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SUMMER 2013

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ON THE COVER:

*Vice-President
Dennis Nowak's*



Roadster



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David R. Dalton
President - Houston Chapter

As a club, we are very fortunate to have members that value what this Chapter is about plus enjoy getting involved to make it all come together. Our autocross events, the advertisers that support this publication and member dues provide the month to month operating capital keeping us afloat. The members that step up and provide the guidance is what makes the Chapter active and vibrant. To whom we owe a great deal of appreciation.

Yet I was shocked to learn the number of people still unaware of the many actives and events the Chapter sponsors. This update is sent out each month in the eBlast, Tor Taklo mentions it on our facebook page, Jim Robinson includes it in the newsletter, and it's posted on our website as well. There you'll find the calendar of events that lists all social, autocross and driving events that have been scheduled to date.

Plus, the forum is where you can interact with members and non-members alike on a number of different topics. A lot of the people that are active on the forum are real BMW enthusiasts who can provide you information you simply won't find anywhere else.

Want to buy or sell a car, need some advice on a repair/body shop others have had a good experience with, looking for a particular part, or simply want to surf the various topics to see what's hot? It's all there.

And if you want to learn more about the opera-

tions of the Chapter it's available on the first page under the "About Us" tab. The Board went through a lot of effort getting this information written up and approved, and then making it freely available for your review.

There you will find:

- **Our Mission Statement**
- **Chapter Contacts**
- **Chapter Bylaws**
- **Our Code of Conduct your Board members adhere to**
- **Chapter Operations Manual**
- **Crisis Response Protocol for driving events**
- **Chapter History.**

Jeff Thomson does an excellent job keeping the website current with activities and events, and Pam Johnson is making every effort attempting to keep people informed through the monthly eBlast. Speaking for the Board I can say we are at a loss at what else we can do to get this information distributed so everyone is fully aware of the many activities available as a member. Any suggestions you may have will be greatly appreciated. Simply email one of the Board members and we will make that a discussion topic at our next Board meeting.

Those email addresses can be found in this publi-

cation as well as on the website under the "About Us" tab.

We are a well-run and very well organized Chapter. If you are a new member, or a member that has not been very active in the past, come out to one of our events whether it's a dinner, a drive, our coffee morning we have each month or our monthly autocross as a participant or a spectator. It's fun, exciting and rewarding... and all here for your enjoyment. Don't let the catchphrase "car club" turn you away, it's not all about cars and you certainly do not have to be a gear-head; we enjoy the camaraderie and socializing all the same. Check our Calendar of Events regularly to see what's scheduled, then mark your calendar and come on out: www.houston-bmwcca.com

See ya on the backroads.

Photos Needed



Those that attended the **Texas Trifecta at** and have some nice pictures you'd like to share, please send them to our newsletter editor, Jim Robinson. We'll be featuring this event in our next issue.

Stay Informed!! - eBlast Signup

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

The Bluebonnet Drive

Written and photographed by Kathy Kehoe-Lee and James Weaver



Kathy Kehoe-Lee

What a Great Day for a drive! The sun was shining the weather was warm but not too hot. Twenty-three cars and forty people participated in the Bluebonnet Drive. Sunroofs were open convertible tops were down. Our group left Buc-ee's at 10 AM and drove the back roads through Waller, Navasota, to Montgomery then back to Navasota.

We had two photo opportunities, one on Hwy 2888 in Whitehall and another on Hwy 105. We stayed in our cars on Hwy 105 while James Weaver took group shots despite almost getting hit by a truck trying to take a picture of group 2. (editor's note – See James' account below)



Then we continued on the route and stopped for lunch at *The Cozy Grape* in Montgomery. The food

was good, and some members shopped at the various antique shops while waiting for others to finish their meals.

After lunch we drove back to Hwy 362 and stopped at *Retreat Hill Winery*, where the owner met us and spoke a little about the winery. We took time to sample wines, relax, enjoy the music, and the view.

It was a long day but everyone enjoyed the drive, bluebonnets, food and drinks.



James Weaver

A whole bunch of your friends gathered in the cool morning air on April 6, 2013 for the Houston Chapter's annual Blue Bonnet drive. Cars and people of all types arrived early to fuel up on coffee and Kolaches before getting our maps and groups sorted out.

A record number (as far as I could tell) of first timers were here to check out this fun event.

It's call a "drive" but we all know that we use that term loosely as it pertains to these events.

So, with radios and maps, full tanks and empty bladders, odometers zeroed and headlights on, we get on 290 West bound and immediately get separated. So much for the "group drive" experience for the new folks...

After not too long on the big road we exit for the more suitable back roads. At this point I become a leader of a small group and proceed to miss a turn. Unable to shift, look at map, and talk/listen to radio all at the same time, I was not surprised. Luckily someone thought they remembered hearing where everyone turned. A spirited drive to catch up ensued and we found our group on the side of the road looking at cows.

Once again, nestled safely together we head out. Next stop for both groups was a photo op in a field of Blue Bonnets. We were told at the drivers meeting to "pay attention" as it is just a place on the side of the road behind an old gas station and we "might miss it" was not really a problem this day - A volunteer Fire Dept. bar-b-que sale and the other 10 - 20 cars already there was an easy enough signal that, "We are here".





Everyone got plenty of pictures in the mid-morning light. The weather, although a bit windy, was just great. Pictures of people, pictures of cars, pictures of kids, pictures of people near cars and kids... You get the idea, a lot of nice pictures, all with a Blue Bonnet or 2 in the background..

From there I departed with the first group for, photo op #2. This place had been scouted earlier as well. It sounded a little "iffy" to me from the beginning. On the side of FM 105...? OK, no problem, we arrive at the spot, we all pull over, and everyone stays in their car, except ME (designated photographer, and Frogger guy) I manage to get some shots from all over the place while darting back and forth across a busy hwy. Then, as soon as I'm done, they leave me. Just like that. One minute I'm everybody's favorite photographer, the next, I'm a dude on the side of the road with a camera. That's OK. I expect any minute now that group 2 will be on the radio saying "we're just over the hill"....

"Hello, group 2 leader, do you read me, over?".... "Hello, Dennis, Group 2 leader, anybody, group 2, hola...over?"

Oh well, you get the idea. They arrived, I played dodge the cars again, and we were off to Montgomery for lunch.

We had a very nice lazy lunch break at The Cozy Grape allowing us all to talk and wonder what Blake had done to get pulled over doing 4 MPH... After we all had our belly's full, we are off again.

Nice roads and good weather make this a really fun part of the afternoon. On to the next stop, Retreat Hill Winery. Only lost our way for about 20 minutes. Finally decide someone with a navigation system should lead the group. Well, BMW sat/nav got us close. Actually back to a field where we had been in the morning for photo #1. Winery was just down the road about 1/2 a mile.

Once we all arrived at the winery, we got the low down on what makes you want to move to the side of a road outside of nowhere and grow grapes. A few "samples" were tasted, a few bottles were purchased for relaxing at home later and reminiscing about Blue Bonnet Drive 2013.

Thanks to all the drivers, passengers and especially Kathy and the Social Event Committee for a great time.





Photo courtesy of W. Len Rayburn Creative Director BMW Car Club of America

Legends of Laguna Seca

Jim Robinson

Mazda Raceway Laguna Seca will be a special treat for Oktoberfest attendees. Laguna Seca's road racing facility was born on November 9, 1957. Since then the track has seen some of the most prestigious racers in history: Roger Penske, Dan Gurney, Parnelli Jones, Kenny Roberts, Bobby Rahal, Wayne Rainey and Valentino Rossi to name a few.

In the late 1960's and 70's the track hosted the Can-Am Series, it was also hosted Trans Am, IMSA and AMA motorcycles. CART Indy Car racing and Grand Prix Motorcycling put their stamp on the track in the 80's and 90's. More recently, the huge evolution of MotoGP has created a phenomenal global following for the track.

Today Mazda Raceway Laguna Seca hosts five world-class race weekends each season, with elite road racing series from around the world visiting the Monterey Peninsula every year.

Turns 8 and 8A known as The Corkscrew, is one-of-a-kind in motorsports. At the apex to Turn 8 the entry is a lefthander, the elevation change is a 12% drop. By the time a racecar reaches the apex of Turn 8A the right-hander, the elevation is at its steepest – an 18% drop. The Corkscrew drops 59 feet in only 450 feet of track length between the entrance of Turn 8 to the exit of Turn 8A, the equivalent of a 5 ½ story drop. From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories.

A few Interesting Facts about Laguna Seca: Pete Lovely won the first race at the then called, Laguna Seca, in a 500 Ferrari Testa Rosa.

Stirling Moss won the first annual Pacific Grand Prix and was the only two-time winner.

Steve McQueen was entered in a Formula Junior race until his Cooper had serious engine problems and he could not start the race.

1962 – Pacific Grand Prix had a starting grid with Roger Penske, Bruce McLaren, Innes Ireland, Dan Gurney, Graham Hill, Jim Hall and Jack Brabham.
1963 – Jim Clark made his only appearance at Mazda Raceway Laguna Seca with the Arciero Bros. Lotus 19 and led the USRRC Championship road race until he had to pit with steering and brake problems after 31 laps.

1965 – A young, almost unknown Jackie Stewart makes his U.S. debut at Laguna Seca driving in the USRRC in a factory Lotus Cortina and finished 13th overall.

1966 – First Can Am race had Jim Hall, Phil Hill, Dan Gurney, Bruce McLaren, Chris Amon, Mark Donahue, Denis Hulme, John Surtees, George Follmer, Parnelli Jones, and Sam Posey on the starting grid in various Chaparrals, Lola T70s and McLaren's.

Phil Hill gave Chaparral its only victory in the Can Am series here.

1967 – Bruce McLaren won the first Monterey Grand Prix Can Am Race.

1975 – Mario Andretti in a Lola T332 wins the Monterey Grand Prix featuring the F5000 series.

1981 – Laguna Seca hosts its first NASCAR race with the Winston West and has Bobby Allison on the grid. Paul Newman races in the Monterey Triple Crown in a Datsun Turbo.

1983 – The first CART Indy Car race was held with Teo Fabi won in a March-Cosworth. Kenny Roberts, Eddie Lawson, Mike Baldwin and Randy Mamola.

1984 – Bobby Rahal captured the first of his four consecutive CART victories at Laguna Seca. Kenny Roberts had won 3 world championships, 32 AMA national wins, 24 Grand Prix wins and 7 wins at Laguna Seca.

1988 – USGP was in fact the first one in twenty years and the first USGP at Laguna Seca. The race was won by Eddie Lawson who was riding against Kevin Schwantz, Wayne Rainey, Mike Baldwin and Randy Mamola.

1989 – 1990 Wayne Rainey won from pole in his first of three USGP wins in a row for him at Laguna Seca. And his consecutive win at the USGP at Laguna Seca helped propel him to his first of three World Championships in 1990.

1992 – Michael Andretti wins his second Indy Car race at Laguna Seca and Mario Andretti was third, making it the second year in a row that both Andretti's were on the podium.

1994 – Mario Andretti makes this CART race his last race and retires.

1996 – On the last lap of the CART race, Alex Zanardi overtook Bryan Herta in the Corkscrew with an unprecedented and unforgettable move known as "The Pass."

2005 also marks the first time that the Rolex Grand-Am Sports Car Championships is at the track.

2010 – Sponsorship by Mazda North America changes official name of the race track to Mazda Raceway Laguna Seca.

2011 – Casey Stoner wins the Red Bull U.S. Grand Prix on his way to the World Championship season that saw him win 10 out of 17 races on the schedule, with 16 podium appearances.

Porsche Rennsport Reunion is held for the first time on the West Coast, making the fourth edition its most successful.

(Track information photos courtesy of: www.mazdaraceway.com)

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Track Particulars:

11 turns 2.238 miles,
Direction is counter clock-
wise
Elevation range: 749ft –
929ft
Width range: 30ft – 50ft
Acreage: 542 acres

Sector References:

Turn 11- SF – Start/Finish
straight
Turn 2 – Andretti hairpin
Turn 2-5 – The Infield
The Rahal Straight, between
Turns 6-7
Turn 8/8a – The Corkscrew
Turn 9 – Rainey Curve



My Memories of Laguna Seca

Tony Sakis

Ah, I remember the sights and smells and emotions of my first visit to Laguna Seca as if it were yesterday.

It was, I remember vividly, pitch black.

It smelled of rubber and spilt oil.

And it was hot and stuffy.

And I was dipping into a primal claustrophobia.

I should add that the smell, the noise, the color and the schizophrenia of a racetrack are muffled when experiencing it from the trunk of a car. And that's exactly how I first visited the historic track: stuffed into the trunk of a Camaro Z28. Gives you an idea of how much weight I've gained since then.

I had done such things at Sears point for the past few years – avoiding the steep \$15 admission by hiding in the trunk and emerging in the parking area. And, atmosphere, be damned, at 17 I wasn't paying \$15. So there I was, in the trunk.

We parked up the hill, down about 500 feet outside the Corkscrew, in the tall dried grass. I jumped out and we watched those beautiful cars fly around the track. It was, if I remember correctly, 1978 and we were there for the Camel GT IMSA race. California in the summertime isn't like Texas in the summertime. There isn't any rain. And with the cost of mowers – and the sheer size of the place – the

grass wasn't cut.

Until well into the '80s, the grass was always high and golden brown. And so it was that weekend.

As it turned out, where we parked was a prime spot, since the cars would short-shift down from the sheer cliff they call The Corkscrew into the left-hander at full throttle. It's a slightly off camber corner that used to catch people out all the time and almost every race a car would slide off and roll when a wheel caught the grass or stuck in a rut the grass hit. One did roll over that weekend, but we had moved and were walking around when it happened.

The Whittington brothers were big then. John Paul was big then. Of course, this was before they had their, uh, legal troubles. I didn't know a GT car from a Challenge car or a prototype from a formula car. I knew that I liked the sport and I was there, in the thick of it. And back then you could mix easily with the drivers. Not like now, where you pay to mix and they put on their best behavior for you. Then you were just part of the scene. I really felt a kinship to those guys. In retrospect, the trunk ride made me closer in character than I actually thought I was.

At that time, there were no pedestrian bridges.

There was no vehicle access bridge. Between sessions, they opened various spots on the track and you walked or drove across. The start/finish bridge and the road into the infield were built sometime in the late 70s and the place became somewhat prestigious with those two amenities.

Then, as now, the track lies on public land. So everything is run by volunteers, and that presents a few problems. To this day, organization changes annually. All the systems they had in place one year are completely different the next. Reinvention of the wheel. From the start though, checking trunks should have been more thorough.

The track was updated for the 500 USGP Motorcycle Grand Prix in 1987 for the '88 season. And suddenly it was current. It had become, really, one of the best circuits in America. For a while, F1 seemed poised to hold a GP race there.

I interviewed Bernie Ecclestone a couple of times by phone and he, being Bernie Ecclestone, was non-committal. But he said the same thing each time I spoke with him: "ingress and egress is a problem". True enough. And so it still remains.

Laguna has changed a lot. But so has racing. So has society, technology and expectations, come to think of it. People will look back in 35 years at the Laguna Seca of today and wax nostalgic with all the crudities of today's circuit. But, as we all do, you grow. You use your experience to get better. Laguna is far from the place I visited in 1978. But then, so am I. Trunk ride notwithstanding.





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Saturday: 9:00am - noon (Consultation Only)



Houston Chapter Events and Information:

Visit our website for updated details: www.houston-bmwcca.com

June 7, 8, 9

Texas Trifecta at Circuit of The Americas

5 June 2013 09:00 - 12:00

Coffee Meeting
Cedar Creek Cafe Bar & Grill

22 June 2013 11:00

Shrimp Boat Manny's
Chevron Food Mart

23 June 2013 08:30 - 15:30

Autocross
Houston Police Academy

**BURGERS AND BEER
FAMILY NIGHT**

We have no events scheduled for July but are looking for some help to put together a casual, family-oriented “burger and beer” night. Please let me know if you can help find a suitable place (sufficient parking, outside deck, and such).
socialevents@houston-bmwcca.com

13 July 2013 09:00 - 12:00

Coffee Meeting
Cedar Creek Cafe Bar & Grill

27 July 2013 12:00 - 16:00

Board Meeting
Lyndon's BBQ

10 August 2013 09:00 - 12:00

Coffee Meeting
Cedar Creek Cafe Bar & Grill

August 19 - 24, 2013

44th Annual BMW CCA Oktoberfest
Monterey California
Mazda Raceway, Laguna Seca

ATTENTION ROADMONKEYS

(and those who want to be!)
OKTOBERFEST 2013
Monterey, CA
Mazda Raceway, Laguna Seca
August 19-24, 2013
TO KEEP ABREAST OF PLANNING, DROP AN EMAIL TO US AT
roadmonkeys@houston-bmwcca.com



Autocrosses are low-speed timed driving skill events. They reward car control and skill yet, most importantly, are fun! You don't need to be Mario Andretti and have an M3 Lightweight to do well. They consist of timed solo (i.e., you are alone on the track) laps of a twisty course laid out using traffic cones. The objective is to drive around the course without hitting any cones or missing gates. The main attraction of autocrossing is that it allows drivers to compete in a safe environment. Not only are the speeds low (under 60 miles per hour at the fastest point in a lap) but also the course is laid out such that the only obstacles are soft traffic cones.

Autocross class system

Jeff Conley

The class system is used to rank cars based on factory performance characteristics of the car, and any aftermarket performance modifications that may have been made. The BMW class ranking goes from A class to G class; A class being low performance stock cars, G class being high performance cars with lots of modifications. For example, a 1972 2002 has a base model points of 10, and with no modifications, it would be in A class. A stock 2012 E92 M3 Coupe has a base model points of 56, and with no mods would be in D class. We have several club members with highly modified (modified suspensions, engines, racing seats, etc.) E36 M3s that run in G class. We also have a lot of non-BMW marques that run at Autocross: Porsche, Miata, Honda, Subaru, Chevrolet ... These are ranked in X classes:

- X1 8 cylinders and up, plus Turbocharged cars
- X2 6 Cylinders and normally aspirated rotaries
- X3 4 cylinders or less
- X4 Prepared Autocross cars



Class B													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
Lonnie howell	9	9									18	18	2
Tim McDaniel		6									6	6	1
Class C													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
Doug Meinen	9	9	6	6	6						36	36	5
William Hoy	6	6	9	4	3						28	28	5
Lonnie howell			3	1	9						13	13	3
Jan Rowe		2		9							11	11	2
Chris Ward	4		4		2						10	10	3
Lee Carter				3	4						7	7	2
nicholas ellis		4	1								5	5	2
Daniel Yepes		1	1	1	1						4	4	4
Srinivas Gopal Krishna			1	2	1						4	4	3
Tim McDaniel	2				1						3	3	2
Brian Fisher			2								2	2	1
Angela Franke	1	1									2	2	2
Albert Angulo			1								1	1	1
Michelle C				1							1	1	1
Bob gardner	1										1	1	1
Steve Pham				1							1	1	1
Class D													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
Karl Herrmann	9	3	4	9	6						31	31	5
Jeff Conley	6	6	6		9						27	27	4
Peter Fry	4	9	3	6	1						23	23	5
Tor Taklo		4	2	4	4						14	14	4
Michael Knierien			9								9	9	1
Gary Fickert				3	1						4	4	2
Nolan Otten	3										3	3	1
Jan Rowe					3						3	3	1
Ricardo Barnes					2						2	2	1
Blake LaGrone		2									2	2	1
Katie Otten	2										2	2	1
Michael Feuer	1	1									2	2	2
Piotr Gawrecki		1									1	1	1
Matt Hall		1									1	1	1
David Martinez	1										1	1	1
Angela Franke			1								1	1	1
Daniel Yepes	1										1	1	1
Mike Gonser	1										1	1	1
Jeremy Lorino					1						1	1	1
Class E													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
Thad Davis	9	6	4	9	9						37	37	5
Albert Ball	4	4	9	3							20	20	4
Benjamin Ongoco	6	1	6	2	4						19	19	5
Brian Colvard		3		4	6						13	13	3
Daniel Records		9									9	9	1
Kian Ong		1	3		3						7	7	3
richard lo		1		6							7	7	2
Jeff Thomson	3	2		1							6	6	3
Jacob Hurwitz	2	1									3	3	2
Gerald Anderson		1									1	1	1
Jose Martinez Jr.	1										1	1	1
Pierre Ghattas	1										1	1	1
Class F													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
BARRY NORMAN	9	9	9	4							31	31	4
Aaraj Thyagaraj	6	4	4	3	9						26	26	5
Brian Fisher	4	6		6							16	16	3
Gerald Anderson			6	2	6						14	14	3
Tomme Eng		9		4							13	13	2
Blake LaGrone			3	1	3						7	7	3
J.R. Ridgway			2								2	2	1
Class G													
Driver	Jan	Feb	Mar	Apr	May	Jun	Sep	Oct	Nov	Dec	Total	Best 6 #	# of Events
Christopher Stokes	6	9	9	9	6						39	39	5
Donovan Brown	9	6	6	6	4						31	31	5
David Hedderick		4		4	9						17	17	3
Jeff Otten	4	3	4	3	2						16	16	5
Chris Matty	3	2	3	2	3						13	13	5



MEMBER SPOTLIGHT



Tor Taklo

Every active member in our Chapter knows Tor. He is a regular at our Coffee Mornings each month, supports the Chapter's social activities scheduled from time to time, is active in monthly autocross events, and is our Chapter's facebook Administrator. When searching online to see what our Chapter is about the website and facebook page are the first things anyone notices. By taking charge of our online presence Tor makes sure there are current postings of planned activities as well as interesting photos of events, the many gorgeous BMW models built over the years, as well as added information of interest pertinent to our Chapter and the BMW heritage.

Let's all contribute to our facebook page from time to time by posting photos of our rides and Chapter events we have attended. We have 625 Likes on facebook, let's help keep the momentum going. Thank you Tor, your efforts and Chapter support are greatly appreciated.

David R. Dalton
Chapter President

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Welcome **Momentum BMW West**. Thank you for your support, and congratulations on being a Dinan authorized dealer. John Crispino and his lead Dinan tech installed the Dinan upgrades on my e60 550i. For five years now there have been no issues with any of the installations... NONE! Thank you again for your advertising support.

David R. Dalton
Chapter President

I want to also extend a special welcome to **Texas-German Autohaus** as a new sponsor for "Torque of the Town". Hans Richter and the staff at TGA are knowledgeable and friendly. And they really do *"Speak your car's language."* Whatever your BMW, Mercedes or Porsche may need they have the solutions. It's a joy to see people working at what they love doing. Texas-German Autohaus operates as if it were a clinical environment bringing your car back to the perfect health.

Jim Robinson
Newsletter Editor

TECH TIP Jeff Otten



Oil Analysis

I would like to start out by making clear that the Z3 in the header of the last Tech article belongs to my wife, I only get to borrow it (fortunately for autocross).

Internal combustion engines contaminate the oil as they run. It is possible to analyze the used oil and predict what is going on in the engine and the remaining life of the oil. I don't generally do oil analysis, but I have done a couple and found the results interesting. I will present data that a co-worker ran on his 328i at the end of the warranty period.

Blackstone laboratories was used for these analysis. They are well known and have a long history of performing what's known as UOA (used oil analysis). Blackstone does the standard analysis for \$25. They will send free sample bottles with EPA legal packaging for return shipping. The picture below shows the sample kit.



The used oil must be triple packed (sample bottle, zip lock bag with absorbent material, and outer bottle) to insure no leaks. The packaging is engineered comply with shipping requirements and reduce the shipping cost. The white bottle to the right is for the sample, only a few ounces is needed.

The Blackstone report essentially has three sections: comments, elements, and properties. In addition they provide what is called "Universal Averages". This is data averaged from what has been collected from similar applications. If you test an engine more than once, then they present averages for the engine.

Here are the elements from a 2008 328i N52 6-cylinder with 52,500 miles and 7,100 miles on the oil, running BMW 5W-30.

Substances	Test Results	Universal Averages
ALUMINUM	7	10
CHROMIUM	0	0
IRON	13	16
COPPER	16	12
LEAD	1	2
TIN	0	1
MOLYBDENUM	139	109
NICKEL	0	0
MANGANESE	9	7
SILVER	0	0
TITANIUM	0	0
POTASSIUM	1	2
BORON	45	54
SILICON	4	5
SODIUM	7	23
CALCIUM	2457	2182
MAGNESIUM	152	191
PHOSPHOROUS	951	846
ZINC	1010	1027
BARIUM	0	0

Units are parts per million. Note that in the above the table only the copper content is higher than the averages. This was commented by Blackstone as high, but not a concern based on one test. The elements molybdenum, calcium, magnesium, phosphorous, and zinc would generally be intentionally added to the oil formulations. For example Redline has a lot of molybdenum, relative to the other two oils, for low friction, low wear, and high rpm protection to the engine. Each oil manufacturer develops his own formula for an oil to suit the intended use and market segment that it is targeted. The copper in these analysis is an element that would likely occur due to contamination, and was identified in Blackstone comments.

The properties reported are as follows:

Parameters of Test	Recorded Results	Values should be
SUS Viscosity at 210F	65.8	56-67
CST Viscosity at 100C	11.84	9.1-12.4
Flashpoint in F	400	>365
Fuel %	<.5	<2.0
Antifreeze %	0.0	0.0
Water %	0.0	<.1
Insolubles %	0.1	<.7
TBN		

The properties are of interest because if you run a long oil change interval. Presence of antifreeze would indicate a head gasket failure. Fuel in the oil would break the oil down quickly and might also indicate piston rings that are not sealing properly.

The comments on this report suggested increasing the drain interval to 8,500 miles. They of course want regular tests to be done.

I have run two (2) tests on a 1995 525i M50tu engine at 191,580 and 212,069 miles. This engine also has S50 cams and produces more horsepower than the stock engine, hence maybe more wear. Different oils were run for both tests. Originally I was running Castrol 0w-30, which is made in Germany. The other Castrol oils we get in the U.S. are made here. The "German Castrol" or GC as it's referred to has a very high viscosity compared to most 5w-30 oils. The viscosity is very close to being in the SAE 40 grade. It seems to be a very good oil and has uncanny characteristic of quieting and smoothing engines.

The other oil I ran is Redline 5w-30. I use this oil quite a bit and it also seems good. I switched to Redline in an effort to get that last little bit of power for autocross.

So here are the elements:

Substances	RL 9,472 mi.	GC 5,676 mi.
ALUMINUM	2	2
CHROMIUM	0	1
IRON	10	9
COPPER	25	2
LEAD	0	1
TIN	3	5
MOLYBDENUM	752	3
NICKEL	0	0
MANGANESE	6	0
SILVER	0	0
TITANIUM	0	0
POTASSIUM	6	2
BORON	27	3
SILICON	10	4
SODIUM	16	7
CALCIUM	2558	1915
MAGNESIUM	42	523
PHOSPHOROUS	1084	859
ZINC	1380	1113
BARIUM	0	0

Note in the longer mileage test with Redline the copper is high. The recommendation from Blackstone was to maintain the 9,500 mi oil change interval. I didn't take their advice, I went back to my previous interval of about 7,500 miles.



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Here are the properties from the tests:

Parameters	RL 9,472 mi.	GC 5,676 mi.
SUS Viscosity at 210F	62.1	63.3
cST Viscosity at 100C	10.82	11.15
Flashpoint in F	370	375
Fuel %	<.5	0.5
Antifreeze %	0.0	0.0
Water %	0.0	0.0
Insolubles %	0.4	0.1
TBN	3.5	6.4

Note that I did the TBN test on these. It costs an additional \$10 for this test. The purpose is to tell if the oil has capacity for longer drain interval. The comment at 3.5 was that it was still strong, meaning the oil could be run longer. The 6.4 value on the GC says that I drained good oil a little early. This was expected.

My conclusion after the 9,472 mile test was that this engine is in very good condition for 212,000 miles and likely has many more good miles in it. I am not too worried about copper, unless I see tin and lead also going up. Copper can be found in main and rod bearing shells, but would be under the tin/lead babbitt material of the bearing, so the bearings in all three of the tests should be good. Bronze used in valve guides is made of copper and tin or zinc, but again the other elements don't seem to be going up.

The low fuel dilution is important as along with iron indicates rings in good condition. Silicon is an element that is normally associated with sand or dirt bypassing the air filter. So 10 on the 9,472 mile test was a little more than I expected, perhaps the filter was run a little too long.

If aftermarket performance filters are run, this is a good parameter to monitor closely.

Aluminum is an element that is also of interest as the cam runs directly on the aluminum head. Both the RL test and the GC show very low aluminum which is good.

For my cars I won't do regular UOA, and did the first test more from curiosity. I think I got some benefit though and perhaps some justification that 300,000 miles is very feasible with modern synthetic oils and reasonable change intervals. I will likely test this engine again at around 250,000 miles. From my friends test on his 328 I can see that the BMW 5W-30 oil is indeed a very high quality oil. Don't think I would run it 15,000 miles though....

Additional information and be found at the Blackstone site at www.blackstone-labs.com. Also a lot of oil information can be found in the forums and articles at www.bobistheoilguy.com.

If you decide to test your oil, fill the sample bottle with the oil at near normal operating temperature when draining for an oil change. Run a little out and then collect the sample. Alternatively, if the car has a dipstick a suction pump can draw a sample, that way the oil can be used and a decision to change made after the report is received. Just be sure to flow some out before sampling to avoid contamination.

Doing the test can give you confidence that all is well in your engine at high RPM!

Jeff Otten



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Editor's Corner

Jim Robinson



BMW Car Club of America South Central Regional Conference April 5-7, 2013

Jim Moffitt, Jeff Thomson, Pamela Johnson and I made the trip to Dallas for the conference. We arrived at the Westin Hotel in Dallas and immediately proceeded to the bar while we waited for other arrivals. As everyone arrived we had a meet and greet session with the other attendees. This was largely characterized by drinking and a whole lot of "Car Talk" complete with iPhone & iPad pictures galore. The basic theme being; Look at My M car. Okay, your M car is nice. But look at My M car. It was all good fun to watch, with zooming in on pictures, different angles, talk of modifications and stories about finding rare parts. Complete sentence structure diminished as the evening was impacted by alcohol. This is not to say that we're a bunch of over-imbibers. No fights started, it was just an opportunity to unwind after our respective trips to the conference. There was also a lot of discussion about the topics of the conference. Many first-timers really didn't know what to expect and this was explained by others who have attended before.

9 Chapters attended:

Houston	Lonestar	Tejas
Great Plains	Rocky Mountain	Wasatch
Sunbelt	Kansas City	New Mexico

At first we all sat at tables with our respective chapter members. After introductions and talk of why we are members we were asked to break up into groups with other chapter members.

Our first exercise was to search online for a vehicle and contact a dealership to gauge their responses. My group was given the task of finding the El Paso dealership and selecting a specific model. We easily found their website by going through BMW's national site. The site was easy to navigate. We found the car (X3) we wanted, selected a color. It was early so we didn't get an immediate response but they called and emailed us about an hour later. I'm not sure if they knew they were being tested in this manner.

Our second exercise was to find a BMW CCA chapter near El Paso. Using the National website we navigated to the nearest chapter. We were asked to find information about local events. Because El Paso is far from the nearest local chapter, this wasn't entirely successful.

STRATEGIC PLAN / EXPECTATIONS & EXPERIENCE:

There was a long discussion about the club as a whole. by Michael Lingenfelter. He covered various aspects of the club including:

MISSION - The mission of the BMW CCA is to enhance the BMW experience through camaraderie, education and social responsibility.

VISION - A premier car club experience

VALUES - Appreciation for the marque and its heritage

GOALS - Member satisfaction, recruitment, and retention. Service, Communication, Events

STRATEGIES - Methods of reaching the goals, vision and values for the club

CHAPTER OFFERINGS - Oktoberfest, meetings and events

CHAPTER COMMUNICATIONS - Websites, newsletters, Emails, Facebook and Twitter, etc.

REVENUE SOURCES - Membership dues, Raffles, Roundel Advertising, etc.

BRANDING - Larry Koch

Mr. Koch spoke in depth about the BMW brand and how it relates to sales, membership in the club and competition from other organizations. He also covered statistical data regarding general public sales versus sales to club members. And the obstacles we face in gaining new members and retaining members. I was surprised to learn of the following statistics:

BMW's changes over the years:

In 1985 BMW had 7 models

In 2012 BMW has 60+ models

In 1998 M cars represented 10% of sales. Presently M cars represent 3%

BMW CCA statistics:

75,000 membership has remained stagnant for the last ten years

10% participate in events

Membership represents only 2% of sales

40% of cars are 4 or more years old with 20% more than 15 years old

Median age of members is 51 years while the

Median age of buyers is 42 years.

Renewal rate presently stands at 50% / in the 90's it was 60%

In our next exercise we took a look at the evolving membership and BMW buyers. Each group was given a picture of a car or people and asked to extrapolate information about them regarding their expectations for becoming members and how we might attract them to the club. Based solely on a photograph, this was an entirely suggestive format. The depictions appeared to be based on a perceived focus group contrived to project a politically correct standard.

Judging from those who attended the conference; the club chapters represent a very diverse group which includes all ages, races and social strata.

On the last day Dan Baker discussed:

BMW CCA Foundation
Street Survival
Website Standards
Landing Page
Event Insurance
Chapter Exercise - Creating an Event
Chapter Issues

The BMW CCA Foundation presented information about their history and why they are an important benefit to club members.

This included the Street Survival School. They reported on the Archives kept by the Foundation and plans for expansion.

Website standards were discussed and the importance of maintaining a Landing page with up to date information about chapter events.

The importance of Event Insurance was covered and procedures for obtaining and implementing each event.

We had a very good exercise in planning an event. Each chapter was asked to come up with a theme, a target audience, resources needed, how to measure success and how to deal with any obstacles which may arise.

After some brainstorming, our chapter's idea was to have an event hosted by a local museum. The Menil Collection was used as a starting point, but we also considered The Art Car Museum. The target audience would be upper crust museum goers. We planned to have cars on display either from club members or local dealerships. Resources needed / obstacles to overcome included insurance, docent participation, advertising, security, food trucks etc. This was a very good venue to hold this conference. The Westin is very comfortable and the staff was very helpful. The food was great and the atmosphere was superb. They really took care of all of us and catered to all our needs.



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