

das Bimmer Rundschreiben

The Official Lone Star BMW CCA Magazine, Covering News, Events & Motorsports

lscbmwcca.org



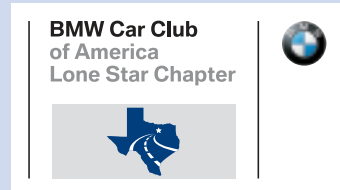
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All 2012 board meetings will be held on the second Sunday of odd-numbered months at the Preston/LBJ Spring Creek BBQ; 2p.

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Membership Corner:

We would like to welcome all our new members into our fold.

Congratulations on joining the BMW CCA family; may you drive your Bimmers in good health!

As always, you can update your personal contact information on the web at www.bmwcca.org, to ensure you'll still get your *Roundel* and, perhaps more importantly, your *dBR*!

As always, head to lscbmwcca.org for further information; also remember to "like" us on Facebook for real-time updates.

Cover photo courtesy Neil Prasad
TOC photo courtesy BMW Press Group

The Ultimate Guide To Detailing Your BMW

The following is the second in a series of articles documenting proper methods for taking care of your paint. It's designed to be a how-to guide of sorts, but even if you'd rather hire a pro to do the work, you should use this info when vetting potential detailers. Simply put, if you know more about this stuff than your neighbor's high school kid, you probably want to think twice before paying him to touch your precious ride.

Part Two: Paint Preparation

by Aaron Miller

In the last issue, we discussed the proper methodology behind washing your car. If you choose to apply a wax or sealant immediately after washing, well, you may of course, but you'll be trapping countless contaminants and other particles that you truly do not want stuck to your car. Part two of The Ultimate Guide To Detailing delves into preparing your paint for sealant by using clay and polishing compounds, arguably the two most important steps in creating as impressive a gleam as possible.

As you now know, dishwashing detergents like Dawn will strip old wax and

sealant right off of your car. Use this to your advantage at this stage in the game: you want as clean a slate as possible before you begin preparing your paint for sealant.

After you've thoroughly washed your car with Dawn, grab a sandwich bag from the kitchen and place it over your hand. Spray a section of paint with quick detailer and **gently** glide your hand over it. You will undoubtedly feel a shocking amount of grit. You might not see it with the naked eye, but it's there, and it impacts the angles with which light reflects off of your paint,

thus reducing the amount of shine you see. This is true even of brand new cars, which are frequently shipped via train, and wind up with microscopic shards of rusted metal called rail dust that are kicked up as trains roll along the tracks. Simply put: all of these particles must go, and the solution is clay.

I've been told by many people over the years that they've heard of clay-ing a car's paint but that they're afraid they'll do damage if they attempt it by themselves. I've never understood this philosophy: if you love your car and treat the paint with respect (read: don't

be reckless with your motions), clay-ing your car will get your paint ridiculously smooth in just a few short hours. The lowdown:

Buy some good clay. I hope it goes without saying that this doesn't mean go to your nearest arts and crafts store: *that* sort of clay might help you live out some sort of latent Patrick Swayze/Demi Moore fantasy with your wife/girlfriend but it'll be really embarrassing when you have to explain to the manager of the body shop how you trashed your car's paint. Modern detailing clay is incredibly refined and made for the singular

purpose of trapping particles and literally pulling them off of your paint. Not all clays are the same and, while this is hardly the forum to promote one brand over another, effectiveness and ease of use vary greatly; if you can buy it in a local Walmart/AutoZone, etc, you don't want to use it.

Saturate a small section of your paint with either quick detailer or a solution of very soapy water. You'll want the clay to be able to glide over the paint without sticking.

Slowly, deliberately and with only mod-

erate pressure, glide the clay in a simple back and forth motion across the wet area. At first, you may actually feel how gritty the paint is, as with the sandwich bag test, but after a few strokes it'll start to become nice and smooth. Continually turn the clay, and knead it as necessary to maintain the cleanest possible side at all times. You absolutely do *not* want to grind all that grit back into the paint.

Continue to do this across the entire car, maintaining a slow and cautious pace until you are finished. Be especially careful around creases, seams,

trim, badges and anywhere else where it could get snagged or that isn't painted. This should take you a few hours, though time is obviously affected by the size of your car.

To remove the clay's residue, wash the car using plenty of soap when you're done. If you wish, repeat the plastic bag test. You'll be amazed by the results.

Your paint will now be ready for polishing.

If your car is only a few months old, you likely have no need to polish it, and probably shouldn't, as polishing eats away microscopic layers of your clearcoat. If, however, your car is old enough to have a few minor swirls, then it's time to get rid of them.

Get the proper supplies. You can technically polish a car by hand, but once you learn to do it by machine you'll immediately see that the results are incomparable. You have two choices here: a polisher, which will spin a pad at a high rate of speed and is the choice of most pros, or a random orbital, which essentially jiggles a pad, causing a sort of elliptical spinning motion. While it's upper capacity for perfection is limited, it is virtually impossible to damage your paint using a random orbital. You can pick up a perfectly fine electrical one from your local home improvement store, and then you can go online to a detailing specialist outlet and buy a pliable, velcro-lined backing plate for it. This will enable you to attach and re-

move pads with ease, and because it's soft-ish, it acts as an added precaution against damaging your paint.

Choose your pads wisely. You'll quickly find that there's an infinite number of pads ranging from mostly harmless to pure wool, which can leave your car's coating as barren as the sheep from whence it came. You always want to go with the least possible abrasiveness that will still get the job done. For minor swirls and scratches, a medium pad will be just fine. A pad with almost no abrasiveness won't accomplish much aside from taking up shelf space.

When checking out polishing compounds (product), remember that their primary function is to act as a sort of liquid sandpaper. Most include grit that breaks down with a combination of pressure and heat (in the form of friction from the act of polishing). As with the clay, don't look to a generic store to get this. At this time you'll also want to purchase glass polish. It's available from many online detail supply companies, so it makes sense to purchase it at the same time as your other supplies.

Grab a roll of masking tape, and tape off any non-painted surface that's paint-adjacent, such as window trim, plastic molding, etc. You don't want to work product into plastic or rubber, lest you want a difficult-to-remove discoloration.

Moisten the pad. A quick spray with quick detailer to get the pad moist will

help your polishing compound go further. Apply a small amount of product to the pad and work it in. Then lay a small amount directly on the car. Spread it around using your random orbital in a figure-of-eight motion, then turn the machine on, selecting a medium speed setting. Continue to use the same motion, essentially walking the pad back and forth, up and down the paint, until the product begins to dry. Take a clean, soft, white towel and buff all residue off. Repeat this across the entire vehicle, doing small sections (about two square feet) at a time, until you're finished.

Take a new pad and use the same procedure to polish your windows.* Just because you can see through them doesn't mean they're as clean as they could be. You'll be legitimately amazed the first time you do this, especially if you have tinted windows, as the result can be a mirrored effect. Do bear in mind that glass polishes are generally fairly abrasive, so be very careful not to let any splatter onto your paint.

Remove all the tape from your car, and ensure the entire car is residue free by going over it with quick detailer. A quick mist and a very fast, almost pressure-free buffing using a figure-of-eight motion will be all you need here.

Your car is now fully prepped for sealant, and is about as clean as it will ever be.

Again, I hope it goes without saying, but please, polish the **outside of your windows.*



Photo Courtesy Neil Prasad

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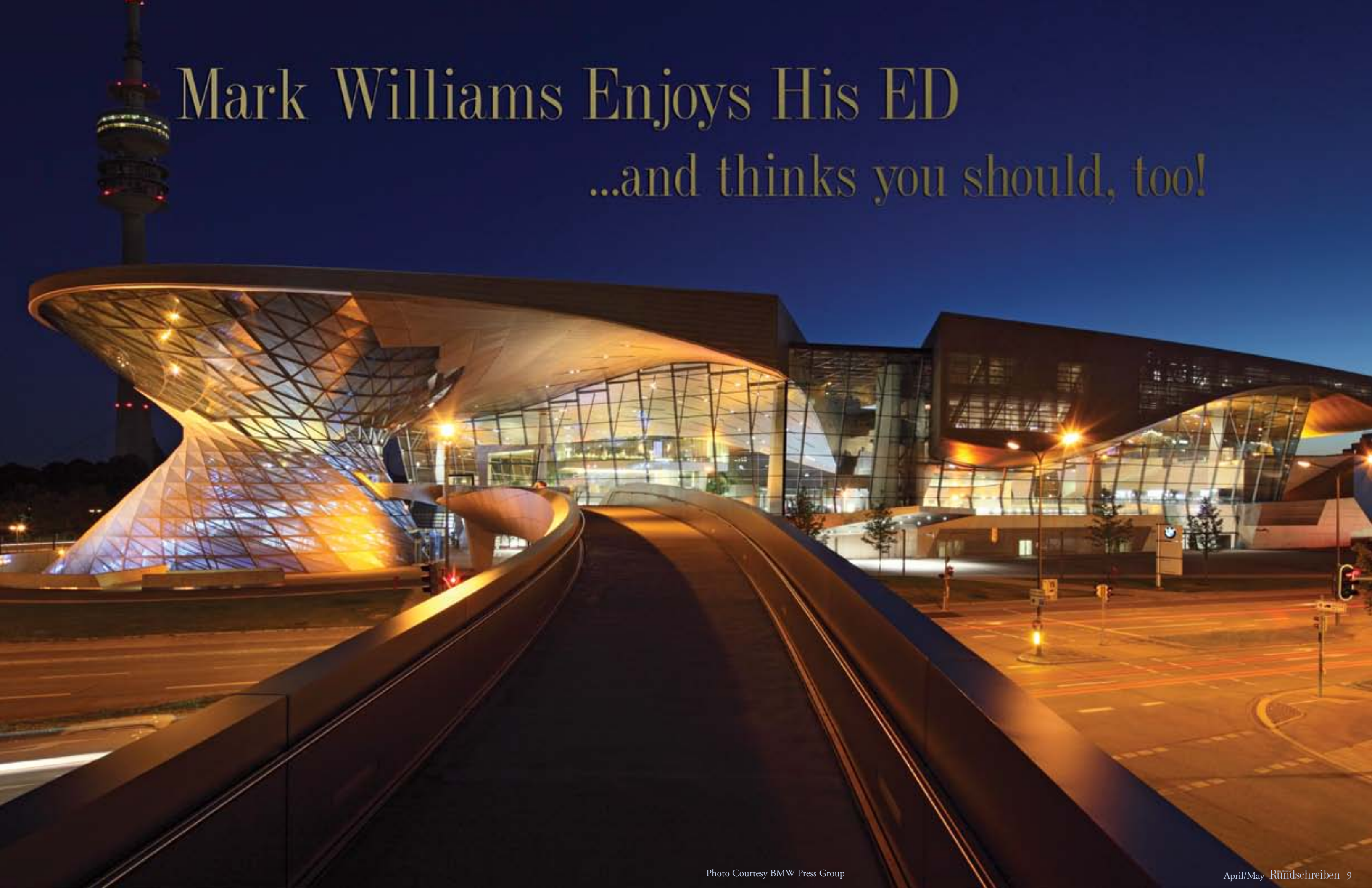
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Next Issue: Part Three, Sealant and Wheels

Mark Williams Enjoys His ED

...and thinks you should, too!



Hello. Have you met me? My name is Mark, and I'm a long time Bimmerphile. I'm in my early 40s, and I have an ED problem.

Perhaps you've heard of it?

Apparently, it's very much becoming a trend: the program had a 90-day backlog at one point last summer. Wait. I'm talking about European Delivery, the program through which one can pick up their new BMW in Munich. What were *you* thinking about? If you are like me, you've probably heard of the program and even dreamed of participating.

And yet, you haven't.

Well, if this experience is on your bucket list, I'm going to tell you right now that European delivery is something that you should move right to the top of the list. As in complete this sooner rather than later. First of course, one needs to commit to purchasing a new BMW. I can't help you with that part, as I barely found the motivation myself. You see, I was an E30 M3 owner for over a decade (technically seventeen years, but who's counting?). I enjoy the charm of older BMWs: they are much simpler to work on, and parts are cheaper. For years I had been perfectly happy driving my M3, working on it with the help of friends and not making a monthly payment.

Und dann...

An expired S14 motor (read: \$\$\$). A trip to Germany to "test drive" the 1M before it was produced. An increasingly busy schedule that leaves me less and less time to work on cars. All had me thinking that a new BMW might not only be fun, but also much more enjoyable: after all, I've always preferred driving cars to working on them, and to be perfectly honest my working on car v. driving car ratio had swung too far towards the former. And so it was that I decided to sell my project car and set about procuring a 1M. While I was at it, I decided that I simply *had* to go back to Europe and pick up the car from the *Welt*.

As I found out, one of the hardest things to do once you've decided to pick up your new BMW in Germany is finding a sales person that is actually knowledgeable about the Euro Delivery program. My advice? Start at your local BMW dealer, and if you don't already have a favorite salesperson, ask to see if there is an ED specialist someone who knows the ins and outs of Euro Delivery. Fortunately, finding the price you will pay for your new BMW via ED is now much easier—it's printed on the BMW USA website: simply click on Experience/European Delivery, and then on the link that shows the discount for the model you are looking for. In my case, the



discount for the 1M was \$3180 under the list price for buying the car off the showroom floor here in the US (yes, it's *cheaper* to buy the car overseas! [*also, don't forget your super-awesome members-only BMW CCA discounts—ed*]).

The 1M wasn't even in showrooms at that point, so I didn't have to "steel my resolve" against the instant gratification of buying a car and driving right off of the showroom floor (even if you do, however, trust me... it is *worth* it). Discounts vary from \$2135 for a 128 coupe to a whopping \$7020 for an Active 750IL. What does one do with the savings? In my case, it went towards the purchase of tickets for my family to make the trip from DFW to Munich. Further, keep in mind that the prices on the BMW website are still list prices, meaning that if a model is aging, it's very possible to negotiate a far better deal than the standard discounts listed on the site.

Once you have placed your order, the real fun begins. It's time to select your flights and determine the route that you will travel with your vehicle. Two weeks of auto insurance are included with the purchase, and one can purchase additional insurance if staying in Europe longer, up to a maximum of five months. The drop-off of your new BMW can be made in Munich or at several other cities in Germany, France, Italy, Austria, Switzerland, the Netherlands or Belgium. It's definitely wise to do your research on where you will travel. I spent about two weeks pouring over maps, websites and setting my itinerary. I highly recommend reviewing the European Delivery forum at bimmerfest.org. It's also a great idea to make a post and start your own thread with routes and locations you plan to visit, as other forum members are very helpful and usually chime in with recommendations for hotels, dining, route directions, sights to see, local laws, etc. Popular places to visit include Oktoberfest in Munich in September and the Nurburgring. Of course, the Olympics will be in London this year.

For my trip, we began in Munich, spent a day sightseeing in the city, traveled to Fussen to see the Neuschwanstein Castle and then on to Innsbruck, Austria. We found Innsbruck to be an incredibly charming city, so much so that we scrapped plans to push all the way to Venice, instead spending two nights in the city center, which was filled each night with Austrians aged two to seventy two.

Included in our findings were the absolute best pizza I have ever tasted and a very fine gelato stand. Our nights in Innsbruck sandwiched a day of travel south into Italy to drive one of the most scenic routes in the world, the Stelvio Pass. We crossed the south of Germany and traveled to Salzburg, then returned to Munich for a final night of sightseeing and brews at the Hofbrauhaus and the Hard Rock Cafe Marienplatz.

The actual delivery of your vehicle is an incredible day. The BMW Welt is where owners pick up their vehicle. The Welt is a multilevel facility that houses displays of nearly every BMW model, interactive games and displays to show off technical features that are available on BMW vehicles, as well as a BMW Individual showroom. There is, of course, a shop where one can buy memorabilia, and there is a full cafe with wine and beer available. The actual delivery of your vehicle occurs during a two-hour time slot, during which one visits a private hospitality area, and after approximately 30 minutes of paperwork signing, one can eat, drink and mingle with other new owners until the delivery time.



A delivery agent comes to meet you and then takes you down the “stairway to heaven”, where your BMW is awaiting its new owner, angel eyes glowing, spinning on a rotunda like a new vehicle at an auto show. The delivery agent then goes over all the features of your new BMW, and will assist in showing you things like where the dipstick isn’t, where to add oil, and provide a quick demo of your Nav device, iDrive and even how to pair your phone with the vehicle via Bluetooth. When you are ready, a ceremonial lap of the Welt is made, complete with a honk of the horn as you venture into the outside world in your new BMW.



Don't forget to schedule a plant tour of the 3-Series factory, located across the street from the Welt. This 3 hour tour is an excellent opportunity to meet ~~The Skipper~~ see firsthand how a BMW is assembled. Adjacent to the vehicle plant is the BMW Museum, which has an example of every BMW ever made, as well as unique displays for many cars, planes, motorcycles, race cars and engines that all wear a Roundel. Between the plant tour, the museum and the delivery of your vehicle, one can easily spend a full day in and around the Welt... or perhaps, give the less diehard Bimmer fans in the family a bit of a rest, and spread these items out over two days.

My trip was an oh-so-short 6 days. Apparently, that was enough time for me to have developed chronic ED: the incessant desire to return to Europe to pick up another vehicle. There are so many places I missed, like some of the Eastern Bloc countries, the Netherlands, driving the Nurburgring, Venice and, of course, I'd like to visit nine of the other top ten mountain passes in Europe.

So many vehicles. So many sights. So few Euros.

Sigh.

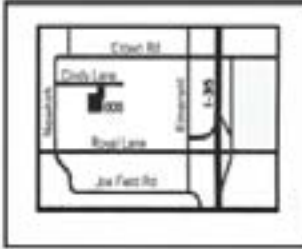
—Story and Photos by Mark Williams



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OUR FIRST EVER AUTOX SCHOOL

As with most things, to do well and truly enjoy yourself at an autocross, or autox for short, requires patience, a desire to succeed and, most of all, good instruction.

With that in mind, our autox chair, Michael Hollingsworth set about organizing a school for autox newcomers. The intent was three-fold: make students comfortable in their cars, teach them the basics of car control and show them exactly how much fun one can legally have in a car, high school make-out sessions notwithstanding. If performance driving really is “the go-fast crack pipe”, as it’s often called, twenty students made the trek to Mineral Wells, inhaled deeply and left with the shakes eagerly awaiting their next chance to come out and play.

The school itself was divided into thirds: a skidpad afforded students a chance to test the limits of adhesion, to learn about over/understeer and to realize that tires will give way long before a normal vehicle will flip over; a trio of slaloms taught students the importance of not just steering- and throttle-input smoothness but also forethought of proper line; and a sample autocross course allowed them to tie their lessons together in one *helluva* fun and safe environment.

Of course, the CCA is volunteer-based, so a special thanks goes out to all the instructors who sacrificed a Saturday to help reel in a fresh round of addicts: Matt Dashiell, Nathan Dyck, Gabby Garner, Michael Hollingsworth, Aaron Miller, Nick Norman, David Whitener, Mark Williams and Doug Wirth.

—Aaron Miller



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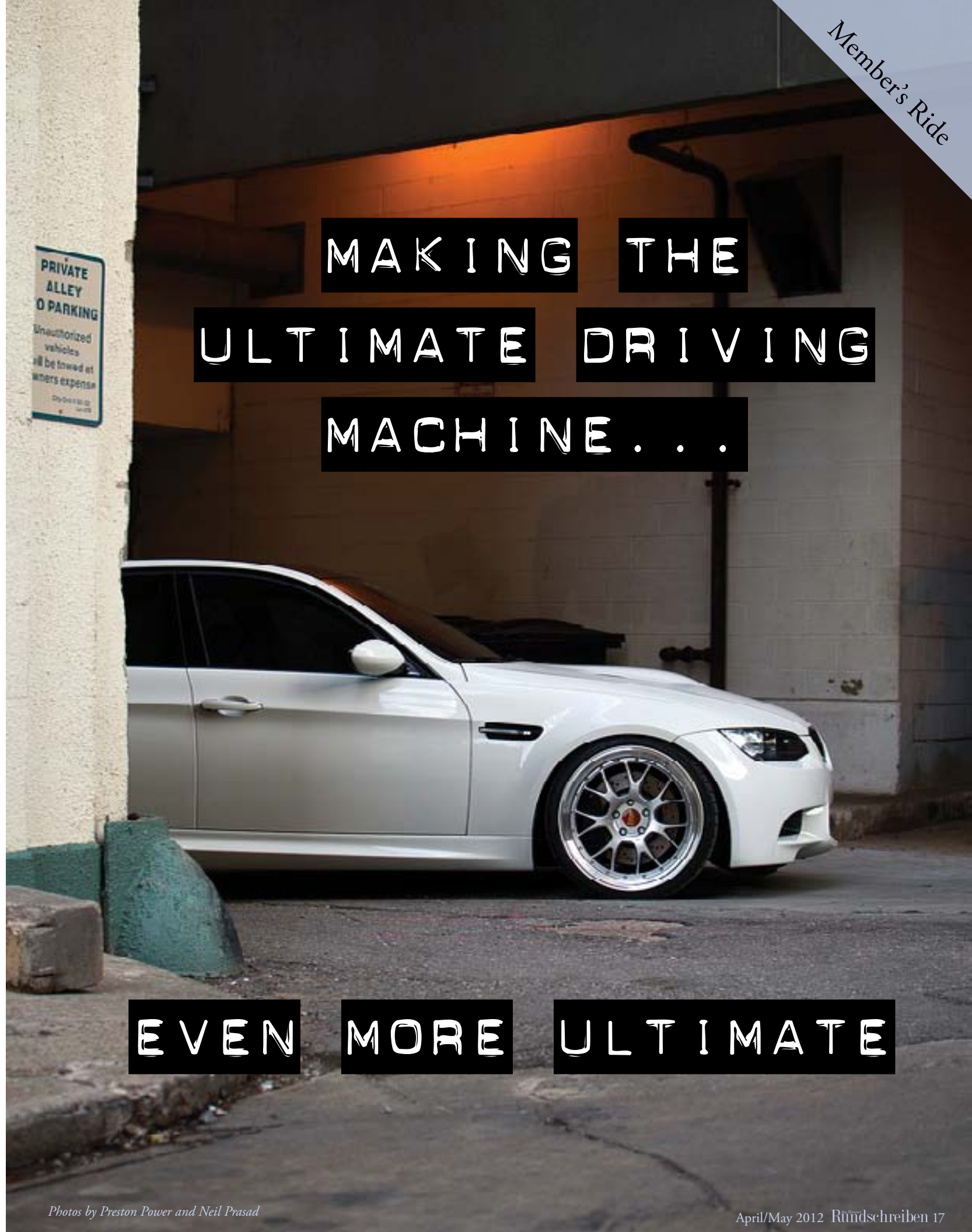
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MAKING THE
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Take a close look at this M3. It's nice, sure, but really *look* at it and see why it's special. Sure, it's Alpineweiss/extended Fox Red/Carbon leather color combination is striking... and RAC Monolite RG63 brushed aluminum wheels augment the ride... and it's hauled to a stop by StopTech ST-60s and ST-40s. A really keen eye will notice the stance; yes,

this car is lowered, and that's a clue as to where this article is headed. The most glaring differentiating factor between this and "other" like models, however, is staring right at you. That roof. That beautiful, shiney, lightweight, carbon fiber-laden roof that's only available on E92 M3s, and not E90 sedans like this.

Meet Justin Power.

He's one of our BMW CCA brethren: a member of the Sunbelt Chapter in Oklahoma. He's had a slew of rides that would be a good fit on these pages, like an equally bright Alpine E36 M3/4 and one of the more pristine E30 M3s you're likely to see. This is the story of

one car, though, and this story begins, oddly enough, with a 135i.

Justin took delivery of one of the first 1^{cs} in Oklahoma and promptly set about doing what so many of us would do: the OEM wheels and tires went first, followed in short order by the factory struts, shocks and springs.

Unfortunately for Justin, his children did what so many of them do, and selfishly refused to stop growing, thus highlighting the 1 Series' relative lack of rear seat legroom.

Not surprisingly, Justin decided that unloading the 1 and getting an M3 was the way to go, but he ran across a hefty

dilemma: absolute adoration of the M3 sedan (which was by now entering its final year of production) teamed up with the left side of his brain that shouted, "Four doors are more practical!", and proceeded to go a full 12 rounds with the right side, which was wholly enamored with the aforementioned E92's carbon top.

While his brain was busy doing Ali-Frazier III, a company called IND was working on a solution for enthusiasts tackling just such a conundrum. Once our protagonist learned he could send an E90 M3 to IND for a roof conversion, the 135i was history, and the M3 was on order.

Fast forward to delivery, and the extent to which this car stands out from “normal” M3s begins to come into focus. IND literally cut off the old roof, going painstakingly slow to ensure they didn’t cause damage elsewhere. On went the new top, out went 14lbs from the worst place you can have weight (i.e. high). Further mods at that time included a Euro front bumper that deleted both

headlight washers and fog lights, the deletion of the keyhole and a full Akropovic exhaust setup, which differs from a Maury Povich setup in that no DNA test is required.

Starting at the header, the exhaust is titanium right until it reaches the carbon fiber-tipped tailpipes. The sound is intoxicating: moderately menacing at full throttle and yet almost unnoticeable while driving around town. A day at the track heated the exhaust, and lent it a performance-screaming blue hue.

Once he got the car home, it was hardly complete.

AST 5300s sit at all four corners, where

they damp the oscillations of 504# front/784# rear springs to the point that only the most finely tuned posteriors can tell the difference between this ride and that of a stock M3. The same can be said of their installation, as the oil reservoirs sit tucked away in a manner that looks as if they were designed to be there.

Under the hood, Justin had the folks at IND paint the intake manifold to match the exterior, with the belief that everything about the car should be a little bit better than a normal M3, but not so much so that it loses that ethereal presence that all M3s carry with them.



AST 5300s look perfectly at home in Justin's M3



STATS FILE

Owner:

Justin Power

Owned Since:

2011

Previous BMWs:

(* denotes currently owned)

E30 M3*

E36 M3/4 (Teknoviolet)

E36 M3/4 (Alpineweiss)

E82 135i

E34 525i

2003 M3

2007 X3*

Modifications

Motor:

ESS Tuning Software

Exhaust:

Akropovic

Suspension:

Vorshlag Camber Plates

AST 5300s

504# Front Springs

784# Rear Springs

Brakes:

Stoptech Trophy

ST60 Front, ST40 Rear

Wheels:

RAC Monolite RG63,

19x9 Front, 19x10 Rear

Cosmetic:

Carbon Fiber Roof Conversion

Euro M3 Front Fascia

Euro Side Mirrors

Gloss Black Mesh Grill

Painted Intake Plenum

SUBMIT YOUR INFO

If you'd like to see your car grace these pages, simply shoot the editor an email for more information. It doesn't matter if the car's stock or heavily modified, or if it's brand new or you've owned it since the days you thought Jenny Agutter was attractive, what matters is... it's *yours*, and you're one of *us*.

AND SEE YOUR CAR HERE



AUTOCROSS RESULTS

MARCH



Jason Willowbrook	Class C '05 MINI E21 320i	87.849	Chris Moreno	Class D '11 MINI E85 Z4	90.354
Paul Kurtz		87.857	Myron Marcyniak		94.055
Gagik Farmanyany	Class E E92 328i E36 M3	85.789	Matthew Dashiell	Class F E85 Z4 M E36 Z4 M	82.381
CJ Camerato		87.785	Adrian Gawel		87.503
Ken Orgeron	Class G E46 M3 E82 1M	82.615	Brad Henderson	Class X '00 Mazda Miata '88 Honda CRX	80.571
Mark Williams		84.523	David Whitener		81.026
Mark Cameron	Class Y '96 Mazda Miata '91 Toyota MR2	80.470	Russ Rosenberg	Class Z '08 Brunton '99 Mazda Miata	80.160
Nathan Dyck		81.983	Mike Bridges		82.129
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