

May 2011

www.wasatchbmwcca.org

Volume 12, Issue #1

BMW Car Club
of America
Wasatch Chapter



PRESIDENT'S CORNER

EVENTS

- Sat, June 11 - 3pm
Sugarhouse Park Picnic
- Wed, July 13 - General
Membership Meeting -
Bohemian Grill
- Sat, Aug 27 - Tech Ses-
sion - Wrench-It Center
- Sat, Sept 17 - Fall Drive
- Sun, Oct 9 - Car Control
Clinic
- Stay tuned to our website
for up to date informa-
tion and announcements

Follow us on
Facebook & Twitter



Springtime in Utah! It feels more like winter in San Francisco. Soon, however, it will warm up, dry out and our beloved Bimmers will come out of winter hibernation. Very soon we will be shining our cars, heading to autocrosses, and enjoying each other's company at the various social events we will hold throughout the year.

Be sure to check our Facebook page for spontaneous events and the latest pictures! Also, don't forget to check out our newly designed webpage with the calendar and pictures as well. I encourage every member to attend at least one, if not all, of the events during the course of the year.

We are planning some of the traditional events plus some new ones. One of the biggest will be a trip to Yellowstone in the fall with the Rattlesnake Chapter. We are currently coordinating with other BMW owners in New Mexico, Arizona, Colorado, and Utah to meet in Pagosa Springs for a weekend of fun. This is a casual meeting, not an official Club event. For more information and contact information, please see our website.

Stay tuned for details. The events are a great way to make new friends and have fun with your BMW.

For those of you who can, please

attend the driving events. Miller Motors Park holds "Wide Open Wednesdays" every month where you can improve your autocross skills, and spend some time on the best track in the United States. We really need more drivers in the Club moving up and improving so that we can hold our own major track events and have enough volunteers and instructors. We also are looking into having a Street Survival Course within the next year, so we will need many volunteers to help out.

As always, we are looking for new ideas for events, so please let us know how we can serve you better. Remember, we are involved in the biggest, most successful car club in the world. You are an integral part of it and we, as a Board, would love to see more and more of you out at the events.

I want to thank the Board and members for all of their help in planning and putting together the events for this Club. It is really appreciated. Hope to see you soon!

Cheers,

Rich Getty



January Tech Session — The Wrench-It Center



Club members learned from Zack of The Wrench-It Center self serve shop about auto oils/fluids and their function and differences in grades and durability. Members also learned about the differences in grades and types and why all fluids need to be changed on a schedule. We also learned about the consequences of not keeping up with proper fluid maintenance.



Goodbye Dennis !

Thanks for all your awesome work on our cars, hosting our Picnic's, your friendship, your help, etc...

We're gonna miss ya!

Have a great time in Hawaii !

Wide Open Wednesday at Miller Motorsports Park on May 11. The four of us (Dan, Ray, James & Dave) had a great time on the Autocross course.

Check our website for a link to MMP's website for future WOW dates and for a great time.



New & Renewing Members

Scott Adair – 2007 335i – Murray, UT
 Norman Bos – 1972 2002 – Thayne, WY
 Rochelle Symons – S. Jordan, UT
 Corbin White – 1989 325i – Draper, UT
 Thomas Dejong – W. Jordan, UT
 Max Dufford – 1997 M3 – Salt Lake City, UT
 John Feig – 2007 335i – Salt Lake City, UT
 Peter Kilner – 2003 330xi – Salt Lake City, UT
 David Branca -2006 330i – Salt Lake City, UT
 Mike Eberlein – Park City, UT
 Alyce Nelson – 1996 Z3 – Salt Lake City, UT
 Ryan Richman – Lehi, UT
 Eric Sorenson – 2006 530xi – Smithfield, UT
 Denis Tkachuk – 2008 M3 – Salt Lake City, UT
 Jay Scranton - 88 M3 – Salt Lake City, UT
From Dec 2010—April 2011

Welcome to the Wasatch Chapter !!

BOARD MEMBERS

President – Rich Getty
gettybmw@yahoo.com - 801-330-2779
Vice President – Greg Mambo
MBambo@comcast.net - 801-596-8631
Secretary - Tom Oesleby
tom2utah@yahoo.com
Treasurer – Craig Hawe
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Newsletter Editor - Dave Cianto
notesurfer65@yahoo.com - 801-750-2973
Membership Chair – Bob Franke
rfranke@qwest.net
Events Coordinator – Dan Ernst
Db_ernst@xmission.com
Webmaster – open

Driving Events Chair – open

Newsletter Submissions

We always welcome your stories, suggestions, technical tips, photos, questions, or comments, etc., which would be of interest to your fellow club members. All reasonable submissions are considered and are needed. The editor reserves the right to edit for length, quality and good taste. Please include your contact information so I may contact you if significant editing is necessary. Please send your "stuff" to the Editor through email, phone or the Wasatch Chapter address. [The Switchback](#) is published quarterly. Deadline for submissions is the 25th day of the preceding month.

How to Join BMW-CCA

Call 1-800-878-9292 for credit card orders. Membership costs \$35/year and includes a subscription to the [Roundel](#) and [Switchback](#) as well as all other Club Benefits. You may add another person in your household for \$5 so they can enjoy full Club benefits as well, except they won't get their own Roundel. Send your [change of address](#) to BMW CCA, Inc. 640 South Main St, Suite 201, Greenville, SC 29601 or fax 864-250-0038, or www.bmwcca.org. (ph-864-250-0022).

BMW CCA Benefits

Discounts on parts and supplies, free advertising in the Roundel and BMW CCA website, library and video services, help from technical and maintenance experts, a Value Information Coordinator to help with insurance claims, purchases or sale of your BMW, Ombudsmen to assist you with BMW dealers and suppliers, Special Interest Groups listed in the Roundel.

Legal Disclaimers

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Jeff Blonder will be awarded a plaque for his many years of service to the Wasatch Chapter. He helped coordinated Car Control Clinics, fun drives, picnics and holiday parties, among many other important contributions.

Thanks Jeff !!





2011 EVENTS CALENDAR



- **June 11 - Saturday - Spring Picnic - Sugarhouse Park - 3pm**
Join us for a picnic at Sege Lily Pavilion. Food will be provided.
- **July 13 - Wednesday - General Membership Meeting** - Bohemian Brewery & Grill, 94 East, 7200 South, Midvale. Meet at 6:30pm, guest speaker to be announced.
- **August 27 - Saturday - Tech Session - The Wrench-It Center** - Belts & Bulbs will be our topics.
- **August 19-21 - Pagosa Springs Colorado Tour** - We are currently coordinating with other BMW owners in New Mexico, Arizona, Colorado, and Utah to meet in Pagosa Springs for a weekend of fun. For more information and contact information, please see our website.
- **September 17 - Saturday - Fall Drive** - Meeting Point en route to be determined.
- **October 9 - Sunday - Car Control Clinic** - Site to be determined.
- **October 10-16 - 42nd Annual BMW CCA Oktoberfest** - Birmingham, AL - Barber Motorsports Park. *For more details, go to www.bmwcca.org.*
- **December 4 - Holiday Party**—Site to be determined.



For updated information and cool BMW stuff,

check out wasatchbmwcca.org



You can also follow all Club Events on Facebook and Twitter

CLASSIFIEDS

- This is one of the nicest vintage 735i's anywhere. This car drives like a dream. I have spent \$4,000 dollars completely rebuilding the front end and tuning the motor. It drives like it were new. If you are looking for a classic at a great price. It has very low miles - 79,000. \$10,900 OBO. Must sell! John 801.898.7600
- 2002 540iT Sport Wagon, Blue Water, Black Leather, Nav, BMW phone, 74.5k miles, \$14,000. Fantastic road car. Very good condition. 25 mpg freeway. Purchased from original owner in Newport Beach, CA. You'll love this car. 801-520-9941 Lenny
- 1995 540i — Dark Green, tan interior, automatic, 225K miles. Conforti chip, tranny needs work. 18" Bayern wheels, also have original rims with snow tires mounted. \$2200 obo. Motivated seller. Dave Cianto —801-750-2973.

BMW Synthetic Engine Oils

Required maintenance work or services should be performed for your vehicle by your authorized BMW center.

BMW High Performance Synthetic Oil is recommended for scheduled engine oil changes.

BMW High Performance SAE 5W-30 Synthetic Oil* (BMW part number 07 51 0 017 866)

* Does not apply to M vehicles - see below

BMW recommends that you check your engine oil level whenever you add fuel to your vehicle. If you need to add oil between oil changes and BMW High Performance Synthetic Oil is unavailable, you may top up the oil level with one of the following approved synthetic oils. For information on checking your engine oil level refer to your vehicle's Owner's Manual.

The oils listed below meet BMW's Long-life rating and are acceptable for use in BMW Passenger vehicles and SAVs in the US market with gasoline engines.

BMW Long-life rating LL-01 Approved Synthetic Oils for the US Market:

- Castrol Syntec European Formula SAE 0W-30
- Mobil 1 SAE 0W-40
- Pennzoil Platinum European Formula Ultra SAE 5W-30
- Valvoline SynPower SAE 5W-30

Use only oils with an API rating of SM or higher.

The choice of the right SAE grade is based on the climatic conditions in the region in which you normally drive your BMW. To best determine which SAE grade is best suited for your vehicle, contact an authorized BMW center.

The following is the only recommended and approved synthetic oil for BMW M (Motorsport) vehicles in the US market with gasoline engines, at the present time.

BMW Long-life rating LL-01 Synthetic Oils for BMW M vehicles equipped with S54, S62, S65 or S85 engines:

- Castrol TWS Motorsport SAE 10W-60 Synthetic Engine Oil
- Castrol Formula RS SAE 10W-60 Synthetic Engine Oil (BMW part number 07 51 0 009 420)

If Castrol High Performance Synthetic Oil is not available and you need to add oil between oil changes, only use synthetic oils with the following specifications for M vehicles:

- Viscosity - preferred SAE 10W-60
- Alternative - SAE 10W-40, SAE 5W-50 or SAE 10W-50

Use only oils with an API rating of SJ/CF, SK/CF or higher.

Taken from BMWUSA.com

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The Ethanol Issue

By Moss Technical Services

Gasoline containing ethanol has become the new standard for fuel, and it presents a new set of challenges and work for classic car owners. You've got to be vigilant now to ensure a good running engine and prevent damage to your cherished car. What's the problem, you ask?

Ethanol, made from corn or grain, is added to gasoline to oxygenate it, replacing the older additive, MTBE. Names for gasoline mixed with ethanol include E10, gasohol, corn fuel, alcohol fuel, and reformulated or renewable fuel. The key problem is that ethanol absorbs water from the atmosphere. In fact, fuel with 10 percent ethanol absorbs up to 50 times more water than standard gasoline. Older gas tanks found in many classic cars vent to the atmosphere, increasing the likelihood that moisture will be absorbed into the gas tank at a rapid pace.

The end result of water in the fuel is phase separation. The fuel separates into two distinct layers: a thick layer of gasoline mixed with a little ethanol on top, and a thinner layer on the bottom consisting of water mixed with most of the ethanol. And it doesn't take much water for this to happen—phase separation occurs in a gallon of 10 percent ethanol blend with just 3.8 teaspoons of water.

Fuel Phase Separation Problems

What happens to your car and its performance when water causes fuel phase separation?

Reduced fuel longevity: A gasoline/ethanol blend absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank often found in classic cars. With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity in the atmosphere and temperatures.

Lower fuel octane: The ethanol in a gasoline blend provides some of the octane rating. When phase separation occurs, the octane rating of the remaining fuel can drop by as much as three points.

Poor engine performance: The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the flow of gas to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

Corrosion and rust: Water in the bottom of the fuel tank and inside the fuel lines will cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburetor float valves.

Specific Parts Affected by Ethanol

Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburetor float valve sticks.

Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure.

Hoses: Ethanol could dry out or deteriorate rubber hoses.

Seals: Ethanol could shrink, swell or deteriorate seals, depending on the material.

Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fiber washers and gaskets are not affected.

Aluminum and aluminum alloy parts: Aluminum and alloys fare fine with 10 percent ethanol, but are damaged by 25 percent ethanol.

Avoiding Ethanol Problems

Run your engine on fresh fuel from a major supplier in a location with lots of traffic. Add fuel stabilizers when you put gas in your car to lengthen the life span of the fuel. Buy higher-octane gasoline to be certain your engine gets the minimum octane necessary for good performance. Keep track of the dates you buy fuel, how much you bought, and how much is in the tank when left sitting for a period of time.


If you have a closed tank, make sure it is truly closed. Listen for a hiss of air escaping when you take the gas cap off after driving. Test your gas tank periodically to see if water is accumulating or phase separation has occurred. If you don't have a fuel filter before the carburetor (many British cars only have a screen), consider installing one to catch loosened rust and sediments from the gas tank before it clogs engine components. Moss offers one with a glass bowl for at-a-glance inspection, yet it features a period-correct look (Fuel Pressure Regulator/ Filter #377-435). Check your fuel filter often.

Consider adding a second fuel filter between the tank and the fuel pump to protect the fuel pump from damage from loose debris from the tank (Moss part #377-310). Keep engine parts well lubricated to counteract the solvent effect of ethanol. Regularly inspect all fuel system components, seals and connectors from the tank to the carburetor. Ensure there are no leaks and the system is in good shape.

Taken from "mossmotors.com", go to Media, Tech Articles, The Ethanol issue for more information and the full article.

UNIT ID
DMW 330 CI E
SECOND ID

UNIT TYPE
UNLEADED GASOLINE ENGINE
APPLICATION
AUTOMOTIVE



COMPANY INFORMATION
DAVID CIANTO

ACCOUNT NUMBER ONLINE10220001
DATE SAMPLED 03/26/11
DATE RECEIVED 03/28/11
DATE COMPLETED 03/30/11

TRACKING # 11020H11027
MANUFACTURER/MODEL BMW 330CI
LUBE MFR UNKNOWN
LUBE TYPE - GRADE
MICRON RATING 15
FILTER TYPE FULLFLOW
SUMP CAPACITY 2.00
HYD SYSTEM PRESSURE 0
FLUID ADDED

OVERALL SEVERITY OF REPORT
based on comments, not individual flags

ACTION SUGGESTED

0	1	2	3	4
NORMAL		ABNORMAL		CRITICAL

LAB # 677191 **LOCATION** S **ANALYST** EAD

FLUID ANALYSIS REPORT - 877-808-3750

COMMENTS Lubricant change is suggested if not done at sampling time; Infrared results indicate that NITRATION is at a SIGNIFICANT LEVEL; Infrared results indicate OXIDATION is SIGNIFICANTLY HIGH; Flagged data has been rechecked and confirmed; Please provide missing lube information. We need manufacturer, type and grade to properly evaluate data for lube; Filter change acknowledged;

SAMP #	WEAR METALS PPM										CONTAMINANT METALS - PPM				MULTI-SOURCE METALS - PPM				ADDITIVE METALS PPM					
	IRON	CHROMIUM	NICKEL	ALUMINUM	COPPER	LEAD	TIN	CADMIUM	SILVER	VANADIUM	SILICON	SODIUM	POTASSIUM	TITANIUM	MOLYBDENUM	ANTIMONY	MANAGANESSE	LITHIUM	BORON	MAGNESIUM	CALCIUM	BARIUM	PHOSPHORUS	ZINC
1	10	0	0	2	15	1	0	0	0	0	3	3	2	0	60	0	0	0	63	17	2312	1	647	772

SAMP #	DATE SAMPLED	UNIT TIME	LUBE CHG	FILT CHG	FUELEST	SOOT Vol.	WATER Infrared	VIS 40C CS	VIS 100C CS	TAN Total Acid	TBN Total Base	I-R	I-R	ISO	4	6	10	14	21	38	70	100	
												OXIDATION	NITRATION		MICRODOSE	MICRODOSE	MICRODOSE	MICRODOSE	MICRODOSE	MICRODOSE	MICRODOSE	MICRODOSE	
1	03/26/11	26700	U	Y	<1%	<.1%	<.1		12.1		3.53	29	29										

SAMP # 1

The results from my 2006 330ci purchased last fall with 25K miles on it, and have driven an additional 8000 miles since then.. The high number (3) was due to the oil being at the end of its life. I had just bought the car back east from a dealer and drove it across country. The oil did not look too black however, making me think I had some time left. Based on the results from the wear metals and other indicators, there appears to be no problem inside the engine regarding metal breakdown or wear. That's great news! Especially with the low miles. The staff at Wrench-It will explain in detail what everything means, better than I can. - Dave Cianto.

For more information, contact The Wrench-It Center to have your oil tested.



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