

dbR

The Official BMW CCA Lone Star Chapter Magazine

Q1 2016



///M2-Good



Meeting Minutes

We have a Lone Star Chapter board meeting every odd month at 2 PM on the second Sunday of the month at Jack Mac's Swill and Grill on Preston. All members are invited. Next one is March 13, 2016.

Minutes of last meeting can be seen at
<http://bit.ly/LSBMWMinutes> (condensed link to website)

Board Members:

Mark Williams (President)
Joe Sullivan (Vice President)
Gerald Wineinger (Secretary)
Matt Dashiell (Treasurer)
Marc Leediker (Tourmeister)
Raymond Mimick (Membership)
Brian George (Tour Assistant/Rally Master)
Steve Hodges (Driving Schools)
Bruce Heersink (Club Racing)
Will Atkinson (Street Survival)
Nerces Mavelian (Editor)
Ken Orgeron (Website)
Franco Maras (Auto Cross)

From The Editor

“I can do that”! Four words that may describe me best! Please allow me to introduce myself as your new editor for the D.B.R., my name is Nerces Mavelian. I have been a BMW CCA member since 1982. For me, one of the great benefits of becoming a BMW Club Member was the Roundel Magazine. I remember waiting eagerly each month so that I can read the “Tech Talk” section first, then, I looked at the pictures. It provided me with great insights from a lot of brilliant contributors.

It’s a long way from reading Roundel to editing for the D.B.R. for the Lone Star Chapter, and I look forward to providing you with interesting, informative and fun articles for your enjoyment. D.B.R. will continue to be a quarterly publication for this year with ambitious plans to become a monthly when it grows up.

Nerces Mavelian - Editor

In This Issue...

M2Good	Page: 4
What makes a Novice HPDE Student	11
The Epic October Tour - ///M Performance Center - Tail Of The Dragon Tour	15
Wheels - Unknown and Unseen	20
Autosross Update	21
Event Updates	22
2016 Tour - Fredricksburg	26
Ownership Experience by Matt Dashiell	27
Eureka Springs Tour	31

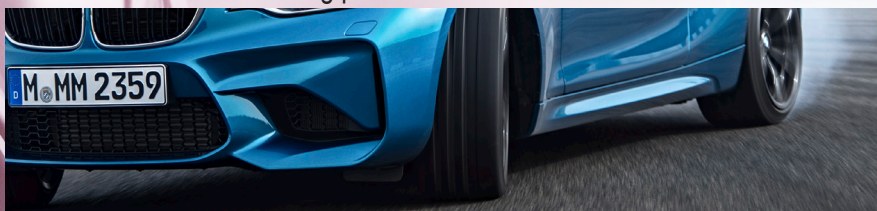
FROM CONCEPT



TO REALITY



A compact high-performance BMW sports car was already causing heads to turn and hearts to flutter over 40 years ago. Indeed, the BMW 2002 turbo perfectly encapsulated BMW's resolution to deliver outstanding dynamics, exceptional agility and optimum car control. As if to demonstrate in similarly resounding style that this commitment is alive and well, BMW M GmbH can now unveil the new BMW M2. With its high-performance six-cylinder in-line engine, rear-wheel-drive agility, lightweight aluminium M Sport suspension and extrovert styling, the new BMW M2 Coupe has all the ingredients to deliver the last word in driving pleasure.



Characteristic M design.

A single glance is all it takes to pick the new BMW M2 Coupe out as a member of the BMW M family, with its styling also keen to advertise its dynamic attributes. Inspired by models from the history of BMW in motor racing, the new M2 Coupe makes no secret of its extraordinary performance potential. The low front apron with large air intakes, muscular flanks with characteristic M gills, 19-inch aluminium wheels in familiar M double-spoke design and low, wide rear with M-specific twin-tailpipe exhaust system all play impressive roles here. The time-honoured character of BMW M cars is also present and correct in the design of the interior. The Alcantara of the door cards and centre console together with porous carbon fibre creates an ambience of rare quality and heady sporting ambition further underlined by blue contrast stitching and M embossing on selected details. Sports seats, an M sports steering wheel and an M gearshift lever ensure BMW M2 drivers are in perfect command of their car at all times.



Explosive performance.

The newly developed, three-litre six-cylinder in-line engine in the new BMW M2 deploys cutting-edge M TwinPower Turbo technology to develop 272 kW/370 hp at 6,500 rpm (fuel consumption combined: 33.2 mpg; CO2 emissions combined: 199 g/km)* and, in so doing, lays down a marker in the high-performance compact sports car segment.

The same applies to power delivery. Peak torque of 465 Nm (343 lb-ft) can be increased to as much as 500 Nm (369 lb-ft) in short bursts under overboost. All of which enables the new BMW M2 Coupe with optional seven-speed M Double Clutch Transmission (M DCT) and Launch Control to accelerate from 0 to 100 km/h (62 mph) in just 4.3 seconds. Top speed is electronically limited to 250 km/h (155 mph). Yet, with its M DCT transmission, fuel consumption of just (35.8 mpg imp) and CO2 emissions of just 185 g/km*, the car is also keen to emphasise its outstanding efficiency.



From powerful stock.

The new BMW M2 Coupe is not only the direct heir to the successful BMW 1 Series M Coupe, but also – in its underlying philosophy – a descendant of the original E30 BMW M3 and the BMW 2002 turbo. The latter caused a sensation over 40 years ago, anticipating the commitment of what is now BMW M GmbH to outstanding dynamics, unbeatable agility and optimal car control.





Brakes - (front axle: 380 mm in diameter, rear axle: 370 mm in diameter),

Motor sport expertise.

With the lightweight aluminium front and rear axles from the BMW M3/M4 models, forged 19-inch aluminium wheels with mixed-size tyres, M Servotronic steering with two settings and suitably effective M compound brakes, the new BMW M2 Coupe has raised the bar once again in the compact high-performance sports car segment when it comes to driving dynamics. The electronically controlled Active M Differential, which optimises traction and directional stability, also plays a significant role here. And even greater driving pleasure is on the cards when the Dynamic Stability Control system's M Dynamic Mode (MDM) is activated. MDM allows wheel slip and therefore moderate, controlled drifts on the track.



Intelligent connectivity when you want it.

The new BMW M2 Coupe comes with an extensive list of standard equipment in keeping with its performance-focused set-up. The seven-speed M Double Clutch Transmission (M DCT) with Drivelogic, available as an option, changes gears with extraordinary speed but no interruption in the flow of power. A wide selection of driver assistance systems and mobility services from BMW ConnectedDrive is also available. The ConnectedDrive Services provide the basis for extensive vehicle connectivity, and this option also enables the use of innovative apps, which are integrated seamlessly into the car using BMW ConnectedDrive technology. For example, the GoPro app allows the driver to record fast laps of the track with a dashboard-mounted action camera, using the iDrive Controller and Control Display. Meanwhile, the driver's individual style at the wheel can be analysed as desired with the M Laptimer app. Information on speeds and braking points can be shared easily via e-mail or Facebook.



High revs and turbo power.

With an output of 272 kW/**370 hp** at 6,500 rpm and maximum revs of 7,000 rpm, the three-litre straight-six engine in the new BMW M2 sends out a clear message in the high-performance compact sports car segment. (Fuel consumption combined, with six-speed manual gearbox: [33.2 mpg imp]; CO2 emissions combined: 199 g/km; with optional M Double Clutch transmission [M DCT]: 35.8 mpg; CO2 emissions combined: 185 g/km)*. The engine's peak torque also leads the way in this segment; a full 465 Nm (**343 lb-ft**) is on tap between 1,400 and 5,560 rpm, with the overboost function raising this figure by 35 Nm (26 lb-ft) to 500 Nm (**369 lb-ft**) between 1,450 and 4,750 rpm. With the optional M Double Clutch Transmission (M DCT) in place and Launch Control activated, the new BMW M2 Coupe completes the sprint from rest to 100 km/h (**62 mph**) in **4.3 seconds** (4.5 s with the six-speed manual gearbox). The top speed of the new BMW M2 is electronically limited to 250 km/h (155 mph). If the M Driver's Package – which includes a BMW Driving Experience voucher for a track training course – is specified, this cut-off point doesn't arrive until 270 km/h (**168 mph**). The excellent efficiency of the M TwinPower Turbo engine which, needless to say, meets the EU6 exhaust standard, is backed up by fuel consumption figures of just 7.9 l/100 km [35.8 mpg imp]* with M DCT and CO2 emissions of just 185 g/km*.





A Look Back...

- Ray Mimick

Welcome to 2016. Typically a January newsletter will take a look back at the previous year and then look forward to the New Year. Yes, you guessed right, that's where we are heading. Over the course of the last year, we have had a number of changes to our local BMW Car Club of America Chapter and we hope that you have seen all of the changes, if not directly, at least through your mail box or by word of mouth. I (Raymond Mimick) have been a member since 2008 and really never knew much about behind the scenes activities of the club. I was happy to hear about an Auto Cross or a Tour event and was happy to meet with the group that came out.

On one such outing to our annual Fredericksburg trip, Joe Sullivan told the group "I'm the Vice President." A small surprise for some of us but it was very good to see our chapter representatives out and participating. I've met our chapter President out at the Auto Cross track where many show deference to the skills Mark Williams brings to the Auto Cross track (ask him how he came to own the 1M that he has).

All of that said, each board member works hard to create a local chapter that meets the needs of the members and continues to grow. Last year, Gerald Wineinger joined the board in the Secretary position to increase the chapter's communication skills to the members and bring to the chapter an additional resource and give Sarah Hamilton (our Secretary and Club Newsletter Editor) a little breathing room. I joined the board on the behest of Gerald and

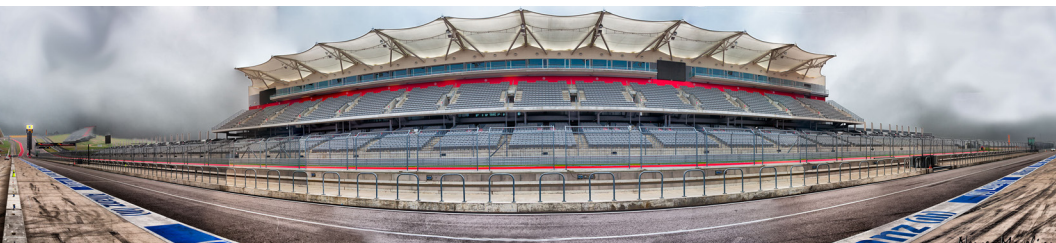
when Marc Leediker (our Tourmiester) stated he needed some assistance on organizing the tours in 2015.

I'm excited to see that we went from a 4-5 people attended chapter board meeting to 16 people at today's board meeting. What does that mean – we are trying to make this a better club experience for everyone. (FYI, board meetings are open to all members and we value your feedback).

Let's start with some numbers:

Activity	Avg Number of Participants/ Max	2015 # of Events	2016 # of Events
Auto Cross	45/68	9	9
Tours	In-town 20/45 Out-of-Town 10/16	12	16
HPDE (Track/Club Racing)	40/60	3	4
Social Events	15/20	4	~20
Street Survival	30/30	2	2
Facebook		597 on 1/1/2015 784 on 12/31/2015	
Members		1196 on 4/4/2015 1288 on 12/4/2015	Can we return to 2000 members?

Looking at next year, we have a lot of exciting plans taking shape. This year, we have a new newsletter editor in Nerces Mavelian (who is also a club Technical Advisor) and we want to ask our members if anyone has the interest and skills to join the board as our social chair.



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What makes a Novice HPDE student?

I really didn't know how to start this column, because the question I was asked I never really thought about, at least in detail before.

The question was, **“What makes a Novice HPDE (High Performance Driving Event) student?”** I'll make you think a minute first. That simple question is the same as this one. We all watch baseball BUT tell me what an “OUT” is? Suddenly it's not so simple huh?

So “What makes a Novice student?” Maybe it's a lot of things and maybe it's only one. I think there are many possible answers to this question. I remember what drew me into going to track days.



I was always a car freak, the faster the better. As a young boy I grew up going to the drag strip with my family because my uncle had a race car and my dad would help him work on the car. That was the fuel that started the fast car DNA in my body. Growing up I always liked watching anything to do

<https://www.facebook.com/lscbmwcca/>

with racing. I watched drags, IMSA, Formula 1, Dakar Rally, Rally racing, but I always found that watching cars go around in circles, was more fun than just a single pass in a straight line that lasted 12 seconds. I think the thrill of SPEED has to be one part of what would make a person want to drive a car fast is part of a Novice student.



Watching Formula 1 and really becoming interested in that when Mario Andretti was winning the World Championship (dating myself), made me wonder, hmmm can I drive like that? Watching

*A person that loves cars,
enjoys speed, someone
wanting to be a better
driver than 95% of the
people on the road.*

Ayrton Senna drive, left me speechless. There will never be another driver that good. His car control was off the charts. Every boy/man wishes to be that good.

Wanting to learn CAR CONTROL has to be in this also, the want to be able to drive something better than most other people.



Now let me address some of the “**False Truths**” that are always blabbed out there when people talk about High Performance Driving.

1. It hurts your car. Yes you will wear tires out faster, replace brake pads quicker and even brake rotors will need to be replaced over time. But those things have to be replaced with normal driving anyway.
2. You will wreck your car. This is without a doubt possible, but I can say its FAR more dangerous driving to work every day than the driving you will do on a track event.
3. It's expensive! The only real thing you need as a novice student that you probably don't already have is a helmet. For a beginner, your stock car you drive daily is EXACTLY what you need to start with. Change the brake fluid, check the pads, pass a technical inspection and you are good to go.



So what makes a Novice Student? *A person that loves cars, enjoys speed, someone wanting to be a better driver than 95% of the people on the road.* A person has to have a “DRIVE” inside to learn, become better, have an open mind, and be willing to fail. Maybe you can be a Novice student! I will challenge anyone thinking about doing a track days, go to the track on a High Performance Driving weekend and ask to ride in a car with an instructor. Do a ride-a-long, watch what he is doing in the car and how he handles situations. I will venture to guess that once you get out of the car after the session is over you will have the biggest smile on your face, you will be completely amazed and you will realize that was more fun than any rollercoaster you have ever ridden. As an Instructor, I love to see that look and know I had a little hand in getting another person into this great thing we call High Performance Driving Events, and you will see why we say, “It’s the most fun you can have with your clothes on!”

By Steve Hodges

**To sign up for the next HPDE at COTA for June 17-19th
register at TexasTrifecta.com**

Current Formula 1 Champs all drove Go Karts!



Go Kart Racing and 2015 AutoX Awards

We had a fun event at Pole Position Raceway with indoor Go Kart racing. After the Go Kart experience we celebrated the 2015 autocross trophy winners with an awards ceremony.

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www.bmwfxr.com



The advertisement features a red BMW M3 car parked on a gravel surface. In the top left corner, there is a circular logo for 'LONE STAR BAVARIAN' with a star in the center. The text 'Your "ULTIMATE SERVICE TEAM" for your BMW, Benz or Mini!' and the website 'www.bmwfxr.com' are displayed at the top.

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

EPIC OCTOBER TOUR!

By Raymond Mimick



October is shaping up to be epic. If you haven't heard or seen any emails about October, we have the tour of a lifetime...ok, maybe the tour of the year...well, maybe just a really cool tour. What are we talking about? If you've never heard of the Tail of the Dragon, ///M Performance Center, Cherohala Skyway, The Biltmore Estate, taken a tour of the BMW South Carolina Factory, you are in for a treat. First, let me get you started with the dates - **Saturday, October 8th, 2016 through Sunday, October 16th, 2016**, the Lone Star Chapter is organizing a driving tour to South Carolina. Oh, sure all you ///M car fans out there have started ignoring the rest of this, but let me tell you - we have a special 1-day ///M Performance Member School scheduled for **Tuesday, October 11th**.



From my estimates we have the following costs:

Hotels: \$1,500

Miles to drive: 2500 miles

Cost of Gas: \$300 (estimate 22 mpg and \$2.50/gal)

Performance Center: max cost \$1,000

Food: \$60/day/person \$540

Total estimated cost: \$3,300

The Tail of the Dragon (<http://tailofthedragon.com/>) and the Cherohala Skyway (<http://www.cherohala.com/>) is a great twisted road in the Appalachian mountains - the Tail of the Dragon is 318 curves in 11 miles along the US 129, the Cherohala Skyway is 60 miles of great twisty roads. And that's just the start of the trip. When we get to back to the hotel on Monday night, we will have great dreams of all the track activities coming to us for Tuesday.



So for those that will fly into Greenville, South Carolina (i.e., not driving out there), the Performance Center has recommended staying at Marriott (use BMW as the corporate code) or Crown Plaza (use your BMW CCA membership for the discount) in Greenville, we'll either pick up our group from that hotel or meet you at the Performance Center. So, what is the ///M Performance Center? Let's start with "M" - the MotorSport division of BMW.

There is a lot of history behind the M brand of BMW but it all started to gain the momentum with the 1978-1981 M1. This car still looks like the future today and we actually have a club member that owns one of the 456 units ever made. To say rare is an understatement. The E30 1986-1991 M3 is really the car most club members drool over when they think about performance in a light, quick automobile. So I'm sure you are thinking that this M Performance Center is all about the old cars...nope - it's a High Performance Driver's Education (HPDE - remember that term as we do some future articles on it) event using the latest M cars available from BMW.

So, the ///M Performance Center event is a separate cost to the tour group and we have opened the event up to any of our members (hopefully Lone Star Chapter first). We have 32 slots to fill.



Now the schedule for Tuesday would include:

- Cornering
- Braking and wet pavement handling
- Drifting
- Accelerate, brake and corner around a racetrack at high speeds
- Sharpen your reflexes in a One-Day School
- Using THEIR cars on Track
- 8 On-Track sessions in THEIR ///M cars

In the past when you bought a BMW ///M car, a trip to the performance center was included, it looks like you get a discount when you buy a car (or ///M SAV). [Register here: http://bit.ly/MSchoolBMW](http://bit.ly/MSchoolBMW)

So once we complete our Performance Center adventures, we're onto the Biltmore Estate (<http://www.biltmore.com/>). Since this is my first experience, we'll have to take pictures and document our



experience. We'll probably be posting some ideas on Facebook, so make sure you join in and share any thoughts...

OK, wow, we've made it half-way. Well, the flip side of the week, we have the Mountains north of Asheville for a trip down to the BMW Zentrum Museum (<http://bit.ly/ZentrumFactory>) and Factory tour (<http://bit.ly/BMWTour>).

So, after the tour, we'll relax and get ready for the return to DFW.

-Raymond Mimick



Concorso d'Eleganza



BMW Group Classic and the Villa d'Este luxury hotel will be inviting owners and enthusiasts of two- and four-wheeled rarities under the motto "Back to the future – the journey continues".

From 20 – 22 May 2016 historic vehicles of exceptional class and with fascinating stories to tell will compete for the favour of the high-calibre jury and the approval of the public in the northern Italian town of Cernobbio on Lake Como. Every year, the Selecting Committee for the Concorso d'Eleganza Villa d'Este draws up a spread of categories highlighting different aspects of car-building history in this ongoing retrospective. And now another two classes of competition have been finalised for the 2016 event. The category headed "GT Man is back – The golden era of sportscar design, 1950 – 1975" will bring together exclusive representatives of the Gran Turismo genre of cars popular above all in Europe. The "Driven by excess – Cars of the Studio 54 era, 1975 – 1986" class, meanwhile, takes us back to the days when disco ruled, shining the spotlight on models defined by extravagance in both technology and design. This category is the preserve of comparatively young candidates and sees the Selecting Committee once again broadening the spectrum of cars presented at the Concorso d'Eleganza Villa d'Este to appeal to both new entrants and fresh audiences



Unknown - Unseen

Just because you don't see any damage on the outside of your wheels, doesn't mean that you don't have damaged wheels.

Potholes and large lane dividers are the most common source of wheel damage. Unfortunately, the driver of this BMW did not know the degree of damage a lane-divider caused to his wheel. No damage was apparent from looking at his spokes, however, he did experience a shimmy at certain speeds. While performing a "Road-Force" balance, which requires breaking down the tire off the wheel, we discovered that the lane-divider did indeed cause irreparable damage to both, wheel and tire.



If you do go over large obstacles (that fall off trucks in Texas) in the road or fall into a mega-pothole (Thousands if them in Dallas), and you start experiencing a shimmy or a pull, you need to have your wheels checked for internal damage, you just might save yourself an unexpected tow bill, at the most unexpected time.

- Nerces Mavelian



BMW CCA AUTOCROSS UPDATE



Autocross Season ending

The Lone Star BMW CCA Autocross Committee would like to extend a warm thank you for your participation and help throughout 2015! Winter arrives soon and the wait for spring and the 2016 autocross season will start not long thereafter.

In the mean time, planning for the Awards Ceremony is in full swing and we will send updates when the plans do get finalized. Repeating it as a Go Cart event is high on the wish list.

At our final event we crowned a few additional 2015 Class winners:

Mike M. in Class C
Franco M. in Class E
Chris P. in Class Y
Jacob O. in Novice

Congratulations!

(The winner in each class is selected from the driver's 7 best events with a minimum of 5 events)

FTD (Fastest-Time-Of-The-Day) was set by Keath M. in Class Z as he scored his 4th win of the season in 4 attempts. He was followed by yet two more cars from Z in the raw time category.

The closest finish was seen in Class Y by Thomas J. for his first win of the year. The other first time winner was Shane C. in Novice Class. On the more seasoned side we saw Gagik F. record his 2nd win of the year in Class E, Matthew D. with win No. 6 in Class F and John C. with his 4th win in Class X. And finally, Ken O. turned in a perfect season score with his 9th win for the year in Class G.

Results and Standings:

Event #9 – November 14, 2015 - MW <http://bit.ly/NovStanding>

Final 2015 Standings after 9 events (preliminary)

<http://bit.ly/LSCFinal>

Lost and Found: Water Sprayer Tank (let us know if you are missing one).



Past Events

1/1, Hair of the Dog Tour.

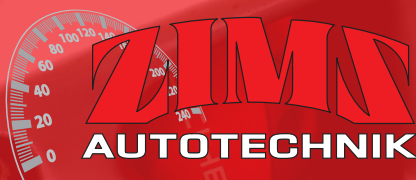
1/2, Cancelled: Cars & Coffee at Classic BMW in Plano. Cancelled due to parking limitaions

1/9, Cowtown Cars & Coffee - Fort Worth has a Cars & Coffee event sponsored by Autobahn at Farrington Field.

1/10, Board meeting at Jack Mac's Swill & Grill

1/21, Happy Hour at BJ's in Addison.

1/23, 11:00a - 1:15p Go Kart Racing and AutoX Awards



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Upcoming Events for 2016

(very subject to change...we'll add a few more Sunday drives to the list):

February - 20, Half-Day Driving Tour From Cleburn to Cafe 1187

February - 27, Autocross #1 at Lone Star Park

March - 4 - 6: Fredericksburg (Driving Tour)

March - 19 LSC TX2002 Group's 50th for the 1600 (2002 Body)

March - 26 (Easter weekend): Cranfills Gap run (1/2 Day Tour)

April - 9 LSC Autocross #2 at Mineral Wells

April - 16: Dinner at Choctaw Ranch House (Driving Tour)

April - 24-26 GermanFest in Muenster (Possible Driving Tour)

May - 14 LSC Autocross #3 at Mineral Wells

May - 28 (Memorial Day weekend): Let's Eat Cafe (Driving Tour)

June - 4: Cars & Coffee start Tour To McKinney Lunch

June - 17 To **June 19, LSC TEXAS TRIFECTA AT COTA**

June - 11 LSC Autocross #4 at Mineral Wells

July - 2-5: New Mexico or Colorado (4th of July, Dirving Tour)

July - 9 LSC Autocross #5 at Mineral Wells

August - 6: Gimmick Rally

August - 20: LSC Autocross #6 at Lone Star Park

August - 23-28: OktoberFest (Monterry, CA). Interested in traveling together? A trip down the Extraterrestrial Hwy, Yosemite?

Sept - 10: LSC Autocross #7 @ Lone Star Park

Sept - 10 Texas Forts Trail

Sept - 30-Oct 2nd: Santa Fe Concorso (no planned trip as yet)

Oct - 8 – 16th: Tail of the Dragon and Performance Center trip (Driving Tour)

Nov - 5: East Texas Driving Tour (Driving Tour)

Dec - 3: Toy Run from Cars and Coffee

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Bring this ad in to receive a complimentary 36 point inspection

Update: March 4-6th Fredericksburg

The tour dates changed due to hotel availability but Fredericksburg is ready to go. We'll be staying at Sunday House Inn again this year. Judy has reserved 12 rooms (most are Kings, some are doubles) at 129.95/night. Please call Judy at 830-997-4484 to reserve your room and tell them that the rooms are reserved under the Lone Star BMW. She will hold the rooms until February 28th. When you make your reservations, let Raymond Mimick know (rmimick@iname.com) and if you want to join us for a group dinner for either Friday night and/or Saturday night (last year, the group split up to different destinations).

<https://www.bmwcca.org/events/tour>



An Ownership Experience

A Luddite's Diatribe Against Modern Technology

By Matt Dashiell



This follow-up column is to provide a counterpoint to the "Living with the

N54 Engine" column that Ray Mimick wrote for our last issue of the dBR. In his article, he spoke of the numerous service visits his 2008 BMW 535i has had during its warranty period and his concerns for the impact of these type of repairs now that the first generation turbo cars are out of warranty.

As counterpoint, I'm writing about the long term durability of my 1997 E36 BMW M3 over my 15 years of ownership.

For those who don't know me well, I'm currently the chapter Treasurer and as such, two of my most defining personality traits are:

1. Extreme cheapness: Frugal, thrifty, whatever....but low repair/maintenance costs are a must for me.
2. Crazy good organization skills: I'm an Engineer by trade so y'all get to start off with a Table...

Model/Year	New/Used	Yr/Miles Bought	Yr/Miles Sold	Notes
2000 323Ci	New	2000/0k	2003/33k	
1997 M3	Used	2001/45k	Still Have/ 105k	
1989 325i	Used	2004/122k	2008/141k still in club	bought on Ebay from crooked minister in AL, but that's a whole separate column!
2002 325Ci	Used	2008/72k	2011/93k still in club	
2006 MZ4	Used	2011/42k	Still Have/ 58k	
1995 318is	Used	2015/185k	Still Have	

Table 1: BMW's I've owned over the years (and their current whereabouts)

Note the conspicuous absence of cars made since the advent of magnesium engine blocks, electric water pumps, high pressure fuel pumps, turbos, EPS, etc, etc! I've never owned a car with Nav, adaptive cruise control, self-parking, iPhone apps, cell phone integration, or any other similar nonsense.

And as such, here is my entire repair cost list for the 15 years of ownership (excluding oil & fluid changes, brake pads, and tires)

1997 BMW M3 – Repair List

Repair #1: One rear trailing arm failed while on track at Motorsport Ranch. Car spun out on track and had to be towed back to Dallas, but two Turner Motorsport adjustable camber arms & an alignment later, car was good as new. Out of pocket ~\$800.

Repair #2: Water pump (only a few years old) seized on I-35E and chucked the fan blades into the radiator. Quickly shut car off to avoid an overheat situation and had car towed to IX-XI Enterprises for new water pump, thermostat, radiator. Out of pocket just under \$1K.

Repair #3: Replaced RTAB and FCAB bushings and installed new shocks/springs for auto-x and HPDE, but no failures of these



parts. All repairs done at home for minimal \$. Used suspension was bought over 10 years ago from fellow club member for \$150 and still going strong!

Total repair costs over 15 years < \$2k!

To further make my case for older and simpler cars are better, the total number of times I've had an engine related problem between all 6 BMW's that I've owned: ONCE

Only the '89 325i I bought from Ebay left me stranded. One day after work it wouldn't start and with the help of the internet, I diagnosed it as a crank position sensor. A new \$50 sensor and the car started right back up.

That's it.....after 15+ years of BMW ownership.....either I'm extraordinarily lucky (knock on wood, twice!) or they just don't build them like they used to. Call me a luddite if you want, but I'll take old school, work on it yourself, straight forward mechanical cars any day of the week. Although the new M2 does whisper to me in my dreams....

Coming soon...See-Through-Hood?



Photo by Nerces Mavelian

Share your favorite photos of your BMW with us and we may feature it in our next issue. [Click here to submit photos.](#)

<https://www.facebook.com/lscbmwcca/>

BMW CCA Lone Star Chapter Opens Store

Gerald Wineinger



Finally, there is a place where you can buy all your BMW CCA gear, specific to your local chapter. The Lone Star Chapter has opened a new webstore.

The new, online Club Store will allow members to support the Lone Star Chapter while looking great in BMW CCA Lone Chapter gear, accessories and other items! Merchandise has been handpicked to

ensure the quality is what members expect! Clothing is easy to care for and comes in a wide size range.

Check out all of our Club Gear specially branded items on our Webstore on our Web site. And be sure to watch for new gear as items come available with each season.

Purchases will be shipped to members within 7 business days directly from the supplier.

BMW Car Club
of America
Lone Star Chapter



Chapter Store!



Eureka Springs 2015

(Tour Update)

By Raymond Mimick

Looking back, our last trip to Eureka Springs was in Oct 2012 and we probably choose that date looking for Fall Color. During the planning of this one, I found out that October Fri-Sun hotels are in short supply and the town is filled with people. That got us to thinking about changing it to a Sunday-Tuesday tour (Oct 11th-Oct 13th). Yes, we lose two days from work, but don't you have a use-it-or-loose-it vacation policy at the office? (I don't, but that policy really clears the offices out at the end of the year)

So, we have some ideas on dates and a destination. Sunday, the group of 12 meet up in McKinney. Gerald joins us for a send-off as this is home turf. We have Raymond Mimick (organizing and leading), Brian George, Michael and Joy Nied, Jack and Billie Rogers, Scott Winn, Jim Doutre, Dick and Susan Richardson and Don and Lisa Hula.



Our plan is to make it to Mena, AR for lunch, taking some of the route we discovered on the Talimena Scenic Byway as our route plan. We made it to Paris for our rest stop right on time (I have it



there, in the PDF file). And when I say right on time, it's a miracle we made it within 2-5 minutes and we had a small delay starting out. From Paris, we traveled up to the Talimena Scenic byway and stopped for pictures and chat time. Disappointingly the colors have not yet changed.

In Mena, AR, we stopped at a Papa's Mexican Café. Dick was surprised – on the many trips he has been to Mena, it is

typically the Branding Iron BBQ Steakhouse. I think we were happy at how big the place was and that they were able to



accommodate all of us in one of their rooms.

Onward from lunch, our next stop was to be in Paris, AR. Hey, we had a Paris-theme for the day. We already stopped in Paris, TX, so why not Paris, AR? Thank you to our club

members that let us know that AR 23 was closed due to a mud slide. We were able to find even better roads as we traveled into Eureka Springs.

The only problem with starting directly from DFW and reaching to Eureka Springs was the length of the drive – 8:00a until about 6:00p.

Once we got to the hotel, we checked in and then left to have dinner at the Bavarian Inn and Lodge. The laughter and conversation was great with our group happy and full at the end of the evening. Armando (drink master mixer alter ego of he who is otherwise known as Dick Richardson) was thinking about the after-hours conversation and drinks, so on the way back to the hotel, we stopped to get supplies.

Monday rolls around and our group is a little smaller for the twisty road portion of the trip (but that's OK). Typically our out-of-town tours run a morning driving part and then a free afternoon or potential special tour of other points of interest in the area.



I did not spend a lot of time looking at the details of where we were heading into but during the tour, Brian and Michael were able to add some more details. The roads were great, the colors was good and after our restroom stop in Jasper, we went back down the way





we came to look over the Boston Mountains.

As we were taking our pictures, a friend comes to visit in a white SUV (no, not the police). The friend is the organizer of the S2000 Boston Mountain Tour (BMT) group that roll through these same roads the following

weekend. Come to find out, Brian George is taking a return trip the following weekend for a second tour of these twisty, fun roads. Since Michael always enjoys a good set of challenging roads, he jumped on the chance to come back and do it again.

So we make it back into town about 2:00p with a hungry bunch. We decided to stop by Rockin' Pig Saloon and had a really great meal without a lot of people. Those that remained behind got to explore the Eureka Springs downtown area.

After returning to the hotel, Jim found out his front tires were starting to show the belts – oh the tire story. We all have one. After looking around for the specific run-flats Jim wanted, it appeared no one would have them before we leave tomorrow. As an interim solution, Jim decided to schedule a tire change with a local dealer onto regular tires (that's a whole other story with fire, brothers and brother-in-laws and the little town feelings that come with smaller cities).

So for the three cars left in the afternoon, the time was slowly setting on even trying to go to Crystal Bridges museum but as not too many were seriously interested in that destination, Michael, Brian and



myself with Jim running shotgun in one of our cars, we took off to visit the War Eagle Mill. Since we were so few, we called this the extra-credit adventure.

Once we got there, we had some dessert on the top floor, explored the grounds, happy we just missed the big festival last weekend and admired the one lane bridge over the river.



We had Jim take the pictures. Once back on the road, we decided to go up the “long” way back to Eureka Springs. On the way back, we found a new way to get started for the future. We also decided to do some scouting out of our dinner destination before it got dark. Let’s just say that it was a good thing we were on Extra Credit time otherwise an official U-turn would have to be declared. Getting down the mountain (and up the mountain) was a confusing experience. Well, when we gather everyone to return to the restaurant, we took as few cars as possible (even though the restaurant’s ad said Park is Not a Problem). They also said no reservations but it appears that maybe one of the scouting party should have been left behind to secure an earlier seating. But once we all sat down, it was a great Italian meal in an intimate setting.



That night, Armando did make an appearance with some awesome Margueritas and we all caught up on the day’s adventures – those that went around the Boston Mountain and those that stayed in Eureka Springs and explored. Jack and Dick told some stories about their unique flying experiences (taking delivery of a Boeing plane from the factory – that’s pretty good).

After a while of chatting, we all migrated back to bed to prepare for the return trip – we decided that we will all stay in town and keep Jim with us rather than leaving anyone behind, so we had a leisurely breakfast, washed our cars, and got to spend some more time as a group getting to know



each other.

We did finally get some nice color at the hotel. When Jim got back to the hotel, we started out about an hour to an hour and a half delayed. On the return trip, traveling through Rogers, AR was not

fun (too much city traffic).

Once we got to the Oklahoma border, we found another new favorite road in Oklahoma 10. This one reminds you so much of our Twisted Sisters route in Fredericksburg.



We stopped at the Harmony House in Muskogee, OK and that was an interesting house with a great wait staff and quick food. They were able to handle all of us with no trouble.



Sadly, the rest of the trip had to finish on US-69/US-75 back to Texas. A lot of these trips, we always worry that someone will have car troubles or an issue in the middle of nowhere. We were again blessed for no serious

car troubles but did have a check-engine light pop-up. Who's car this time? Mine, again. Remember the last newsletter on the N54 engine – "Don't Panic." We just rolled up to one of the few stop lights and I was able to restart the car and kept rolling without seeing or hearing of the error again (but it is lurking in there just waiting to show up).



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