

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



Sightseeing & Corner Carving

Photo by Sandy McConnell

January 2012

BMW Car Club
of America



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<p style="text-align: center;">Full Page</p> <p style="text-align: center;">Per Year - \$500 Per Month - \$50</p>	<p style="text-align: center;">Centerfold</p> <p style="text-align: center;">Per Year - \$900 Per Month - N/A</p>	<p style="text-align: center;">Half Page</p> <p style="text-align: center;">Per Year - \$300 Per Month - \$30</p>	<p style="text-align: center;">Quarter Page</p> <p style="text-align: center;">Per Year - \$200 Per Month - \$20</p>
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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

On Moving Forward

Two little girls were playing one day and the one little girl kept talking about her Grandpa. Finally, the other little girl was so impressed about all the Grandpa stories that she said, “What does your Grandpa do for a job?” The other little girl responded with “Oh, he doesn’t work. He’s retarded now.”

Well, as many of you know, I have been “retarded” for two months now and trying to get used to it. After over 46 years of being a member of the work force, it is a little strange to not get up and go to work every day. There are some things I really miss, but most of them don’t actually have anything to do with working. As an example, one way that we were able to keep the mileage down on our BMWs was that for the last 28 years, Sandy and I have commuted together to work and I really miss that. With all the other activities in our lives, the commute time gave us an hour and a half each day to just share and talk. Another aspect was that every Friday, on

our way home from work, we would stop at some restaurant for dinner - for our “date night”. I miss those times.

Okay, what does that have to do with the Tejas Chapter. Well, nothing actually, but as we enter a new year, it reminds me that we left a very good year behind us, with many great memories, but those are all in the past. However, 2012 brings the opportunities for new challenges and new memories. One of the best parts of last year was that we had quite a few new people step up and plan an event and based on the new names on the ballot for the 2012-2013 chapter officers, it looks like 2012 won’t be any different.

I would be remiss if I did not thank Herb Looney for his **9 years** of dedication and efforts as the Tejas Chapter Vice President. Hopefully, Herb will remain active and is just stepping away from his official duties.

As a New Year’s resolution, we hope you choose to make 2012 a year that you will be an active participant in the Tejas Chapter. From personal experience, I know that it will be a resolution that you will never be sorry that you kept.

Until next time

Glenn McConnell

Welcome New Members

Austin

*James Balentine
John Garvish
Jeff Gifford
Ryan Harris*

*Stephen Kneuper
Ronald Money
Brandon Navinsky
Mike O’Connell*

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Killeen

Michael Stazio

Liberty Hill

Jerry Cuderman

Cedar Park

Austin Lundebly

Harker Heights

Larry Stegall

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

Tejas Chapter Post-Holiday Party

Saturday, January 21, 2012
6:00pm - 10:00pm

Where: Saltgrass Steakhouse, San Marcos

When: Arrive at 6:00pm for social time and sit for dinner at 6:30pm

Menu: Gulf Coast Steak & Shrimp, Ribeye, Pork Chops, Grilled Salmon, and Grilled Chicken & Shrimp Combo. Cash bar available.

Cost: \$20.00 per person. Price includes unlimited soft beverages (hot coffee, tea, iced tea, soda etc), Shiner Bock bread, a main course, sidewinder and dinner or Caesar salad (does not include tax, gratuity, dessert or bar drinks).

What: An evening of fun, white elephant gift exchange* (free-for-all), Door Prizes, 2010 Incentive Points Challenge Awards, and great food.

Who: Tejas Chapter members, spouses, friends, and family.

Why: Traditional Tejas Chapter start to a new year. To get together after the holiday rush is over, exchange holiday stories and plans for the new year, have some good food, and have a great time!!!

*As in the past we will have the white elephant gift exchange and we encourage all our members to participate. Bring your most exotic (good/working condition) BMW or automobile related exchange items!! (Gag gifts are acceptable, but no junk please.)

Door Prizes generously provided by Tejas Chapter sponsors

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



Saltgrass Steak House recaptures the flavor of the open campfire. Steaks, chicken and seafood, chargrilled to perfection. Complete with breads, soups and desserts, made from scratch daily..

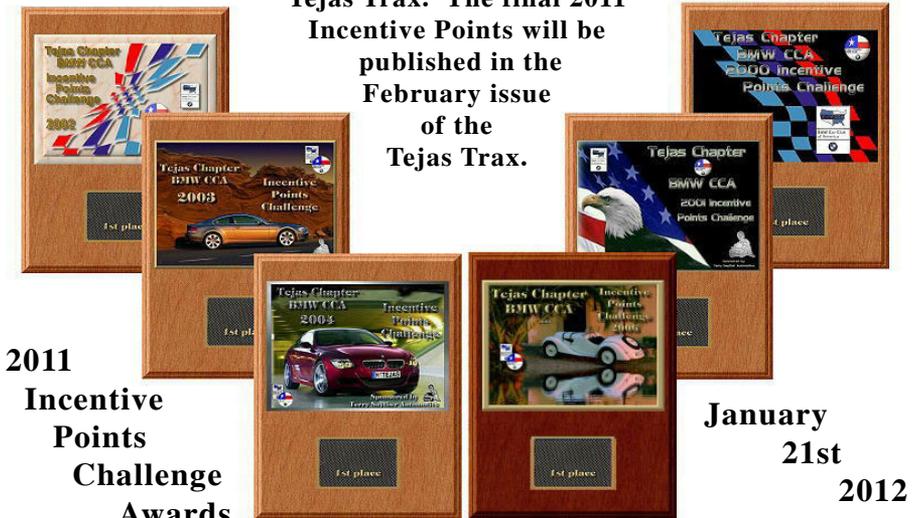
Tejas Chapter Incentive Points Challenge for 2012

To encourage participation, the successful Incentive Points Challenge began in 1998. The 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 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)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

Note: 2011 Incentive Points are up-to-date, but to have some element of surprise during the Incentive Points Awards at the Post-Holiday Party in January, they will not be published on the website or in this issue of the

Tejas Trax. The final 2011 Incentive Points will be published in the February issue of the Tejas Trax.



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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 1st 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 racegirl330@yahoo.com, if you have a contact for a location in the Central Texas area.

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Campaign launch for new BMW 6 Series Gran Coupé

BMW's first four-door coupé offers a fascinating fusion of aesthetics, dynamism and elegance

The launch campaign for the new BMW 6 Series Gran Coupé, which will make its world debut at the Geneva International Motor Show on 6 March 2012, showcases the vehicle's exclusive positioning with impressive aesthetics. BMW's first four-door coupé boasts trendsetting design, sporting dynamics and exclusive elegance.

The cross-media campaign features a total eclipse of the sun as its central theme: a graceful but, at the same time, breath-taking natural phenomenon that reveals the pure beauty of nature to its observers for a

brief moment. "Beauty. Revealed." is also the motto of the new BMW 6 Series Gran Coupé campaign, which combines the unique moment of a total solar eclipse with this exclusive vehicle.

"The new BMW 6 Series Gran Coupé marks the beginning of a new chapter. It is BMW's first four-door coupé and combines uncompromising driving dynamics with exclusive elegance and breath-taking design," commented Andreas-Christoph Hofmann, head of BMW brand communications: "The campaign uses the image of a solar eclipse to highlight the model's uniqueness."

The global campaign will launch in print and TV media in the second quarter 2012. The print ads also feature the natural phenomenon of a total eclipse of the sun in aesthetic and artistic visuals, while the text also highlights the special nature of the moment. Headlines such as "Some



REFINED ELEGANCE. RAW POWER.

Some of the most powerful phenomena are the most beautiful. When it comes to the all-new BMW 6 Series Gran Coupé 650i, you will discover that beauty is more than skin deep. The sleek, elegant curves of the 4-door Coupé are powerfully enhanced by the class-leading new BMW TwinPower Turbo 8 cylinder petrol engine with more power and more torque yet less emissions. An outstanding car that combines striking design with exceptional power, taking you from 0-100km/h in an impressive 4.9 seconds with only 199-206g CO₂/km. For more information on this most exceptional phenomenon visit your local BMW dealer or www.bmw.com

THE ALL-NEW BMW 6 SERIES GRAN COUPÉ.

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things are worth waiting for” underline the rare beauty and timeless fascination of the new coupé. A total of seven different motifs showcase the vehicle’s aesthetic dynamics. The images for the print campaign were shot by the German photographer Georg Fischer.

The TV commercial shows the BMW 6 Series Gran Coupé from three different angles. It begins with a total eclipse of the sun, the contours of the model barely recognisable. As the eclipse progresses, the new coupé gradually becomes more visible, until its full beauty is finally revealed in the daylight. The viewer is mesmerised by the uniqueness of the moment as the tension mounts. London-based director Sam Brown, whose creativity is already familiar from global-release music videos, such as James Blunt’s “Goodbye My Lover” and “You’re Beautiful”, was responsible for

production. The music for the BMW 6 Series Gran Coupé TVC is taken from the original song “New Dawn Fades” by Moby.

The first online activities have already been launched on the BMW homepage www.bmw.com and www.facebook.com/bmw. Users can sign up for more information by clicking on a “Keep informed” button on the BMW homepage to receive news directly. An online video discusses the engine technology and design concept behind the car. The designers responsible for the BMW 6 Series Gran Coupé present the four-seater’s exterior and sophisticated interior. Sporty seats in the rear and high-quality materials ensure that the interior retains its exclusive appearance throughout. The online video can also be viewed on the BMW TV site and the BMW Channel on YouTube and Facebook.



SOME SIGHTS YOU NEVER FORGET.

Like the dramatic effect of a solar eclipse, one glimpse of the all-new BMW 6 Series Gran Coupé will create an everlasting impression. It is a vision of BMW at its purest, elegantly showing beauty and power as one. This captivating all-new BMW 6 Series Gran Coupé is the first 4-door Coupé in BMW's history, illustrating the breathtaking combination of sports car, meeting luxury values. For a closer look at this powerful stellar attraction, contact your local BMW dealer for a test drive or visit www.bmw.com.

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Children's Christmas Shopping Spree Review

by Sandy McConnell

Saturday, December 3rd, a happy and expectant group of Tejas Chapter members and friends, rendezvoused at Target in San Antonio, for our annual Children's Christmas Shopping Spree. Long anticipated and prepared for, as Tejas Chapter members raised enough money to sponsor 36 children throughout October and November, most of us arrived early and we passed the time waiting for the children, at a very appreciated Starbucks located inside Target.



As Guadalupe Center could not transport all 36 children in one trip, the children arrived in waves and thus, shopping teams were also released into



the store at intervals, instead of en-mass. This was helpful in the end when not

everyone arrived at the registers or to the wrapping room at the same time.



For the most part, the children were younger this year, ages 12 and under. We did have one 13 year old boy and he, Johann and a younger, neighboring friend of his, Starr, went out with Glenn and I in the last wave. Johann and Starr, like the other children, came with specific shopping lists. We made an effort to stay together at first, but with the later start and the sizable differences in their shopping lists, it became much more efficient to split up for at least part of the time. We actually weren't very successful in finding the things on Johann's list. His father wanted a beautiful Bible commentary, which impressed me, but alas Target did not carry, and then the basketball shoes Johann wanted could not be found, either. Interestingly enough, and a reflection on the times we live in I'm sure, each time the children needed to make an adjustment to their list, they picked up their cell phones and "*called home*". They really tried to meet their families needs and desires and they were perfectly well mannered and respectful of us, too. Another thing I noticed, was that they didn't take advantage of our gift and buy things they wanted on any whim.

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Shopping Spree Review

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They did get some things they wanted, but as an example, since they are required to wear uniform clothing in the schools they attend, they mostly bought clothing that they could wear at school and stayed with what they needed.

We ended up with good purchases, but we were the very last group(s) to finish shopping. Almost every other group had finished wrapping, too, and were w a i t i n g ... on us! Many thanks to the several who jumped in to help us *wrap* things up, in more the one sense of the word.



You might be interested in knowing, that in addition to Tejas Chapter members we also had the assistance of another car club from Austin, *Spokes*.



One of their members is also a member of Tejas Chapter and passed on the word about our charitable event. As a result, we had several ladies from that group

who came out to join us in the fun and contributed wholeheartedly with us in the spirit of this special event.

Before we headed out to lunch at Babe's Hamburgers and parted ways with the children, we got some really great pictures, so those of you that couldn't attend can see what you missed out on. We hope you will consider making this a part of your Christmas season next year, as I'm sure we will choose to do this again.

Many thanks to Linda Cavazos for her efforts in coordinating with the Guadalupe Center and the Catholic Charities of San Antonio that they



partner with. Each year we find this event a very rewarding experience and we have to ask ourselves, who receives the greater blessing? Is it we who have so much and are able to enlarge our hearts a little in the giving of time and money or those who have so little and inevitably must be humbled and grateful, in receipt of a gift that they cannot hope to repay? The efforts of all the Tejas



Chapter families that participated were greatly appreciated by all.

See you at the Post Holiday Party in January!

Sightseeing & Corner Carving Review

By John Hughan

It wasn't until I moved to Austin and discovered the fabulous Hill Country roads minutes away from my new home that I ever went out driving just for the sake of driving; coming from San Francisco, where you'd have to drive for a couple of hours just to get anywhere that's fun to drive, it just wasn't done. And it wasn't until I got my M3 that I started driving just for the sake of driving a LOT – while gas mileage is certainly not its strong suit, it's the fact that it's so blasted fun to drive that's quadrupled my fuel spending compared to my previous car. By asking around, searching forums, and doing some exploration of my own, I had found a series of very scenic and very twisty interconnected roads that became a route that I would drive on the occasional weekend for sheer enjoyment. Add to that my discovery of what I later learned was a beloved destination of the Tejas Chapter – the Flat Creek Winery – and I had the outline of an event focused around scenic and spirited driving (no pun intended!) Thus was born the Sightseeing and Corner Carving Tour.



We began the drive heading north on Mt. Bonnell Road, which is home to a fantastic driving moment that actually inspired the event's name.

Just past the parking spots for the observation area, the road curves gently to the left, suddenly affording a gorgeous panoramic view of the river and miles of surrounding country, just moments before dipping into a downhill trio of quick switchbacks with lush greenery on one side and a beautiful rock formation on the other – perfectly setting the tone



for the event. From there we spent a few leisurely miles driving to the west end of 2222, then it was back to the twisties as we headed onto Bullick Hollow, 2769, and eventually Lime Creek, a combination that few routes could match for turns per mile. Unfortunately part of the group got stuck for a while behind a minivan and even a dump truck, which surely intruded on both their sightseeing and their corner carving, but this imposition was mercifully short-lived. After Lime Creek, it was a relaxed cruise west on 1431 all the way to Flat Creek.

We arrived just in time for brunch, where Madelyn the owner was waiting outside to usher us into the dining area. Flat Creek's bistro brunch menu is always chef's choice and changes daily, and for us he had prepared a

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Corner Carving
Oct 19, 2011
by John Hughan
Available on the chapter website



Sightseeing & Corner Carving Review

Continued from page 13

frittata that was delightfully light and airy, not at all greasy or heavy. It was served with a side of fruit and a sausage patty made from pork and venison, lending it a sweeter taste that finished with a kick from the spices. This delicious plate of food was



perfectly paired with refreshing mimosas.

Following brunch we were separated into two groups, one headed for the tasting and the other headed for the tour. Madelyn had a wide selection of wines available for us at the tasting. Some of the wines were poured for everyone, but for most of the rounds Madelyn actually gave us our choice of two different wines, allowing us to tailor the tasting to our individual preferences. Among the wines we had a chance to sample were their strong, dry Super Texan, their medium Buckin' Horse, their sweeter, fruity Rosé, and their crisp Pinot Grigio. Then for a special finish, Madelyn treated us to their Port – which we later learned on the tour is a protected label, like bourbon and champagne, that can only be used if it is made according to stringent

requirements. Several of the wines featured in the tasting were recommended for Thanksgiving, and a few members clearly seized the opportunity, as evidenced by the number of trunks that became home to whole cases by the end of our visit!



The tour introduced us to a few of the staggering number of variables that combine to influence the various qualities of the resulting wine. We learned that a wine's dryness is function of how much sugar the winemaker allows the fermentation process to convert into alcohol, and that Pinot Grigio, despite being a decidedly white wine, actually comes into the tanks a bright violet. One of the most surprising aspects of the tour, though, pertained to the fermentation room itself – Flat Creek's has no climate control whatsoever. Through nothing more than carefully chosen building materials and clever design, Flat Creek built a room that even on the hottest Texas summer days maintains an inside temperature of just 75 degrees! The tour concluded in the barrel room, which all by itself presents a dizzying number of options that affect the wine within: the type of wood used for the barrel, how much the barrel is "toasted" (different toasting levels can be specified for the

top, bottom, and side), how many times the barrel has been used, and of course how long the wine is stored.

After we'd had a chance to visit the tasting room to try any favorite wines that weren't part of the tasting and make our purchases, we departed Flat Creek for the rest of our route, and for this half we had the Hill Country roads entirely to ourselves. We briefly continued west on 1431 before starting to come back around along 1174. I nearly missed the next turn onto 1869 (apologies to those who had to brake rather sharply behind me), and minutes later a hapless armadillo inching across the road was very nearly swallowed whole by my bumper's main intake! From there we headed south on Co 282 and continued onto Nameless, which ultimately took us back to 1431. After a short

backtrack on 1431 we turned right onto Anderson Mill and continued all the way to 183, where we stopped for coffee, gas, and a stretch.

Unfortunately the less than ideal weather for a gathering at Bull Creek Park and the proximity of 183 conspired to tempt most of the remaining members to break off there, so we decided to call the event where we were. The last fun segment would have been Spicewood Springs between Old Lampasas Trail and 360, which I highly recommend to anyone who's never driven it. Still, I heard that several members enjoyed both Flat Creek and the route, so thank you to everyone who came to the first event I've coordinated, and for those who weren't able to make it, hopefully we'll have a chance to return in the future! See you all in 2012!

Texas World Speedway 2011 Driving Events

<p>TWS PERFORMANCE DRIVING SCHOOL</p> <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>\$210 for one day PDS \$295 for two days (weekend) \$25 garages/day</p> 	<p>OPEN TRACK DAY EVENTS</p> <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 & Advanced Drivers -4 Hours of Open Track -See website for more details</p> <p>\$150 for Open Track Day Events (includes garages)</p>	<p>TEST & TUNE EVENTS</p> <p>March 3 - Open to SCCA Drivers March 17 - Open to Blue Solo & Advanced Drivers April 29 - Open to NASA & 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 & Yellow Drivers</p> <p>\$215 for Test & Tune Events \$25 for garages</p>
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www.TexasWorldSpeedway.com

Bitten by the “Mod” Bug

by Alan Greene

Those of us who own and drive BMWs share a certain flair for individuality – we don’t just drive “ordinary” vehicles, as ours represent an appreciation for performance, appearance, build quality, and so forth. Some of us, however, take things a step or two further with making our already uncommon rides very much our own – we order them with manual transmissions or other options/colors not found on the dealer lot. Then there are those of us who get bitten by a certain insect that, for the purposes of this story, we will call the “Mod” bug. You’ll know it when it bites you, because it afflicts you with a malady that isn’t easily cured. Indeed, many of us have no desire to be cured!

Back in 2001, I bought my first BMW, a new 330i with the Sport and Premium packages. Having come over from the Porsche side (another affliction that takes years to get over), I was used to pure sports cars with no more than 2 doors and either a removable or folding top. Practicality got the better of me and, deciding to remain in the “sporting” mode but with a tad more room, the 3 Series made lots of sense. However, I couldn’t bear to drive a car that might look exactly like someone else’s 3-series, so I had to find some way of making it uniquely mine.

I had just moved to The Woodlands, north of Houston, and believe it or not, it’s such a huge metro area that they have 5 BMW dealerships in the area – if not more by now. One of them is known as a

“performance” center with its own mini test track. Being the performance moth that I am, I was instantly drawn to this flame and ended up adding Dinan engine and transmission software, an intake, and an exhaust. I began to understand that the money I was supposedly saving by owning a more “practical” car would soon be consumed by this new malady. Not that I didn’t do a few things with my Porsches, but a performance chip and maybe a different set of wheels was about as far as I ever went.

This first dive into the bottomless pit of modifying one’s car was just the beginning. Looking at it (Titanium Silver over gray leather with burl wood trim), I began to think that those orange lenses in the cornering lights and taillight assemblies just didn’t look right. The “euro” clear lenses were the way to go. And so they got added. But then that brown wood on the dash against the gray leather just looked way out of place. Also, there was this really cool “lip” spoiler for the trunk that I wanted, but it needed painting. I managed to score a complete set of interior trim from my local dealer (left behind by a customer who ordered wood trim for his plain-jane interior) and took all the pieces to a local body shop, where they were painted to match the exterior of the car. Bingo...instant “BMW Individual”. I later sold my wood trim pieces to cover the cost of the paint job.

Not long after completing my “individualization” project, I thought about some 18" wheels for the car...I needed tires and why not just go 1 size larger? Visiting my dealer’s lot, I set about finding one of those 330i ZHP

cars with the black trim and those great 18" wheels. I bought a set...attached to one of those aforementioned cars, this time as a CPO. It was a 6-speed manual and had the same gray leather, but was SilberGrau (Silver Gray) in color and had the silver "cube" trim. I'd owned the first car barely 3 years...was just too much of a step up not to trade. New possibilities...

But yeah, you guessed it...I had to do the clear tail and cornering lights (it already had the trunk lip spoiler), a set of the CSL-style "mesh" wheels, and oh yes, a performance exhaust, power pulleys (slows down the belt-driven engine accessories), Dinan engine software and throttle body, and an AFE cone-type intake. Plus I added stick-ons to the roundels so they'd all be black and silver instead of blue and white. This car had some guts...and looked like nobody else's. An automotive form of "hog heaven" for yours truly.

This lasted a few years until I moved back to the Austin area. One of the places I had dealt with for my

add-ons specialized in forced-induction systems for E46 3-series and M3s. I was sorely tempted...but resisted. After all, if you bumped the engine power up that far, a stronger clutch was in order, as was a big-brake kit...which could all run into some serious coinage. But as fate would have it, one Saturday morning I went over to BMW of Austin with the intent of purchasing a sunglass clip...and somehow ended up browsing the pre-owned lot, wondering if one of those really cool new E92 335i Coupes had come in to the CPO program. There, lurking right near the door into the office, was this Sparkling Graphite 335i Coupe, with black leather, aluminum trim, 6-speed manual, and every option available on a 2007 car except the navigation/iDrive. It had 3200 miles on it and was being offered as a CPO car. It spoke to me.

A word of caution here...never, ever, let the salesman talk you into taking a test drive for an extended period ("why don't you take your wife

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Bitten by the “Mod” Bug

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to lunch and we’ll appraise your car while you’re gone?”) in a car you’re more than mildly interested in. You’re dead meat. Ask me how I know this. Suffice to say that by mid-afternoon, this new beastie was mine, along with a car payment, which I’d not had for awhile. That particular accessory is not one of my favorite “mods”, but it comes with the territory. The affliction makes you ignore such minor annoyances.



Now...this being a much more “mod-able” vehicle (it’s TURBOCHARGED, arrrrh arrrrh arrrrh!), my head began to swim. It’s made worse when you go into the dealership for service and the cashier is right next to the parts dept., where all of the new BMW PERFORMANCE goodies are prominently displayed. So okay...start small, work your way up. The original runflat tires (yuk!) didn’t last long (and that is no reflection at all on my driving style), so non-runflats were in order. Then the “angel eyes” and foglights just didn’t match those Xenon blue-white headlamps. All bulbs were immediately swapped for higher temp colored bulbs ... although the LED illuminators for the headlight rings

followed soon thereafter, along with LED sidemarkers). The orange reflectors in the front fenders went next, followed by the addition of a painted M3-style trunk lip spoiler. Then there are the replacement roundels (nose, tail, wheels, steering wheel) in silver and black carbon fiber. And the black “335i” badge. And the M3 shift knob. And the AFE dual-cone intake.

This was progressing nicely until I made the mistake of logging in to one of the more popular internet forums (e90post.com – beware!) and discovered how tiny my world really was. Suddenly I was buying CSL wheels from a fellow poster whose car was wrecked before he could mount the new wheels he’d purchased. His loss, my gain. I did splurge on a new intercooler, but managed to score an almost-new Dinan exhaust for half-price from someone who decided they wanted a full cat-back exhaust system.

Ah, but if it was just an affliction before, it was now becoming something worthy of a multi-step “anonymous” recovery program. Fellow 335 (and 135) owners were talking all manner of cosmetic, wheel/tire, suspension, and (oh Lord...) engine performance modifications. We’re not talking a few horsepower here and there. We’re talking 400+ horsepower at the rear wheels. We’re talking intercoolers, oil coolers, intakes, downpipes, exhaust systems, charge pipes, diverter/blowoff valves, and “tunes”. No, I’m not speaking musically. I’m talking about modifying your engine control software to produce unreal amounts of power from a 3-liter inline 6-cylinder. And if that’s not enough, some of these

guys are heavy into Meth.

No, they're not drug addicts, it's Methanol – not methamphetamines – although the effect on the car's performance is somewhat similar. Above all the other items previously mentioned, this trick will get you another 50 horses at the wheels. The cooling effect of the spray (into your charge pipe and through the throttle body) also adds the effect of higher octane, allowing the engine computer to keep feeding it boost and ... somewhere, I can hear Scotty saying "I'm givin' her all she's got, cap'n – I dinna how much longer she can last". Maybe it was my wallet talking. Or my wife looking askance at my growing habit. So I'm taking it a little slower. Oil cooler next, then a jump to Dinan S3 software, maybe in the spring. The "mod bug" bite is one thing, but the way the car now drives is nothing short of exhilarating. Power is intoxicating in the automotive context.

I should mention that while my car is now 5 years old (build date Sept. 2006), it has but 34,000 miles on it and it's paid for. Maybe that latter item is what fed/feeds the modding flames...but with proper care and the

fact that I work from home and thus do not commute with it, it should last me awhile. It's got about 8 months of CPO warranty left, and how expensive it'll be to maintain after that ends is the subject of a lot of discussion, particularly in the Tech Talk section of Roundel. So...I'm following the "old school" maintenance program and recently had my transmission and differential fluids changed out. Oil changes every 7500 miles or once a year, whichever comes first.



But I've been bitten good and hard...and it's spilling over onto my wife's 128i convertible. Black grilles and 128i badge. Larger CSL wheels and non-runflat tires. Stubby antenna. Performance exhaust. She's been asking about those black-and-silver Roundels...uh oh. Sounds like the "mod bug" has chomped down on another victim!



Heads Up!

By Paul Goldfine

One thing that has bothered me since I bought my 635CSi was the fact that the power headrests didn't work. They were stuck in the down position which, because of my height, meant they were not only uncomfortable but they provided no support to my head in the case of an accident.

When pressing the up and down buttons on the console, you could clearly hear the motors but there was no motion at all. This was actually good news. If there was nothing, I could have spent hours troubleshooting electrical issues. As it stood, I was looking at a mechanical issue, which made me very happy.

The first challenge was to see if I could find anything that had been written on the subject. Thankfully, the internet seems to have an answer for almost anything. I found a site dedicated to the E24 called the Big Coupe Groupe. In there are many DIY articles submitted by owners who've solved many of the problems that have occurred with these cars over the years. One of them dealt with the very problem I had.

The first step was to remove the seat back. This is accomplished by first

removing the handles and covers for the seat back releases followed by removing the two screws at the base of the seat back. Once all of this is removed, push up on the back to disengage the clips near the top and then gently spread the sides around the handles.





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Inside the seat the headrest and drive motor are connected together by a cable. The principle is very similar to a speedometer where a cable drives the needle. In the seat, the motor spins a square-drive cable, which turns a gear and drives the headrest. The problem is, after time, the cable pulls away from the motor and is no longer in contact with the drive.

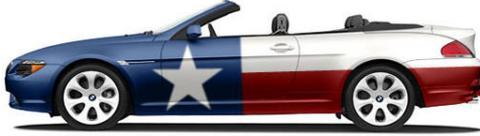


The solution is so simple, it seems like there's no way it could possibly work. The solution is to take a small piece of rod about 1/4" to 3/8" long and insert it into the motor drive. You can use a metal coat hanger or, if you don't have one available, a piece of welding rod from the home improvement store will work. You will need to adjust the length of the rod so that there is a gap between it and the cable end. For me, trial and error resulted in a piece just over 1/4" in length. If you use a coat hanger, the fit is loose enough that it may take a dab of grease in the motor drive to hold it in place, however, the 1/8" diameter welding rod fits snugly enough that, if you need to adjust the length, you'll need a small tool and a magnet to get it back out of the motor.



After reassembling the motor and cable, I was completely surprised well the headrests operated. I really expected the motion to be jerky or noisy but everything moves smoothly and quietly.

**Calendar of Tejas Chapter
and Related Events**



2012

Date	Event	Meet Location
January 21, 2012	Post-Holiday Party see page 5	San Marcos
February, 2012	BMW of Austin Tech Session	Austin
March, 2012	HPDE Track Event	TBD
October, 2012	Utopia Weekend	TBD
December, 2012	Annual Charity Event	TBD

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

Tejas Chapter Merchandise

T-shirts, denim shirts, polos, visors and caps offered by Alejo USA are decorated with the officially approved BMW CCA Car Club of America Tejas Chapter logos in accordance with the International Council of BMW Clubs.

Are you interested in getting shirts with the Tejas Chapter logo? 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.

It's That Time of Year Again!

Please take a moment to fill out the ballot below.

To be counted, ballot
must be received by January 21, 2012

Tejas Chapter, BMW CCA 2012-13 Officer Election Ballot

Name and membership number are required to validate ballot

Name:

Membership Number:

In the boxes below, indicate your choice for each office. Candidates with an asterick (*) by their name are the incumbent.

Note:

Area Project Coordinators are selected by the elected board from volunteers. Project coordinators serve as non-voting members of the Tejas Chapter board.

President:

- Glenn McConnell*
 Write-in _____

Project Coordinators are selected for the following areas:

Austin
Corpus Christi
Kerrville
San Antonio
San Marcos

Vice President:

- Linda Cavazos
 Write-in _____

Secretary/Treasurer:

- Sandy McConnell*
 Write-in _____

If you are interested in being a Project Coordinator in one of these areas, please use the Comments block below to indicate your desire.

Driving Events:

- Josh Butts
 Write-in _____

Events Chairman:

- Paul Goldfine
 Write-in _____

Membership Chairman:

- Mike Sevel*
 Write-in _____

Comments:

Mail this ballot to the Tejas Chapter post office box or bring the ballot to the Post-Holiday Party or submit the online ballot available at the Tejas Chapter web site, under the Officers Section (<http://www.tejaschapter.org>)

Classified Ads



2000 323Ci

I am selling my Dad's BMW that he bought new from the factory. The car was delivered to him with 8 miles on the odometer! He has garaged the car, washed it only by hand, and waxes it himself twice yearly. He still has the original window sticker, all service receipts (serviced for 8-9 years at BMW of Austin, 2-3 years at Austin third party mechanics). Here are the specs for the car: 104,900 miles, 2.5 L DOHC 24-Valve, 6-Cylinder, 5-Speed Manual, Fern Green Metallic, Sand Leatherette, Sport Package: 17 x 8.0 alloy wheels, 225/45R-17 tires, sport suspension, foglights, and 10-way manual adjustable front sport seats, Xenon Headlamps, AM/FM CD Player, no moonroof. Disclosures: Car has a small area of upholstery that is slightly peeling behind the driver's door area. It can easily be glued or repaired, as it is not ripped, but just peeled back. Did not fix it because it does not matter to my dad, and wanted to pass along a little savings to buyer. Price is firm at: \$7200. This is a pristine example of a one owner, well maintained, E46 3-series. Please email me for more information or to setup a test drive. Car is located in Northwest

Austin. Contact Evan Peterson at evan_peterson@hotmail.com.



2007 335i

300 hp, Montego blue, beige leather, premium package, navigation, comfort access, start/stop button, adaptive xenon headlights, park-distance control, premium Logic7 surround sound, satellite radio, ceramic window tint, original owner, non-smoker, very-well maintained, all scheduled maintenance, extended warranty to 100k (11/13), fun, fast & close to 30-mpg highway. \$23,490 Firm. ***Willing to trade for 2007-08 X3 or 530i/528i with comparable options***. Contact Nick Papanikolaou at 512-619-7965 or send email to nick.papa12@yahoo.com.



1988 M3

Build Date: 7/87, Alpineweiss- white, Interior: Black, Cobra Imola race seats front with Schroth Harness on both seats, stock rear seat. Factory fronts go with the car. Suspension: Ground Control 700/550 and Ground

Classified Ads

Control Camber plates. New Group N Bilstein shocks front and rear, Rear Powerflex Bushings on sub-frame and Control arms with Bimmerworld rear camber kit. with new front wheel bearing on both sides. Wheels: Apex ARC-8 with Kumho tires 17" 235/40/17, Track Wheels: Revolution 15x8 with Toyo R888 225/50/15, Brakes: Stock + Hawk front race pads for track use, BimmerWorld Stainless Steel brake lines. Clutchmaster Stage 4 Clutch and Pressure Plate. Engine: 2.5 EVO spec engine, 11:1 CP pistons, adjustable cam gears, Schrick 284/278 cams, EVO oil pump(shimmed), new E36 chain tensioner, EVO valve springs, Evo air box, all new valve shims, and valve job. Iigo custom 2.5 chip. Exhaust: SuperSprint Race. Milages: 212,000 Chassis, engine 20k. Redline fluids through out. 20/50 engine. 75/90 diff, and MTL Trans. All changed this month. Cibie low beam H4 headlights. Documentation from new and manuals. This car IS maintained perfectly. Also all E30 M3 extra parts go with the car.(extra belts, hoses, race brake pads, and other wear items). The high mileage is from the

original owner who was a Air Force officer that drove many times from Maryland to Colorado Springs and back. I have tons more pictures to anyone that ask for them. Call me about the car I have a very low price by different packages on the car. Contact Steve Hodges at 903-491-9464 or send email to SHodges883@gmail.com.

Roundel Magazines

I have Roundel magazines since 1997 (and some earlier) available if anyone would like them - many of the are unopened. I was going to recycle them but thought I'd try giving them away here first. Local pickup only in NW Austin. Contact Frank Ciotti at 512-971-6034 or send email to frankc@msn.com.



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.

**BMW Car Club
of America
Texas Chapter**



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