

Pferdestärken

BMW CCA
Roadrunner Chapter

November / December 2017

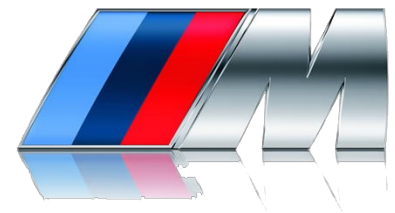
12/31/2017

BMW CAR CLUB OF AMERICA ROADRUNNER CHAPTER



— Foreword —

From Your President



Along those same lines, I would like to take a moment to welcome back Marty Saltzman to the board, as a Member-at-Large!

As always, I appreciate your feedback and dedication to this wonderful brand and wish you and your family all the best over the Holidays and into the New Year!

Adam Tharp, President



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As we settle into Winter (finally!) and 2017 comes to a close, I reflect back upon the year and can't help but notice that this was a year of major changes - both for the club as well as in my personal life.

Change is sometimes a good thing that helps to refresh and renew, and other times it can be challenging. Either way, it is a catalyst to something new and that is exciting.

My excitement comes from the new regional programs being offered, such as [Pazifik Eskapade](#), and the new relationships that our chapter is forging, from [Bimmers at Bondurant](#) to new dealer support in the Valley! All of these things

add up to more value out of your membership, in the form of benefits and discounts as well as new and exciting experiences that are unique to the Roadrunner Chapter.

With this growth comes more work and we can always use talented people, so if you are on the fence about helping out a great cause then please do not hesitate to send me an [email](#) and let's have a brief conversation. You can also view all open positions, complete with time commitment estimates and minimum qualifications in order to be successful in the role, [here](#).

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BIMMERS AT BONDURANT ***SATURDAY MARCH 31, 2018***



Story by Adam Tharp
Photos by Chris Finlay & Adam Tharp

Pazifik Eskapade



BMW Performance Center West

“The M3 really is well-balanced for the long track, easily eclipsing 130mph on the straights, and taking full advantage of late-braking into the corners.”

Imagine arriving at a private track and taking your pick of M2, M3, and M4 vehicles to go put through their paces for an entire day. It must be a dream, this can't exist...right? Oh, it exists and is awesome, in a big way.

I had the good fortune of being able to take advantage of the deeply discounted rate for Pazifik Eskapade, where you get a full day of nothing but ///M cars to do autocross (M2), corner work and tight track (M4), drag races (M3), skid pad (M3), and big track racing (M3).

The morning started when we entered the beautiful facility (pictured to the left) and grabbed a fresh Cliff Bar and coffee before we headed into our classroom briefing. From there, we got some much needed refreshers to get us into the proper mindset and then off we went to form our groups and get to work!

First up was autocross in the M2's, which was the main reason for my enrollment in this program... I wanted to test drive an M2 instead of finding out if I liked it *after* taking delivery! Well, I must say that the car does not disappoint, it is so nimble, agile, and zippy that it really reminds me of my old E36 M3, just with A LOT more zip. Finding the apex seemed to be pre-programmed into the navigation on this car - it really goes exactly where you point it and has a lot of give before letting you know that you have pushed it just a bit too far.

Next up was the M3, where we used the Carbon Ceramic Brakes to make short work out of the stop boxes in the drag races and long straights on the track. The M3 really is well-balanced for the long track, easily eclipsing 130mph on the straights, and allowing us to take full advantage of late-braking into the corners. I suspect that if we were to completely turn off the nannies then the experience would be even more enriching.

From here, we had earned a break for lunch, which consisted of some very delicious food that hit so many spots just right. The view from the dining area is amazing - as you enjoy your food you are looking out over the majority of the tracks. If I could plop a home in the middle of it then I'd die a happy man.

Once we were refueled, it was back to work in the M4. I was very impressed with this car, it really suits my personality and driving style well. I felt that the car had great power delivery and balanced handling, it was a very charming vehicle. We got to thrash them for a good long while on the smaller

track and it was truly a pleasure rotating the car through the chicanes and really getting to know its personality. I enjoyed every minute of it!

After having some intense fun in the M4's, we went back to the M3 and hit the skid pad where we did some good old-fashioned honing, in the form of drifting on wet and dry (heavily polished) concrete. I have to tell you that I think that was some of the most fun I've had...going sideways in someone else's car!

The day ended with an instructor hot lap, where we spent about 3 seconds of it pointed straight. When I tell you that there are very few limitations in this event, I truly mean it.

This is not an event to miss. I look forward to seeing you at Pazifik Eskapade 2018!



Upcoming Events



Click Event Title to View Details!

[**JEROME FUN RUN**](#)

Saturday, January 13, 2018

[**BIMMERS AND BREAKFAST - PHOENIX**](#)

Saturday January 27, 2018

[**AUTOCROSS JAN AZ PCA AMP**](#)

Saturday January 27, 2018

[**MONTHLY DINNER AND MIXER**](#)

Wednesday February 7, 2018

[**CONCOURS IN THE HILLS**](#)

Saturday February 10, 2018

[**AUTOCROSS FEB AZ PCA AMP**](#)

Saturday February 17, 2018

[**BAGDAD, AZ FUN RUN**](#)

Saturday February 24, 2018

[**BIMMERS AND BREAKFAST - NORTH SCOTTSDALE**](#)

Saturday February 24, 2018

[**See All Upcoming Events**](#)

Let's Talk Alternator Rebuilds

Article & Photos by Adam Tharp



“ Ideally, you would want someone to help hold the alternator while you get it started back into the very tight mount. I was on my back, by myself, after going a little hard in the gym earlier in the day so I was burning all the way down my forearms and swearing like crazy.”

I recently found an old article that I wrote early last year about rebuilding the alternator on my 2000 M5 and I thought I would share.

At 135k miles, the car was ready for a new heart and I must say that it was a frustrating process trying to find the quality of items that I wanted to use for this project (i.e. not garbage parts). So, I am laying out my findings in hope of this helping people in the future.

First, the symptoms that I was getting included the following:

- 1) Flickering interior lights at idle.
- 2) Dimming DIC (dash display) with accessories on while driving, such as seat heaters and audio system up above 50% volume. With my stereo turned-up loud enough, every time the bass would hit on any genre of music I would get a significant dimming on the dash. Comparable to installing multiple amps and high-powered subwoofers without a capacitor or uprated charging system. This car has the stock DSP audio system.
- 3) Surging/chugging at low speeds while trying to maintain a constant speed. Also induced difficulty shifting smoothly, similar to the kangaroo effect from the latest software for the E39 M5.

4) Chirping noise when cold, despite new belts. Also associated with this was an oddly worn rib in the drive belt. This was a combination of the armature making contact with the casing (chirping) and bearings that were trashcan material (worn belt rib).

5) A hum that seemed to come from the front-end sometimes and other times it appeared to originate in the rear-end. This was due to the bearings in the alternator allowing the drive belt to deflect the pulley, ever so slightly, and putting stress on the rollers inside. You could load and unload the car to test this.

6) Very light vibration felt at highway speeds.

With all of that said, even if I did not have an issue with the voltage regulator, that beast was getting changed as preventative maintenance while I was in there, regardless (I am happy because when I pulled my voltage regulator out, the brushes were done). So, I set off on the quest to find the best parts. However, I couldn't believe that most people were just buying refurbished units with all low-spec'd Chinese parts in them and paying a pretty penny to do so. Some failed very quickly and others seemed to be OK - it was hit or miss.

I searched high and low for the bearings (which seemed to not be as easily available as they once were) and there was also uncertainty of what was in there from the factory and what the best bearings to use were. I will tell you what was in my particular unit and what I used.



Let's Talk Alternator Rebuilds - Continued



Parts Used (2000 M5):

Voltage Regulator

Monark P/N: 082 966 545

I got really lucky here. I happened to run across a company called Monark, out of Hamburg, after about 350 hours of searching everywhere for something other than a Transpo Voltage Regulator.

The guy I spoke with at Monark was very nice and extremely helpful. I communicated my desire to avoid a Chinese regulator and my disgust at the Bosch pricing for a new regulator. He did say that they had to move production to China a few years ago in order to stay competitive in the market (which makes sense) and assured me that their specifications are no different than when it was produced in Germany. He also disclosed that final QC is done in Hamburg. Spending some time in the manufacturing industry, myself, I have seen the yields that Chinese factories are capable of when given appropriate quality specs. So, I gave it a try and the part is performing well.

Now, the only rub is that there are really no distributors in the US for their BMW line. It took some doing to get the parts over to me but has proven to be worth it. They are currently looking for US distributors for the BMW line and it would be awesome if we could get a club vendor to pick them up.

Front Bearing - 17x52x17mm (B17-99)

Monark P/N: 083 955 012

This thing was a bit hard to find. I searched everywhere, high and low, and came up empty everywhere. I called companies all over the US and had trouble finding any major brands in this size. Really, the only place I found it was Smith-CoElectric, so I bought it.

Interestingly enough, after speaking with Monark, they also had this part, so I got theirs too with the intent of using whichever one looked best. Well, when I pulled apart my alternator, the bearing I bought from Smith-CoElectric was not the same as what I pulled out (despite being listed as "OE Bosch"). However, the Monark-supplied part was exactly the same as the factory part - NTN with blue seals and matching part number, so I used that.

Now, I am sure that the SmithCoElectric bearing is correct, but there's just something special about having the *exact* same part in front of me as the car was fitted with at the factory - the original one lasted more than 15 years and 135k miles, in Arizona, so that is good enough for me!

Rear Bearing - 17x40x12mm (6203-2RS)

Monark P/N: 083 960 281

This bearing is considerably more common and easier to find. In this case, the SmithCoElectric-supplied bearing, Monark-supplied bearing and bearing pulled from my alternator were all the exact same. NTN unit with orange seals. Good deal.

DIY Resources:

I quite liked the episode of Wheeler Dealers, where they rebuilt an E39 M5 alternator. Problem is, the links provided were all long dead, so here is an updated link to a working one (for now). It was valuable for me as a visual while working:

[Wheeler Dealers E39 M5 Alternator DIY](#)

I also utilized a thread on Bimmerforums, while searching. It is still worth a read because they link you to a Land Rover document ([HERE](#)) that has some good DIY info. It is not this exact alternator and I do not agree with everything said in there but it is a good resource regardless:

[1998 528i Bosch Alternator Rebuild for \\$30!!](#)



Lessons Learned and Tips/Tricks:

1) Autozone loaner tool program is great. I used this bearing puller and it worked flawlessly. I could not have done the job without it - [Link](#)

2) The Phillips screws on the front of the alternator, behind the pulley (that hold the plate to the casing), are a pain. They were darn near welded in there. I was pre-warned about them and approached with care from the beginning but they still melted on me, just awful. If I were to do another then I'd just extract them straight-away and replace the screws (you can get them from Lowes for less than \$0.45/ea).

2a) I used this to extract mine. It made short work of the screws. Saved my bacon - [Link](#)

3) The casing that the crappy screws are in is pressed onto the front bearing. **TAKE CARE WHEN TAPPING THIS OUT.** If you do not have the alternator casing supported by a solid surface - I used two wood blocks to suspend it in the air without touching the guts of the unit - then you will be hammering the snot out of it until you ruin the pulley stud (don't ask me how I figured that one out). Luckily, I had a die kit and got it cleaned up. Use a rubber mallet. It should come out rather easily when supported properly.

4) The alternator can be removed easily enough by one person by wiggling everything out. It is a little tight for the power connection and voltage regulator plug but not impossible by any means. Just take care and be smart. I disconnected the power wire from the top of the motor to get extra slack (make sure the main battery cables are disconnected before even thinking about doing the job). Once everything is disconnected then you can squeeze it out. Make sure that you remove the power steering pump from the bracket and support it with something (like a jack stand) off to the side.

4a) Installation is awful, doing this by yourself. Ideally, you would want someone to help hold the alternator while you get it started back into the very tight mount. I was on my back, by myself, after going a little hard in the gym earlier in the day so I was burning all the way down my forearms and swearing like crazy. I felt uncomfortable putting too much pressure on the alternator because I could hear the jack stands making a bit of noise and that's never good. The alternator installs by putting pressure toward the passenger side.

New Members and Transfers

Welcome to Our New Members:

Pete Argenziano	Gabor Budahazi	Paula Burchenal	Jose Castro-Palomino	Sergio Cecutta
Mel Clarry	Glenn Hammond	Nancy Hanlett	Steve Hiatt	Laurence B Hirsch
Brenan Jiran	Drexel Jones	Jenzi Langley	Maurice Samra	Charles Andrew Wolfsandle
Patricia Grant	Daniel A Guerrero	Steve Jackson	Terry Johnson	Bruce Linker
Chris Moos	Brandon Sexton	Stephen Shiffrin	Thomas Thiel	

Welcome to Those Who Have Transferred from Other Chapters:

William Bentzen	Glen Jedlicka	Gerry Siem	John Burke	Jeffrey Mittelman	Vic Noto
Richard Strahota	Richard Wollaver				

Anniversaries

Let Us Celebrate the Milestones Achieved by These Members:

20 years: Harris H. Lee, Steve Hodges

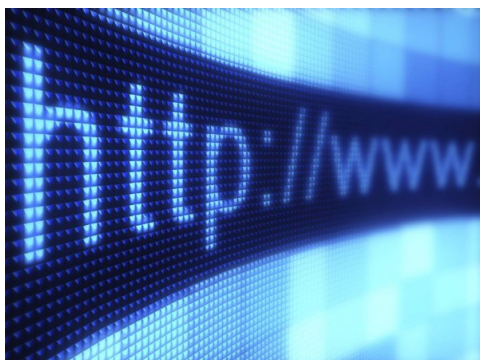
15 years: Russell Ford, Richard Kray, Darrin Jeffries, Kerri Jeffries, Patricia Schmidt, Tom Schmidt, Howard Sobelman

10 Years: Bennett Beaudry, Sharon Beaudry, F George Drewry, Alan Levene

5 years: Calvin S Peel, Ray Quackenbush

1 year: Michael Bradstock, Geoffrey Crim, Bryan Starbuck, Todd R Gregson, Tom Kossick, Scott McMahan, Will Schuckert

*Congratulations and
Thank You for
renewing your
memberships!*



Are you a WordPress whiz that speaks fluent HTML, PHP, CSS etc.?
Are you passionate about BMW's and want to share your coding passion
and skills? If so, then please read on!

We've just converted to PHP 7.0, are looking for a qualified individual
to keep us running smoothly, and would love to meet you!

Click on the link below and be part of a fun team!

[View More Info and Apply](#)

Concours in the Hills

Saturday February 10, 2018
10:00 am - 3:00 pm

Held in what is undoubtedly the most spectacular setting for a car show in the valley, over 600 cars were on display in picturesque Fountain Hills. Driven to help others, over \$90,000 was raised in 2017 by car enthusiasts.

Among the world class vehicles are Concours' supporting car clubs of Arizona representing Ferrari, Lamborghini, Porsche, McLaren, Maserati, Jaguar, Corvette, Viper, Ford GT, Lotus, Audi, BMW, Mercedes-Benz, Alfa Romeo, DeTomaso, DeLorean, Mustang, Cadillac and others.



Join thousands of spectators for Concours in the Hills. This is not a formal "white gloves" concours but rather a relaxed and fun event designed to allow enthusiasts to display their own vehicles and admire others. All

high-performance, sports, classic, race, muscle, hot-rods both import and domestic are welcomed to support Phoenix Children's Hospital.

Vehicle entries are a minimum tax-deductible donation of \$60. Spectator admission and parking is free. In case of rain, the event will be rescheduled for February 18.

Please [Register Online](#) or download the [2018 Concours in the Hills Registration Form](#) and send it directly to the Concours in the Hills staff. Additionally, please send your vehicle details to [Chris Finlay](#) after you RSVP so that we may coordinate the group display.



A special invitation goes to those who have vehicles that represent the passion and history of BMW. We would love to spotlight cars such as i8's, Alpina's, 2002's, E36 M Coupe, E31 8 Series, E82 1M, E24 M6, E28 M5, E30 M3, E52 Z8, Isetta 250, 507, E9 CSL, Pre-70's Classics, and ///M Series ... Just to highlight a few!

*****Please note that this is not an event hosted by Roadrunner BMW CCA, rather an event that we are attending in support of the automotive community.*****



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BMW Car Club of America Official Mission:

To enhance the BMW experience for our members by providing services, support, information, and activities that promote camaraderie and encourage social awareness and responsibility.

Unofficially, we're a big support group for the Ultimate Driving Machine addiction. At the heart of our values is the promotion of motoring citizenship, lifelong driving skills and social responsibility. We live those values by actively supporting the BMW Car Club of America Foundation and its Tire Rack Street Survival Program.



A Euro Delivery Story

Story & Photo by Patrick Charpentier
Member #457717

If ever there was anything that any fellow BMW enthusiasts wanted to add to their bucket list it would be to do a European Delivery of their next Bimmer.

My wife and I took delivery of our new 2018 M4 on October 5th at BMW Welt in Munich and we couldn't have asked to have been treated any better than we were by the wonderful people at BMW Welt.

While making the arrangements for the delivery of our new vehicle we also made sure to reserve a couple of spots for the factory tour, which is well worth it. Keep in mind that you'll need to do this well in advance once you get the European Delivery information package.

Touring the Welt facility itself is also a must, along with visiting the museum, as seeing a 507 in person is in and of itself a memorable

experience. Once we took delivery of the M4 we headed to Neuschwanstein the next day which is one of the most picturesque places in Germany. We also had a really nice time visiting Munich on Saturday, which is a very beautiful city.

I then dropped my wife off at the airport on Sunday for her flight home back to the US and I headed straight onto the Autobahn on my way to Berlin. I had the good fortune of making this trip a "workcation" as I was able to drive from Munich to Berlin, Berlin to Geneva, and finally Geneva to Paris between the 8th and the 16th. Driving on the Autobahn was a lot of fun though I was limited to keeping the M4 to 170 kms/hr due to the break-in period where it felt like I was standing still at times when being passed by those without that restriction.

While many parts of the drive on the Autobahn were beautiful, though not without traffic nor without photo-radar for the zones with speed limits - as I found out the hard way, the most scenic part of all those miles driven was

the first 200 kilometer stretch between Geneva and Paris. It was absolutely breathtaking.

Once I dropped off the M4 in Paris it began finding its way to the port of departure to catch a ride on the next Ro-Ro vessel heading to the US where I'll be able to pick it up at my local dealership at the end of November and I can't wait!



Member Benefits





[Click Here to View BMW Car Club of America Member Discounts](#)

Membership Rewards Rebate: [VEHICLE](#) / [MOTORCYCLE](#)

Roadrunner Chapter Preferred Vendors:

We have created this section to offer members a resource for vendors that at least one member of our board staff has personally used, with no discounts or freebies, before allowing these companies to be listed here. They have proven that they align well with the club and have graciously offered discounts for fellow Roadrunner Chapter members.

	Business Name	Business Type	Website	Discount
	The Stables	Auto Detailing, Storage, and Management	stablesgroup.com	10%
	2UTire & Wheel	Mobile Tire and Wheel Sales / Installation	2utire.com	Varies

New Member Spotlight

Name: Dave Moss
Member Since 2017
Birthday: February 28
Hometown: St. Louis, Mo.
Spouse: Mary Wong

— Favorite —

Books: Biographies
Food: Anything!
Movies: Comedies & Documentaries
TV Show: Survivor
Vacation Destination: Costa Mesa

Best Driving Advice Ever Received: Slow down!



Contribute

Whether you have event photos to share, or an interesting story, members are encouraged to submit content so that they can be considered for publication in the Chapter Newsletter, on the Facebook page, or on the Chapter website. Please send material to editor@roadrunnerbmw.org

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The BMW Car Club of America, Inc. is a not-for-profit national association of over 70,000 members, dedicated to the enjoyment of driving BMWs. Membership is not limited to BMW owners and aims to provide access to driving and social events, maintenance and technical information, parts discounts, and more.

For a new membership or to renew an existing one, please visit the BMW CCA website at bmwcca.org or call the national office toll free at (800) 878-9292. Credit cards are accepted.

Membership updates: Member address and contact information corrections are only accepted at the BMW CCA website at bmwcca.org or by calling the national office toll free at (800) 878-9292.

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- To send newsletters and other publications to you.
- To help us create content and events most relevant to you.
- To alert you to updated information and other new services from the chapter using an email announcement list.

The Chapter does not distribute personal information to any third parties. We will not use the information you provide to BMW CCA for any other purpose—we promise.