

BMW Car Club  
of America  
Tejas Chapter



# TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



The New BMW M5  
BMW Press Club

July 2011

BMW Car Club  
of America



Inside  
This Issue

Tejas Trax July 2011 **DISCLAIMER:** TEJAS CHAPTER is a local association of BMW owners. TEJAS CHAPTER (hereafter, the Club) is a non-profit (74-2732211) Texas corporation (#10340292-01), and is associated with the BMW Car Club of America as a local chapter. The Club is not connected in any way with BMWAG or BMWNA. Tejas Trax is the publication of the Club and is mailed to all members in good standing, as well as to all current advertising patrons. All of its contents remain

## Tejas Chapter Officers

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### BMW CCA

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### Commercial Advertising Rates for Tejas Trax

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

### BMW CCA Launches New Website and Database

#### New Database and Website Launch!

It's been a long process but finally BMW CCA 2.5 has launched! It seems like just yesterday that the old site went down as we began the conversion to a brand new database and online community. With over 1,000,000 records to be carried over the conversion took several days to accomplish. As they say it took a whole lot of trying but we finally made it!

Over the next few weeks we want to take it out for a spin and let us know what you like and what you don't like – *and we know you will!* No doubt you will find a few items here and there that are not quite what we intended or quite as they will be. Changes and updates will be constant and the evolution of this site will be an ongoing project.

Why did we spend over a year a year plotting, planning, and building a new website and database? If you've ever tried to renew your membership online, or tried to change it from a one-year membership to three-year membership, you already know! It's all about giving

you control.

Here are a few items to check out:

- Our Community Pages where you can post your stories and pictures
- New Forums – yes we are working on pulling over an archive of the old forums!
- More control over your membership—update your records on the fly!
- Easy to join and renew—wherever and whenever you want!
- A true auto-renew feature—no calling to update your credit-card information!
- A brand-new BMW CCA merchandise store
- Secure Transactions—PCI Compliant to protect you!
- A brand-new classifieds section: much, much easier to post and manage your ads
- User names retained from current site; if you don't have one, you can log in with your membership number.
- Logical placement of Club benefits and necessary documents.
- Chapter Landing Pages!
- Brand-new events calendar and events pages to promote events.

Now go take that test drive!

Until next time ....

Glenn McConnell

## Welcome New Members

### Austin

Alex Broeker  
Pamela Gratehouse  
Mike McDougal  
Thomas Sandrisser

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### San Antonio

Barry Hughes  
Christopher Mendiola

### Corpus Christi

Padraic Nichols

### Belton

Mark Hollingsworth

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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.

# Sophie's Castle Tour

Saturday  
July 23, 2011

**Meet in the HEB parking lot, 641 East Hopkins Street, San Marcos at 9:00am.**

**Driver's meeting is at 9:15am and departure is at 9:30am.**

We'll depart San Marcos for a leisurely drive to Wimberley. Have your cameras ready, because some of the scenery is unexpected!

In Wimberley, we'll change direction and drive to Canyon Lake for lunch at Sailor's Lakeside Grill. Lunch will be around 11:30 and be served buffet style. It will consist of



Chicken Fettuccini Alfredo, Spaghetti and Meatballs, Pasta Primavera, Caesar Salad, Garlic Bread and a dessert sampler (water, tea and soda are included). **The cost will be \$14 per person.**



We'll depart the restaurant at 1:00pm for a quick drive to New Braunfels and a visit to the Sophienburg Museum. The Sophienburg, or Sophie's Castle, is built on the hill where Germany's Prince Carl was going to build a home for his fiancée, Lady Sophie. The museum documents the lives of the early German settlers in Central Texas. The staff will give us an overview of the museum and then we'll be free to look around until their 4pm closing.

**The entrance fee will be \$4 per person.**



**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.

Have a technical question about your BMW or MINI? Our free tech blog – **blog.BavAuto.com** – has a searchable database containing hundreds of tech Q&As, do-it-yourself articles and videos. Just one more way Bavarian Autosport saves you money.



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Check it out at [blog.BavAuto.com](http://blog.BavAuto.com)...

## 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)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

### 2011 Incentive Points Challenge Leader Board As of June 25, 2011

<u>425 Pts</u>	<u>170 Pts</u>	<u>85 Pts</u>	<u>50 Pts</u>	Christian Knaak
Mike Sevel	Josh Butts	Steve Pedersen	Andre Denais	Tom Kolnowski
<u>390 Pts</u>	<u>150 Pts</u>	<u>80 Pts</u>	<u>40 Pts</u>	Mike Krup
Alan Greene	Marco Cordon	Joe Lamping	Brian Peterson	Ray Landry
<u>350 Pts</u>	Tom Dawson	Jacy Legault	Gina Silvestri Barker	Bill Leisey
Herb Looney	<u>140 Pts</u>	Larry Martin	Sandy Whitley	Margie Mann
<u>330 Pts</u>	Bill Hoch	<u>70 Pts</u>	<u>40 Pts</u>	Marc Marshall
Susan Yule	<u>130 Pts</u>	John Hughan	Tom Goodwin	Mike McDougal
<u>320 Pts</u>	Jeff Conner	<u>60 Pts</u>	Lisa Moore	Blake McIntyre
Paul Goldfine	<u>120 Pts</u>	Jose Alejo	<u>30 Pts</u>	David Meads
Roger Williams	Mohammed Abusalih	Bob Ashenbrenner	Mike Anderson	James Millard
<u>280 Pts</u>	Don Bishop	Rob Brown	Craig Bennion	Scott Mokry
David Elyea	Jonna Clark	Pat Jamail	Dawn Bissell	Clint Morgan
<u>250 Pts</u>	Gay Dawson	David Jurkowski	Daniel Briggs	Dorothy Morgan
Linda Cavazos	Carl Nybro	Jack Laumer	Klaus Brown	Ken Patton
<u>240 Pts</u>	Philip Nybro	Bob Lewandowski	Pierre Bulhon	Ken Rebers
Linda Cook	Jim Shaw	David Mann	Mike Byrd	Dwight Richter
Tim Cook	<u>110 Pts</u>	Daniel Mazza	James Casto	Ron Romonosky
<u>230 Pts</u>	Tom Brown	Brian McKinney	Spencer Cubage	John Russell
Ken Carson	<u>90 Pts</u>	Brad Mitchell	Joel Dolisy	Wyatt Shanks
Don Yule	Allan Gazza	Shearon Mitchell	Steven Dortch	William Soja
<u>190 Pts</u>	Wendy Hoch	Sergio Murillo	Timothy Doucette	John Swann
Sridhar Kamma	Mary Lou Katchen	Aldas Ridgley	Tim Ehrhart	Javier Torres
Connie Stried	Johnny Mitchell	Steve Tatro	Lisa Foight	Christopher Tsay
<u>180 Pts</u>	Gregg Peterson	Karl Van Shellenbeck	Tad Goodwin	
Eric Chang	Martie Peterson	Mike Van Shellenbeck	Bill Hayes	Susan Yule
	Jay West		Antonio Jajou	

## 2011 Incentive Points Challenge Rookies Leader Board

As of June 25, 2011

<u>7.77 Pts</u>	<u>5.98 Pts</u>	<u>4.19 Pts</u>	<u>2.82 Pts</u>
John Hughan	Pat Jamail	Mike McDougal	James Casto
<u>6.89 Pts</u>	<u>4.99 Pts</u>	<u>3.35 Pts</u>	
David Jurkowski	Lisa Moore	Antonio Jajou	

## Mike 2 Mike

Tejas Chapter's Mike Sevel interviews *Roundel's* Mike Miller

**Q:** Mike, I am a member of the Tejas Chapter, BMW CCA (Texas) and avid reader of the *Roundel* magazine and enjoy the Tech Talk segment. Can you tell us about your professional BMW experience?

**A:** I apprenticed under Master BMW Technician Helmut Blania, Windsor, VT. I own Drive Wheels, LLC, Taylor, PA, where I work as a freelance automotive journalist, currently technical editor for *Roundel* magazine and contributing editor for *Bimmer* magazine.

**Q:** What about your formal education?

**A:** AA Liberal Arts, Lackawanna College, Scranton, PA  
 BA Legal Studies, Marywood University, Scranton, PA  
 JD/MSEL, Vermont Law School, South Royalton, VT



**Q:** Military service?

**A:** Yes, I served in the Navy Reserve for over nine years.

**Q:** What are the most common technical questions received from BMW owners?

**A:** The most common questions are maintenance-related including requests for the Old School Maintenance Schedule, which has been renamed the Lifetime Maintenance Schedule.

**Q:** Is the Lifetime Maintenance Schedule available on a website currently?

**A:** No. I'd love to hang it on [bmwcca.org](http://bmwcca.org) someday but that is not up to me. The document gets updated once or twice per year so I have to control where it lives online. It's also copyrighted.

**Q:** What are some of the dopest questions you have received?

**A:** I don't consider any question to be dopey because it was obviously important to the person who asked it. "Off the wall" might be a better description. People who want to use a tow bar to drag a BMW behind motor homes are always interesting. One guy wanted to put chains on his E46 Xi and

only use it to drive up and down his driveway, and he wanted to know if that would cause any problems. I resisted the urge to reply “You mean mechanical problems or additional psychological ones?”

Q: You sent me your professional photo along with candid photos; tell me about the candid photos.

A: The one of me standing next to my 2002 was shot at Helmut’s shop in Vermont in 1997 (the car is Golf over black today) and the other one is from the 2004 AICan 5000 Arctic Rally, where I drove the Team Bimmer Magazine X3 with Paul Duchene navigating. We didn’t finish. We wound up donating a tie rod end to the leading Team Roundel Magazine so a BMW could win.

Q: Are there any changes to the cash rebates Roundel subscribers can obtain for leasing or buying a new BMW?

A: You mean the BMW CCA membership Rewards program? Current details are always published online at [bmwcca.org](http://bmwcca.org). Pull down the



“Join the Experience” menu and go to “Membership Benefits.”

Q: If you had a budget of \$20,000 to \$30,000 and wanted to buy a well-cared for older BMW, what would be your favorites?

A: I have three favorite categories as follows:

1969-1974 2800CS, 3.0CS

1968-1976 2002, 2002ti, 2002tii, 2002 turbo

1987-1991 M3

Q: What is your opinion of BMW run-flat tires?

A: Because they “run while flat,” run-flat tires can literally save your life in a metropolitan area or on roads where a flat tire would be life-threatening due to heavy traffic or crime. Instead of stopping you can drive to a safe place, maybe even get back home. Personally, I’d rather have a full-sized spare tire — and I do. I can change a tire pretty quickly, and while doing so I have a tire iron close by. BMW has the ride quality issue resolved with run-flat tires on the current cars, but we still have the high cost, difficulty mounting them and they are hard to find on short notice—especially if you want a matching tire. I think run-flat tires should be optional rather than mandatory.

Q: Can you suggest any tips our members could learn to detect operational problems in advance?

A: Pay attention to your car. There is

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## Mike 2 Mike

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a “run up” to many mechanical problems; a time period during which a repair can be made that will prevent a breakdown. That said, most problems on BMWs today are electrical or electronic, and a few of them actually cause breakdown—it’s usually the gizmos and gadgets today up to about 100,000 miles.

**Q:** How should members deal with BMW dealers regarding warranty issues?

**A:** The first step is to read the warranty, so that you have an idea of what is covered and not covered. Deal with the dealer politely and describe the problem in as much detail as possible. In fact, showing up with a written explanation of the problem often helps. If the problem is a noise or an intermittent issue, ask to go on a test drive with the service manager or technician so you can point out the problem personally. I think most dealerships are reasonable when dealing with reasonable warranty claims from reasonable BMW owners. Goodwill warranty claims (asking for a free or lower-cost repair after the warranty has expired) are no longer within the discretion of the service manager. BMW seems to be tightening up on them, but it is still possible. Owners can also request goodwill warranty coverage from BMW North America Customer Relations by calling them at 800-831-1117.

**Q:** OBD-II BMW’s (1996-on) have two to four very pricey oxygen

sensors. When should they be replaced?

**A:** Unless you notice dash warning lights with the O2 icon, replace the sensors at 120,000 miles. Note that earlier cars have shorter oxygen sensor replacement intervals.

**Q:** What is your opinion of paper air filters versus oiled gauze filters?

**A:** First, a properly oiled cotton gauze filter might, at some point in its service life, filter smaller particles than a comparably-sized paper air filter. But when you take a new or cleaned and re-oiled cotton gauze filter and hold it to the light, and you can see tiny holes in it, common sense says it will allow large dirt particles into an engine than a paper filter that doesn’t have tiny holes in it. Second, if you clean and re-oil a cotton gauze filter, it is likely to be either over-oiled or under-oiled, allowing larger dirt particles into your engine and possibly cause problems with your mass air flow sensor. I use oiled cotton gauze filters in two of my four cars and I don’t clean and re-oil them when they are dirty. Instead, I replace them when they are dirty just like a paper filter.

**Q:** Thanks for your time and useful information provided. How about joining us this November in New Braunfels, TX for the week long German Wurstfest Festival?

**A:** Unfortunately my schedule won’t allow a trip to Texas at that time, but your invitation is greatly appreciated!

# Planning My First Drive

by Paul Goldfine

At this year's Post Holiday Party, when the call came out for volunteers to plan this year's drives, I put my hand in the air. Although I've been a club member for 20 years, I've only been participating in drives for the past 2. So when it came to doing the actual planning, I was definitely out of my element.

Since the month I picked was July, my first criterion was to find something to do that wouldn't have us out in the heat all day. The second was to find something that was out of the ordinary. So, off to the internet I went. I picked a couple of locations within driving distance and did a little research about them. After deciding on some tentative stops, I made plans to

visit them.

I made my first stop when I had an afternoon free during the week and could take a quick run to the Canyon Lake area. After arriving at the location, I was unsure about the interest level it would generate but didn't eliminate it completely. With the first stop scouted and a second in mind, I sat down and began to plan a route.

I started by putting my starting location, ending location and intermediate stops into Google maps. Then, with the map zoomed in, I dragged the route lines around the map and dropped them on roads that looked to be interesting. When I was finally satisfied with the route and estimated length, it was time to drive it.

I brought my daughter along as a navigator and note taker. We drove past



**Texas World Speedway 2011 Driving Events**

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

 [www.TexasWorldSpeedway.com](http://www.TexasWorldSpeedway.com)

the first potential stop. Having been there before, we continued onto the second. This is where it became clear why this practice run was necessary. There were roads without signs, signs that didn't match what Google maps called out and some roads that were just unsuitable. After reaching the destination, we were given a tour by the owner. He was very nice to us and we loved the location but, because this was my first time, I didn't ask some critical questions (more on that later).

As it was late in the day, we headed home. Over the next few days, I consolidated my notes and re-mapped the route. At the next monthly drive, I was speaking to Tim Cook, who volunteered to take the drive with me again to see if the changes worked. After completing the route, we once again stopped to talk to the people at the location (if you're wondering why I haven't mentioned the name of the place, it's because I'm saving it for next year. Note to Glenn: pencil me in for April 2012). Once we got to talking, we discovered that July was one of their big tourist months and our stop could potentially take 3 hours or more. Tim and I left to have lunch at the restaurant I had picked where we discussed the

options.

We decided that, although the route and destination were good, the timing wasn't. So, it was back to the internet to pick a new destination. I made a second plan, mapped it out and got prepared to drive it. Imagine my surprise when, at the beginning of the May drive, Mike Sevel announced we were going to visit a car museum because that's what I had decided on for the July drive. So, once again, it was off to the internet.

The third attempt is, sort of, the drive we'll do in July. Once again, I picked the destinations, mapped the route and hit the road. This time, I took my wife as the navigator. The first part of the drive went fairly well and the restaurant was just what I hoped for. The second part of the drive didn't work, so I had to do some adjusting and try it one last time. Finally, I could report to Glenn I had a plan. To think, it only took me 3 months.

I hope I didn't discourage anyone from stepping up next time the call's made. Honestly, I read about and visited several places I'd never been before, drove roads I'd never been on before and had a lot of fun exploring. So, take a chance and volunteer, you don't know what you're missing.



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# BMW Arts Tour Review

by Sandy McConnell

Saturday, June 18th, over 50 Tejas Chapter members met at Dicks Classic Garage in San Marcos, the starting point of our “BMW Arts Tour”. It was good to get together with all our friends and welcome some new members and guests into our fold. As always, the bimmers looked really spiffy, too, not to be out done by the beautiful classics to be seen inside.

As we gathered inside Dick’s multi-purpose meeting room, we enjoyed coffee and donuts while Mike Sevel, our membership officer, encouraged our new members to introduce themselves and tell about the BMW(s) they drive. Among them were newlyweds Corey and John Hughan, who had been married just the week before in San Francisco!



Mike then introduced Sridhar Kamma, our event organizer, who welcomed us and briefed us on the interesting activities planned for the day. Sri had very special guests with him... his gracious parents, who originate from India. Sri, I’m thinking they probably heard many varying pronunciations of your name as we spoke with them and I hope they were amused and not too shocked. For the next hour or so, we all enjoyed the unique and beautifully restored classic cars, memorabilia and

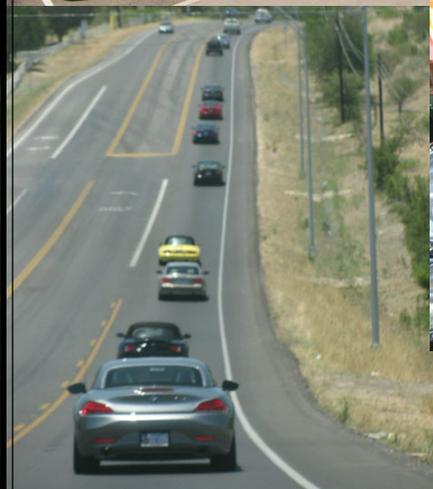
period murals that showcase the museum’s automobiles.



Dick’s Classic Garage is a part of the Central Texas Museum of Automotive History, founded in 1980, by Dick Burdick. The automobiles and related displays begin from the 1930s (the time of the great depression) through WWII and up to, what they fondly refer to as the “rockin’ 1950’s”. Some of the cars had really low mileage, especially the awesome “Tucker” that had only .4



miles. It wasn’t *like* new, it *was* new  
continued on page 16



**BMW A**  
**June 1**  
Many thanks to  
Many more great photos are av





**arts Tour**  
**3, 2011**  
**Sridhar Kamma**  
available on the chapter website



## BMW Arts Tour Review

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and probably needed no restoration. Just to mention a few of the makes, there were Desoto's, Studebakers, Cadillacs, Corvettes, Packards, Cords, Duesenbergs (one 1933 model was tagged with a new car sales price of \$21,000), Fords and Chevrolets, Buicks and *your grandfather's* Oldsmobiles! One could spend a lot more time than we had that morning, so the museum would make an excellent location for a return trip.

Next we headed over to Casa Maria's Mexican restaurant for lunch. We had the upstairs room all to ourselves and got to order off their sizeable menu. We kept the servers jumping, because of the size of our group, but they did a good job, were very pleasant and accommodating and the food was really good!



After lunch we caravanned out Ranch Road 12, towards Wimberley,

to the Wimberley Glassworks. They have scheduled demonstrations to show the process of crafting molten glass into exceptional art and they have a gallery filled with richly colored glass pieces that can be purchased. The owner, Tim de Jong



did an intriguing demonstration for us as they created a new plate. While they were demonstrating, he answered our questions. Glass blowers often learn the hard way, by accidentally touching hot products or tools they are working with, but Tim suggested that if one isn't inclined to learn on a first instance, then perhaps they shouldn't be in the business. Over the years in developing the processes the trade has become much safer, one of the occupational health hazards in the trade has been emphasma. In their shop they use an electric oven that is very reliable in keeping high, constant temperatures which is called the "glory hole".

In the demonstration, they started

from a relatively small bubble of glass, worked with it, puffed air into it, added in new colors and then suddenly Tim said, “now don’t be talking among yourselves or you’ll miss it!”



And then, in just a minute or two, he took the readied glob of molten glass, twirled it, dipped it in a couple of other mysterious moves, and suddenly it fanned out into a beautiful multi-colored fluted plate. It was a little like watching a catapillar evolve into a butterfly before our watchful eyes! At the end of the demonstration, since it was about 93 degrees in the work room (with AC pumped in), we all were taken out into the gallery for

our remaining questions. While there, Tim showed us another interesting thing about a set of hanging lights in the gallery. When the lights were off they were all basically the same shade of blue, but when the lights were turned on they displayed in different colors. He explained that the outside



glass on the lights was all the same color, but the glass inside were of different colors, so when the lights were turned on, those differing colors bled through for a really surprising affect!

Many thanks to Sri for the thought and hard work he put into planning this event. See you next month!



# The New M5

BMW Press Club

A change in leadership is nigh in the exclusive segment that brings together ultra-dynamic business saloons with track-oriented drive and chassis technology. The new BMW M5 is poised to build on the tradition of its predecessors and once again redefine the performance experience available in a four-door car. Displaying the conceptual harmony, state-of-the-art technology and astonishingly dynamic handling for which BMW M cars have become renowned, the fifth-generation BMW M5 stirs the passion of keen drivers for top performance and blends it, in inimitable style, with the universal qualities of a top-class premium saloon. The most powerful engine ever fitted in a series-produced model from BMW M GmbH, the innovative Active M Differential – which optimises power transfer to the rear wheels – and

model-specific chassis technology developed on the back of extensive racing expertise all secure the BMW M5 a dominant position in the high-performance saloon market.

The new BMW M5 is a high-performance sports car whose exceptional dynamic potential is geared squarely to the demands of track use yet which also sets a new benchmark in everyday driving with its supreme touring comfort and innovative equipment features. It also sets the pace in its class in terms of efficiency. The car's history of success in a segment founded more than 25 years ago by the original BMW M5 is set to continue in thrillingly contemporary style.

Under the bonnet of the new BMW M5 lies a newly developed, high-revving V8 engine with M TwinPower Turbo (consisting of Twin Scroll Twin Turbo technology, a cross-bank exhaust manifold, High Precision Injection petrol direct injection and



VALVETRONIC fully variable valve control), maximum output of 412 kW/ 560 hp at 6,000 – 7,000 rpm and peak torque of 680 Newton metres (502 lb-ft) between 1,500 and 5,750 rpm. The instantaneous power delivery and sustained thrust familiar from M cars are the key to acceleration of 0 – 100 km/h (62 mph) in 4.4 seconds (0 – 200 km/h/124 mph: 13.0 seconds). Average fuel consumption in the EU test cycle stands at 9.9 litres per 100 kilometres / 28.5 mpg imp (CO2 emissions: 232 g/km). While output has increased by around 10 per cent and maximum torque is up by more than 30 per cent, the new BMW M5 burns over 30 per cent less fuel than its predecessor.

The significantly improved balance between the performance-focused M experience and the car's fuel consumption stems from the exceptionally impressive efficiency of the new V8 engine and from far-reaching Efficient Dynamics technology including the Auto Start-Stop function in conjunction with the standard seven-speed M Double Clutch Transmission Drivelogic. In order to channel the engine's imposing power development into inspiring performance characteristics, the new BMW M5 boasts chassis technology – including electronically controlled dampers, M-specific Servotronic steering, a stability control system with M Dynamic Mode and high-performance compound brakes – developed on the back of racing expertise and tuned to the output profile of the powerplant.

This technology combines with model-specific design features – which make a direct contribution to

optimising the supply of cooling air and enhancing aerodynamic characteristics – to create the conceptual harmony typical of BMW M cars. The precise interplay of the drive system, chassis and design has been refined in extensive and detailed testing on the Nordschleife circuit at the Nürburgring, to ensure unbeatable longitudinal and lateral acceleration, handling characteristics and braking performance.

The interior design, control concept and innovative equipment features of the new car also play their part in creating the exclusive M experience. Sports seats, an M leather steering wheel, and an M-specific instrument cluster and centre console lend the cockpit a classical sports car feeling. For the first time, two M Drive buttons have been fitted as standard for the driver to call up the ideal car set-up for the situation at hand. High-quality, precisely finished materials, generous levels of space and the extensive range of equipment fitted as standard generate the premium ambience – laced with cutting-edge luxury – of a BMW 5 Series model. Added to which, customers can also give their car the personal touch, since virtually the full range of options for the BMW 5 Series Saloon are also available for the M5, including a host of driver assistance systems and mobility services from BMW ConnectedDrive.

. Fifth generation of the world's most successful high-performance saloon in the premium segment of the executive class; new BMW M5 is an exceptionally dynamic high-

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## The New M5

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performance sports car with four doors and five seats; consistent further development of the vehicle concept initiated in 1984 with the first-generation BMW M5; compelling track potential combines with the comprehensive practicality of a luxurious business saloon; groundbreaking character headlined by significantly improved efficiency, supreme long-distance comfort, and innovative driver assistance systems and infotainment functions.

World premiere of a newly developed BMW M high-performance engine: high-revving 4.4-litre V8 engine with M TwinPower Turbo package – consisting of Twin Scroll Twin Turbo technology, cross-bank

exhaust manifold, High Precision Injection petrol direct injection and VALVETRONIC fully variable valve control; 412 kW/560 hp at 6,000 – 7,000 rpm, maximum torque: 680 Newton metres (502 lb-ft) from 1,500 rpm; lag-free power delivery, typical M car thrust.

Significantly improved balance between performance and fuel consumption: acceleration 0–100 km/h (62 mph) in 4.4 seconds, 0–200 km/h (124 mph) in 13.0 seconds, top speed: 250 km/h / 155 mph (305 km/h / 190 mph with M Driver's Package); average fuel consumption in EU test cycle: 9.9 litres/100 km (28.5 mpg imp); engine output 10 per cent up on predecessor model, maximum torque increased by 30 per cent, fuel consumption cut by more than 30 per cent; extensive Efficient Dynamics

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technology, including Auto Start-Stop function and Brake Energy Regeneration.

. Power transfer to the rear wheels via the seven-speed M Double Clutch Transmission Drivelogic; traction-optimised automatic gear selection; Launch Control; Low Speed Assistance; automatically activated parking mode; M-specific gear selector; M leather steering wheel with shift paddles.

. Hallmark M conceptual harmony produces superior performance characteristics with precise interplay of drive and chassis technology, aerodynamics and weight balance; power-to-weight ratio: 3.3 kg (approx. 7 lb)/hp; M-specific suspension (front and rear axle kinematics), M Servotronic steering, Dynamic Damper Control, DSC stability control system including M Dynamic Mode; bodyshell mounting using special panels; lightweight compound high-performance braking system.



. Outstandingly agile handling thanks to innovative rear axle differential with Active M Differential; electronically controlled multi-plate limited-slip differential enables fully variable distribution of drive between the rear wheels to optimise traction and stability in dynamic lane change manoeuvres and acceleration out of

corners; degree of lock can be varied between 0 and 100 per cent according to the situation; fast, precise and pre-emptive responses thanks to constant data cross-checking between the Active M Differential and DSC stability control system, and monitoring of the accelerator pedal position, wheel speed and yaw rate.

. Two individually configured set-ups for the car can be called up using the new M Drive buttons on the steering wheel; range of programmable parameters unique in the segment: accelerator responses, M Servotronic responses, Drivelogic shift program, DSC mode, Dynamic Damper Control and information in the Head-Up Display.



. Characteristic body design with familiar M aesthetics reflecting the car's extremely dynamic yet precisely controllable nature; specific design features contributing to performance characteristics; front apron with extremely large air intakes for the engine and brakes; athletically flared wheel arches to emphasise wide track; hallmark M "gills" with integrated indicator bars; aerodynamically optimised rear apron with diffuser between the right and left-hand pair of twin exhaust tailpipes; gurney-style rear spoiler on the boot lid; 19-inch

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## The New M5

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M light-alloy wheels in exclusive double-spoke design.

. Unique combination of sports car cockpit and luxurious ambience for the interior; M-specific instrument cluster in black-panel technology; newly designed, leather-covered centre console; M sports seats; standard specification also includes: Merino leather upholstery with extended features, exclusive Aluminium Trace interior trim strips, BMW Individual roof liner in Anthracite, electrically operated steering column adjustment, four-zone automatic climate control and ambient light.

. Extensive range of driver assistance systems and mobility services from BMW ConnectedDrive unmatched by competitors in this segment and beyond: M-specific Head-Up Display (standard), Adaptive Headlights for standard xenon light, High-Beam Assistant, BMW Night Vision with pedestrian recognition, Lane Change Warning System, Lane Departure Warning System, Surround View, Speed Limit Info, internet usage, extended integration of smartphones and music

players, real-time traffic information and apps for receiving Web Radio and using Facebook and Twitter.

. Almost all BMW 5 Series Saloon equipment options available, including Comfort Access, M multifunction seats, active seats, doors with Soft Close Automatic function, hands-free tailgate opening, electric glass roof, trailer coupling.

### Specifications and performance:

V8 petrol engine, M TwinPower Turbo technology with Twin Scroll Twin Turbo, cross-bank exhaust manifold, High Precision Injection direct injection and VALVETRONIC variable valve control. Displacement: 4,395 cc, output: 412 kW/560 hp at 6,000 – 7,000 rpm, max. torque: 680 Nm (502 lb-ft) at 1,500 – 5,750 rpm.

Acceleration 0 – 100 km/h (62 mph): 4.4 seconds, acceleration 0 – 200 km/h (124 mph): 13.0 seconds, top speed: 250 km/h / 155 mph (305 km/h / 190 mph with M Driver's Package).

Average fuel consumption: 9.9 litres/100 kilometres (28.5 mpg imp), CO<sub>2</sub> emissions: 232 g/km, exhaust standard: EU5.



# 90 Day Suspension!!

by David Elyea

For those of you who have read my two previous articles in the Tejas Trax, you will remember I waited 20 years for my first BMW in 2010. Then, in January 2011 I went in to the BMW of Austin store for a key chain...and ended up buy a new 128i convertible and a M3 convertible. So, this story is about a recent adventure with my 2011 M3 which ended up...with a suspension! I am not sure where to start the story as any place or angle I tell this from, I make myself look foolish. My wife say's I don't need an article for that....so...here we go! I found out in late April/2011 I would be traveling for work and vacation for a month starting May 19th. Me being the contentious BMW owner, knew I would need a trickle battery charger for my M3 so it would start and function upon my return. I headed to

BMW of Austin and saw my ol friend Chris Markey. He took me over to the parts department where I secured a charger with a discount due to my BMW CCA membership. I was informed by the parts manager the charger could not be attached by using the power sources inside the car. I must either attach it directly to the battery, or use the posts under the hood. Well, me being an old car guy and previously owning two 1969 Chevelle S.S. knew the battery was the proper way to connect a charger (Please initiate chuckles now).

Now, I knew the battery for my M3 was in the trunk. How hard could it be to get to it? So, I backed the car into my garage...popped the trunk....and went....huh....where is that thing? After a little searching I discovered it was on the right side of the trunk and well hidden under some plastic tray thingy! I tried to lift the plastic tray out.....nope

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## 90 Day Suspension!!

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not budging. Ah ha....I see this side panel with little plastic clips...I shall remove it. I did so with care and the silly plastic tray still would not budge. Hummmm....oh wait...I see another panel...I went to remove it....it would not budge! So, like in the old days I chose to use force instead of thinking about it!! Yep...I broke some of those little plastic clips.... but that panel came out! After all this...the plastic tray wiggled a little. By this point I had lost my sense of humor about this entire ordeal. I torqued and pulled...and walla....out the tray came to expose the battery. I hooked up the charger and everything seemed okee dokee!

I returned home after being gone for a month and waited a couple days before I went out to look at the half torn apart trunk of my new M3. luckily the time away had worn me out and I was in no mood to deal with it. I swallowed my pride and contacted Chris Markey and Charles Bellinger at BMW of Austin. I sent an e-mail to both and explained what had happened. Have any of you ever received a reply to an e-mail and you can just tell the people replying are still laughing at you? In fact, they probably called all their friends to share your original e-mail due to how stupid you sound? Yeah, that is the feeling I got with their reply. However, once they were done laughing, they both assured me they would take care of my problem without much ridicule! ☺

Charles was awesome and set up an appointment for me. I took the car into the dealership and as always they were professional and very kind. Even though...I'm sure they were having a good

laugh! The trunk was quickly put back together as I waited in the customer area. After about 20 minutes Charles brought me the keys and told me my M3 was all set and ready to go, but "I have some bad news!" I was sure it was something I had broke while trying to get to the stupid battery. So, I asked him what was the problem and how much was it going to cost me. Charles said.."Well, due to us having to put the trunk back together for you, and seeing how it was your handy work we repaired, I must inform you of a suspension!" A suspension??? What kind...what are you talking about? Charles calmly explained if I would of used the connection points under the hood I would not of had to "remove" anything from the car. Thus, this trunk issue would have never happened. So, Chris Markey and he felt compelled to report me to the "Man council". The council voted and they suspended my "man card" for 90-days. You can see in one of the photos Charles is confiscating my man card. Mr. Markey did inquire as to my thought process. He said..."Dave, was using the connection points under the hood just too easy for you to consider?"

So, there you have it...please use my experience to avoid being in a similar situation. No one should have to admit the shame of a 90-day man card suspension !



**Calendar of Tejas Chapter  
and Related Events**



**2011**

<b>Date</b>	<b>Event</b>	<b>Meet Location</b>
July 23, 2011	Sophie's Castle Tour see page 5	San Marcos
August 2011	TBD	TBD
September 1-3, 2011	ZSCCA ZFest 2011	Greenville, SC
September 2011	TBD	TBD
October 10-16, 2011	BMW CCA Oktoberfest 2011	Birmingham, AL
October 2011	Annual Utopia Weekend	Kerrville
November 19, 2011	Flat Creek Vineyard	Austin
December 2011	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](http://www.alejousa.com). or email [alejousa@alejousa.com](mailto:alejousa@alejousa.com).

# Classified Ads



## 2001 330i

Garage kept and well-cared-for 330i sedan for sale. White over tan leather. 160k mi but she runs perfect. Too many quality upgrades to list, clutch, shifter, flywheel, brakes, CAI, exhaust, suspension, wheels & tires, etc. from SSR, Pirelli, Conforti, UUC, Turner Motorsport, Active Autoworks, and Sachs. All mods installed by a Dinan-trained tech. Resides in Austin, TX. \$7500 OBO. . Contact Paul Stern at 813-299-1810 or send email to paul@paulstern.com.



## 2009 328i Coupe

16,700 miles Purchased Car: 08/12/2009, Sale price \$36,900 (MSRP Aug 09 \$50,789); Paid up BMW Dealer Maintenance for 5 more years To 8/12/2016 or 100,000 miles (\$2299 value); Black Sapphire Metallic w/ Beige leather interior; Premium Package - \$3350 value; rare M Sport Package \$3250 value; - ; Satellite HD

radio; Bluetooth enabled; iPod/USB adaptor; BMW Assist 6 way power seats, Heater front seats (\$500 value); Steptronic trans with M Steering Wheel paddle shifters; sport suspension; 18" upgraded wheels/tires, Professionally Tinted windows; 5 Year Paint protection warranty; 5 Year wheel and tire guarantee (\$1095 value) Contact Bob Bassetti at 512-636-2793 or bob.bassetti@gmail.com



## 1990 325is

Adult driven car in nice condition. California/Texas car with rust free body and excellent mechanicals. E30 chassis BMWs are getting hard to find in this condition. A lot of time and money has gone into making this an extremely fun, fast and reliable car. It gets good mileage as well. Lots of receipts from the past 8 years of maintenance. Odometer indicates 247K but has been broken for some time. I estimate mileage closer to 260K. The car has the original m20 inline 6 engine, and has been outfitted with an oil and coolant cooled T3/T4 Garrett turbocharger. Compression has been lowered via a Cometic head gasket (.12"). The head was rebuilt by the previous owner. Larger fuel

## Classified Ads

injectors (24 lb) and a rising rate FPR provide ample fuel. There is a custom intercooler and exhaust 2.5x setup with a Magnaflow muffler. The suspension has been upgraded with H&R Sport springs, Bilstein Sport shocks and Suspension Techniques swaybars. A Hartge strut brace tie the strut towers together. I have replaced the front control arms/bushings (m3 offset), tie rod assemblies and sway bar links (front and rear). Rear shock mounts have been replaced with Bimmerworld mounts. It is very streetable but also comfortable on the track. Bimmerworld brake cooling ducts have also been added. \$7,900 o.b.o. Much much more... I can provide complete details upon request. More pics: [https://picasaweb.google.com/113520982897541155299/FS\\_Pics\\_2011#](https://picasaweb.google.com/113520982897541155299/FS_Pics_2011#). Contact Jeff Adolph at 5129347672 or send email to [jladolph@yahoo.com](mailto:jladolph@yahoo.com).

### 1988 M6

Black with gray interior. 98,000 miles. Original. \$10,900. 830-990-2463

Fredericksburg. Contact Jim Averett at 830-990-2463 or send email to [flyinga@dishmail.net](mailto:flyinga@dishmail.net).



### Wheels & Tires

Original 17 inch M-package Style 68 (sport package) wheels from 2001 e46 sedan. Minor curb rash on 3 of 4 wheels. Straight and true. Michelin PS-2 225/45 ZR 17 and 245/40/ZR 17 presently mounted. 75% tread remains. Tires - \$500, Wheels- \$400. \$800.00 for entire set. Contact Morton Kahlenberg at 210-827-8732 or send email to [kahlenberg@sbcglobal.net](mailto:kahlenberg@sbcglobal.net).

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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