



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



Hot Summer Days

Photo by Herb Looney

August 2010



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

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From The President

On showing pride, unity, and club spirit..

The Tri-Marque concours, in September, gives us a unique opportunity to display our pride in our BMWs; to exhibit unity as a community of owners of the “Ultimate Driving Machine”; and to demonstrate a tremendous amount of club spirit as members of BMW CCA and the Tejas Chapter.

The Tri-Marque Concours (see page 17) is a joint venture by the Audi club, the Mercedes club and the Tejas Chapter. This is a time to get out the detailing kits and give our BMWs a much deserved thorough cleaning and then compete against other BMWs for the top three prizes for our Marque or even get our hands on the coveted “Best in Show” or “People’s Choice” award.

I guess we don’t have enough confidence in the “pride” part, because traditionally the Tejas Chapter has tended to gravitate toward the greater comfort level of the “Display” category, instead of opting for the competitive “Judged” category. Generally, the other

two marques have far more cars in the judged category than we do. Maybe it is time to show them that we think that our BMWs are special also and step up to the competition. This is meant to be fun, not intimidating!!

As far as “unity” goes, it would definitely be nice to have more BMWs than any of the other marques. If we can have 25 BMWs at Coffee and Cars, we should have at least that many on display at the Tri-Marque Concours, but 50 BMWs would be fantastic.

And then there is the “club spirit”. Our membership chairman, Mike Sevel, put it this way; “Based on my previous experience in a car club, when we attended a car event with other car clubs, we always encouraged ‘wearing of the colors’. Stated otherwise, we asked all members to consider wearing club shirts or hats to emphasize our strong participation. Please consider doing so for the Tri-Marque event. If some members do not have club shirts/hats then they could substitute with any item that has a BMW logo. Let's show those MB/Audi folks we are active. Wadda ya tink?”

So, come out on September 25th and show the pride, unity, club spirit that I know you all have. See you there.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Michael Cole
Sean Crawford
John Doherty
Merrill May
Brian Peterson*



New Braunfels

Don Bishop

Corpus Christi

*Gary Tarleton
Myles Tarleton*

San Antonio

*Nick Daines
Sergio Murillo*

San Angelo

*Charity Joy
Todd Maker*

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(<http://www.bmwofaustin.com/>) today to learn about the latest BMW of
Austin special offers, schedule test-drive appointments, discuss details on any
vehicle/trade-in or to research the finance/lease options on your next BMW.



Wild Animal Orphanage Tour

Saturday, August 21, 2010

Event planned by Mike & Jean Sevel

Meeting location: Walmart in Garden Ridge at I-35 and Rt. 3009 (Roy Richard/Natural Bridge caverns exit north of San Antonio).

Arrive: 9:00am

Leave: 9:30am. Then scenic drive.

Wild Animal Orphanage

Located near I-10 and 1604. They provide medical, rehabilitation and retirement services for unwanted or neglected animals. They depend on private contributions and receive no government support. It is not glitzy like a zoo and the tour (under large shady trees) with an average number of questions answered is an hour long. Price is \$5 for seniors, \$10 under 65. Pay at door.



JW Marriott San Antonio Hill Country Resort & Spa

Located near 281 and 1604 also in San Antonio. Brand spanking new and breathtaking with 1,000 rooms and 130,000 sq. ft. conference center. They have five restaurants, a fabulous five mile view of the Cibolo Canyon, water park/pools, superb landscaping with waterfalls, golf course, rustic style lobby, etc.

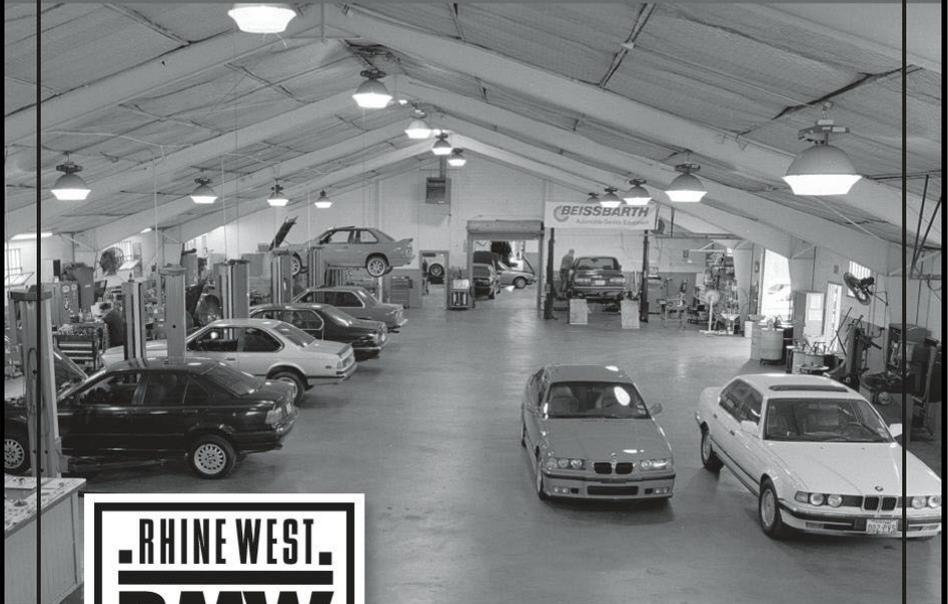
For lunch, they have offered four options with prices of \$11 to \$14 as follows:

- Chicken Caesar Salad with romaine and grilled chicken breast.
- Baja Fish Tacos in soft flour tortilla with cabbage, salsa and lime ranch dressing.
- Philly Cheese steak with shaved beef, onions, provolone cheese on an original amoroso roll.
- Classic Bacon Cheeseburger with fresh angus, aged cheddar, bacon strips on a sesame bun.



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Zs on the Trace

by Jonna Clark

It really all started on the drive to the final Z Homecoming. Our caravan leader and route designer extraordinaire, Bill Elwell, took us on a small section of the Natchez Trace. After such an enjoyable drive, Brad & I said we really wanted to drive it again. So finally, we asked our fellow Tejas Chapter friends, Steve & Chris Johnson to join us in our “twin” 2001 Z3s for a longer drive of the Natchez Trace.

During the planning, when I told my Mother what we were doing, she told me that my Great, Great, Great (G³) Grandfather was buried in the Vicksburg National Military Park cemetery. So that’s where we decided our visit in Mississippi would begin. We arrived in Vicksburg just in time for dinner – so off we headed to the historic downtown area to find a very crowded Rusty’s Riverfront Grill, which was obviously a favorite of the locals and visitors. It was indeed a great choice for dinner!



The next morning we headed to the Military Park. We all found ourselves fascinated by the history and story of Vicksburg and the Civil War. The park includes State monuments, regimental markers and displays for those that fought the civil war. The only way to see the park is by car, as it is a several mile road tour with pull off areas at the various monuments and displays.



I found the grave of my G³ Grandfather, and was moved to find the headstone so aged & weathered, yet still legible. An amazing statistic: 17,000 mostly Union soldiers are buried in the Vicksburg National Cemetery, and 75% of them are listed as Unknown. I guess I’m one of the lucky ones to know that my G³ Grandfather is there.

After spending more time than we expected, we headed down to Natchez, where we planned to start the drive on the Trace. On the way and in the middle of nowhere, we stumbled upon The Old Country Store Restaurant, to find that it was the place for ‘Mr. D’s Heavenly fried chicken’ - unbeknownst to us, world famous fried chicken (at least according to them!). But it was mighty good fried chicken indeed!

continued on page 8



Zs on the Trace

continued from page 7

After lunch we were back on the road again with our sights set on Natchez. There we took in a tour of the Longwood Plantation, the largest octagonal home in the country. Construction was begun before the civil war broke out, but unfortunately was not completed due to the workers' need to return home when the war began. It's a huge home that is 6 stories tall and 30,000 square feet. Though the parts that were completed are beautiful, its story is a moving testament to the lavish plantation lifestyle that was sadly lost because of the war.

After an enjoyable tour of the home & grounds, we headed to pick up the Trace from mile marker 0!

The drive on the Trace is truly amazing. The Natchez Trace is a total

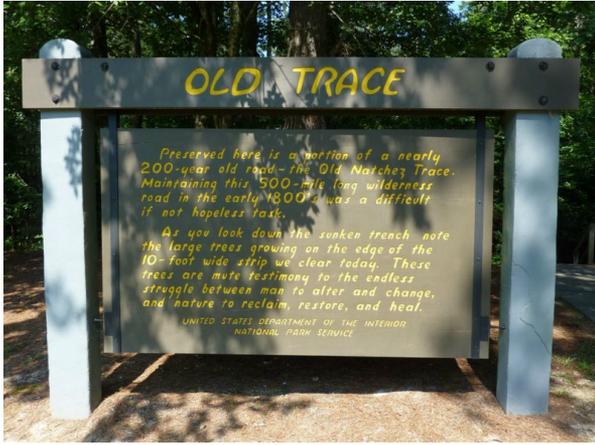
of 444 miles through the woods & countryside of Mississippi, Alabama & Tennessee. With a speed limit of 50 mph, no lights, no stop signs, no billboards - only nature and historic stops along the way, it's quite a relaxing journey. Perfect for top-down cruising!

After a night in a delightful B&B,



and a night at our turn-around point of Tupelo, we headed back down the Trace to return to take in some more of the Military Park and another night in Vicksburg. On our final day we

tried to visit some more old homes in Vicksburg. Unfortunately the Vicksburg Convention & Visitors Bureau needs to take their own home tours & update their guide. After 2 stops, we ran out of luck and decided



to head home.

It was really a great trip, with the highlights of the trip obviously the Trace & the Military Park. History buff or not, the Trace is an absolutely delightful drive. Mississippi is a beautiful state, and we found interior Mississippi to be pleasant & welcoming. We all said we'd do it again, but in somewhat cooler conditions! For one, we'd spend more time in Natchez – there was much more to see & do there than we expected & allowed time for. And who knows, maybe next time we'll drive the whole 444 miles from Natchez to Nashville!

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Tejas Chapter Incentive Points Challenge for 2010

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 2011. 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



2010 Incentive Points Challenge Leader Board As of July 31, 2010

<u>690 Pts</u>	<u>190 Pts</u>	Tom Dawson	Michael Cole	Derrick Houghton
Allan Gazza	Josh Butts	Hugh Fisher	Kevin Duffy	Clifford Jones
<u>580 Pts</u>	<u>180 Pts</u>	Brad Mitchell	Nathan Fong	Joe LeFevre
Sridhar Kamma	Tom Brown	<u>80 Pts</u>	Alice Villarreal	Bill Leisey
<u>520 Pts</u>	Jonna Clark	Francisco Cruz	<u>40 Pts</u>	Daniel Mazza
Herb Looney	Linda Cook	John Russell	James Blue	Brian McKinney
<u>450 Pts</u>	Tim Cook	Steve Tatro	<u>30 Pts</u>	Carl Nybro
Donald Yule	Gina Silvestri	<u>70 Pts</u>	Mike Alewine	Ronald Romonosky
<u>360 Pts</u>	<u>140 Pts</u>	Brian Cook	Jose Amador	Amanda Shanks
Linda Cavazos	Ken Carson	<u>60 Pts</u>	Kimberlee Augustine	Wyatt Shanks
<u>310 Pts</u>	Jeff Franklin	Jose Alejo	Don Bishop	Robin Stein
Marco Cordon	Connie Stried	Chip Beaudette	Graham Bishop	Duke Stevens
<u>300 Pts</u>	Javier Torres	Fred Brinkley	Einstein Blaize	Francis Terway
Susan Yule	<u>120 Pts</u>	Rob Brown	Donna Bogan	Claude Welles
<u>290 Pts</u>	Johnny Mitchell	Bill Craig	Greg Cernosek	Jo Ann Welles
Mike Sevel	Brad Thompson	Spencer Cubage	Daryl Cunningham	<u>20 Pts</u>
<u>240 Pts</u>	Roger Williams	Gay Dawson	Fred Eglhoff	Michael Lambert
Eric Chang	<u>110 Pts</u>	Nancy Fisher	Tim Elrhart	Terre Williams
<u>230 Pts</u>	Mike Anderson	Billy Harris	Kathy Eltringham	<u>10 Pts</u>
Paul Goldfine	David Elyea	Mary Lou Katchen	Wayne Eltringham	Donald Sloan
Alan Greene	Sam Love	Jack Laumer	Robert Flores	
Philip Nybro	<u>100 Pts</u>	Blake McIntyre	Dennis Freiheit	
Gregg Peterson	Brandin Lea	Kurt Schwerdtfeger	Kathy Freiheit	
Martie Peterson	<u>90 Pts</u>	<u>50 Pts</u>	Bennett Hall	
	Herb Carey	Christopher Code	Stephen Heyman	

2010 Incentive Points Challenge Rookies Leader Board

As of July 31, 2010

<u>12.48 Pts</u>	<u>7.96 Pts</u>	<u>5.48 Pts</u>	<u>2.84 Pts</u>
David Elyea	Michael Cole	Bill Craig	Jose Amador
<u>8.67 Pts</u>	<u>7.26 Pts</u>	<u>5.16 Pts</u>	<u>2.53 Pts</u>
Brandin Lea	Francisco Cruz	Don Bishop	Clifford Jones
<u>8.45 Pts</u>	<u>5.51 Pts</u>	<u>4.22 Pts</u>	<u>2.43 Pts</u>
Rob Brown	Blake McIntyre	Kimberlee Augustine	Terre Williams

Tejas Chapter Patches

Display your Tejas Chapter membership with a high-quality embroidered patch. May be sewn or glued to anything from shirts to bags to notebooks.



To get yours, send \$5.00 for each patch to the Tejas Chapter mailbox or get one at the next chapter event.

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. or email alejousa@alejousa.com.



GET FUELED UP AT OKTOBERFEST

Join us at Road America, Elkhart Lake, Wi.

To register, or
for more details, visit
www.bmwccaofest.org

or call
800-878-9292

Monday 8/23	Tuesday 8/24	Wednesday 8/25	Thursday 8/26	Friday 8/27	Saturday 8/28	Sunday 8/29
First Timers' Meeting	Concours	TSD Rally Gymkhana Car Control Clinic Driving School Club Race School	Autocross	Autocross	BimmerMeet II	
Fun Rally Beach Party	Fun Rally Buffet	Fun Rally Lunch at Road America	Fun Rally Buffet at Road America Karting Drive-In Movie	Fun Rally Final Banquet	Driving School Club Race	Driving School Club Race

**Calendar of Tejas Chapter
and Related Events**



Date	Event	Meet Location
August 21, 2010	Wild Animal Orphanage Tour see page 5	Schertz, TX
August 23-29, 2010	BMW CCA Oktoberfest	Elkhart Lake, WI
September 25, 2010	Tri-Marque Concours see page 17	Austin
October 22-24, 2010	Annual Utopia Weekend	Kerrville
November 2010	TBD	TBD
December 2010	Annual Charity Event	TBD

Web Site Info

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

Texas World Speedway 2010 Driving Events

TWS Performance Driving School

JULY 24-25 OCT 16-17
AUG 28-29 NOV 20-21
SEPT 18-19 DEC 11-12

- Open to all driving levels
- Each day provides four 28 minute sessions on track

\$195 for one day PDS
\$295 for two days (weekend)
\$25 garages/day

Open Track Day Events

JULY 23 SEPT 10 NOV 12
AUG 14 SEPT 17 NOV 19
AUG 27 OCT 15 DEC 3
 OCT 22

- Open to Blue Safety & Advanced Drivers
- 4 Hours of Open Track
- See website for more details

\$125 for Open Track Day Events
(includes garages)



www.TexasWorldSpeedway.com

2010 Hot Summer Days Review

by Allan Gazza

After seeing the storms that rolled through the area on Friday, some people would have doubts about what the weather would be like on Saturday. Saturday turned out to be a nice day with only a few puddles left behind from the day before.



These puddles offered opportunities for Eric Chang to take some amazing reflection photos of the BMWs that were parked just on the other side of the puddle.

We started our drivers meeting at 9:15 with directions for the drive and



how to complete the Bingo card, scavenger list, license plate game, and BMW trivia along the route. We



traveled down FM 725 passing south of I-10 and then continued through the Texas rural areas only known to the ranchers that live out in these remote locations. Our first break was at Aztec Travel Center which is located on I-10 that offered plenty of parking for all the prized BMWs.



After our break we continued on to Dry Comal Creek Winery that was well prepared and awaiting our arrival. Some of us enjoyed the 10 wines that were offered for the sampling. I think I stopped at 7, just so I would lead the group in a straight path and directly to Friesenhaus. Having an event at Dry Comal is always a very memorable experience, and one that offers a scenic view for photos with the BMWs.

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2010 Hot Summer
July 24
 Many thanks to
 Many more great photos are available





Summer Days Tour
2010
by Allan Gazza
Available on the chapter website



Hot Summer Days Review

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Leaving around 1:30pm we headed for Friesenhaus for our German lunch. Friesenhaus waitresses wear the German dresses that provide



a unique experience that you stepped back in time to a restaurant in Germany. This family owned restaurant is run by Gunter & Cornelia Dirks that immigrated to the United States from Germany in 2005 seeking

a better life and living out an American Dream owning and operating their German restaurant.

I think everyone would agree the food was worth the wait. I had the Jaegerschnitzel which had the most



authentic sauce I have tasted at any German restaurant. Other members had the sausage plate or the vegetarian



plate, which looked just as delicious. It was nice to hear thank you from many of the members of the club that appreciated this event and the route that we drove. Thanks to all of you that attended this event. It is always nice to have the time to talk with one another and get all our BMWs together to show the public what a great BMW club we have in Texas.

I look forward to **the Wild Animal Orphanage Tour** on the 21st of August and hope that everyone can start planning now to attend this event. Have a safe and enjoyable month until the next event.



2010 Austin German Tri-Marque Concours & Show

Open to all vintages of Audi, BMW, Mercedes-Benz Automobiles

SATURDAY * September 25, 2010

**National Tire and Battery (NTB)
8601 N Mopac Expressway
Austin, Texas 78759**

Staging time : 8:00 am
Rags Down : 9:00 am
Awards : 1:00 pm

Complete official registration form by visiting:

www.Tejaschapter.org

*Limit : 90 cars (30/Marque) for judged category
Deadline for registration is September 17, 2010*

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BMW 3.0 CSi premieres at the BMW Welt

by BMW Press Club

The first full restoration of the new BMW Classic Center is handed back to its delighted owner

Wednesday, 7 July 2010 was a red-letter day. The 1972 BMW 3.0 CSi which had been completely restored by the BMW Classic Center's new Customer Workshop was handed back to its owner at BMW Welt. There was twofold cause for celebration: the BMW Classic Center was pleased at having successfully completed its first full restoration since the opening of the BMW Classic Customer Workshop, while BMW Welt marked the first occasion on which a classic BMW – rather than a brand-new car – was delivered to a customer. “The successful restoration of the BMW 3.0 CSi shows that we are on the right track and that, together with our partners within the BMW Group network of facilities, we are capable of restoring

vehicles to the highest quality standards and to individual customer specifications,” said Ralf Vierlein, Head of Sales and Aftersales at BMW Group Classic.

In this case, the customer wanted his BMW 3.0 CSi of 1972 transformed into a perfect state. He also asked for its four-speed manual gearbox to be converted into an automatic, something that had previously been done only with two prototypes of the BMW 3.0 CSi. Based on close collaboration with the BMW Group Archive, which provided the relevant documentation, the “large Coupé” underwent an authentic conversion process. It was fitted with an automatic transmission from a BMW 2.8 CS. The refit and complete overhaul of the vehicle required months of research and countless hours of manual labour. The experts at the BMW Classic Center not only had to repair substantial bodywork damage, but also iron out technical and electronic defects as well as thoroughly overhaul the interior fittings. The vehicle is now in A1 condition.



BMW Classic Customer Workshop: one-stop shop for all services.

BMW Classic’s Customer Workshop is a response to the growing desire among numerous BMW enthusiasts to own an authentic vehicle that is as true as possible to its original state and in the best possible condition. “This workshop is a key element in the realignment of BMW Classic and our orientation towards customers in the classic vehicle market,” says Karl Baumer, Director of BMW Group Classic.

In parallel with this, the supply and remanufacturing of components is being further expanded. Other areas have also been added, such as the purchase and sale of vehicles, authentication certificates, advice to buyers, and a worldwide collection and delivery service. The principal advantage of the BMW Classic Center is that it offers all its services under one roof. “We have the theoretical knowledge of the vehicles, the technical expertise, Original BMW Parts, and the

requisite infrastructure to systematically link it all up,” adds Ralf Vierlein.

In future, too, vehicles that have been fully restored by the BMW Classic Center can be handed over to their owners amid the unmatched ambience of BMW Welt. A “delivery” of this kind is not just a unique experience for the owner, but a particularly striking example of the successful symbiosis of past and present within the BMW Group.



Further information on the Classic Center is available at www.bmw-classic.com



The story of an exception: the BMW M3 is 25

by BMW Press Club



The anticipation began in August 1985. That summer Germany's automobile magazines built up their readers' expectations for the fastest 3 Series BMW of all times. The key data revealed a sports car that would punch way above its class: 200 hp, top speed in excess of 230 km/h, sprint from a standing start to 100 km/h inside 6.7 seconds. However, the story was that "the most dynamic BMW 3 Series drivers" would have to wait until mid-1986. The pundits were right on that count. But one prediction missed the mark by a mile: anyone who "wants to be in the A Team needs to be turbocharged under the bonnet". Not true.

The BMW M3 became the most successful touring car in motor-sport history. The M3 project was launched just a few months earlier. Production of the M1 mid-engine sports car had already been discontinued for some time and BMW CEO Eberhard Kuenheim commissioned a design for a successor, almost as an aside, according to

legend. After one of his regular visits to Motorsport GmbH in Munich's Preußenstraße he said, almost as he was leaving: "Mr. Rosche, we need a sporty engine for the 3 Series." His aspiration was in good hands. Motorsport GmbH with its managing director of technical development Paul Rosche had demonstrated its expertise with the legendary 5 Series saloons driven by M engines as well as developing the Formula 1 turbo engine that powered Brazilian Nelson Piquet to win the World Championship in the Brabham BMW in 1983.

The new 3 Series engine had something in common with this: the crankcase. It originated from volume production and actually formed the basis for the two-litre engine with four cylinders. Four cylinders meant less weight and high torque, an ideal platform for a sports engine in the projected displacement class. Naturally enough, the series four-cylinder engine was much too tame for a sports engine. A comprehensive power boost was called for in order to turn the plucky daily workhorse into an athletic and sporty power unit. The BMW design engineers increased the displacement to 2.3 litres and applied a formulation that had already achieved significant successes over a

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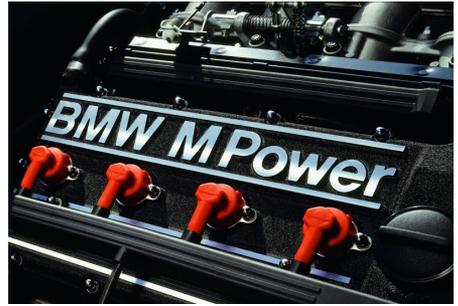
The BMW M3 is 25

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period of many years: four-valve engineering. There was also another reason for the decision to opt for a four-cylinder engine and not adopt the six-cylinder engine introduced in the BMW 3 Series. The longer crankshaft in the big engine started to vibrate much earlier than the shorter four-cylinder shaft. The design engineers therefore designed the crankshaft drive of the BMW M3 with sufficient torsional stability to achieve 10,000 revolutions a minute and more. By comparison with the four-cylinder engine installed in the series vehicles, this represented an increase of more than 60 percent. The rated speed for the road version of the BMW M3 was still significantly below the critical range at 6,750/min and therefore offered sufficient scope for further developments.

Paul Rosche recalls: “We started work immediately. One advantage was that the big six-cylinder engine originally had the same cylinder gap as the four-cylinder engine. We therefore cut two combustion chambers off the four-cylinder head of the M88 and bolted a panel over the hole on the rear side.” This meant that the new four-cylinder engine had a second forebear. The six-cylinder engine that had initially created a sensation in the M1 and had meanwhile transformed the M635CSi into one of the fastest coupés in

the world.



Paul Rosche: “Whether you believe it or not – we had created an outstanding four-cylinder engine for the 3 Series within the space of two weeks. Under the development name S14, this engine was to generate headlines in sport and in volume production over the years to come. One Sunday, I drove to von Kuenheim’s flat and gave him the car for a test drive. When he came back he said: ‘Good, I like it.’ And that’s how the M3 came into being.”



The BMW M5 ends its production lifespan with a new record high

After being on sale on the global automotive market for five successful years, the BMW M5 has ended its production lifespan with a new record high. The BMW M GmbH produced a total of 20,548 of the charismatic high-performance sports car featuring a V 10-cylinder power unit. The BMW M5 Saloon is accountable for 19,523 of these, with the BMW M5 Touring, which was first launched in 2007, contributing a further 1025 units towards the overall result. This means that even the production figures of the predecessor model, which was manufactured for a period of six years, have been surpassed. The BMW M GmbH sees this record result as a further chapter in the success story of a remarkable automobile, which reaches back as far as the year 1984. 26 years ago we saw the launch of the first BMW M5 – this also marking the birth of the high-performance saloon segment.

Drive and suspension technology inspired by motor sports combined with the spaciousness and travelling comfort of a midrange saloon car: When the first BMW M5 was launched, this concept brought about an entirely new vehicle category. With M-specific aesthetics and thanks to uncompromising premium quality, the new model was at the same time the first high-performance sports car designed for use in everyday traffic conditions. With the fifth generation of the BMW M5, this combination achieved a level of fascination it had never reached before. A V10 high-revving 373 kW/507 bhp engine, sequential M transmission Drivelogic with seven gears and Launch Control for maximum acceleration from a

standstill, variable, engine speed-dependent M differential lock as well as model-specific suspension technology, including Electronic Damper Control (EDC) and a compound brake unit, guarantee the BMW M5's outstanding performance characteristics. High-quality equipment features, which include innovative driver assistance systems such as Adaptive Headlights and M-specific Head-up Display, underline its premium character.

As an all-round athlete, dominating both the highly dynamic sprint and longer distances, the latest generation, too, is capturing a unique position within the competitive environment. In 2007, the saloon, which was also dubbed by the media as a "businessman's express", was joined by the BMW M5 Touring. This model offered a second body variant that enriched the character of the sports car, which was unrestrictedly suitable for everyday use, with additional facets.

The USA also proved to be the most crucial sales market for the fifth generation of the BMW M Saloon. 8,800 vehicles were sold in the United States. Ahead of the German market (1,647 units), Great Britain and Ireland developed the greatest demand on the European continent with 1,776 vehicles sold. Japan (1,357 units) takes fourth place among the most significant markets for the BMW M5 Saloon, followed by Italy (512). The BMW M5 Touring enjoyed the greatest popularity in Germany (302 units), Great Britain and Ireland (208) and in Italy (184).

A distinctive feature of both models is the 5-litre, ten-cylinder engine with a high-revving concept. The power unit, which was conceived using comprehensive expertise derived from motor sports,

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develops maximum output at an engine speed of 7,750 rpm, disclosing its unique character in particular through enormous pulling power that remains available across a remarkably broad speed range. Its exceptional position has been underlined by numerous awards. For example, in the years 2005 and 2006, the V10 engine seized overall victory twice in succession at the “Engine of the Year Awards” as well as first place during each of the two following years in the engine category exceeding a cubic capacity of 4 litres. Even after completion of the BMW M5’s production lifespan, the 10-cylinder engine continues to fascinate in a very special way. The exceptional power unit with identical power output and performance characteristics is currently featured in both the BMW M6 Coupe and the BMW M6 Convertible. The limited BMW M6 Competition Edition offers a particularly elegant way of expressing the high-performance coupe’s superior dynamics. A unique BMW Individual

Frozen Grey paint finish and an individual interior design provide the coupe with an exclusive high-quality ambience. The BMW Individual full Merino leather trim is available either in black with light grey contrast seams or in the bi-colour version Silverstone/Black with light grey and black contrast seams. In both cases, the coupe’s individual character is underlined by doorsill trims boasting the “M6 Competition” logo.

The coupe’s high performance oriented profile is additionally enhanced by modifications to the suspension. Revised tuning of springs, dampers and stabilisers, lowering of the suspension by 12 mm at the front and 10 mm at the rear in conjunction with M forged alloy wheels featuring a double spoke design and a special combination of tyres, result in noticeably optimised lateral and longitudinal dynamics. Management of the suspension systems, the EDC Electronic Damper Control, the track and camber values as well as the characteristic map of the variable M differential lock have been perfectly adapted to match the suspension modifications.



Classified Ads



1989 325i

The pictures (more pictures in Members' Cars) tell the whole story of this pampered BMW 325i. This car belongs to an active BMW CCA club member, has always been garaged and only used on the weekends for club events and drives in the country. It has received synthetic oil changes every 5K miles and everything on the car works. The leather interior was replaced a few years ago and is in nearly new condition. The carpet was replaced at the same time. The car has a recent Kenwood CD stereo with Infinity speakers and an XM Satellite

radio. Mechanically, it is mostly stock with Ronal Wheels and Supersprint exhaust. Please keep in mind that this is a 21 year old car. There are some minor blemishes in the paint and a few small door dings. However, it has never been in a wreck. It is tight and straight and runs and drives just as good as it looks. \$6,999 ***\$250 discount to active BMW CCA Members***. Contact Daniel Briggs at 210-240-5660 or send email to dmbriggs@yahoo.com.

1998 M3 Adjustable Throw Quick Shift Kit

Originally bought for my '98 M3 several years ago. The following is the info from BMP.com for this item: "The BMP design adjustable quick shift kit is designed to reduce shift travel by up to 40%. Less on some vehicles due to space limitations. The flexibility of the adjustable shift lever pivot point gives you the option to adjust the shift reduction to your liking.



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Wheels Wanted

I am looking for original (OEM) basket weave wheels with caps for my 1990 BMW E30 M3. They need

to be straight and in good shape. I will purchase or trade for my after market Borbet Wheels. Thanks. Contact Duke Stevens at 210-326-5226 or send email to dukejr@thestevensgroup.net.



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