

TEJAS TRAX

BMW Car Club
of America
Tejas Chapter



Newsletter for the Tejas Chapter, BMW CCA



On the Blackland Prairie Tour

Photos by Eric Chang & Sandy McConnell

BMW Car Club
of America



July
August
2012

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From The President

More good news, bad news

In the last issue, I talked about one of those bad news, good news stories in reference to the newsletter situation - having to go to a bi-monthly instead of monthly format, but now being in full color. This issue has another good news, bad news story.

The good news is, as you can see below, we have many, many new members. Lots of new members is always a good thing. The bad news is that there are so many new members, there is very little space for my column this time. I am sure that will upset all my avid and loyal readers ☺

In all seriousness, we have more good news than just the amount of new

members. For a long time we have been unsuccessfully “courting” the independent shops to get them to do tech sessions. Those use to be one of the staples of Tejas Chapter events, but for some unknown reason the “independents” stopped supporting us with advertising and then the tech sessions.

Our next two events both involve tech sessions. First is an event by one of our new advertisers, EXPEL Technologies and then Lee Rector, owner of Black Forest Werkshop, will be conducting an event in August.

It is good to have these “independents” participating again. I hope you will attend so we can show support for them and nurture a long lost relationship.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Joanna Baltierra
Anthony Becker
James Burke
Trent Campione
Timothy Doucette
Clyde Egbert
John Ellis
Yovanni Flores
Richard Ganem
Robert Gonzalez
Matthew Gorban*

*Griffin Hedrick
Robert Just
Raghu Murthy
Janey Spellmann
Mike Trachta
Flo Ulrich
Carl Watson
Tisa Watson
Terre Williams
Jane Zwik
Lenny Zwik*

Round Rock

*Kelsey Domb
Thomas Lamb
Todd Landry
James Rogers
Chad Tully
Greg Tully*

Cedar Park

Ernest Nichols

Corpus Christi

*Jeri Lee
Steven Vela*

San Antonio

*Alexander Bee
Terry Daniel
Craig Nordskog
Michelle Scarborough
Randy Scarborough*

Georgetown

*Samantha Arrambide
Darren Sillett
Samantha Sillett
Daniel White*

Bulverde

David Meads

Dripping Springs

Dominic Cavalucci

Leander

Larry Targosh

Hico

Jonathan Lindsey

Helotes

Madeleine Mussey

Killeen

Derie Stokes

Pflugerville

Clint Horn

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Andrew Kramer

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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.



Tejas Chapter XPEL Technologies Tech Session



Saturday, July 21, 2012

Planned by Herb Looney

Welcome to the July tech session in San Antonio. We will be visiting one of our new sponsors and watching a demonstration of the installation of their product. XPEL Technologies is the developer of the Design Access Program software, and manufacturer of XPEL automotive paint and headlamp protection products.

We will meet at their installation facility in San Antonio located at 618 West Sunset Rd. (get directions). For those traveling south on highway 281 there is a Sunset Street exit immediately south of Loop 410. Turn right on Sunset and the facility is on the left or south side of the street. The meeting will start at 9:30am with coffee and donuts for all. We'll get to see an installation from start to finish after a brief explanation of XPEL's protective film technology. After the demonstration there will be door prizes awarded! You won't want to miss that.



We'll leave for lunch after the presentation, 11:30am or so, and travel to The Two Step Restaurant and Cantina located at 9840 West Loop 1604 North. It is about 25 minutes from the Xpel offices at the intersection of Loop 1604 and Braun Road on the Southeast corner. Don't try to find it on Google or Mapquest, they don't know where it is! Maps to the restaurant will be provided.

**More details and RSVP form on the website at
<http://www.tejaschapter.org/tejas.html>**

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Tejas Chapter The Truth and Consequences Tour

Saturday, August 25, 2012

Planned by Lee Rector & Paul Goldfine

The Truth is we all love our cars. We spend an unusual amount, for average people, of time and money on our cars. But is that time and money always well spent? Sure, that aero kit looks good and the 245/35-19s look great but when's the last time you changed the differential oil or had the brake system flushed? That's where the Consequences come in.

On this drive, we'll first enjoy the Truth of owning the Ultimate Driving Machine. We begin at the Home Depot in Kyle.

Driver's meeting is at 9am and we'll depart at 9:15.

From there, we'll head East and North through Niederwald, Red Rock and Cedar Creek on our way to Black Forest Werkshop. There, Lee Rector will have lunch waiting for us. After lunch, comes the consequences portion of the day.



Lee will have examples of some components that have failed and demonstrate what failed, how to recognize the signs before a catastrophe happens and what could have been done to prevent the failure in the first place. If you're not mechanically inclined, this is a great opportunity to learn more about how your car works. If you are, it's an opportunity to pick up a new trick or two that may help you in the future.



So, join us for a day of diving pleasure, lunch, and friends. Maybe you'll learn something that will save you from the consequences and a big bill in the future.

P.S. This is an old photo of Black Forest Werkshop. Lee is very proud of the remodel and is looking forward to having you see that, too.

**More details and RSVP form on the website at
<http://www.tejaschapter.org>**



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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 2011 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 2012.

Please let the Driving Events Coordinator, Josh Butts at josh@joshbutts.com, if you have a contact for a location in the Central Texas area.



well at least a small part of it.

The Library, Archives, and Museum Program (LAM) has created a repository for BMW-related historical documents, literature, and paraphernalia, providing the public with access to rare and interesting BMW artifacts while ensuring their continued existence. This archive is housed in Greenville, South Carolina near the BMW CCA National Office and BMW Manufacturing.

Our growing Archives, Library, and Museum needs your tax-deductible donations.

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A Day at the Races

by Alan Greene

Last October, just before the Utopia weekend, Jan and I visited Northwest Connecticut (my ancestral home) and took a trip to Lime Rock Park, which is near Lakeville, in the corner between NY State to the West and Massachusetts to the North. At that time, the only activity at the track was a Skip Barber racing school, taking place in the glorious Autumn weather that colors the leaves like fire and makes the air crisp and cool. This past Memorial Day weekend, we made the journey again – only this time, we were armed with tickets to the Trans-Am opener session on Saturday, May 26. In addition to the Trans Am race, there were also 2 each for vintage race cars, Formula 1600, and Formula 2000.

Our trip started on Thursday, May 24, with a day-long journey to Bradley International airport in Windsor Locks, CT, just north of Hartford. As with most destinations in the area other than New York and Boston, you can't get there from here – you have to fly somewhere else first. In our case, we changed planes in Baltimore and arrived a little later than planned due to a flight delay. As we made our final approach to Bradley, the incredible green of rural Connecticut in late Spring indicated that we'd arrived in a very different place from where we'd left. It was warmer and more humid than last Fall, but still pleasant and sunny. We spent the following day calling on old friends I've known since childhood who still live in the area and who would be attending the races with us. We had

pre-purchased the tickets and would be traveling in separate cars, with us arriving early to secure a spot on the infield viewing area.

This year, we had a new Ford Taurus rental car, which I was eager to try out in order to see what kind of "progress" that Ford had made with the kind of cars they want Americans to buy. The first thing I noticed was how physically big the car was – in fact, it seemed as though it was a Ford Expedition SUV with a sedan body. Same wheels and tires, and the trunklid was mid-chest height – and I'm 6' 3" tall. It was roomy, had relatively comfortable seats, and decent power – but its design had a very low "greenhouse", with the window sills higher than my shoulder. Jan couldn't even see over the dashboard, as the right seat wasn't height-adjustable. I could not see the 4 corners of the car, which made parking and other maneuvers very difficult. It felt like we were literally driving some sort of armored military vehicle. Very disappointing, but it got decent mileage and had lots of trunk room. We did some driving around in the countryside with the windows down...which turned out to be a mistake. More on that later.

Race day morning, we lit out early, heading west and having to go a ways south to cross the Barkhamsted Reservoir at the Saville dam to get to Route 44, the only main road leading to that corner of the state. A word on rural CT roads – speed limits never got over 50 MPH, even in the truly rural sections where there was nothing but woods and farmland. Most of the roads were 40 and 45 MPH through

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A Day at the Races

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small villages like Norfolk, Canaan, and Falls Village, with only a few traffic lights along the way. We got to the track around 10AM and parked next to a huge campground where race fans had set up for the entire 3-day event. The track itself is in the foothills of the Berkshire Mountains and is very picturesque and serene. Except for the screaming race cars, of course.

As we made our way towards the paddock area and the infield, we found the local BMW club chapter very well-



represented, parking their Bavarian beasts together in a row to display them proudly. There were also other marques represented, including Porsche, Audi, M-B, and a host of vintage American musclecars along with some rather unusual vehicles.



Jan spotted a “smurf” blue original

Mini, which appeared tiny next to her diminutive stature. There was also a great 1965 GTO, a 1935 Ford coupe,



a 914 VW-Porsche, and another that I’ll save for a little later. Suffice to say, I’ll probably never see another of this particular car in person in my remaining lifetime.

We set up our spot on a tree-shaded hillside with a direct view of turns 2, 3, and 4, with the pit area and timing tower on our left near the end of the front straight. As we were settling in, a Formula 2000 race was



in progress, and they were really going after it – I managed to catch a shot of one car taking turn 2 a little wide, stirring up some dirt. These open-wheeled, tube-framed cars are similar to Indy and F1 cars, with aerodynamic attachments (wings, etc.) and 2-liter engines. Lap times for the 1.5-mile track were in the low 50-seconds for the front-runners. After that race concluded, the Formula 1600 cars went out for their 1st 33-lap race of the day. The 1600s have a modified

Honda Fit 1.6-liter engine and are relatively devoid of aerodynamics due to their lower power and lower speeds. Nonetheless, it was like a multicolored swarm of angry bees buzzing around the track. Lap times averaged in the high 50-second range.

After that race ended, it was time for the mid-day break, so we headed down the hill to the track's store, where I purchased a Lime Rock Trans-Am Racing t-shirt and a few other items, including a Lime Rock "coozie" for those times when one must keep one's canned or bottled beverage cool and provide some grip. Once we'd done that, we prowled through the paddock with me snapping photos of race cars under the awnings of some awesome 18-wheeler rigs that were like mobile shops with sleeping quarters. It was here that I saw a flash of red...that certain shade of red that brings to mind a Prancing Horse and an engine with a sound like "ripping canvas" at top revs. I at first thought it was a mirage, but there, just a few feet away, was a...1962 Ferrari 250 GTO.



There were only 36 of these ever made, those with 3-liter Colombo-designed V12 engines, and an additional 3 with 4-liter engines, designated as 330GTs. This one had the 3 side vents of a 250, and the pale

blue racing seats, the 3 scoops at the front edge of the hood, and the Borrani



wire wheels. I snapped multiple shots of it, thinking about the estimated \$30 Million-dollar value of the last one sold at auction, and I began to question what such a museum piece was doing here at the track. Never mind that it was sitting next to a mid-50s Devin-bodied /Corvette-engined



(with mechanical fuel injection) race car in the purest shade of blue possible. I located the owner and asked if it was "real" or a replica. He replied that it was both – it was built from a 1965 Ferrari chassis and had all original Ferrari parts, including an authentic 250 GTO gearbox. It was virtually indistinguishable from an original car, save for the chassis and engine numbers. Disappointing that it was not the genuine article, but then this one was fully drivable, which the owner said he did as often as possible.

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A Day at the Races

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After prowling the rest of the paddock, where everything else was a bit of a letdown, we decided to grab some lunch (“Kosher” hot dogs, chips and a drink) and await the arrival of our friends, who showed up a short time later. The track had several spots to get food and drink and a few large tents and other open-air seating areas with tables and chairs. There were LOTS of people at this event – maybe 10,000, or so it seemed. A sea of cars in the parking lots both in the infield and outfield parking areas. There was another main attraction coming up soon, so we headed back to the track’s store area, where none other than Sam Posey was signing autographs and taking photos with fans of this

legendary racing driver whose home is nearby. I got my Trans Am T-shirt autographed by Sam and shook his hand. It’s safe to say that I’ll be wearing this shirt at our next club event and pointing out Sam’s unique signature.

With lunch over, the main event of the day was the Trans-Am cars. Some of you will remember the famous Trans-Am races of the late 1960s and early 1970s that produced cars like the Camaro SS, Mustang Boss 302, AMC Javelin, and the Plymouth Barracuda, among others. They were driven by none other than Bob Bondurant, Parnelli Jones, and Mark Donohue, to name a few. While they were race-prepped, they were very close to street cars. Today’s Trans-Am racers resemble street cars, but are very different, with full roll-

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cages, chassis bracing, modified bodywork, and far-from-stock engines. At this race, 70% were modified Corvettes, with several



newer-model Camaros, a Mustang or two, and what appeared to be some NASCAR-styled Monte Carlos. All of them with bellowing V8s and, apparently, no mufflers or catalytic converters of any kind. Once the race started, there was loud noise, and VERY loud noise as they came by. There were a few spinouts and a couple of shunts here and there, but one of the Corvettes won the feature race of 66 laps and what seemed like 120 decibels.

The second F2000 and F1600 races followed, and we stayed for the F2000, but departed before the crowd as the F1600 race got underway. Returning to our Taurus, we found it literally covered in greenish-yellow

dust...and we noticed a lot of cottony stuff blowing around in the air. Turns out that this part of Connecticut has its pollen season at the end of May. I don't mean just a light dusting, either. The car was coated with the stuff, and even the interior had yellowish dust everywhere. I wondered why my eyes were itching, thinking maybe it was from race fuel fumes, but that wasn't the case. Good thing I had some eyedrops handy, and it was warm enough that we rolled the gunslit-like windows up and turned on the life support – oops, sorry, air conditioning for the return trip. So much for the “fresh air” in the countryside. But all in all, it was a great day, filled with sights, sounds, and chatter with old friends about who we thought would win each race. All I know is that I've GOT to do this again – maybe the 4th of July races next year. This is how going to the races should be – I think about the upcoming F1 event at the new track in Elroy and what a complete melee that is going to be, and I know I'll be watching that on the ol' home-theater rig instead of sitting on a grassy hillside under a tree, sipping a cold drink and snapping pictures of race cars bellowing past only 50 yards away.



the petroleum jelly.

Aspirin

Dead battery. If you encounter a dead battery, open the battery filler caps and drop in a few aspirins. The acid in the aspirins will create a short term charge which will allow you to drive to a service station for assistance.

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Oil stained driveways. Pour dry dishwasher detergent on the oil stains and allow to set for 30-40 minutes. Pour boiling water over the detergent and scrub with a stiff brush and rinse thoroughly.

Emery Boards

Windshield wiper blades. If the blades are dull and rough, sand lightly with an emery board evenly on both sides. The

blade life will be extended until they can be replaced.

Baby Wipes

Dashboard. A disposable Baby Wipe will clean the dashboard and leave a nice shine.

Lighter Fluid

Paint scrapes. If your car encounters paint scrapes as the result of contact with other cars, fence posts, etc., dampen a rag with lighter fluid and rub lightly. The offending paint will be removed without damage to your car's paint.

Alfredo Sauce

Grease removal on hands and clothes. Buy a five gallon bottle of Alfredo sauce from Costco and keep it handy in your garage. If you get grease on your hands and clothes, cover your self with the Alfredo sauce and roll around your driveway for an hour and then wash yourself off with a garden hose or a pressures washer. (OK, I made this one up to see if you read the entire article..ha-ha!).



2012 Blackland Praire Tour

by Alan Greene

The 2012 Tejas Chapter Blackland Praire Tour took place on May 19 on a mild late-Spring day. We began the event under an overcast sky at the site of what was a Christian academy east of Austin at the intersection of FM 969 and Highway 183. Although it was a ways from any nearby gas stations or restaurants, its parking lot was in good shape and provided an adequate staging area for our contingent of just under 30 cars. Terry Sayther brought his Baur 2002



Convertible, and there was also a vintage Jaguar “saloon” in attendance. After a brief driver’s meeting, we departed the parking lot just before 9:30AM.

We headed east on FM 969 through several lights until we crossed under Toll 130 at the far city limits of Austin. As we headed towards Webberville, the road narrowed to 2 lanes, but brought us out into the countryside, with plenty of curves and pastoral scenery. The sun began to break through as we passed through the tiny town and we continued through the rural countryside, where we encountered a lot of unexpected wildflowers along the roadside.

A jog onto FM 1209 brought us south to Highway 71 just west of Bastrop. Fortunately, there was a stoplight to make

the shift onto this busy road in a safer manner than the stop-sign intersection where FM 969 would have led us. Our contingent now merged in with the Saturday morning traffic and held to the 65 MPH speed limit across Bastrop and into the area to the east where the wildfires from last September had caused so much destruction of property and burned so much of the piney woods along the road. A lot of emerging re-growth was evident, although there was still a scent of the ash from the fires prevalent on the breeze.

Continuing on 71, we cruised into a Chevron station just past the small community of Alum Creek, where we were able to stretch our legs and make use of



the facilities as well as patronize the convenience store. I had informed the attendant that our club would be coming through when Jan and I drove the route the previous weekend, and he was very happy to have the business we brought him. Once everyone had finished their emptying and re-filling, we headed back out onto highway 71 for a short distance to the outskirts of Smithville.

Taking the very next exit just 1 mile from our rest stop, we headed north on FM 153 past Buescher State Park, which would be a great spot for a future picnic or other outdoor event. A few miles later, we headed straight onto FM 2104 and cruised through more rural country, again noticing the still-present wildflowers along the road

and in some of the fields adjoining the roadway. After several more miles, we made a right turn onto FM 2239 and headed towards the town of Serbin, a rural settlement established in the mid-1850s by the Wendish folk who had emigrated from Hamburg, Germany. As we approached County Road 211, we slowed for the turn and passed the Wendish Cultural Center and Museum just before reaching St.



Paul's Lutheran Church, one of the famous Painted Churches of Texas, our second stop of the event.

The church itself is rather plain from the front, with no windows save for the one above the main doorway. A school



adjoins the church itself, although the school is a much more modern building, with the church's cemetery just beyond the school. Aside from the old grave markers and the granite "tablets" designating the historic site, the trees in the area had all been trimmed with flat tops and sides, no

doubt a custom from the "old country". Entering the church, we encountered the beautiful stained glass windows, old wooden pews, a balcony that went around the circumference of the church interior, and a pulpit some 20 feet above the floor.



There was also a beautiful pipe organ (still in use) and very elegant fixtures mixed with pictures and paintings from the past.



Services have been held every Sunday at St. Paul's since its construction in 1868. It was a very interesting visit and a glimpse into the past of a group of people who endured many hardships on their journey from Hamburg, Germany through Liverpool, England to Galveston and eventually to Serbin.

Leaving Serbin, we continued back onto FM 2239 a short distance, crossed FM 448 onto County Road 217, and

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Blackland F
May 19
Many thanks to A
Many more great photos are av





Prairie Tour
2012
Jan & Jan Greene
Available on the chapter website



2012 Blackland Prairie Tour

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proceeded down this very rural back road a short ways to Highway 77, which runs south from Giddings towards LaGrange. We turned south towards “that Texas town, a haw-haw-haw” (apologies to ZZ Top) and drove past the town of Warda, a community that spread out from Serbin. Some of our contingent may have noticed a few signs for a nearby restaurant as we approached our lunch destination that advertised “Seafood, Steaks, and Alligator”. Only in Texas, folks. I had an immediate vision of Troy Landry, of the TV show “Swamp People” wrangling with a huge gator while exclaiming “choot ‘em, Liz, choot ‘em!” and the subsequent conversion of the beast into a tasty appetizer at this establishment.

Just north of the LaGrange downtown area, we briefly headed West on Highway 71 and then took the first exit to go back under the highway and arrive at Weikel’s bakery, which combines a Shell station, a gift shop, a deli, and of course a bakery of high standing in the world of Kolaches. We had taken sandwich orders prior to our departure and called them in so that they’d be available as we arrived at approximately 12 noon sharp. Although they had not boxed them individually, we



were able to distribute the lunches and collect the fee in an organized manner,

thanks to my lovely wife Jan and Sandy McConnell. We had outdoor tables as well as a few indoors, and enjoyed the tasty meal along with great company. Many of us also patronized the bakery for their legendary fruit Kolaches as well as something called a “honeybee”, a cinnamon and nut-encrusted delight not to be missed.

At 1PM sharp, we started our engines and headed over to nearby FM 609, which was newly-paved and nicely curved. Turning south, we headed out through the farmlands and once again encountered wildflowers and a couple of photo-ops, one of which was a small barn painted with a Texas Flag on the side facing the roadway. Proceeding further south along the route, we turned back west onto FM 2237 and headed towards the community of Muldoon. Arriving at a stop sign in the middle of town, we dog-legged to the left and back to the right to continue west through the increasingly rural countryside, where we then stopped in the equally small town of Cistern to make our turn north on Highway 95 towards Smithville. Another great road, 95 runs south from Smithville to Flatonia and Interstate 10 and is well-maintained.

After 16 miles heading north, we crossed the railroad tracks into Smithville, past Zimmerhanel’s BBQ (home of some incredible home-made sausage!) and, for those who desired to do so, we turned right onto loop 230 and into the downtown area of this well-known small town, famous for its role as a movie backdrop for a number of feature films, including “Hope Floats”, “The Tree of Life”, and a few movies set to release soon. A number of us then continued back out onto 95 and followed it north to 71, heading back West through Bastrop towards Austin in a small “convoy” of M-cars and N54-engined 1- and 3-series.

Member's Voice

by John HUGHAN

Last month's topic focused on BMW's new line of M Performance Automobiles, intended to deliver more emotionality and performance than the base series cars while offering more everyday usability than full M cars. Here's what members had to say when asked what they hoped BMW would do with this new line and whether they were concerned that BMW is over-diversifying or were fine with this and other recent portfolio expansions so long as the "driver's cars" remain the well-executed priority:

I think having a "middle ground" between standard BMW models and the all-out "M" models is a great move, particularly if it includes high-tech/high-mileage diesel powerplants. I think I am definitely the target market for this in-between segment, as it would likely serve my performance preferences without the added expense (cost and insurance) of the "M" line. I'm all for BMW diversifying to keep its market share and revenue that will support development of future "driver's cars" as long as they don't dilute the brand with minivans and front-wheel drive econoboxes - unless they make those part of the Mini brand, which would make much more sense. – Alan Greene

It seems to me that each new generation of a given M model has been faster yet more comfortable as a daily driver than the model that preceded it, to the point that today's iterations of the M3 and M5 possess remarkable track prowess and yet remain spectacular daily drivers. Therefore my initial version of this

response argued that unless the full M cars are destined to become far more track-focused, there is neither a need for the M Performance Automobiles nor a space for them to fill, diesel options possibly withstanding. But then I was struck with the vision of a model endowed with the handling and steering feel of an M car but eschewing the substantial power increase—an M3 chassis with a 335i engine, perhaps—and I began to see a raison d'être. Here in the US where one can hardly exceed 80 mph on public roads without risking a ticket, performance engines in road cars are largely wasted. Monstrous torque can only be unleashed for a few seconds before reaching the speed limit, and for most cars abundant horsepower simply means that fully half or more of their speedometers will go unexplored. But handling can be enjoyed even at lower speeds. When I drive Lime Creek or Fitzhugh, even though my cornering speeds are well within the capabilities of a 335i, I vastly prefer my M3 largely because its handling and steering are simply tighter and more engaging than a 335i I've driven on the same roads. However, in this type of driving the M3's added horsepower goes largely untapped and would therefore hardly be missed. Therefore if a model existed that traded the 335i's added ride comfort for the M3's feel while retaining the 335i's efficiency, I suspect many road-only driving enthusiasts would have their ideally balanced vehicle. If I didn't go to the track, I know I would consider such an offering. We'll see whether that's what BMW delivers. – John

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Member's Voice

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Hughan

M purists tend to have a strong aversion to diversification strategies, as they tend to “distract” from the ultimate goal of producing the best sport car in each qualifying series. The X5M and X6M are arguably perfect examples of pure showboats completely unrelated to M’s main objective. On the other hand, this new M Performance line will allow performance characteristics to be tailored to suit a larger breadth of the BMW customer population—ego boost included. What is striking to me, though, is the sharp increase in M branding we already have on any model equipped one step above the sport package. I can understand BMW’s decision to diversify its product range in recent years given that Audi has their S-Line/S/RS lines, and to a lesser extent Mercedes now has AMG branding available on their non-AMG models, but is it absolutely necessary? Well, Audi is currently in its 17th consecutive month of record-breaking sales due to their aggressive marketing and eye-catching designs, so maybe it is. BMW knows that it has to sell cars in greater numbers not only to compete effectively but also to survive as an independent company. So the question becomes, is the M brand an appropriate catalyst to increase future growth while maintaining the brand’s value? Even if it is, though, there has to be a limit. BMW announced the limited edition M5 M Performance Edition for UK delivery in May, which will come at a £22,000 premium over MSRP. That

£22,000 includes zero added performance, just cosmetic changes folks. Is this overkill? I think so. — Vishal Maharaj

For next time: BMW has confirmed that the next M3 will abandon the current model’s naturally aspirated V8 in favor of a turbocharged inline-six; it is not yet known whether the new engine will use one, two, or even three turbos. Combined with the introduction of the N20 turbocharged inline-four in the F30 328i Sedan, this news means that once production ends for the remaining E-series body styles of the 128i, 328i, and M3, BMW will no longer offer a naturally aspirated engine anywhere in its lineup. This trend of reducing displacement and cylinder count in favor of forced induction is occurring across the auto industry, partially as a response to increasingly stringent emissions and fuel economy regulations around the world and partially because forced induction has improved dramatically over the last decade or so.

Questions: Will you miss the sound and linearly increasing torque delivery of a larger-displacement naturally aspirated engine with more cylinders? Are you concerned about the possible decreased reliability and increased repair costs of forced induction compared to natural aspiration? Or do you welcome this wholesale shift to forced induction for its ever-present torque and the possibility of substantial power gains with comparatively cheap and easy modifications, all while achieving better gas mileage?

Send your short responses to TraxEditorials@gmail.com for 15 Incentive Points and publication in the next issue of Trax!

The Uptake on the Intake or Still Wrenching After All These Years

by Alan Greene

A few days ago I was able to find a Dinan carbon-fiber cold-air intake for my E92 at a substantial discount. It appeared to be something that was on a dealer's shelf, maybe previously ordered and not picked up, as it was all still in the original packaging. It consists of a new airbox lid with an extra opening for a snorkel that leads down into the area between the left front fender liner and the bumper, where a small oiled-cotton cone filter attaches, along with a heat shield and a water shield. This, coupled with the original ducting from the front of the engine compartment allows greater airflow and cooler, denser air to make more power (arrrrrhh, arrrrrhh, arrrrrhh!). The only catch is that the front bumper cover has to be removed in order to install the snorkel, filter, and shields. Well, that and relocating the power steering reservoir and removing a brace between the fender and frame.



I started grabbing the tools to do the simple stuff first, and it occurred to me that I had been doing this for over 50 years now. I started wrenching on cars when I was about 12 or 13, having graduated from building plastic models of cars and engines. I kept building

those, too, but once you get your knuckles skinned, you're hooked on the real thing. I used to spend summers with my grandparents, my grandfather having just retired, but working part time at a service station in my home town in northwestern Connecticut. Keep in mind that "service stations" back in the day were more than just gas pumps and beer coolers – this one had several "bays" with hydraulic lifts and real mechanics on site.

Grandpa was the book-keeper for the business and also did parts runs to stores in nearby towns – ours wasn't big enough to actually have an auto-parts store, what with only two stoplights within 2 blocks of each other. Anyway, I would hang out with him and wander around the bays, observing anything from simple tune-ups (plugs, points, condenser, etc.) to polishing crankshaft journals while the crank was still installed in the engine – this being done with a handheld polisher from under the car. On the parts runs, we'd pick up things like water and fuel pumps, rebuilt starters, and even a radiator or two. And carburetors...lots of carburetors. It was an education in and of itself, which allowed me to not only examine the parts, but also to observe where and how they fit into the car itself. Tires were being changed, chassis were being lubed (does anyone remember grease guns?), and wheel bearings were pressed into hubs.

The first car I actually applied a wrench to was my grandfather's 1953 Packard Clipper, a land-yacht of a car with a straight-8 flathead engine (the valves were in the block, not the cylinder head). It needed a tune-up and I was allowed to remove the spark plugs. The

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Still Wrenching

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car was so big that I had to sit on the fender with my legs on the inside of the engine bay so I could reach the last 3 plugs at the rear of the engine. I then learned how to gap the new plugs before installing them and also got a tutorial on removing the distributor cap and rotor to replace the points and condenser. Wait...you mean you don't know what those are? Back when the tires were skinny and the drivers were fat, there were no electronic ignitions with built-in coils, no fuel injection, and no ECU to keep everything in tune. And we liked it that way!

The next year, I had occasion to do a valve job on this beast, meaning removing the cylinder head and gasket, removing all 16 valves and having them ground on the valve grinding machine, then "lapping them in" using lapping compound (what else?) and a stick with a suction cup to rotate the valves against their seats (which had also been ground using a handheld grinder) to insure a smooth seal. I actually stood between fender and engine block for this job, as I was still skinny enough to hide in the shadow of a flagpole – but it really was a BIG car.

Fast forward a few years and I'm in the Panama Canal Zone, where my dad was stationed with the Air Force. This idyllic place was made even better by the auto hobby shops that were present on every military installation. At 15, I was using a cutting torch to swap an old Ford flathead V8 into a Morris Minor convertible. Never mind that this hunk of cast iron weighed 3 times as much as the little 4-banger we hauled out (I had friends who also suffered from the

wrench addiction), we were gonna build us a hot rod. And never mind that we weren't old enough to legally drive it. That acetylene torch drew us like moths to the proverbial flame, and then we learned how to weld as well as cut things with it. The GIs at the hobby shops were more than glad to teach us grasshoppers.

Another fast forward and I'm back in the States, now in Roswell, NM, at the air base there. It was the early 1960s and the car craze was really taking off. My best friend in High School and I had a couple of motor scooters that we tinkered with, but when he acquired a 1940 Ford pickup, the wrenches started flying again. A flathead V8 was easy enough to work on, but a neighbor had a similar car that had a Mercury engine with multiple carbs and higher-compression heads that someone had swapped in before he bought it. The neighbor asked my friend if he'd swap engines so that his car would be more "original". Needless to say, an engine hoist was quickly brought into play at the base hobby shop and the rest is history. The '40 pickup gained a lot of "pickup" in a matter of a couple evenings, since everything bolted right up. We even put a new clutch plate and throwout bearing in to handle the additional 25 horsepower. You just can't ever be too prepared.

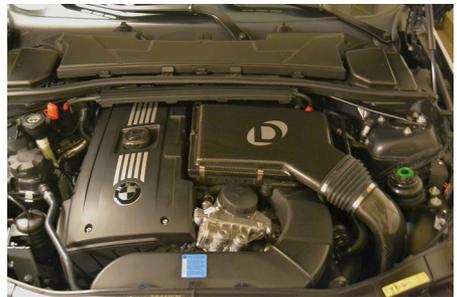
Suddenly, it's 1968, and I am in the US Army, stationed at Fort Hood, TX. I have a 1958 VW bug, purchased from a fellow GI who was leaving the country for SE Asia back when I was at Ft. Polk, LA. On a trip down to Austin one weekend, I noticed a loud rapping noise (remember, this was in the days before hip-hop) coming from the rear of the car as I drafted an 18-wheeler to save gas (\$97 a month didn't go all that far even

in the days of 25-cent regular). As we were hurtling down I-35 at the time, I didn't think much of it and waited until I got into town to check on it. What I discovered was the crankshaft pulley (which runs the fan and generator) was wobbling back and forth. Not good, but there are no rods knocking, so I soldier on (no pun intended). Arriving back at Ft. Hood, it was diagnosed as a broken crankshaft snout, and called for an immediate transplant at the post hobby shop. Off to the junkyard for a used engine (hopefully not TOO used) to swap into my bugmobile, which was purchased cheaply, since I had to remove it from the dead car myself, right there in the junkyard. Both the harvesting and transplant were successful, and I learned the joys of metric nuts and bolts.

Another quantum leap and it's 1970, I'm out of the Army, and living in Austin on Speedway, of all streets. My 1964 Corvair is in need of a rebuild with some, shall we say, improved parts. I removed the engine in the driveway of the apartment building I was living in, and I tore the entire engine apart in a friend's garage – all the way down to splitting the block halves of the flat-6 aircooled engine, hauling them to the do-it-yourself spray carwash, and cleaning the block, heads, and other large parts until they looked like new aluminum cookware. Subsequently, the engine went back together with a high-lift/long duration camshaft, milled-down cylinder heads, modified distributor and ignition, exhaust headers from the JC Whitney catalog, and hogged-out carburetors – to name a few items. This car actually set the IHRA Formula-4 I-Stock national record at San Antonio drag raceway in 1970, with a blistering 15.6 E.T. and a

trap speed of 89 MPH.

But I've digressed...which brings us back to the Dinan intake install where I got off track. Dropping the bumper cover is a 2-man job, requiring two jacks (one to raise the car high enough to get the other one under the front jacking point) and it's always wise to have someone working with you when you've got a car on jackstands. Thanks to good friend and fellow club member and wrench addict Paul Goldfine, the whole installation was completed in one evening. There were what seemed like dozens of screws to remove, the left front wheel had to come off, and holes had to be drilled to mount the brackets and shields. And then the bumper had to go back on, which requires installing several screws nearly in the blind, since they're in places normally covered by the fender liner. Having two pairs of hands is absolutely required unless you have a high tolerance for frustration.



The end result – a really slick-looking intake that, according to Steve Dinan, adds 16HP to any N54 engine equipped with Dinan S3 software, a bigger intercooler, and a free-flow exhaust. Current rating is somewhere north of 408 HP and 440 ft-lb of torque. But I sure could use another 2 PSI of boost...although I think this can be done without any wrenches involved. Where's the fun in that?

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

2012 Incentive Points Challenge Leader Board As of June 25, 2012

<u>965 Pts</u>	<u>190 Pts</u>	Rob Brown	<u>30 Pts</u>	David Mann
Alan Greene	Scott Bowman	Gay Dawson	Kimberlee Augustine	Margie Mann
<u>590 Pts</u>	<u>180 Pts</u>	Tom Dawson	Mike Bassart	Amy Marchut
John Hughan	Connie Stried	Jack Laumer	Dawn Bissell	Ted Marchut
<u>495 Pts</u>	<u>170 Pts</u>	Carl Nybro	Fred Brinkley	Brian McKinney
Paul Goldfine	Wayne Eltringham	Jonathan Pearson	Brenya Buchalski	Johnny Mitchell
<u>470 Pts</u>	<u>150 Pts</u>	Terry Sayther	Ron Buchalski	Shearon Mitchell
Jan Greene	JP Burd	Jay West	Lori Burns	Lisa Moore
<u>400 Pts</u>	Marco Cordon	<u>80 Pts</u>	David Cloyd	Dorothy Morgan
Herb Looney	Philip Nybro	Brian Gavron	Robert Craig-Gray	James Puryear
<u>310 Pts</u>	Roger Williams	Joe Lamping	Max Dean	Mark Reinke
Josh Butts	<u>140 Pts</u>	Jacy Legault	Joel Dolisy	Joe Robson
<u>290 Pts</u>	Tom Brown	Tim Master	Ben Eckermann	Marc Schubert
Ken Carson	Kathryn Butts	Brad Mitchell	Fred Egloff	Cathy St. Martin
<u>260 Pts</u>	<u>135 Pts</u>	Frazier Newlin	Tim Ehrhart	Nicholas Steinour
Don Yule	Jonna Clark	Steve Pedersen	Daniel Elizalde	Brad Theriot
<u>255 Pts</u>	<u>130 Pts</u>	Steve Tatro	Chris Gant	Karl Van Shellenbeck
Hector Sanchez	Jeff Conner	Brad Thompson	John Garvish	Michael Van Shellenbeck
<u>235 Pts</u>	<u>120 Pts</u>	Javier Torres	Jeff Gifford	Philip White
Linda Cavazos	Eric Chang	<u>60 Pts</u>	Bert Hernandez	<u>20 Pts</u>
<u>220 Pts</u>	Tim Cook	Bob Ashenbrenner	Kristopher Hicks-Green	Graham Jones
Linda Cook	<u>110 Pts</u>	Bill Muldoon	Mark Hollingsworth	<u>15 Pts</u>
<u>210 Pts</u>	Allan Gazza	Al Ridgley	Pat Jamail	Harold Storer
Mike Sevel	<u>100 Pts</u>	Daniel White	James Lee	<u>10 Pts</u>
Susan Yule	Chris Spencer	Dick White	Jeri Lee	Steven Stamps
<u>200 Pts</u>	<u>90 Pts</u>	Trent Zou	Robert Lewallen	Joe Sylvester
Sridhar Kamma	Mohammed Abusalih	<u>50 Pts</u>	Ben Littler	Terre Williams
	Don Bishop	Bill Hoch	Joseph Lupo	

**2012 Incentive Points Challenge Rookies Leader Board
As of June 25, 2012**

<u>16.41 Pts</u> JP Burd	<u>8.77 Pts</u> Carl Nybro	<u>3.31 Pts</u> Daniel Elizalde	<u>2.87 Pts</u> Max Dean	<u>2.77 Pts</u> Ted Marchut
<u>13.78 Pts</u> Kathryn Butts	<u>7.64 Pts</u> Daniel White	<u>3.00 Pts</u> Joe Robson	<u>2.81 Pts</u> James Lee	<u>2.68 Pts</u> Marc Schubert
<u>9.60 Pts</u> Chris Spencer	<u>3.47 Pts</u> Jeri Lee	<u>2.98 Pts</u> Ben Littler	<u>2.79 Pts</u> Amy Marchut	<u>2.60 Pts</u> James Puryear

**Calendar of Tejas Chapter
and Related Events**



2012

Date	Event	Meet Location
July 21, 2012	XPEL Tech Session see page 5	San Antonio
August 25, 2012	Black Forest Werkshop Tech Session see page 7	Austin
September 2012	Tri-Marque Concours	Austin
October 19-21, 2012	Utopia Weekend	Boerne
November 10, 2012	BMW of Austin Tech Session	Austin
December 2012	Annual Charity Event	TBD

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



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Fun Rally Review

by Glenn McConnell

The Tejas Chapter had not run a Fun Rally in a couple years, so we were excited about doing another one. For some reason, the membership did not appear to be as excited as we were, because we only had 19 cars participate this year. This was over a half dozen less than we had averaged the last few times we ran one. Quite a few of our regular event attendees did not show up, which surprised us!!

Well, I will say at the outset that for whatever reason people stayed away, they missed a lot of fun!! We only had one car, a husband and wife team who will remain nameless, that got so “hopelessly lost” that they didn’t finish the rally. In fact, they were so lost that they even lost their “panic packet” and didn’t make it to lunch at the end of the

rally. Otherwise, all the participants kept saying over and over again how much fun that they had and how much they enjoyed the rally.

Sandy McConnell, our unofficial Rallymeister for the last 16 years, planned this rally and she worked very hard to make it fun and not so difficult. The 19 cars that participated were pretty well split between novice and experienced and other than the “hopelessly lost” couple that I mentioned previously, everyone made it to the lunch at the end. I guess as proof that she had made it a little easier this time, no one even had to open their “panic packet” to find the restaurant. The really great part was that all the married couples were still married and speaking to each other after the rally was finished!!

Mary Beth Cordon gave Connie Stried and Susan Yule some cookies to use



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Fun Rally Review

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to put into their spouses mouths when words needed to be "sweet". According to Susan, this definitely helped when the language got heated.



This year's rally was 45.4 miles long (based on our M3's odometer) and took approximately 1.5 hours to run. There were 32 instructions to the final check point and 34 questions to answer along the way, such as "This ain't no baby's dining place" - the answer as seen in the picture below of a *high chair* found in that section



of the route. In some places, ralliers were asked to count items they "passed" like the electrical towers seen in the picture. Though it appears there were at least 4 towers, the road turned after the 3rd, so they only actually passed 3 towers. The directional instructions given were varied,



but an example of one, was that they go *R (right) after the old railroad bridge*, an interesting spot.



I would like to publicly congratulate all the participants for not only finishing the rally, but doing it in style. I am also glad that they had a good time in the process. The competition was very close and we had to use the tie breakers in several cases to determine the winners.

When the dust settled, the places were as follows:

1st Place Experienced

Dick & Kathy White

2nd Place Experienced

Danny White & Kellis Garrett

3rd Place Experienced

Carl & Alec Nybro

1st Place Novice

Rob & Jill Brown

2nd Place Novice

Joseph & Leslie Lupo

3rd Place Novice

JP Burd & Natasha Bonfond

Dead Last, But Finished

Jay & Starr West

RejeX Recommendation

by Jim Blue

Recently I purchased a “new-to-me” 1969 BMW 1600 from an owner in Tennessee. I was lucky enough to have a good friend who lived near where the car was being sold inspect, drive, and evaluate the car for me. After the Little Red Rocket arrived in San Antonio I mentioned to my friend in Tennessee that I was going to wax the car using Nu Finish (had used it for years). He then proceeded to tell me that the former owner had told him that he had used a product called RejeX on the car and that regular wax might not stick to the car.

Since I had never heard of RejeX I looked it up on the Internet, <http://www.rejex.com/rejex.html>, and it looked interesting so I ordered the RejeX Combo for \$26.90. They state that, “RejeX is a thin-film polymer coating designed to provide a high-release protective finish for vehicles of all kinds. This very thin film – less than a micron thick – prevents stains and adhesion of common contaminants such as exhaust, bugs, oil, tree sap, bird droppings, road grime, brake dust, etc.” It also has some very

different application procedures, “RejeX should be applied to a cool (less than 85° F) dry surface out of direct sunlight. RejeX is wiped on, allowed to dry to a haze for approximately 20 minutes, wiped off, then allowed to cure for 12 hours.”

RejeX was easy to put on and take off. What it didn’t have was the dried wax dust that many car waxes leave behind. What a shine it left behind! On the two cars I’ve put it on people have commented on the shine by asking me if the car had just been painted. You can feel the slickness on the surface. If you have ever used Rain X on your windshield and driven at speed in the rain you’re familiar with the way the water just fly’s off the glass. RejeX does that to the entire car body. At the hand car wash the water just rolls off any vertical surface and beads up immediately on the horizontal surfaces. Bird poop is easily wiped off with a damp paper with no soaking.

To say the least I’m a convert and I thought others might like to try the product for themselves. RejeX does sell a whole line of products for a variety of purposes besides the one I bought.



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Classified Ads



1994 318is

5-speed, navy-blue, two-door, with 83,000 actual miles; all leather, tan interior; like-new finish (mirror); power sun/moon roof; full-size spare in hidden trunk compartment; automatic/intermittent, slow-down wipers, (wipers slow down at stops); power windows/locks; alarm system; tinted windows; rear defroster; CD ready radio/tape player; BMW matching tan, carpet floor mats (4) ? secured in front/ won't move around; dual air conditioning (driver/passenger) with "skunk" button (recycle inside air); cruise control; locked gas tank door, when car is armed; just had oil change; passes inspection every year; Have original window info/ options sheet from the car. Asking \$4800.00 OBO. Person(s) interested may e-mail me at gilwils@hotmail.com

Roof Rack for Sale

Selling my base roof rack + (1) bicycle mount. Will fit all e46 sedans and wagons I believe, but e46 coupes may be different. Please

verify fitment for your vehicle just to be safe. Asking \$100 OBO. Contact Tad Goodwin at 5127792489 or send email to tadgoodwin@gmail.com.



2009 335i

M Package, Approx 26k miles with 6 year/100k mile CPO warranty, 6-speed manual, Black Sapphire Metallic, Black Dakota Leather, M Sport Package with 18" M wheels, gray poplar wood trim, sport seats, M steering wheel and shifter, and aerodynamic kit (front bumper), Comfort Access with Keyless Entry, Moonroof, Heated seats, Automatic Climate Control, Dynamic Cruise Control, iPod and USB adapter, LOGIQ 7 sound system, Park Distance Control (rear), BMW Assist with Bluetooth, Asking \$33,000. Great condition in and out. As with any car, there are a few small chips from highway rocks, but nothing out of the ordinary. Please see photo attached and contact Brian at 512-660-9200, or brianmgus@gmail.com, if interested. I have more photos readily available.

Classified Ads



1989 535i

Purchased new in Germany in 1989. Federalized in U.S. in 1990 and remained with original owner in Dallas next 19 years. Last 3 years in La Grange. 88.6K miles. 3.5L, 5 speed. New radio and Michelins. Polaris white with med gray cloth Recaro style interior. New Michelins and audio. Outstanding and unique car. \$16,000. Contact Frank Singer at 979.968.6198 or send email to franksinger68@gmail.com



2000 M5

84K Miles. Silverstone. Silverstone/Black Interior. Fold Down Rear Seats w/ski pass through. Dinan adjustable rear sway bar. E60 short shifter. Recently refurbished wheels in original shadow chrome. TEC Cupholder. Well maintained.

Always with Castrol TWS 10W60. Zaino and Leather treatment twice a year. Car has been my daily driver for the past six years. My commute is mostly freeway and not much stop and go traffic. She's been well cared for and has been very reliable. Feel free to ping me with any questions. Thanks for looking. Contact Raymond Brown at 512-484-1365 or send email to raymond.scott.brown@gmail.com.



1985 M635CSi

Rebuilt motor with S38 pistons and double valve springs, Turner chip, Dinan cam gear, Fahey crank nut lock, Brembo E31 4-piston front calipers with 324 x 30mm vented disks, ATE E34M5 rear calipers with 300 x 20mm vented disks, E28 M5 sway bars, Bilstein suspension kit with sport shocks, new steering and front suspension components, 17" BBS RS OE-type wheels, new spare wheel and tire, new battery, custom multi-channel, thirteen-speaker stereo, matching Recaro C and KRXT seats, original front seats included, always garaged and covered, excellent overall condition, all receipts and records

Classified Ads

since 1993.. Contact Christopher Richards at 210-560-4472 or email chrichardsm6@yahoo.com.



2006 Z4M

This is BMW 2006 Z4M roadster is a 6spd manual which was purchased in May 2011 from Northern Dealership and re-located to sunny Texas. Am currently the 2nd Owner car has been cared for with post purchase inspection and servicing by Rhine West, San Antonio Texas in July 2011. 30k Servicing done at that time to include Valves, brake pads and updated stainless steel brake lines. Full fluid flush and updated with new fluids and oil change at that time. Upgraded exhaust with SuperSprint Sport Free Flow Performance exhaust (OEM exhaust is available also) as well as updated Auflugen 19" Wheel and new Yokohama Advan Sport tires on all 4 wheels. (Original OEM wheels with Bridgestone OEM tires are also available) Bluetooth and BWM Assist along with Navigation (BMW 2011 Nav DVD maps included) makes this a real beauty. Black leather Interior in great condition with aluminum finish. Mediabridge Ipod adapter and Sirius Radio added

also. Top is in excellent condition. Car runs great otherwise and currently car has 34,535 miles on it. Military member moving overseas therefore must part with it as need room for family travels. Asking \$27,500. Contact Rob @ 202-549-9961 or mdrobc1213@me.com.



2009 X3

Low-low mileage (27k). One non-smoker owner; always garaged, no accidents, very-very clean, and current & scheduled maintenance at the BMW dealer; records available. Factory Warranty & free maintenance to Nov 2012 or 50k; great running vehicle...no maintenance issues. Color: Space Gray Metallic with Sand Beige interior. Premium Package (pkg ZPP); 6-Speed Steptronic Auto-Trans; GPS navigation system; Beige Nevada leather & Popular Wood Trim (4BP); Xenon Adaptive Headlights w/ auto-leveling, luminous rings, (pkg 522); Sport Activity Package w/ running boards (pkg ZAP); Cold Weather Package (ski bag heated front and rear seats); Panoramic Moonroof; Hill descent control; power windows &

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door locks, cruise control & power steering; dual air bags Driver & Passenger; Rear Passenger Head Air Bags; 8-way power front seats; Privacy glass; and Split 60/40 rear seats and more. Clean Title in hand. Asking \$30,950 obo. Kelly Blue Book ranges this model X3 from \$30k to 32k; good thru excellent condition and this vehicle is rated as "very good" making it a very good deal for a buyer (want to sell on own rather than do a trade-in; win-win for me and potential buyer). Will send more pictures if asked prefer local / Central South Texas buyers. Contact James Aiello at 210.601.9086 or send email to james.aiello@att.net.

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Wanted Any X5 M Series

Looking for a clean, gently used X5 M Series. This is a birthday gift for my fiancée Rebecca who is a two-time cancer survivor. She currently drives a 2002 Ford Explorer, and I'm looking forward to letting her enjoy The Ultimate Drive! Contact Robert Marraro at (775) 203-4024 or email laudatedominum@att.net.

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