

BMW Car Club  
of America  
Tejas Chapter



# TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



**A Day At Harris Hill Road**

Photos by Herb Looney

**April 2011**

BMW Car Club  
of America



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Summer Tire Tips  
BMW 1M Safety Car  
Driving School (HPDE) Review

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**Visit the Tejas Chapter Web Site at <http://www.tejaschapter.org/tejas.html>**

**The Tejas Trax is printed monthly by Kinko's of Austin**

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## *From The President*

### **HPDE - An Epilogue ....**

First of all, many, many thanks to Linda Cavazos and Jeff Conner for their tireless efforts in planning and executing a terrific day at Harris Hill Road. We owe them a deep debt of gratitude.

I just thought I would give you a preliminary update on the financial situation of the HPDE. While we would have liked to get the maximum 45 drivers for the event, we ended up with 37 paid drivers. We also did pretty well with the parade lap and ride-along sales. Eric, from Harris Hill Road, also gave us a break on the cost of the corner workers, since we had our people out there also, and he bought the seven lunches that we had left over. Also, many thanks to Eric and the Harris Hill Road staff for their support and assistance in making this an excellent event.

As a result, we may not lose money on this event, but may even make a small profit. We will have to wait until all the numbers are final and we have a complete accounting.

I want to thank all those that

helped to make it a very successful day by volunteering time to run some aspect of the event. I hate to mention names, because I always leave someone out, but at the risk of doing that, I would like to thank the following people (in no particular order) for their tremendous efforts: Sandy McConnell, Herb Looney, Linda & Tim Cook, Mike Sevel, Jan & Alan Greene, Kathryn & Josh Butts, Steve Pedersen, and Roger Williams. If I left you out, just remember I am old and forgive my memory.

Last, but not least, I would like to thank all the members that participated in the driving. Without you we would not have had much of an event, but more important was the exemplary way you conducted yourselves in the classroom, in the paddock, and on the track. All of the instructors were extremely impressed and commented on what a great group of people the Tejas Chapter had. It makes me very proud to be your president. Thanks to all for everything.

This month is our annual Bluebonnet Drive on April 23rd. Yes, I know that is Easter weekend, but that is how it worked out. We hope you will come out and enjoy the great day that Linda & Tim Cook have in store for us.

**Until next time ....**

**Glenn McConnell**

### *Welcome New Members*

#### Austin

*Ben Kimball  
Richard Sorenson  
Matthew Strube  
Lauren Whiting  
Mark Whiting*

BMW Car Club  
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#### Spicewood

*Katie Sinopoli*

#### Pflugerville

*Raul Pinto*

#### San Antonio

*Raghunadh Polavarapu*

#### Cedar Park

*Pat Jamail*

#### Corpus Christi

*Gary Harper*

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vehicle/trade-in or to research the finance/lease options on your next BMW.

## Annual Bluebonnet Drive Saturday, April 23, 2011

9:00am - Meet at the "Y" in Oakhill (US 290 and SH 71), in the parking lot in front of Planet Fitness;  
Driver meeting at 9:20am; Take off driving at 9:30am.



Coffee and bathrooms are available at several locations nearby..

Then take a nice drive on 290 and hill country back roads to Johnson City for a coffee/bathroom break.



Proceed to do the Willow City Loop, and flower viewing.



Highway 16 back to Fredricksburg  
- Mamacitas Mexican Restaurant.

Have lunch at Mamacitas in Fredricksburg (have reserved a room for our group at Noon, separate checks are fine, avg plate is \$8.00-9.00).



Group gathers at 2:00pm on the corner of Elk and Austin Dr, (the intersection behind Mamacitas), to drive to the Wildflower Center 7 miles out Hwy 290 from Mamacitas for wine tasting, flower seeds, pottery, gift shop, etc... Organized trip ends.

There should be several peach stands and 2-3 wineries on Hwy 290 going back toward Johnson City for those that want to stop.



**RSVP by filling out the RSVP form on the website at  
<http://www.tejaschapter.org/tejas.html>**



The Teen Street Survival Program is supported and organized by the BMWCCA to provide defensive driving techniques and actual experience for teenagers with a driving permit or license.

The Tejas Chapter would like to have its 1<sup>st</sup> event. A small team of Tejas Chapter members had been putting the plans together for a 2010 event, but have run into a roadblock, “the location.” The location has to be a large parking lot with minimal obstructions, such as light poles. Several locations have been contacted with no success. Due to this roadblock, the new target to hold an event will be in 2011.

Please let the Driving Events Coordinator, Linda Cavazos at [racegirl1330@yahoo.com](mailto:racegirl1330@yahoo.com), if you have a contact for a location in the Central Texas area.

## Free BMW tech help.

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# It Doesn't Sound Right

By Paul Goldfine

Recently, Alan and Jan Greene purchased a new 128i convertible with an M Sport package; however, the car was delivered missing one important thing. It lacked personality, something to set it apart, something that says, "Here I am." What it was missing was the exhaust note you'd expect from this type of car. So, Alan set out to fix that.

Before he even took delivery of the car, he ordered an aftermarket muffler. The kit was simple, a muffler, a collar, 2 nuts and 2 bolts. The next step was to find a volunteer to help make the swap. That's where I came in. I saw Alan's email and since I live close by, I answered. Even better, I got the opportunity to work on a car that was new, clean and wasn't getting wrenched because something wasn't working. This would be a real change for me.

Alan and Jan picked the car up at BMW of Austin at 10:30 on a Saturday morning and at 1:30 in the afternoon, we were ready to start. After getting the car properly supported on jack stands, we made multiple measurements to ensure we made the cut in just the right place. After verifying the spot, Alan made a mark with a permanent marker and then wrapped the pipe with painters tape to give us a cut line.

First, the rear diffuser panel had to come off. There were 6 bolts along the lower edge and then we gently pressed the upper edge until the clips released. The next step was to cut the

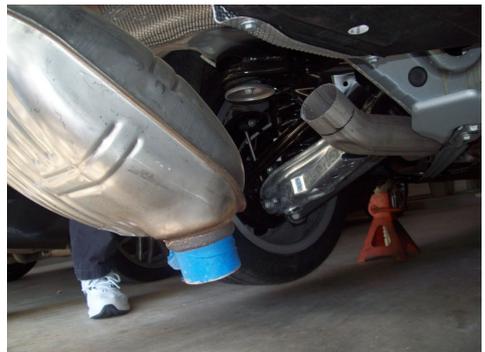
exhaust pipe. This is where we thought it was going to get interesting. Alan had arranged to borrow a sawzall and angle grinder from a neighbor but he had a job come up and needed to use them. The DIY article author said it took him 40 minutes to cut through it



with a hacksaw. We thought there had to be an easier way. Alan had a jigsaw and I had some metal cutting blades so we decided to give this a shot.

I ran back to my house, grabbed the blades and checked to see if there was anything else we needed. In the 15-20 minutes I was gone; Alan got under the car and was 99% through the pipe with a hacksaw. Maybe the author had the blade in backwards.

After the cut was completed, the next step was to support the muffler



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## It Doesn't Sound Right

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and remove the bracket with the muffler hanger attached. This took an E10 Torx socket which, luckily, I owned. With the bolt removed, we disconnected the vacuum line for the exhaust valve and slipped the opposite muffler hanger off the bracket. Next, we slipped the rubber hangers off the old muffler and onto the new one, slipped the hanger back over the bracket and reinstalled the bolt in the other bracket.



The next step was to install the clamp that connected the new muffler to the end of the old exhaust pipe, insert the 2 nuts and bolts and tighten them up. The vacuum line was

plugged into the stub provided to keep it safely stowed. Next, we reinstalled the diffuser panel by starting in the center and working our way out, engaging the clips as we went. Then we secured the panel with the 6 bolts. It was finally time to put the wheels on the ground and start the car up. Alan turned the key and it fired up with a very satisfying burble. As he revved the engine, the note quickly changed to an aggressive sounding rasp. A quick check under the car to make sure there were no leaks and we were done.



As we cleaned up, Alan and Jan were already making plans to drop the top and take a drive to enjoy the open air, sunshine and the new notes emanating from the rear of the car.



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## Historic Texas Railways Journey Saturday May 21, 2011

Meet at 8:30 at the Exxon gas station, 3208 Hwy. 71E at Hwy 973 (east of the Austin airport). Depart at 9:00.

TRIP TO SMITHVILLE - Approximately one hour scenic drive to the James H. Long Railroad Park and Museum. They have a small park with restrooms, antique Katy Railroad cabooses, depot and one room rail museum. Museum also has restroom. Layover 25-30 minutes. Museum includes artifacts and photos including the 1911 steam loco that exploded in the local repair shop and killed 10 men and injured several others. They have a glass jug for donations.



SMITHVILLE TO NEW BRAUNFELS - Appx. two hours, mixture of scenery. We will arrive at the New Braunfels Railroad Museum appx 12:45pm. The museum's rolling stock includes a steam engine, box car, caboose and of course the dining car. We will have lunch in the 1922 Pullman rail passenger car that we restored from a junk heap into an elegant dining car. It will seat 56. Overflow will be accommodated in the spartan but charming caboose. Lunch will be catered by Granzin's BBQ - buffet style, to include 1/4# of brisket, one piece of chicken, 1/2 link of thick sausage, bread, cole slaw, potato salad, onions, pickles, extra sauce, ice tea, water, utensils and light desserts.

TOTAL COST ONLY \$10. No extra tax or tipping!

After lunch, the members will be encouraged to visit the main front (guide on duty) 1900s museum which has a rail oriented retail store, a large/scenic operating HO model train layout, rail communications equipment and an art gallery. A donation of \$2 - \$3 dollars would be appreciated as they barely cover their maintenance costs, lacking outside subsidies. The chapter members will view (not usually shown to the general public) the gorgeous 1950s now defunct Joske's Department Store alpine style model rail layout that they are restoring in their supply room.



**RSVP by filling out the RSVP form on the website at  
<http://www.tejaschapter.org/tejas.html>**

## Tejas Chapter Incentive Points Challenge for 2011

To encourage participation, the successful Incentive Points Challenge began in 1998. The members or associate members who earn the highest number of points by the end of the year (up to 10th place) receive valuable prizes at the Post-Holiday Party in January 2012. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on Incentive Points earned divided by the time as a member during the year.

Activity	Points
Return Survey Form (form available on request or at website)	50
Attend a meeting or event	30
Organize a monthly event, (social/technical etc.)	100
Assist with a monthly event (credited by organizer)	50
Each new member recruited (credited by CCA)	30
Original photo(s) published in the Trax (30 pts max/issue)	10
Original photo(s) published on the website (30 pts max/event)	10
Original Tech Tip published in the Trax	15
Original Article published in the Trax (500 words or more)	30
Original Article published in the Trax (less than 500 words)	15
Recruitment of a commercial ad for Trax	20% of ad cost

### 2011 Incentive Points Challenge Leader Board As of March 26, 2011

<u>240 Pts</u>	<u>100 Pts</u>	<u>Bob Lewandowski</u>	<u>Mike Byrd</u>	<u>James Millard</u>
Alan Greene	David Elyea	Carl Nybro	James Casto	Brad Mitchell
<u>230 Pts</u>	<u>90 Pts</u>	<u>Philip Nybro</u>	<u>Spencer Cubage</u>	<u>Johnny Mitchell</u>
Herb Looney	Mohammed Abusalih	Karl Van Shellenbeck	Gay Dawson	Scott Mokry
<u>190 Pts</u>	<u>Don Bishop</u>	<u>Mike Van Shellenbeck</u>	<u>Tom Dawson</u>	<u>Clint Morgan</u>
Linda Cavazos	Gregg Peterson	Jay West	Joel Dolisy	Dorothy Morgan
Susan Yule	Martie Peterson	<u>50 Pts</u>	Steven Dortch	Sergio Murillo
<u>180 Pts</u>	<u>Jim Shaw</u>	<u>Andre Denais</u>	<u>Timothy Doucette</u>	<u>Ken Patton</u>
Eric Chang	<u>85 Pts</u>	<u>Bill Hoch</u>	<u>Tim Ehrhrup</u>	<u>Ken Rebers</u>
<u>170 Pts</u>	<u>Steve Pedersen</u>	<u>Todd Maker</u>	<u>Lisa Foight</u>	<u>Dwight Richter</u>
Roger Williams	<u>80 Pts</u>	<u>Brian Peterson</u>	<u>Tad Goodwin</u>	<u>Aldas Ridgley</u>
Don Yule	Linda Cook	Sandy Whitley	Bill Hayes	Ron Romonosky
<u>140 Pts</u>	<u>Tim Cook</u>	<u>40 Pts</u>	<u>Mary Lou Katchen</u>	<u>John Russell</u>
Paul Goldfine	Joe Lamping	<u>Tom Goodwin</u>	<u>Christian Knaak</u>	<u>Wyatt Shanks</u>
<u>115 Pts</u>	<u>Jacy Legault</u>	<u>30 Pts</u>	<u>Tom Kolnowski</u>	<u>William Soja</u>
Jeff Conner	<u>60 Pts</u>	<u>Mike Anderson</u>	<u>Mike Krup</u>	<u>Connie Stried</u>
<u>115 Pts</u>	<u>Bob Ashenbrenner</u>	<u>Craig Bennion</u>	<u>Ray Landry</u>	<u>John Swann</u>
Mike Sevel	Jonna Clark	Dawn Bissell	Bill Leisey	Steve Tatro
<u>110 Pts</u>	<u>Marco Cordon</u>	<u>Klaus Brown</u>	<u>David Mann</u>	<u>Javier Torres</u>
Josh Butts	Allan Gazza	Rob Brown	Marc Marshall	Christopher Tsay
Ken Carson	Sridhar Kamma	Tom Brown	Blake McIntyre	
	Jack Laumer	Pierre Bulhon	David Meads	

### 2011 Incentive Points Challenge Rookies Leader Board As of March 26, 2011

<u>232 Pts</u>			
James Casto			

# New BMW X3 voted “Four-Wheel Drive Car of the Year 2011”

BMW Press Release

Amidst an impressive start on the international automotive markets, the new BMW X3 has rapidly become the shooting star in its segment. Winning the title of “Four-Wheel Drive Car of the Year 2011” awarded by the specialist car magazine “Auto Bild Allrad” is current proof of the new BMW X3’s exceptionally high degree of popularity. The success in the reader survey conducted by Europe’s biggest-selling specialist journal for four-wheel drive cars is already the BMW X3’s second title victory this year. Only a few weeks ago, readers of the magazine “Off Road” voted the Sports Activity Vehicle “Off-road Vehicle of the Year 2011”. With this double success, the new BMW X3 is quick in following the traces of its predecessor, which, in 2006 and 2007, was able to secure the readers’ vote of both periodicals twice in succession.

For the eleventh time now, readers of “Auto Bild Allrad” were asked to name their favourite models from those available on the German car market. In nine categories, there were more than 130 four-wheel drive vehicles to choose from. The new BMW

X3 promptly secured first place in the category “Off-road vehicles and SUVs ranging from 25,000 to 40,000 Euros”. The associated title of “Four-Wheel Drive Car of the Year 2011” was awarded during a festive ceremony in Frankfurt on 24 March 2011.

With a captivating design, a unique combination of sportiness and efficiency as well as the largest and most variable luggage compartment in the competitive environment, the BMW X3, which has been on sale in Germany since November 2010, yet again sets standards in driving pleasure, versatility and premium quality. Compared to the predecessor model, with which BMW established the concept of the Sports Activity Vehicle in this segment, it offers a noticeable increase in space, even more efficient engines, optimum motoring comfort and a widened choice of innovative equipment features. Both at the front and at the

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## New BMW X3

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rear the new BMW X3 convinces through outstanding travel comfort and a high-class ambience. With a 550-litre loading capacity, which can be increased to 1,600 litres, and 40:20:40 split-folding rear seats, the vehicle's carrying capacities also set new benchmarks for the segment.

In the spring of 2011, the engine portfolio for the new BMW X3 will comprise two petrol engines and two diesel engines with a power output ranging from 135 kW/184 bhp to 225 kW/306 bhp. Depending on the engine variant, the new BMW X3 features an eight-speed automatic transmission either as standard or as an option. The

still unique, intelligent four-wheel drive system xDrive has been optimised even further. Electronically controlled power distribution ensures not only supreme traction and maximum road stability on slippery surfaces, but also superior dynamics on the road, thus providing that unmistakable driving pleasure that is so typical of BMW. Moreover, the new BMW X3 shoots way ahead of competition thanks to an extensive choice of innovative equipment features, driving assistance systems and mobility services from BMW ConnectedDrive. For example, the new BMW X3 is the only model in its class to be optionally fitted with a Head-Up Display and offer in-car Internet access.

# Texas World Speedway 2011 Driving Events

<h2>TWS PERFORMANCE DRIVING SCHOOL</h2> <p>January 15-16    August 27-28 February 19-20    September 24-25 June 25-26    November 19-20 July 30-31    December 10-11</p> <p>-Open to all driving levels -Each day provides four 25 minute sessions on track</p> <p><b>\$210 for one day PDS</b> <b>\$295 for two days (weekend)</b> <b>\$25 garages/day</b></p> 	<h2>OPEN TRACK DAY EVENTS</h2> <p>January 14    June 24 February 4    July 15 March 11    July 22 March 25    August 26 April 15    September 16 May 6    October 28 June 10    November 18 December 2</p> <p>-Open to Blue Solo &amp; Advanced Drivers -4 Hours of Open Track -See website for more details</p> <p><b>\$150 for Open Track Day Events</b> (includes garages)</p>	<h2>TEST &amp; TUNE EVENTS</h2> <p>March 3 - Open to SCCA Drivers March 17 - Open to Blue Solo &amp; Advanced Drivers April 29 - Open to NASA &amp; Yellow Drivers May 27 - Open to SCCA Drivers July 22 - Blue Solo and Advanced Sept 2 - Blue Solo and Advanced Nov 11 - SCCA Drivers Nov 25 - NASA &amp; Yellow Drivers</p> <p><b>\$215 for Test &amp; Tune Events</b> <b>\$25 for garages</b></p>
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[www.TexasWorldSpeedway.com](http://www.TexasWorldSpeedway.com)

# Harris Hill Road (H2R) HPDE

by Sandy McConnell



An excited, though perhaps bleary eyed, group of Tejas officers and volunteers, plus driver and instructor participants, arrived in the dark, at 7:00am, at the gates of the Harris Hill Road track, Saturday, March 19th, for our very first High Performance Driving Education event! Glenn and I had to get up at 5:00am to get there on time from Austin, so I can image the unforgiving times the San Antonio and other long distance commuter's alarm clocks were set for!

After a brief time of setting up for registration, (outside, since the clubhouse was still locked up) the process began for checking in the drivers, instructors and volunteers. *Everyone* had to sign the insurance waiver, first and foremost, and received their cool "flame" wrist bands as proof of that. In addition, after each driver presented his (or her) required car inspection forms and sealed medical information forms, they were given their pre-prepared packets of information. The packets went to drivers and instructors alike and had everything needed for the day, instructions, track flag information, a map of the track, a schedule of track times and classroom instruction, name

tags, lunch tickets and assigned car numbers. All name tags were color coordinated, differentiating between instructor, students and staff volunteers. Instructors had red name tags and same color dots to identify their cars. Advanced drivers were orange, Intermediate were blue and Novice green. Because there were many more students in the Novice classification, they were divided into two working groups, Novice and Novice +.

At approximately 8:00am, as things were lighting up and as all of us and the out-of-doors were awakening, an all inclusive driver's meeting was held. Glenn McConnell, Tejas Chapter's president, and Linda Cavazos, our chapter Driving Events Coordinator, welcomed everyone and introduced Eric Beverding, co-owner of H2R and Jeff Conner, the lead instructor for the day. Eric welcomed everyone and provided some details



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**Harris Hill**  
**March 1**  
Many thanks to Linda C  
Many more great photos are av





**Road HPDE**  
**9, 2011**  
**avazos and Jeff Conner**  
**available on the chapter website**



## Harris Hill Road

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about the track and the layout and Jeff provided an outline of the days schedule and what to expect from the event. The thorough information and organization, the good humor and laughter, all worked together to create a positive atmosphere of expectation and camaraderie for the day.



After some time for driver's to prepare their cars for the track, everyone went to their designated locations based on the schedule and their classification. In total, we had four groups scheduled for track time. The Intermediate and Advance drivers were combined into one group, the Novice in two groups, and finally an Instructor group. Each driving group had four sessions - two in the morning and two in the afternoon. Morning sessions were 20 minutes long and afternoon sessions were 30 minutes long. The Novice groups ran the first morning session with a 50mph speed limit, so they went without helmets. This made instructor and driver

communication much easier for the first session. Many of the drivers in the Novice groups elected to have the Instructor drive the first couple of laps to learn the line and then switched positions. In addition, the Novice groups and Intermediate/Advanced group had specified classroom instruction times that were required.



One of the added pleasures that became available for this event was the opportunity for those who, for varying reasons, could not participate in the driver instruction portion of the event, a chance to experience the thrill of the track by two other means. At lunch, a parade lap was offered and in the afternoon drive-alongs with an instructor were offered for an additional cost of \$25.00.



The parade lap was a lead-follow format, where participants could take their own car (and family) on the track, with a speed limit of 50 miles-per-hour, no helmet requirement and no restriction for convertibles. We had 13 cars in tow behind one of the instructors, who led everyone for three laps around the track. You should

have seen the smiles on everyone's faces upon their return!

In the afternoon advanced student and instructor sessions, five people were the happy recipients of instructor drive-alongs with helmets required. This was an exhilarating time, we know, as Glenn and I were two of the five. We both, at



different times, got to ride along with Jeff Conner, the lead instructor, in our M3 and experience first hand, his eye-opening, high performance, high speed driving for approximately 20 minutes on the track. Talk about a thrill! I have to say that Jeff is an amazing driver and displayed great discernment, skill, enthusiasm and obvious amounts of track experience! We thought we had a fast M3, until a turbocharged Miata passed us on the uphill straight and Jeff had the M3 floored!

We owe a great thanks for all the instructors who volunteered their time to assist us in this event. They do get their own track time, but they also sacrifice time to instruct, coach and encourage their students to become better drivers and learn the limits and capabilities of their extraordinary automobiles! We received wonderful feedback about all of our instructors. Many thanks to them.

In the beginning of planning, to be able to meet the necessary expenses of the event, we hoped to have forty-five registered drivers. At the time of the event, we did have 37 registered drivers and because of a break in some

of the expected expenses, we believe we will not lose money on the event, which for the Tejas Chapter and its finances, is a great relief and an added positive bonus to the pleasure of having had a good track event.

We need to thank the diligence and hard work of our Driving Event Coordinator, Linda Cavazos, who literally worked for months to prepare this special event for us. It was an enormous task and she did a terrific job! Also, we need to thank Jeff Conner, the lead instructor, who had the needed prior track experience and enthusiasm to assist us in laying out a good event, coordinate instructors, and keep us on track. He wasn't required to do any of this, but he willingly did all of it. We would also like to thank our CCA regional Driving Events representative, Bruce Heersink for coming all the way from Tyler, Texas to help instruct and offer his assistance and expertise. Since BMW CCA has very specific rules and



requirements to follow, to ensure that track events are first class and safe, Linda, Jeff and Glenn all worked together to do just that... create and execute a highly detailed event, that was in fact, top notch and safe and a memorable experience for all who were able to attend.

## BMW Z4 with new equipment package Design Pure Balance

BMW Press Release

A further interpretation of the successful BMW Z4, the leader in the premium roadster segment worldwide, can be seen at the Geneva Automobile Salon 2011.

Here, the new equipment package Design Pure Balance is on show, specially tailored by designers to suit this successful model.

The interior has been generously fitted with leather in the attractive new colour Cohiba Brown, with contrasting seams in Lotus White. The package is rounded off with additional black leather features featuring seams in Umbra, Fineline Anthracite wood and sports seats as standard.

The paint finish Mineral White

metallic is also available for the first time in the BMW Z4, exclusively in connection with the new package Design Pure Balance. Thanks to its fine metallic pigmentation it leaves a brilliant impression in the true sense of the word. Alternatively, the new package can also be combined with other non-metallic and metallic exterior paint finishes.

The new equipment package can be ordered from summer 2011.



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# BMW 1 Series M Coupe to serve as MotoGP Safety Car

BMW Press Release

The motorcycle road racing world championship – or MotoGP – ranks among the world’s most popular and spectacular sporting events. The involvement of BMW M GmbH in motorcycle racing’s top-echelon event now enters its 13th year. To ensure the safety of the practice runs and the race itself, BMW M GmbH is providing the official Safety Car along with a raft of other high-performance vehicles for use by the Dorna Sports management team and IRTA officials.

At the curtain raiser on 19th March, the BMW 1 Series M Coupe will for the first time be deployed as the official Safety Car for the MotoGP events – in advance of its market launch late in April. The BMW Safety

Car is a one-off built by BMW M GmbH specifically for this race series. Only the 250 kW/340 hp straight-six M TwinPower Turbo engine and the entire drivetrain were taken over unchanged from the production model. In the interests of weight optimisation, the BMW Safety Car comes with a carbon fibre-reinforced bonnet featuring additional large air vents, as



well as polycarbonate side and rear windows. A special lightweight titanium race exhaust system not only saves weight but also delivers a

continued on page 20



## MotoGP Safety Car

continued from page 19

captivating sound for the benefit of the spectators. Complementing the



discreet spoiler lip on the boot lid there is now an adjustable rear wing to provide the requisite downforce. On



the Safety Car the aerodynamically honed front apron with its precisely defined air ducting, including Air Curtains, features an additional splitter integrated on the underside of the apron.

The interior of the BMW Safety Car is a model of uncompromising



purism. A rollover cage bolted behind the B-pillar, the absence of rear seats, two racing bucket seats with 6-point



safety belts, an M steering wheel in alcantara and a fire extinguisher are all standard in the Safety Car.

The suspension technology of the BMW 1 Series M Coupe was specially adapted for the Safety Car. Its high-performance suspension system boasts an adjustable race track set-up that includes a sports-tuned chassis in which the dampers are independently adjustable for bump and rebound. The BMW Safety Car runs on 19-inch mixed tyres measuring 255/35 at the front and 285/30 at the rear. Vehicle



height is variably selectable and the camber of the front and rear axle can be altered to suit the circuit topography. The braking system of the BMW 1 Series M Coupe, already designed for extremely high demands, is replaced in the Safety Car with a

six-piston fixed-calliper racing brake system.

The deployment of the brand-new BMW 1 Series M Coupe Safety Car marks the continuation of BMW M GmbH's successful partnership – begun in 1999 – with Dorna Sports, the organisers of the MotoGP World Championship. With a fleet of eight vehicles, BMW is supporting the safe running of the motorcycle world championship in the current race season.

As well as the official BMW 1 Series M Coupe Safety Car, this year sees two further reserve Safety Cars from BMW M GmbH present at the track: a BMW X6 M and a BMW M3. In addition, the organising team has been given a BMW X5 M for the Safety Officer and a BMW ActiveHybrid X6 for the stewards. On call this season as a Medical Car is a BMW 535i Touring. There will also be two Safety Bikes contributing to

the safe running of race weekends: a BMW S 1000 RR and a BMW HP2 Sport. The ceremonial handover of the



vehicles took place at BMW M in Garching-Hochbrück on 28th February 2011. It was on this occasion that Dr Kay Segler, Director of BMW M GmbH, and Carmelo Ezpeleta, CEO Dorna Sports, made an advance announcement that the successful partnership would be extended until 2016, before sealing the agreement in a signing ceremony.



# Tire Safety Tips - Summer Driving Tips

Courtesy of ARAccontent

Follow these tips on tire safety for your summer road trips. All you need to do is regular checking for your tires - air pressure, under-inflation is not more than 30 percent, tread depth and hydroplaning.

Warm weather, sunshine and lower gas prices may get more motorists on the road this summer. If you'll be among them, now is a good time to prepare your vehicle -- and especially its tires -- for summer road trips.

## Check the Air Pressure in Tire Regularly

When was the last time you checked the air pressure in your tires? Most people have never checked it, says Larry

Wolf, an automotive technology program instructor at WyoTech in Fremont, Calif. He explains that most drivers are not aware of how often they need to check their tires. "The need for regular oil changes and annual tune-ups is pretty common knowledge. But consumer knowledge about tire safety unfortunately remains low," Wolf says.

The Rubber Manufacturers Association found that 29 million drivers believe that tires require no regular maintenance. Wolf stresses that drivers should check their tire pressure regularly, approximately once a month. "Driving around on under-inflated tires or worn tires can have serious consequences on your ability to control your car, especially in bad weather," he says.

Unfortunately, the RMA also found that only 11 percent of drivers correctly check their tire pressure once a month.



## Problems with Under Inflated & Over Inflated Tires

"Essentially, under-inflated tires concentrate the weight of the car on the tread under the sidewalls, instead of evenly distributing the car's weight throughout the tire," says Wolf. "What that means is that the sidewall is continuously being squished, and becomes very hot, posing additional risks to the car and driver. Eventually, a tire that is significantly under-inflated can blow out from the stress and heat that builds up".

Currently, a tire under-inflated by 30 percent is the government's minimum safety standard. If a tire is under-inflated by more than that percentage, it's considered unsafe to drive.

Over-inflation can be similarly dangerous, according to Steven Fernandez, an automotive technology program instructor at WyoTech. Fernandez cautions that over-inflated tires prevent the car from maximizing tread contact with the road.

## Recommended Tire Tread Depth Gauge

He suggests that in addition to a monthly check on tire pressure, you also give your tires a monthly "glance over" to look for other telltale signs of damage. Drivers should look for uneven wear patterns and examine tire sidewalls for cuts or bulging. "Uneven wear patterns could mean you are having alignment problems and may need to realign your steering wheel or replace suspension parts," Fernandez says. "Bulging or cuts in sidewalls

are also potentially dangerous, as they could lead to a tire blowout."

You should check the tread depth of your tires each month. "There are a number of easy ways to check tire tread, including inexpensive gauges or even just a ruler," says Fernandez. The legal limit is set at 2/32 inches, but automobile experts universally agree that driving around on anything less than 3/32 inches is unsafe, especially in rainy conditions.

Aquaplaning, or hydroplaning as it is also called, is many drivers' worst nightmare and it is a big concern during summer travel months. It happens when a car's tires lose contact with the road due to pockets of water. Fernandez explains that the chance of hydroplaning is much more likely when tire tread is low. "Tire treads are grooves in the tire that help to disperse water and increase traction on the road. When they wear down, they aren't able to redirect water nearly as effectively." Too often, when drivers find themselves at the mercy of slippery weather conditions, it's because their tires are not up to par.

Summer often means long road trips -- with the whole family, pets and lots of gear loaded into the vehicle. Drivers should always check their tire pressure before long trips with fully loaded vehicles. "A little tire maintenance now can help ensure a safe vacation down the road," says Wolf.



**Calendar of Tejas Chapter  
and Related Events**



**2011**

<b>Date</b>	<b>Event</b>	<b>Meet Location</b>
April 23, 2011	Annual Bluebonnet Drive see page 5	Austin
May 21, 2011	Historic Texas Railways Journey	Austin
June 2011	BMW Arts Tour	TBD
July 2011	TBD	TBD
August 2011	TBD	TBD
September 2011	TBD	TBD
October 2011	Annual Utopia Weekend	Kerrville
November 2011	TBD	TBD
December 2011	Annual Charity Event	TBD

<http://www.tejaschapter.org> for the most up-to-date information about the TejasChapter.



***Tejas Chapter Merchandise***

Are you interested in getting shirts with the Tejas Chapter logo? Do you need a good BMW related gift for someone? A Denim Shirt, Polo Shirt, or a T-Shirt perhaps? Long sleeve, short sleeve, or maybe sleeveless. Perhaps a tote bag or ball cap would be of interest to you.

Chapter members Jose & Cathy Alejo of ALEJO USA, can make this happen for you. They can apply our Tejas Chapter logo on almost anything they carry in their catalogs. Embroidered and screen print logos are available. Seen in the picture below, the Denim shirts have embroidered logos and the T-Shirts have color screen print logos.

You may contact Jose or Cathy by calling (254) 527-4060. You may also go online to [www.alejousa.com](http://www.alejousa.com). or email [alejousa@alejousa.com](mailto:alejousa@alejousa.com).



# Classified Ads



## 2011 128i Coupe

Black Sapphire Metallic/Coral Red Boston Leather, 2,700 miles, Steptronic automatic trans, Premium package, Universal garage door opener, Gray Poplar Wood trim, Digital compass mirror, Moonroof, Power front seats, Lumbar support, BMW Assist with Bluetooth iPod and USB adapter Satellite radio. Like new. \$29,000. Billy 210-281-1527.



## 1985 535iS

I am in San Antonio and have owned this 1985 535i for 3 years. Unfortunately, it looks like I'm probably going to need to sell it due to my wife losing her job last month. The good: I'm the 3rd owner and it's a Dallas car originally (still has the John Roberts dealer emblem on it.) 172,000 miles, 5spd, frigid AC, XM radio, dash cover, Bavarian

Autosport "535i" mats, everything works, always garaged with a Bavarian Autosport lifetime warranty car cover (included) on it. Added front/rear "s" spoilers, "lighted" power window/sunroof switches, driver's seat re-done, professional/legal window tint and 16" wheels/Toyo Proxes tires. Have \$1000s in receipts - every receipt ever spent on the car from all 3 owners. Always had synthetic oil changes, compression check recently was fantastic. Most recent work done was odometer gear repair, new water pump, new belts, new hoses, major tune up using Bavarian Autosport high performance plug wires. The bad: 1. The trip computer needs new batteries (not leaking though.) When I had the odometer gears repaired, I should have done this, but forgot. Once the cluster was back in, I didn't want to take it out again. 2. Small (M&M size) rust bubble at the lower edge of the rear window. This has been exactly the same size as when I bought the car - no change in 3 years. I bought the rear window gasket from Bav Autosport and this was my next project. That's it. I have accurately represented the incredible condition of this 25 yr old BMW and it looks exactly like it does in the pictures. \$4700. Contact Stephen Walton at 210-623-0555 or send email to [swalton@vintageair.com](mailto:swalton@vintageair.com)

# Classified Ads

## Parts for Sale E30

BMW E30 Black leather factory Recaro style sport seats. Kinda worn but decent enough to consider use or good for a rebuild. \$75. Contact Chris Hintz at 210-651-0323 or send email to erinchris99@yahoo.com.

## Parts for Sale X3

BMW X3 factory sun/window visor. Nice condition. Comes in carrying case. \$30. Contact Chris Hintz at 210-651-0323 or send email to erinchris99@yahoo.com.

## Parts for Sale X3

BMW X3 tail lights. New in the box. These are the sections that fit in the tailgate. Both sides. \$50. Contact Chris Hintz at 210-651-0323 or email erinchris99@yahoo.com.



## 2010 M3 Wheels

\$2500, OEM 19" M 220 wheels with ContiSport3's (lots of tread). small mounting scratch, otherwise perfect,

optional TPMS's available \$150, (4) part# 36 11 1 095 375 (2010-11), or (4) Part # 36236781847 (2007-09). Contact Derrick Houghton at 512-775-8459 or send email to dwhdcm3@sbcglobal.net.

## Tires for Sale

Bridgestone Potenza 245/35/18 "run flat" tire. Less than 1000 miles. Driven by an old school teacher. New condition. \$100. Contact Jay West at 512-250-9955 or send email to jwest5@austin.rr.com.

## Parts for M5

BMW 10W60 TWS Motor Oil (2 quarts), E60 M5 air filter elements (right and left) - new in box part #13 72 7 834 714/715, Stainless steel wheel guide bolts M12x1.5 (2), BMW USB iPod interface cable, \$75 - email is best contact. Contact Jeff Brennan at 303-521-2026 or email to brennan.jh@gmail.com.

## Parts for 135i

Original equipment BMW cat back exhaust system \$50.00. Contact Jay West at 512-250-9955 or send email to jwest5@austin.rr.com.



## Parts for 135i

New chrome kidney grills for 135i \$20.00. Contact Jay West at 512-250-9955 or send email to

# Classified Ads

jwest5@austin.rr.com.



## 2001 330Ci lights

Amber tail & front corner lights from 2001 330Ci. Addtl pic available of labels on tail lights. \$50. Contact Jonna Clark at 210.601.7919 or send email to jonnack@gmail.com.



## Parts for 135i

New door sills 135i \$20.00. Original equipment BMW cat back exhaust system \$50.00. . Contact Jay West at 512-250-9955 or send email to jwest5@austin.rr.com.

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Classified ads FOR PERSONAL USE items are printed free for current members of BMW CCA. Ads will run for three issues, unless stopped earlier. Ads may be extended by a request in writing to the Tejas Chapter mailbox or by email. Members are limited to five (5) classified ads running at a time. The ad rate for non-member ads or member ads of a COMMERCIAL nature is \$10.00 per issue. These ads will be accepted on a monthly basis and payment must be received before ad is printed. Classified ads submitted for publication in the Tejas Trax are also placed on the Tejas Chapter's website.

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