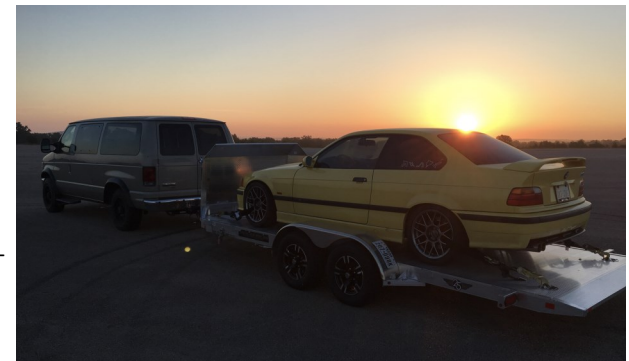
If autocross is on your mind most of the time, we recommend a listen to Jeremy Foley on autocrosstalk.com. A good insight to what it takes to be a champion and more. More about his results at the event below.

Highlights

Let's start with C Class and a family rivalry between father and daughter. Joel R edged out Holly R for the win, but it took one run quicker than most others to seal the first spot. Looking forward to the rest of the season here.

In Class D, there's another family battle, this one between siblings; Valeria and Antonio. The standings are repeated from earlier events, with Valeria M earning the top spot for the third time, but the margin is not huge. Hopefully we will continue to see the rivalry continue as the fall season is approaching.

Class F has a new winner for the season, Brandon D in a beautiful M2. We now have a ton of beautiful M2s attending, five in total. Brandon has switched from his



Autocross (Continued)



Civic Type R to join the Marque of Roundels and he did it in style with less than 2 tenths off from FTD. Mark S grabbed second place ahead of Matthew D, both in E36 M3s. Jeremy F leads the class, but it's fairly open with 4 drivers within 12 points of each other.

And, speaking of Jeremy F, he made a guest appearance in Class G and showed the way with a win, although Doug W gave a good run for the money in the afternoon, ending in 2nd place. Blake P finished 3rd in his newly acquired 330 E46. He's guarding 1st place in the Class, but Doug may want to have a say before the season is over as he is only 6 points behind, albeit one more event attended.

Moving over to the non-BMW classes. The wins in Class X have been very spread out this year. We still don't have a single repeat winner. Daniel M came all the way from Houston to become the 6th winner of the year. He also managed to get 2nd fastest time of the day. Gerry T followed in second place, keeping his lead in the class, and then Neal B in third place.

Now we're at the FTD Class, which is Class Y. Here Thomas J dusted off his S2000 (and the competition) to record his first FTD of the year. Tommy M made a strong showing in 2nd place and is now a real championship contender, 2 points behind Nathan D, while Trey V scored his best position of the year in third.

In Class Z, Jonathan A grabbed 3rd place for the day, which was enough for him to take over the class lead.

Like Class X, we now have the 6th winner of the year in the class. The honor was taken by Keith M with a margin of 4 tenths ahead of KJ, a previous winner.

And, finally, the Novice Class had some good suspense. A big shout out to Ricardo N, who lead the class after the morning runs. The shout out is actually not for his driving skills this time, but for his hon-

esty informing us that his fastest run should have been a DNF as he missed a slalom. He ended up 3rd in the class behind Edwin M and they share the lead together. Todd L grabbed second place and is now 9 points behind the two leaders. More suspense to come.

Overall Observations:

One of the most consistent driver recognitions goes to Mark S. in Class F. For the last 3 events, he has turned in 4th fastest time of the day and the margin to FTD is shrinking with Saturday's margin at less than 1%.

The most crowded second goes to 82 seconds and up. 10 cars were sharing their time here and 4 of them Novices.

- Raul E in Novice Class has progressed from a 5% to 58% ranking in 3 events
- Richard F in Class F has moved from a 27% to 68% ranking over 5 events
- Audrey W in Class F has elevated from a 31% to 77% ranking in 5 events
- Andres G in Class Z has improved from a 15% to 76% ranking in 3 events in 3 different cars!

Nice Improvements! Find your progress in the Season Results below.



Results

2019 Current Season Standings: <https://lscbmwcca.org/2019-autox-standing/>

2019 Current Stats Per Driver/Class:

https://lscbmwcca.files.wordpress.com/2019/07/autocross_results-6.pdf

AutoX #3: https://lscbmwcca.files.wordpress.com/2019/04/20190427_autox.pdf

AutoX #4: https://lscbmwcca.files.wordpress.com/2019/06/lscbmwcca_no4_20190608.pdf

AutoX #5: https://lscbmwcca.files.wordpress.com/2019/06/ax5_20190629_raw.pdf

AutoX #6: https://lscbmwcca.files.wordpress.com/2019/07/lsc20190720_no6.pdf

Next Level Autocross and Fun

Audrey Wiseman & Raymond Mimick

If you've been following our Facebook Member Forum for a little bit, you've seen a number of conversations starting from different people about different activities. One area that Audrey is working on is how to improve her times at Autocross and on the track. Both require seat time, which Audrey is definitely doing. Queso is racking up the fun miles while the new ATS-V named the Ugly Duckling, is working up to track service.

Last year, Audrey and Pawel were in the novice class through the season, both competing with each other on times since both have the same F80 M3 Cars. Pawel did well and moved into G class in our Autocross classes and Audrey is running in F as she has not made as many modifications to the car itself. Of course, we'll discount those +5 hp stickers Pawel added to the car.

Audrey decided to practice more with her stock-ish car before starting to make modifications. So, after having a few instructors in the car with her to get the baseline understanding of Autocross, what do you do next to improve? For Audrey and Pawel both, they have taken to using **co-drivers** to assist with understanding how the co-driver improves the time in the same car on the same course. The co-driver selection is up to you, but the key points that Audrey wants you to know about a co-driver is:



Jeremey Foley and Audrey

- They need to be using Solo Storm so both your run and the co-driver's run can be compared.
- You need to be in the car with the co-driver and then decide on one area of improvement—slalom, speed, braking, distance looking, etc.
- At lunch, break down the data you captured in Solo Storm and work through each section of the course.

You will not instantly be faster for the whole day, but as you improve and watch both yourself and your co-driver, things will start to click.

Outside of the Autocross track day, Audrey uses a Podcast called **Autocross Talk** (<http://autocrosstalk.com/>) to hear different people's stories on how to improve and tackle the track.

For the fun: Hope you saw the Rookie Driver magnetic stickers on some cars—showing the cars with the most improvement through the season. The goal is to trade that sticker off to the next deserving person.

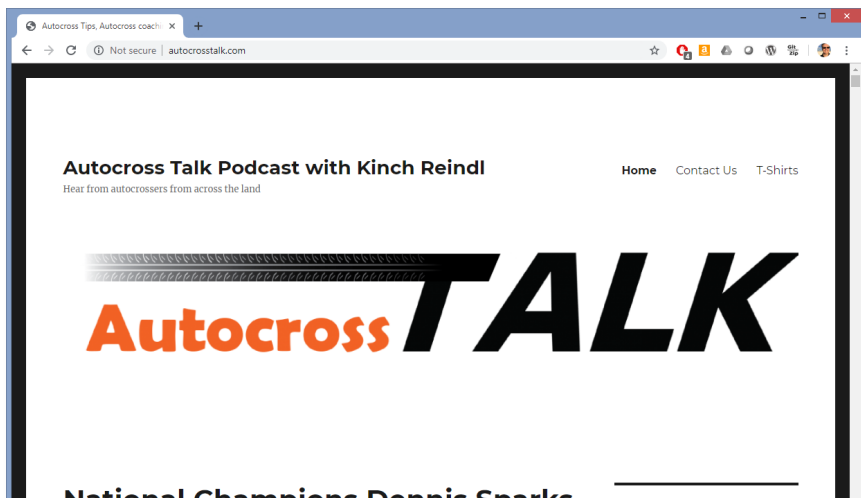
Audrey is working on a new trophy award—the Cone Killer award for the person with the most cones killed in a single Autocross day. So far, 15 cones has been the maximum over one day (sorry corner workers). The idea will be to pass the Cone to the next deserving person if they get more cones killed in a single session.

Special Awards

On June 8th, the Lone Star BMW CCA presented two special awards—BMW CCA Volunteer of the Year (South Central Region) to Franco Maras for all of his work with the Autocross activities and BMW CCA Officer of the Year (South Central Region) to Matthew Dashiell. Both are well deserving of the recognition for all they have done for our Local Chapter.

For those that don't know, Matthew Dashiell has been our treasurer for over 8 years, bringing financial stability to the chapter. You'll find Matt out at the Autocross track in the van helping run the computer timer. On track days, he'll have organized your instructor assignments and goes out instructing regularly with our HPDEs.

Thank you both for all you are doing and continue to do for our chapter and BMW CCA.



Tour Updates

Raymond Mimick

We've been slowly building back up to our monthly tour events. In April, we've had another Sunday Blue Bonnet tour to the Ennis Blue Bonnet festival with Dennis leading a pretty big group. We got rained out for Saturday but Sunday cleared up for us.

We added a quick tour on the Saturday of Memorial Day weekend and we finally had a clear Saturday to go explore some new roads. We left from Mansfield and headed down south, stopping in Ida for a rest break. Post rest-break, we drove by Lake Whitney and the level was 16 ft above its normal pool. We stopped at Zur Autobahn for lunch and enjoyed the small setup. Some stayed after lunch and we drove along some of our favorite roads and ended in Weatherford.

The tours are open to all members regardless of your car. We'd love to have you out as all of us appreciate different types of cars.

Back on our normally-scheduled tours, we headed out for our Muenster Run. We had great morning temperatures and the chance of rain but everything cleared out and we had smooth sailing along our roads on June 15th. We saw the big Windmills, had a great trip over the Red River and lunch at Rohmer's in Muenster, TX.

After lunch, we had a group head over to Nocona the long way and ended up at Horton's Classic Car Museum. We came to the museum about two years ago and this year, for whatever reason, was another adventure to look at the cars. It was



interesting to see some of the progression of engines in the Corvettes with the first of the fuel-injection engines backward to carburetors (due to cost of fuel-injection).

So, here we came up to July and if you are on the Tour email list, you saw that we delayed our Colorado trip for another year. When started asking different people about leading the trip, it became apparent that our other leaders did not have the time to accomplish that. I know quite a number of our members that have decided to do family vacations.

Also, we originally thought we would do a joint adventure with the Sunbelt (Oklahoma) chapter but after talking multiple times with Steve Jackson, the chapter president, he did not think he would have any takers on doing a drive to meet up. So, we decided to do a quite run from Valley View, TX to Sherman for a quick 2 hour drive. We had 13 cars come out and enjoy the morning and lunch at La Placita in Sherman, TX.

Looking at the upcoming schedule, we have quite a number of in-town trips still ready to go—August 17th will be East Texas, September 8th with a Sunday afternoon start from McKinney, September 21st with a Southwest Fort Worth Tour, then comes Oktoberfest trip October 15th-19th.

For O'fest, there are a few thoughts on that—some want to get there just for that event. That looks like a Monday all-day drive to Atlanta. The Road Monkeys start on Thursday and arrive in Greenville on Sunday night. I think we'll keep talking with the various participants but this looks to be the busiest trip with over 1000 people attending.

There's been some interest in different destinations for next year. Come out to a Meet & Greet and let's talk about where you want to go.



Social Activities

Meet & Greets

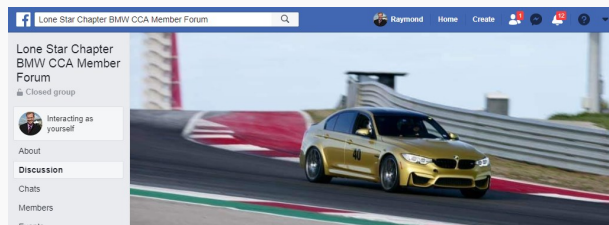
We've been keeping our monthly Meet & Greets going and have had some success and some pretty empty days. We'd love to have you come out. The typical monthly schedule is the 3rd Wednesday of each month for the Mid-Cities group (JO Miller has been doing a great job), then the following Thursday is North Dallas group (Pawel has been organizing and communicating with the restaurant). Kelsey Karanges has agreed to start organizing a Downtown Dallas meet up location probably on the second Wednesday of each month (starting at 7:00p).

We've definitely been having some great conversations on site. Invite a friend or two. At our July Mid-Cities event, we had a guest talk about the Airbag recall. Another first time guest came to us to ask about his non-running car. Hopefully, with our expertise, we were able to help Scott make the next decisions.

From March through May, we did a 2-T-Shirt Give-away per each Meet & Greet with the 50-year anniversary T-Shirts from BMW CCA. Hopefully you had your opportunity to get a new T-Shirt.

Facebook Member Forum

If you didn't hear about it, we have a new Facebook Group where members can post what's on their minds and post items for sale or share their knowledge about their cars (or ask for help). You just need to be a current member to be accepted into the Group.



Lemons Car Option

Audrey Wiseman is asking for interest in getting a group together to run a Lemon's Car. A Lemon's Race Car is a \$500 car that can attempt to run a 24

-hour race (<https://24hoursoflemons.com/>). The \$500 is just the start—you can spend as much as needed on Safety and Tires but can your car make it 24 hours? It sounds like a great opportunity to test out your skills in both driving and getting a car running.

Club Racing

We have a new Club Racing Chairman in David Tedeschi and we'd love to have you participate with us in the BMW Club Racing. David has been involved with the BMW CCA as Chapter President and on different Driving Events Chairman for groups on the East Coast. Please welcome David the next time you see him.



No Excuses 12—Hallett Motor Racing Circuit in Jennings, OK

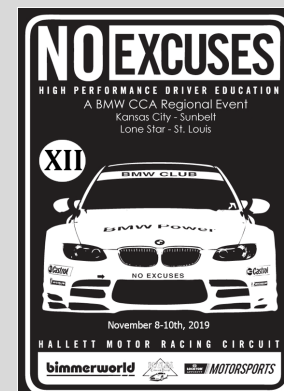


Hopefully you have heard that we have another High Performance Driver's Education weekend scheduled for Friday, November 8th through Sunday, November 10th. We'll have BMW Club Racing on all three days, Advanced Solo and Instructor track time for Friday and then our Driver's Education time all the rest of the weekend. We're expecting the event to sell out and a big weekend of track driving to occur. November is pretty late in the year but we're hoping for beautiful weather.

No Excuses is a combination of the Lone Star, Kansas City, St. Louis and Sunbelt Chapters. Registration is on MotorSportReg at <http://msreg.com/NoExcuses12>.

Prices for the Driving School Weekend (Sat & Sun):

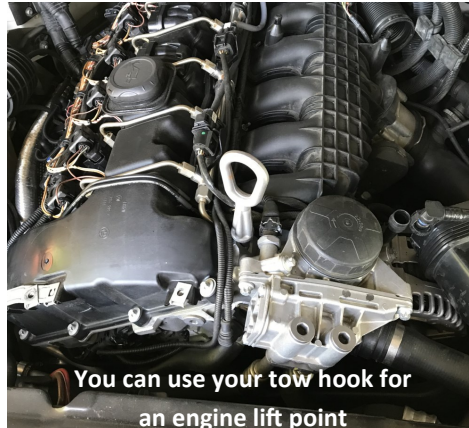
- Advanced (B) and Advanced+ (A) Level Solo Students (Combined Group) \$299
- Novice/Beginner (D) and approved Intermediate (C) Level students \$349
- Advanced (B) and Advanced+ (A) Fri Add-on: \$149
- Instructors for Fri: \$99



BMW Maintenance Corner

Raymond Mimick

Maintenance, Oh Maintenance how we need thee but don't desire to do thee. I'll have to say that there will come a point in your long-time ownership that you will need to do your own maintenance to keep your car running. In the last few months, I've done a few things (2008 535i) and shared my experiences with different people at the Meet & Greets. Let me give you some overall thoughts on changing the Rear Differential, Brake Flush, Motor Mounts and Valve Cover changes.



For the Brake Flush and Rear Differential (the gears at the back of your BMW that transfers the power from the Drive Shaft to the axles in the rear wheels), I worked with Matt Dashiell to raise the car with his lift. We then opened the fill plug on my open-differential (more on the difference later) and then had to use a pump to pull the old oil out of the pumpkin. We then filled the rear differential back up with 75W-90. The tricky part was that Matt had a special Hex bolt attached to a 1/4" drive socket. The cut hex bolt was used to open the rear differential and we also replaced the O-ring with a new one. We used the AMS OIL squeeze bag and it made it a lot easier to re-fill the differential.

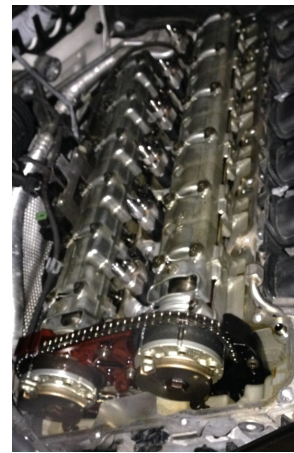


An Open Differential will drive power to the rear wheels on only one side (the right/passenger) side of the car. A Limited Differential (found mostly on M cars) will drive both wheels all of the time. For some of the X vehicles, they will have a way to "lock" their differential and provide power to one wheel or both wheels on an axle.



For the Brake Flush, Matt has found that the rear brakes typically take 15 full pumps of the rear brakes before you have to fill up the brake fluid reservoir with more brake fluid. It's about 8 pumps for the front brakes. Matt recommended ATE Type 200 to provide longer lasting brake fluid.

Next, let's talk about your valve covers. It appears that BMW uses a rubber-based gasket for a number of things and after too many heat-cycles (ie, turning on/off the car after it heats up to operating temperature), the gasket becomes brittle and in need of replacing. This same rubber-type gasket is also used on the oil filter housing, oil cooler to oil filter housing, and even the oil pan gasket, among other places.



The job is not terribly difficult but it does take time. For a novice, it takes about 4 hours to complete. The challenge part is to get everything clean before you pull the cover, after you pull the cover and once you place the cover back on. I ended up doing the job four times thinking I had a leak. The residual oil that I saw was coming from the metal guide on the engine where some hot oil was sucked up into the fold of the metal. Once the oil got hot enough, it would look like it was still leaking. Once the engine cooled, the oil disappeared. On the last attempt, I replaced the valve cover thinking I had cracked it. That was not really the direct problem but it is a common problem. The valve cover gasket costs about \$60.

Motor Mounts: I started to notice a clunk sound coming from

the car when launching from a dead stop. I originally thought this was drive-line or rear differential but in actuality, it was found to be a worn-out motor mount. The mounts cost less than \$300 for both but installing them is not simple without some kind of lift. One of our members loaned me their Quick Jacks and that really helped to install the motor mounts. The Driver's side was definitely gone but I changed both at the same time. I think that is another 4 hour job in case you are wondering.



Do you have a maintenance story that can help our members with their cars? Considering writing up your story and let's share our experience.



Zohr is a new mobile tire changing company in town and came out to sponsor our Autocross at Texas Motor Speedway with free water. Let us know your experiences with them.

Airbag Recall

BMW is starting to push to get the Takata Airbags changed out and you will start seeing and hearing more about it via Radio, Billboards and mail. To check to see if your car still needs the airbag changed, visit <https://www.AirbagRecall.com>—you can scan your VIN or your license plate. Don't worry, the BMW dealers are all supposed to have airbags ready to replace. This is FREE to any owner of an affected BMW. Please help spread the word to your friends.

<https://www.airbagrecall.com>



2019 Event Schedule

August

Sun, 8/11: Board Meeting 2:00p-4:00p @ Uncle Julio's in Grapevine.

Sat, 8/17: East Texas Tour with stop at BMW of Tyler. We'll start from Buc-ees in Terrell at 8:00a and then take some twisty-style roads toward Tyler, stopping at BMW of Tyler and hopefully adding more friends along the way. We'll then take a circular route to Mineola and stop at the East Texas Burger Co for lunch.

Sun, 8/25: AutoX #7 @ Lone Star Park

September

Sun, 9/8: McKinney afternoon drive. One of our few Sunday drives, we'll head out from the RaceTrac around 2:30p in McKinney, enjoy some of the roads north of McKinney and stop in Sherman for dinner.

Thu, 9/19: Autobahn BMW of Fort Worth is hosting dinner for us from 6:00p-8:00p

Sat, 9/21: SW Fort Worth with stop at Hico Hotel. We'll return to some of our favorite roads in the Southwest Fort Worth area with a stop in Hico to enjoy a good lunch.

Sat, 9/28: AutoX #8 @ Mineral Wells Airport

October

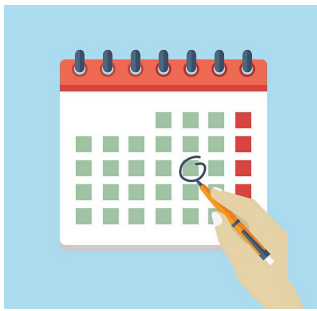
Sun, 10/13: Board Meeting 2:00p-4:00p @ Uncle Julio's in Grapevine (This one may move if a lot of the board are going to South Carolina)

Tues, 10/15-Sat 10/19: O'fest in South Carolina. This is the 50th anniversary of the Oktoberfest and there are some rumors that O'fest in the future might look a little differently going forward. Make plans this year to head out to South Carolina for a big party in Greenville, home of the BMW Car Club of America, BMW CCA Foundation, the BMW Performance Center and the Spartanburg, SC plant. Typically for a week-long event, a budget of about \$2,500 should be expected.

Sun, 10/20: AutoX #9 @ Lone Star Park

November

Fri, 11/8 – Sun, 11/10: Hallet No Excuses HPDE and Club Race. A joint venture of 5 chapters, the Lone Star Chapter along with the Sunbelt, Kansas City, St. Louis and the Great Plains chapters, we will be returning to Jennings, Oklahoma for No Excuses 11. While it's a little drive up north (it is actually at the end of the road of US-377), it's a great little track in a beautiful setting. This event will be setup with BMW CCA Club racing, so make plans to be there early Friday to watch the action.



December

Sun, 12/8: Dallas Marathon Show & Shine 7:30-2:30p. We are expecting to be invited back out to the Marathon for our 4th year showing off our cars. We'd love to have you come and join in on rooting for these runners – running 13.1 miles (half) or 26.2 miles (full) is not a simple task. Not just cheering on the runners, we'll also walk around and enjoy parts of Deep Ellum and the Farmer's Market.

Sun, 12/8: Board Meeting 3:00p-4:30p @ Matt's Rancho Martinez in Dallas.

Sat, 12/14: Toy Run. While delayed this year by a weekend, we'll still plan to make a toy run, starting at the AP Travel Center in Valley View (13965 S IH 36 Valley View, TX) and run East, enjoying the roads long the way.

