

dbR

The Official BMW CCA Lone Star Chapter Magazine



Driving to the limits...

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



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Letter from the President

Raymond Mimick

We just finished up an excellent Spring and can't wait to see what the Summer will bring for us. We had two Autocrosses in April, High Performance Driver Education (HPDE) events in May, tours each month and more adventures to come. In this newsletter, you'll find a number of articles discussing the HPDE (Track) opportunities and what to look out for in the future. We'll also have some articles dealing with maintenance of our cars and what we've been hearing from our members about their cars. Our re-engagement strategy with the dealerships in our area is on track. You've probably seen some of our notifications about trips to Wichita Falls and Tyler with plans to visit Lubbock and Midland/Odessa in the coming months.

Locally, we're happy to see Sewell BMW is now open and Sam Smith is ready to introduce you to the dealership. We are waiting to hear on the date of when they want to provide us a tour of the new dealership. BMW of Arlington is finished with the rebuilding of their dealership and they are inviting us to the dealership for our August Social Event. We'll start adding some dealership details on Facebook and in some of the news articles.

As we continue to provide more social events, I hope you get a chance to visit with some other enthusiasts in your area. The Lone Star Chapter's area covers Texarkana to Amarillo, the Red River down South to Waco/Temple area. That includes BMW of Tyler, BMW of Dallas, Classic BMW, Sewell BMW of Grapevine, BMW of Arlington, Garlyn Shelton BMW (Temple), BMW of Wichita Falls, Alderson BMW (Lubbock), BMW of the Permian Basin (Midland) and Autoplex BMW (Amarillo).

As we look to continue to engage our members, we'll need more help to keep people engaged. Do you have any ideas that you'd like to help organize – movie night, hosting a Do It Yourself meet up, golf outings or other ideas? Share your thoughts at a meet up. We are starting to get more interest in advertising and if you are a marketing genius or have interest in helping us identify how to utilize advertising, Ben and I would like to hear from you.



Lone Star BMW CCA Chapter Volunteers

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BMW 2002 at Classic BMW—the first car sold from inventory (P001 = Inventory number)

Autocross Update

AutoX #3 Great Day!

Thanks to everybody who came out to drive and assist during the AutoX #3 event at Mesquite Memorial Stadium. It would not be possible to run our events without your help!

It was nice to be back in Mesquite enjoying yet another fine spring day and a fun course.

As the year goes by, the skills are improving; we saw 5 new class winners for the year!

One of the few repeats is the FTD honor, which goes to Ken O. in class G. He was followed by 6 drivers less than a second back.

AutoX #4: Wind & Loop

Thanks to those who were able to make it out to Mineral Wells on this blustery day (April 22nd, 2017). It was a great turnout with great skills on display and great competition. We are very grateful for everyone's assistance in running the event.

I would like to start the highlights with the D class; not a big class with 3 cars, but an exciting day where everyone in the class was in the lead at some point.

At the end, Luke S managed to grab his 1st win of 2017 with a strong lap in the 9th run. Now all of the 3 drivers have a win for the year and the battle for trophies continues.

In the Novice class, we saw Trey V. come in with his 2nd win for the year, now sharing the lead with Cody L at 34 points. This will also be interesting to see how it goes trophy wise.

On the more regular side, Matt D brought in the 4th win of the year in Class F and David W. took his 3rd win in Class X.

In class Z, Scott S. is a new entrant grabbing his first win. Jonathan A. remains in the lead of the class with Warren P. and Robert J. tied for the second.

The day's comeback goes to Thomas J in Class Y, who did not quite manage to keep the cones standing in the morning, but on his last run sprung to his first class win on the year and FTD, beating David W. with a mere 4 thousandths of a second. Congratulations!



AutoX #5: Rain & Dry

Thanks to everyone that was able to make it out to Mineral Wells on a rainy morning (June 24, 2017). We were especially impressed with the drivers who signed up onsite despite the less than ideal weather. On the other hand, it was a great chance to up the skills in wet conditions.

After the well hydrated surface in the morning, we saw a dry afternoon with improvements of 5 to 10 seconds across the board. There were even some drivers saw up to a 17 second improvement!

The closest battle for the podium took place in class Z, where four drivers were within 0.5 seconds. Ultimately Jonathan A. grabbed his second win of the year to stay on top of the class.

In the Novice class, Trey V. came in with his 3rd win in a row, now for a sole lead in the class.

Speaking of wins in a row; Matt D. now has **5 wins** for the year in Class F, although he was challenged by Gagik F. finishing only 3 tenths behind. The battle for second place is very close with 3 drivers within 7 points of each other. In class Y, Thomas J. grabbed his 2nd win (and FTD) in a row, taking a commanding lead in the class. A second win for the year also went to Ray M. in class B.

In the first win category, we have two drivers. In Class D, Dan L. cruised to victory as a sole contender, while Brando D's class win in X, rocketed him into 3rd place in the class.

AutoX #3: Class Winners:

B: Lee C.
D: Terry T.
F: Matt D.
G: Ken O.
X: David W.
Y: Nathan D.
Z: Jonathan A.
Novice: Trey V.

AutoX #4 Class Winners:

D: Luke S.
F: Matt D.
X: David W.
Y: Thomas J.
Z: Scott S.
Novice: Trey V.

AutoX #5 Class Winners:

C: Raymond M.
D: Dan L.
F: Matt D.
X: Brand D.
Y: Thomas J.
Z: Jonathan A.
Novice: Trey V.

Complete Results:

<https://lscbmwcca.files.wordpress.com/2012/07/ax3-20170408.pdf>

<https://lscbmwcca.files.wordpress.com/2016/12/2017-04-22-4.pdf>

<https://lscbmwcca.files.wordpress.com/2017/04/ax5-20170624.pdf>

Standings: <https://lscbmwcca.org/2017-autox-standing/>

Live Timing page: <http://autox.lscbmwcca.org/>

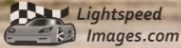
Autocross Standings:

You can always find the current standings at <https://lscbmwcca.org/2017-autox-standing/>



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/>



Lone Star BMW Chapter Store is Open!



Visit <https://lscbmwcca.org/> and click *Shope Online LSC Gear* from your desktop or your mobile phone.



Sunday, October 1st in Burleson, TX

100 Elk Dr. Burleson, TX 76028-5648

Instructors and Students needed.

Students sign up at <http://www.streetsurvival.org>

Instructors, email Will Atkinson (will@capretail.com)



Lone Star Bavarian - 3800 W.Vickery Blvd., Fort Worth
817-732-4888

Spring Tour Stories

Raymond Mimick

It's getting to the point we are having so many tours and adventures that it's hard to keep track of everything. In case you missed it, Spring saw us head back to Cranfills Gap, Let's Eat Café and to Hutchins BBQ. Our annual trip to Cranfills Gap saw over 20 cars join us on the Easter 2017 weekend. We split into two groups and gave the first group a 15 minute head start. Somehow the second group ended up catching up to them in Glen Rose. It appears the Fried Pie was a treat worth waiting for. The second group ended up heading out a little before the first and away we continued on our route.



By the time we hit Cranfills Gap, we were ready to jump into the Horny Toad and have some food. The route was great, the weather was dry and the skies were sunny – just what we were looking for. This year, when we arrived at Saint Olaf's church, there was a wedding starting so that put a slight damper on the festivities. It's pretty cool to see the Horny Toad T-Shirts on our members when we travel around together – souvenirs of our travels.

For Memorial Day weekend, we ended up heading back to Let's Eat Café in Bluffdale. It was a little warm waiting outside for the doors to open but we had a good time on the roads and with our friends. It looks like our next trip to Let's Eat will take us into Granbury as Curin is moving but will aim to keep the small-time feel of the restaurant. It was great to see friends old and new come out and join us.



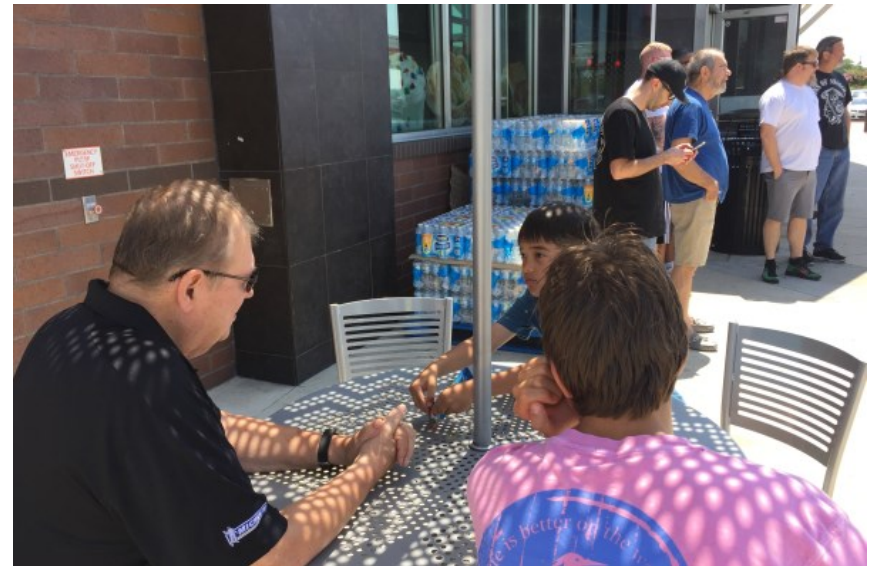
The Hutchins BBQ trip is the one where we were going to start from Classic BMW's Cars & Coffee but due to rain had to delay a week. Of course a week later, the Susan G. Komen Race for the Cure was running right next to our starting point so we were able to move onto Classic BMW's lot to get started with. Once on the road, we had great weather and two friends join us as we were exiting the lot – excellent. We had this beautiful E30 M3

stop and join us and Joe H joined the group (he previously signed up). We went from Classic BMW up the Tollway into Celina and then over to Van Alystine (without Brian George), then all the way over to Greenville and then back to McKinney. On the return from Greenville, the road changed from pavement to gravel unexpectedly.

As we all know, we do not want to drive on gravel, so your tourmiesters do pre-drive these routes to make sure the roads are clear and ready to go. So, in the 4 weeks between the first drive and then the group drive, the road was graded down to the gravel. We made it through and then started down our normal route. A left turn brought us back onto gravel. Quick decision to U-turn the first five cars and take us down an alternate made everyone much happier. The next surprise was the Hutchins BBQ is almost done with their expansion,



Robert Mosley's Beautiful E36 M3



Tom Heikkinen, Caleb Schumacher, Eric Nelson, Jim Dautre, Robert Mosley, Don Hula

but it was still under construction. For our next journey to this BBQ joint, I'm sure the construction will be finished.

For July, we just finished a day trip down to Waco. While not completely driving oriented, we did have some nice, easy roads that provided a fairly straight shot to Waco from Mansfield. We stopped at Slovaceks in West, TX and then travelled into Waco for the Magnolia Market. Once there, we let everyone explore places like the Dr. Pepper Museum, the Texas Ranger Hall of Fame and Museum, the Baylor Bear habitat and then a trip to the National Mammoth Monument. Part of the adventure is lunch options – originally slated as food trucks, it changed over to Cricket's Grill.

Sadly, it was hot, so indoor activities were preferred in the afternoon. For all the images of the National Mammoth Monument, some of our time there was spent outside waiting for the tour to start and once started, a few stops along the way to the air-conditioned building where 18 mammoth remains have been found so far.



Looking ahead, we have an August trip to Munster, TX and the Horton Car Museum. Then we'll have one of our rare Sunday drives on August 20th (just before the eclipse). Looking into September, we are working to finish up the hotels and the plans for the trip to New Mexico and Arizona.

Join us for an epic road trip with great friends.

We'll be travelling through a variety of locations throughout New Mexico and Arizona



over a 6 day period. We'll leave the Metroplex at 7:00 am from Sewell BMW in Grapevine on Wednesday, September 20th and return to the Metroplex at approximately 9:00 pm on Monday, September 25th. We'll hit a lot of amazing sites including but not limited to Carlsbad Caverns, White Sands, Coronado Trail, Tonto National Forest, Grand Canyon, Monument Valley, 4 Corners, and Santa Fe. The following is a listing of the day by day events that are scheduled.

Wed, 9/20 - Area 51 in Roswell, New Mexico

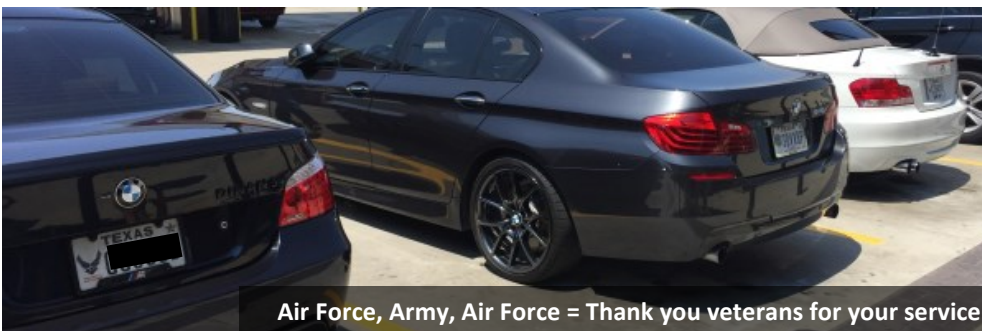
Thurs, 9/21 - Carlsbad Caverns and White Sands, New Mexico

Fri, 9/22 - Coronado Trail and Tonto National Forest

Sat, 9/23 - Grand Canyon and Monument Valley

Sun, 9/24 - 4 Corners and Santa Fe

Mon, 9/25 - Return to DFW



Air Force, Army, Air Force = Thank you veterans for your service

The Spring of Track Days

Raymond Mimick

This spring we've had two High Performance Driver's Education (HPDE) events – May 6th in Cresson, TX at Motor Sport Ranch and May 19th-21st at the Circuit of the Americas. The BMW Car Club of America has had a rich history with taking our cars out to the track. Why would anyone really want to take their nice new (or old) car out to the race track? Well, that need for speed is one element but learning how your car handles and the additional driving skills you learn at the race track will make us better on the streets when we leave the track behind.

The Lone Star Chapter is committed to continuing to provide the HPDE events and we're very thankful for our members that participate in these events but we'd love to get more people connected into this. So what do you need in order to get on the track? Is it expensive? How will I know if I like this or not?

In our Spring Schnell Fest, I was able to bring Sewell BMW of Grapevine down to the Circuit of the Americas and provide a ride along with our instructors around the track. This was my second instructor ride-along I've ever been on – the previous ride was at Laguna Seca during OktoberFest 2014. I'll say that it's as near to a roller coaster ride as you can get with wheels on the ground. Sewell really enjoyed their time out on the track and we know that anyone else that gets just a taste will want to try this adventure out.



So, going back to the question of what does it take to get started – it's really pretty simple. Signup (the price is typically based on the track – about \$700 for COTA, \$350 for Cresson and smaller race tracks), use your "stock" car, get the necessary inspections and get started. During discussions with Ross Carmichael and Doug Wirth, the key starting point in your race track journey is to bring your

unmodified car and get to learn the basics of the track and how to drive along the way. Beginners will always have an instructor in the car until they advance to intermedia solo.

During my time at COTA, I discovered this new M3 sedan with a lady driving (she was not the only one on the track that day). She told me her husband (Ali Nadimi) got her to go out at the Cresson event and had a blast driving their car around the track. This was her second ever HPDE event and she sounds like she is hooked on driving the car around the track.

As you progress through the High Performance Driver's Education process, you'll start to find some car modifications you may start to consider to your car. Take Chris Bruson for example. His 335i Coupe is his daily driver and kid hauler. On track days, he changes out his seat, maybe swaps his tires and has a blast rolling around the race track. In an HPDE, we are not racing - this is still an educational event.



When you finish up your HPDE education, you'll probably start finding yourself purchasing an older car, making all kinds of modifications and removing weight and then making the car ready for the track. By that time, you are ready to join the Club Racing circuit for other like-minded people and test your skills against friends and foes.





So, now that you're ready to jump onto the track, when's our next opportunity? The chapter has teamed up with the Sunbelt (Oklahoma), Kansas City and Great Plains chapters for the No Excuses Driving school for October 13th-15th in Hallett, Oklahoma. Then you have the BMW CCA OktoberFest in New Orleans with the track days scheduled for Friday, November 3rd and Saturday, November 4th.

After those, we have the Austin Schnell Fall at the Circuit of the Americas on November 17-19th.

Are you ready to try out the next track event? Register today:

Oct 13th-15th: No Excuses: <http://www.noexcusesdrivingschool.com/>

Nov 3rd-4th: Oktoberfest: <http://ofest.bmwcca.org>

Nov 17th-19th: Austin Schnell Fest: (watch our Facebook events page and announcements for when registration will open)

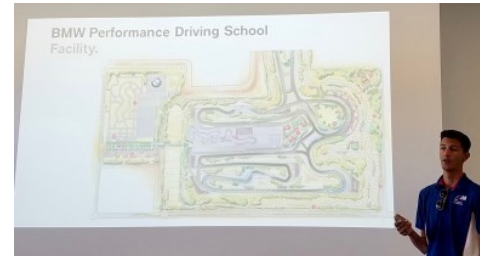


I recently had the opportunity to attend an ///M Club Day at the BMW Performance Center West in Thermal, CA. It was a spectacular day and, probably as intended, only left me wanting more. The day was spent on improving driving skills through a variety of exercises, classroom instruction and a little bit of friendly competition. All of this took place in a first-class facility that was like an oasis in the middle of the desert area surrounding Palm Springs.



Intro and Classroom

We started the day with a 45 minute classroom session that covered some basics such as seat position, contact patches, cornering, and vehicle dynamics. From there, we were split into groups of 8-10 drivers and were sent off to various stations to begin our on-course lessons. As we walked out to the covered parking area, we were greeted by rows of M2, M3 and M4s of various hues. Each vehicle was assigned to a specific exercise. Both the M3 and M4 had the Competition Package option and all cars had DCT.



Skid Pad

My group started the day with the skid pad exercise in the M3s. Now, this skid pad was made of the slickest concrete I have ever encountered and had a sprinkler system designed to spray nice and low, keeping it wet at all times. The goal of this exercise was to practice getting in and out of a skid and I found it to be the most challenging of anything we did during the day. The eventual goal was to get the car to drift, but most of us had trouble simply controlling the skid. My fellow classmates from Minneapolis, who have had much more experience driving on ice over their lifetimes than this Texas boy, seemed to have had a much easier time.



Guess we know where the M2 inventory is...



Spaghetti Course

Our next session was in an M4 on what is referred to as the “spaghetti course,” which was a small road course. We started by working on braking into a corner and progressively moved on to practicing a full entry and exit of a corner. The back half of the course was a wide slalom designed to allow us to work on a hand-over-hand steering technique.

Autocross

The final session of the morning was an autocross in the M2. Unlike our typical autocrosses, this was not an open parking lot with orange cones laid out to designate a course. Instead, it was a small, tight road course with actual smooth pavement! Here we worked on our lines and technique to get through the course in the quickest time. The instructors were positioned around the course to provide corrections via radios.

Instructors

Speaking of instructors, they were rarely in the car with us. Instead, they communicated with us via radios while we drove. Also, as you might expect, they were all highly experienced and provided us with just the right feedback when we needed it. I really can’t say enough about the quality of the instructors. They were tremendous on all fronts.



Lunch

We took about an hour for lunch, which was a very nice salad and sandwich buffet. This provided some social time to get to know some of the other attendees. I spent some time getting to know my co-driver for the day, Adam. Adam is from the D.C. area and, while this was his first time at the West coast facility, he has attended this course in South Carolina 17 times! Lunch was followed by another brief classroom session where we reviewed some of our observations and learnings from the morning sessions.



Afternoon Competitions

The afternoon involved us going through some of the same exercises, but with a competitive aspect to them. This started with a Rat Race on the skidpad, where 2 cars started on either end of an oval and tried to catch the other car. Next, we went on to a drag race competition referred to as the Down and Out. We raced in an M3 down the course, made a quick u-turn, raced back and had to stop in a box before the other driver. From there, we went back to the spaghetti course to focus on speed. The beauty of this smaller course was that you had many opportunities to work on specific corners, as opposed to a longer road course where you might have to wait a couple of minutes to see that same corner again. Our final competitive event was the on the autocross course where we competed for time.

Road Course

We returned to the classroom to review our final exercise: the road course. This was the equivalent of our final exam and allowed us the opportunity to drive on the Thermal Club track (<https://bmwperformancecenter.com/locations/bmw#tracks>). On track, we participated in a Lead-Follow exercise where we had to follow the instructor around the course in an M3. It started with a slow preview of the course and then worked up to full



Skid Pad drifting



Rat Race on the Skid Pad



Down and Out Drag Race



Autocross for time

speed runs with the instructor coaching via radio in the lead car.

Interested in an ///M School?

Attending a Club ///M Day at the BMW Performance Center is a fantastic getaway for BMW enthusiasts. The Club ///M Day is special in that it is reserved for BMW CCA members only and available for less than half the cost. The normal cost to attend a One-Day ///M School is \$1550, but a Club ///M Day is \$750. For this reduced price you will spend in a day in a first-class facility and receive coaching from incredible instructors in current M cars without having to pay for gas, brakes, tires or insurance and you get free snacks and lunch on top of that! All you have to do is show up ready to have some driving fun!

I would like to see if we can get a group together to reserve a day at either the CA or SC BMW Performance Centers. If you have an interest in an event like this, we have an opportunity as a BMW CCA chapter to reserve the facility for ourselves. If we can get 20-30 attendees to indicate interest, we can reserve the club at a reduced rate from \$750-1000 (depending on the number of participants). Besides the cost of the course, you would need to budget for travel expenses: airfare, hotel (1-2 nights), and local transportation.

If you have an interest, please email me at vp@lscbmwcca.org. If I can get enough indications of interest, I will organize a club day for our chapter.

Auto Start/Stop

Raymond Mimick

Back in May, I got to drive around in a 2016 328i and got to see the latest in the Auto Start/Stop and the "Eco" mode of the car. The car was setup to remember the Auto Start/Stop button setting between power cycles so that's a great default function of the car. It was interesting to see how the car drives in the "Eco" mode and I tested it during a rush hour drive to down town Dallas for a Meet and Greet. The fan speed and the A/C Compressor is affected by these settings but its pretty livable even if it only improved the over all gas mileage maybe 3 miles in extended range for my short trip.



E30 Project

Scott Schumacher

A new to me 1990 325i sedan is the makings for a great project. The car is an originally southern California car and is equipped with its original 2.5l engine and 5 speed transmission. Currently the car is all stock and is ready for some updates to make it more my own. The intention of this car is to place it back on the road as a daily driver and maybe take it on tours and try out some autocross events with it.

The plan for the car is to keep it, for the most part, with a stock appearance, the largest changes from the outside will include larger wheels and tires and tinted windows. The suspension will be updated with a H&R cup kit that will lower the car approximately 2 inches all the way around, as well it will be updated to E36 suspension components to convert the 4-lug wheel set up to a 5-lug setup to allow for a wider variety of wheels. Currently I am considering 17" wheels with 215/40 17 tires set all the way around, to upgrade from the original 14" wheels and 185/75 tires.

As far as performance, I am planning on a small start, K&N cold air intake and a Dinan chip for the car to give a total horsepower boost of about 26 hp, not much, but enough of a start. Longer term plans include an engine swap to a yet undetermined engine or a replacement engine with a performance upgrade from Bavarian Auto recyclers which will give it 30% more horsepower over stock, and then add in the chip and K&N horsepower should be about 250 horsepower. The current exhaust is adequate for the car, but a new muffler may be in order.

Interior modifications will be minor and subtle, but should improve the interior and help for more spirited driving. Changing the original stock bucket seats with Corbeau A4 in black leather and a ZHP type of shift knob will help make the ride a little better. On the inside the aftermarket stereo that was installed is showing its age. A detachable face stereo nowadays is viewed more as a classic than an improvement, so a new stereo with Bluetooth and capabilities to connect to an iPod or my phone will go a long way.

The plan for the car is not to large, but it will change it and update it in a few ways that will update and give it a better feel for the road without dramatically altering it. All the changes that I want to make to the car I intend for them to be fairly easily reversed if the car were to be returned to stock at a future date.



Bavarian Project

Raymond Mimick/Mike Ura via Facebook

Mike Ura just started on a new project—a 1971 BMW Bavaria. Talking with Mike in June, he was explaining how well the car is interior-wise and even exterior-wise. This car will have an engine from a 1986 535i and fitted with 32/36 DGAV Webers for stock look. The original stock engine was a 2.8L block missing the heads.

This car will eventually go to the CCA Foundation to display between the 2002 BMW and the E9 BMW.



BMW Maintenance Corner

Raymond Mimick

There are a lot of us that have decided to keep their cars past the warranty period. For some of us, this is crazy talk. You've seen my conversation about *Living with the N54* engine back in the Fall of 2015 newsletter – Don't panic. Well, this Spring presented me with a few more maintenance items and some interesting situations. During a pre-drive of a tour route for June, myself and Scott Schumacher (also the owner of an N54 engine in his 2010 335i), headed out. Of course, I probably should not have said anything about me carrying a tow rope "just in case," but there's that positive attitude.

Probably in early 2015, another member of our club, Michael Nied, "BMW 1M," told me that the N54 engine has an electric water pump and that he changed it out at 60,000 miles as preventative maintenance. For those that have priced this type of thing, that's almost \$2,000 to get done, so not a cheap event. Why would we need to do this? First, don't panic. The reason is that an electric motor will just stop suddenly without warning (I have some items for you to watch out for here shortly).

The reason BMW did an electric pump is part of the Efficient Dynamics components of the car which has to deal with fuel economy and with an electric water pump (to keep your car's engine cool), BMW is able to cool off your turbos after they were worked hard without boiling away the oil in them when you turn off the car. Typically I need a "why would you do that" answer when spending money on things. Hopefully that helps.



Anyway, onward to the story. In May, the water pump decided it was done. In summary, I had to get the car towed back into town and get the pump changed out. I opted for changing out the rubber hoses at this time, too (they have a service bundle it). This included the reservoir, the water hoses to the engine, thermostat, coolant, and the hoses to the turbos.

The car reached 112,000 miles before the water pump died. Friends on Facebook have stated they typically see the water pump die at about 90,000 miles. So, preventative maintenance or wait? Last year, I started to notice the car would feel sluggish on acceleration

after about 2 hours of driving. This might be a first clue. I also noticed in the last few months prior to this that if I had the car at high RPMs for a period of time, a slight burnt smell would creep into the cabin – this was the same smell that anti-freeze coming out of the reservoir ended up making when the water pump failed and the anti-freeze got too hot.

On my way out of the service bay, the car starts to idle horribly and throws a service engine light. This is no "engine malfunction" this was the full on yellow check engine light. The car turned right back around for the next event – a fuel injector got plugged up and fouled the spark plug in 3 of the 6 cylinders. To fix or not to fix. I ended up fixing but this brings up that question of what point do you decide to buy a new car rather than deal with old? That's where the key points start to happen.

So the second part of the story is that Scott's car ended up popping off the Charge Pipe of the turbo system – not just popping it off but breaking the bracket that holds it to the air intake for the turbos. As is common for the BMW Turbo system, the charge pipe is a typical component that will break due to the plastic nature of the component. When considering replacement, consider an aluminum or other option to reduce this problem for the future.

The other maintenance item that has been creeping up on people have been the ignition coils of the 2011-2013 BMW V8s (and probably other cars). Brian George (F10 550i), Jyl Miller (F10 550i) have had to replace these coils due to a bad design in the original coils. They are failing more at the 4 year mark than at a mileage mark.



If you have some maintenance items you'd like to share, send them in to us and we'll let others know. Remember, we're owners and we probably have some shared experiences.

Oh, on the new B48/B58 engine series, BMW has returned the water pump to a mechanical unit with an electric control valve and a separate electric motor to cool the turbos off when the car is turned off and they are hot. At least we'll have a little bit better warning next time.

Upcoming Events

Events are added and updated all the time. You can find the latest in multiple locations: Facebook, the Lone Star Chapter Web site, BMW CCA Events calendar, and your monthly email updates. Look for our monthly email update by the first weekend of each month.

Meet & Greets:

- Fort Worth: Location rotates but tries to keep the **third Wednesday** of each month
- Dallas: Location has been at The Lot in Dallas (near White Rock Lake) meets on the **third Thursday** of each month
- Tyler: Working on a consistent schedule

Autocross:

- #6 July 22nd (Mineral Wells airport)
- #7 August 26th (Mineral Wells airport)
- #8 Sept 30th (Lone Star Park)
- #9 Oct 28th (Mineral Wells airport) – last Autocross of the season

HPDE Events:

- Oct 13th-Oct 15th: No Excuses X Driving School at Hallett Raceway in Oklahoma
- Nov 3rd – Nov 4th: Oktoberfest in New Orleans Driving School (run by BMW CCA)
- Nov 17th-Nov 19th: Austin Fall Schnell Fest HPDE (COTA event in partnership with Porsche Car Club of America and Houston Chapter BMW CCA)

Tours:

- Aug 5th: Muenster Run and Horton's Cars
- Aug 20th (Sunday!): East Texas Tour
- Sept 20th-25th: New Mexico and Arizona
- Oct 14th: Gimmick Rally

Street Survival: Sunday, Oct 1st

Board Meetings: 8/13, 10/8, 12/10

Oktoberfest: New Orleans Oct 31st – Nov 4th

Newsletter Articles

Submit your articles to Brian George, Raymond Mimick and/or Ben Qureshi by September to be included in the October (Q3) 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.

Dealer Updates

Raymond Mimick

Sewell BMW of Grapevine

Sewell BMW of Grapevine opened its doors to the BMW motoring public on June 27th and sold the first car the next day. We welcome Sewell BMW into the area and can't wait to get to know them better. Sam Smith reached out to us back in February to start a dialog

with the local BMW CCA representatives and since that time, we have gotten to know Sam, Sewell and they have gotten to know us and the BMW CCA Foundation. In May, the Lone Star Chapter was able to take a few representatives of Sewell down to Austin and ride in some of our member's cars along the Circuit of the Americas, showing our commitment to bringing a fun activity to our members on a first class race track.

Ben Qureshi and I were given the initial opening day tour and here are some highlights:

- On-site collision repair center with the ability to repair Carbon Fiber
- 9 waiting areas – different areas, such as a kid's area for different age kids, areas to see the car deliveries and a coffee bar area.
- 300,000 square feet of space with the louvre covering 20,000 square feet and patterned after the AT&T Performing Arts center in downtown Dallas.
- The walls are covered in wall paper instead of being painted to keep the color quality
- There are 56 services bays ready to keep your car ready for the road
- The car washer area spans almost half the length the of building and is designed to not scuff our wheels
- The cars are all plugged in to show the features of the car



Sewell's ///M Cars



Sewell has an upstairs and a downstairs area. The downstairs area has room for multiple cars and then the upstairs area has the ///M cars, the innovation cars (i-cars and e-Drive), the Alpinas and the Individual cars. A tour of the facility is still in the works and is coming soon. Keep your ears/email open for more details to come.



BMW of Arlington

Group One has been working hard to refresh the dealership and very soon will have the new building opened up and ready to go. They are working hard to win back the business they have lost since the initial take over and are working hard to re-engage the community by refocusing on customer-service, helping with pet adoption and BBQ lunches

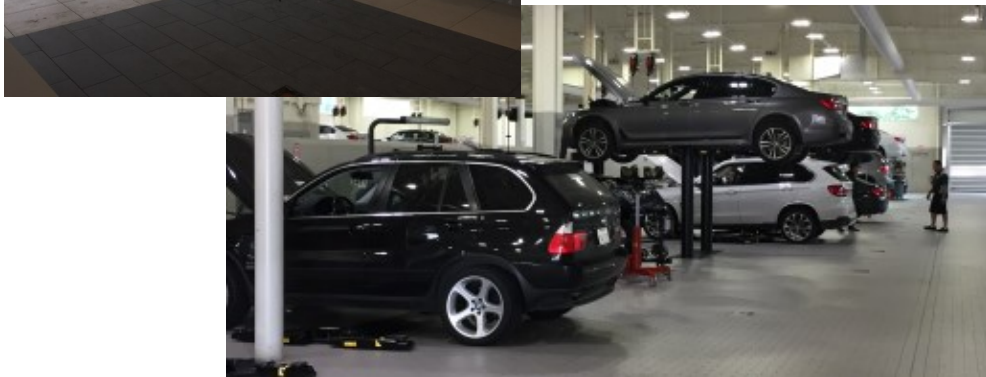
Highlights:

- Since February 2016, they have 52 service bays to handle maintenance and repairs
- 600 valet pickups of customers cars per month with a growth target of 1500 valet pickups per month



- Delivery of new car will have video and still pictures available to the customer from when they first see their new car and are ready to roll off the lot.

BMW of Arlington is committed to making sure the job is done right.



BMW of Tyler

BMW of Tyler has recently changed ownership from Mike Pile in December 2015. Jim Teeteer, the new owner and general manager has really turned the dealership around and made a big impact on his community. Part of the impact to the community are support of the local arts, Wounded Warrior program give away and Christmas Bikes to kids in the community. The dealership has been refreshed and they are selling a larger volume of cars, resulting in new allocations for more desirable cars in the future.

Jim Teeteer came from the Northwest Arkansas area where he was the general manager of 7 stores. He is excited to see what's next in the Tyler area.

Highlights:

- 28 service bays with 10 technicians on staff
- 9 sales people with future growth plans
- More community activities such as hosting Cars & Coffee events, Art Auctions for local UT at Tyler, Bicycles for Christmas, etc.

We can't wait to see what's next in Tyler, TX.



Social Events

Raymond Mimick

Way back on May 17th, Autobahn hosted our monthly Meet & Greet and provided food,

drinks, information, a place to explore the new 5-series along with a Q&A session around the upcoming cars from BMW. We had about 25 people join us to visit with friends old and new, explore the new cars and the technology in the cars, and get to ask questions of the sales staff of upcoming cars and answer the tough questions – will the manuals be around in the future? A new X2 is coming...but its front-wheel drive, an X7? What about the next generation of autonomous vehicles and how will that affect us in the future?

Thank you Brian Hodge, Dennis Buschbaum, Jennifer Nault and Jeff Velasquez (the BMW Geniuses), Arron Windes (the GM) and the rest of the staff at Autobahn for welcoming us to your store and showing off all the neat toys. If you're in the Fort Worth area, make sure to stop in and say hi.



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