

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On Bimmers & Bombers Tour

Photos by Scott Bowman

BMW Car Club
of America



July
August
2016

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	<p style="text-align: center;">Vice Pres. South Central Zone</p> <p style="text-align: center;">Tim Jones 10296 W Ottawa Ave Littleton, CO 80127 303-946-4588</p>	<p style="text-align: center;">Technical Service Adviser</p> <p style="text-align: center;">see the Roundel for current advisers</p>	<p style="text-align: center;">Membership Information</p> <p style="text-align: center;">\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
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Visit the Tejas Chapter Web Site at <http://www.tejaschapter.org/tejas.html>

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*From
The
President*

Appreciation for Hard Work

I think that sometimes our chapter members either forget or don't realize the effort that goes in to maintaining a viable chapter in BMW CCA. Topsy is a small black girl character in the novel *Uncle Tom's Cabin* by Harriet Beecher Stowe. When somebody asks her whether she knows who made her (that is, whether she has heard of God), she replies "I expect I grow'd". People say something "just grew, like Topsy" when they are talking about something whose real origin is not known or about something that has gradually become very large.

Well, unlike Topsy, events and activities for the Tejas Chapter don't just grow. They require planning, organization, and hard work in the execution of the activities. We just completed a month that was the most demanding ever, as we had

three events in one month that our chapter and our members were involved with. Now with 1200 members, you would think that would not be such a big deal, but when the burden is carried by just a few, it becomes a very big deal and can result in "burnout".

There are three people in the Tejas Chapter that I specifically want to give a shout out to because of their untiring efforts. **Scott Bowman, our Driving Event Coordinator**, spent three weekends in a row, working tirelessly, to ensure that all three events went smoothly. **Josh Butts, our Vice President**, spent long hours and days to make sure that the Texas Trifecta was a success. Lastly, **Ken Carson** is always there when needed.

We owe a great deal to these three and if you see them, please let them know how much their efforts are appreciated. Good volunteers are hard to find and these guys are the best!!!

Until next time ...

Glenn McConnell

Welcome New Members

Austin

*David Brown
David Chang
Dean Cleaver
Atsali Fontaine
Dave Heronemus
Chase Hoffman
Rhett Hubertus
Varun Idnani
Ralph Keiser*

*Conor Kelly
Carol Lowery
Luke Lowery
Jeffrey Massamillo
Barry Minor
Dale Rye
John Sumpter
Richard Wright*

Bastrop

Samantha Patterson

Cedar Park

*Kamel Chbaro
Carlos Marino*

Liberty Hill

Anthony Paonessa

Marion

Larry Johnston

San Marcos

Dexter Kelble

San Antonio

*Jay Hollenbeck
Tony Lewis
Brian May
Christian Morales
Vincent Porter
Nguyen Vu
Stephen Williams*

Taylor

*Brandin Lea
Regan Rychetsky*

New Braunfels

Daniel Schaefer

Westlake Hills

Thomas Mangold

BMW Car Club
of America
Tejas Chapter



Leander

Barney Toler

Dripping Springs

Mark Johnson

Round Rock

*Bruce Beadle
Kelsey Domb*

Pflugerville

Lamonica Perrin

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

Presidio La Bahia Tour

Saturday, July 23, 2016

Planned by Raquel Robles



We all "Remember the Alamo" but so few "Remember Goliad", a town that was just as important in securing a Texan victory during the Texas Revolution. Check out why it's worth remembering.

The major historical sites in Goliad make this town worth remembering and well worth visiting. We will visit Presidio La Bahia, a Spanish fort that became the location of the Goliad Massacre when Colonel Fannin and 341 other Texian men were executed within and surrounding the fort's walls.

And for traditional and tasty Tex-Mex, we will dine at La Bahia Restaurant and Cantina just beyond the Presidio La Bahia.

8:00 am - Meet up at Cabela's in Buda
8:15 am - Drivers Meeting
8:30 am - Depart Cabela's
9:30 am - Pit-stop at Buc-ee's in Luling for fuel/restroom/ATM break. (You can choose to meet us here if you prefer)
9:45 am - Depart Buc-ee's
11:15 am - arrive for tour at El Presidio La Bahia



Tour El Presidio La Bahia - **\$4 each cash only**

12:30 pm - Lunch at La Bahia Restaurant 0.4 mile down the street (1877 U.S. 183 Goliad, Tx) - **\$20 each cash only**



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



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Tejas Chapter Incentive Points Challenge for 2016

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 2016. 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

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

2016 Incentive Points Challenge Leader Board As of June 26, 2016

<u>710 Pts</u> Ken Carson	Connie Stried Don Yule	<u>60 Pts</u> Mohammed Abusalih	Sean Briggs Fred Brinkley	Johnny Mitchell Shearon Mitchell
<u>520 Pts</u> Scott Bowman	<u>140 Pts</u> Randy Allen	Daniel Briggs	David Brown	Tim Moore
<u>430 Pts</u> Josh Butts	Gay Dawson	Tom Brown	Lisa Brown	Steve Pedersen
<u>410 Pts</u> Raquel Robles	<u>130 Pts</u> Jonna Clark	Linda Cook	Gerald Desch	Constance Perry
<u>290 Pts</u> Vincent Robles	Brian McKinney	Tim Cook	Helen Dorrance	James Perry
<u>250 Pts</u> John Hughan	<u>120 Pts</u> Marco Cordon	Philip Dakas	Michael Downey	DeAnne Peterson
<u>230 Pts</u> Chungnam Lucia	Paul Goldfine	William Day	Jason Echols	Rich Petit
David Lucia	Bob Heimann	Harris Katchen	Ben Eckermann	Jason Pfister
<u>220 Pts</u> Lenny Zwik	Debra-Lou Lantz	Mary Lou Katchen	Jim Factor	Al Ridgley
<u>210 Pts</u> Herb Looney	Jeffrey Lantz	Sandra Kennedy	Hugh Fisher	Ronald Romonosky
<u>160 Pts</u> Terry Jones	Carl Nybro	Bruce Mason	Rafael Garcia	Diana Salzman
Brad Mitchell	Dave Rainwater	Arif Mondal	Robert Giles	Bob Salzman
<u>150 Pts</u> Gloria Anderson	Steve Tatro	Steve Richmond	Tom Goodwin	Hector Sanchez
Mike Anderson	<u>90 Pts</u> Mary Beth Cordon	Andy Rose	Jerry Helffrich	Robert Sandoval
Kathryn Butts	Dan McLaughlin	Chris Stahl	Sean Hendricks	Ronald Stearns
Tom Dawson	Cass Wheeler	Susan Yule	Gary Huber	Sean Teefey
Phil Nybro	Roger Williams	Michael Chatham	Chris Humphrey	William Temple
	Jeff Gifford	Anthony Paonessa	Gene Janulis	Luis Torres
	Mac McConnell	<u>40 Pts</u>	Sridhar Kamma	Paul Venable
	<u>70 Pts</u>	Brandon Hardiman	Ray Landry	Jay West
	Abdul Fahim	<u>30 Pts</u>	Tom Lanzoni	James Whalen
	Carlos Marino	Larry Allison	Jack Laumer	Michael Williams
		Joaquin Aviles	Bill Lewis	Donald Yates
		Ellis Bareiss	Carol Lowery	<u>10 Pts</u>
		John Beneat	Luke Lowery	Felix Guzman
		Nabeh Berry	Geno Marola	Derrick Houghton
			Joe Martinez	Terry Rawlins

2016 Incentive Points Challenge Rookies Leader Board As of June 26, 2016

<u>19.27 Pts</u> Chungnam Lucia	<u>6.61 Pts</u> Anthony Paonessa	<u>3.66 Pts</u> Carol Lowery	<u>2.72 Pts</u> James Whalen
<u>8.83 Pts</u> Carlos Marino	<u>6.12 Pts</u> Abdul Fahim	Luke Lowery	<u>2.62 Pts</u> Jim Factor
<u>8.39 Pts</u> Mac McConnell	<u>4.31 Pts</u> Michael Chatham	<u>2.93 Pts</u> Michael Williams	<u>1.67 Pts</u> Felix Guzman
		<u>2.92 Pts</u> Nabeh Berry	



The Honeymoon Isn't Over

By D.L. Yule

About eighteen months ago, thanks to Chris Markey and Judy Ray with BMW of Austin, a 2015 F83 M4 entered our lives, and things have never been the same since. As far as arranged marriages go, this one couldn't have turned out better. And the honeymoon isn't over yet.

Everything about this masterful piece of engineering is well thought out and executed. The M-tuned S55B30 power plant is incredibly responsive, delivering 425 horsepower and 410 lb-ft of torque. Horsepower and torque are estimates as some have commented that these ratings are derived using BMW's conservative math. Regardless, put your right foot down and you've got some neck snapping performance here. Overall acceleration is very impressive and can be downright scary if you stay deep into the power curve for too long. What's more impressive is that our average fuel consumption is delivering roughly 24 MPG city and highway. On longer trips we've gotten over 30 MPG. But it only takes a few hard starts to eat away at these numbers.

While we debated about whether or not to go the manual gearbox route, we ultimately decided to order our M4 with the MDCT. In Sport Plus mode, this gearbox shifts so quickly and with such force that you'd better warn your

passengers before mashing down on the go pedal. During heavy acceleration, unprepared co-pilots may end up making an unscheduled visit to the chiropractor. Gear changes in Sport or the more pedestrian Comfort modes produce incredibly smooth results. This gearbox is a chameleon, and for those that may be less informed, it is hard to believe that this is a manual gearbox and not a torque converter automatic. It is that smooth. However, in heavy stop and go traffic, more aggressive settings can produce some unintended jerkiness as the transmission management system hunts for an appropriate gear and happens most often during downshifts.

Fit and finish are excellent. Even with all of the Carbon Fiber Reinforced Plastics, the cabin is exceptionally quiet with no apparent squeaks or rattles. The convertible hardtop is a work of art and has been trouble free so far. The mechanism works flawlessly and in this application can be retracted while driving under 15 mph. The leather work is excellent as is typical of BMW's at this level. In hindsight, we should have opted for the extended leather, which does take the interior trim work to another level. Trunk space is quite good even with the top down. BMW has included a new feature that allows you to lift the top out of the trunk so that you can gain access to the storage area without having to put the top down. Genius!

Navigation and safety features abound. The braking system on the M4 is inspirational. While we didn't opt in for the Carbon Ceramic brakes (I prefer to keep both of my kidneys thank you very much), the M compound brakes work exceptionally well and will haul you down to zero MPH in an eye blink.

That said, these binders throw off a ton of break dust. But who's surprised by that?

The blue powder coated brake calipers are a very nice touch, and the cross drilled rotors are the size of small trashcan lids. Yes, talking about the size of one's brake rotors is appendage measuring, but hey, it's so cool!



While we were not quite sure if we needed the Driver Assistance Plus features, we're glad we added this option. Blind spot detection alone is a huge benefit, especially in Austin traffic. Plus, we saved a bit on our car insurance by having these features. Even more astonishing is that the Sat Nav actually works! Maps and driving routes are now pulled live from the Internet, which helps with map accuracy. You can even send driving instruction to your car using the BMW iPhone or Android app.

The heads-up display helps keep



your eyes on the road and the adaptive LED headlamps turn the darkest nights into near daytime driving conditions. There are no integrated fog lamps in this model, but with the LED's you don't need them. My one big complaint is the automatic high beams. The system uses the car's light detection system and cameras to determine when to activate or shut down your HI beams. A very convenient feature. However, the system is not very intelligent and gets confused about when or when not to turn on the brights. Sometimes they will turn on, blinding oncoming drivers and other times on dark roads they will not activate at all. Perplexing. Moreover, BMW has no plans to our knowledge of addressing this issue.

So in closing, has our experience with the F83 M4 been positive? Unquestionably. Has BMW made all of this joyfulness preposterously expensive? Darn tootin. When driven with gusto, does the M4 suck down lighter fluid quicker than your buddy Bob at the annual office Christmas party? Yes, sir. Does your risk of getting pinched for egregiously exceeding the posted speed limit rise exponentially? Without a doubt. Will you grin ear to ear every time you light that candle? Boy howdy! Would we do it all over again? In a heartbeat.



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Street Survival Skills at COTA

By Scott Bowman

As you may know, the Tejas Chapter has been interested for several years in sponsoring one of the Street Survival Skills programs for teen drivers. This is the driving program, sponsored by Tire Rack, Michelin, and Enterprise



rent-a-car, that is gaining in popularity around the country. We have known for some time that there is a lot of local interest, but finding a venue has been the ongoing challenge.

Enter Rob Price and the local Hill Country Region of the Porsche Club of America (PCA). Like the BMW CCA, the PCA and SCCA are partner organizations that host these programs for students. Rob contacted me in April to let us know he had secured a free lot (courtesy of COTA) and was looking for volunteers from our club to help with the event. I tried to promote the event in our last newsletter, but our list of volunteers was a rather short list. I was there all day on Saturday, June 11th, as was Mo Abusalih (also a PCA member) and Carl Nybro (who generously donated his time as a coach for a student). So, in spite of a very hot day, we had a good time and I got a sense of what it takes to pull off a Street Survival program.

Since this was the first such event for the Hill Country Region PCA, Tim Beechuk from Ohio came down to act

as advisor and chief classroom instructor. Tim and also Bill Wade, the national program manager, are generous with their time and passionate about supporting clubs that host the program. The format of the event was essentially a mix of classroom time and on course driving time, split between two student groups. The course elements included a slalom, a lane change exercise, a braking drill, and a wet skid pad (with soap bubbles!). The skid pad seemed to be the most popular element—and the most



fun to watch—but it required constant soaking by the fire department truck and another water hose volunteer.

A large tent that accommodated the full roster of over 20 students provided shade and a mobile headquarters. Other



items that were pulled together were radios, snacks, tons of water and ice, a catered lunch, assistance from the Travis County fire department for skid pad water, dozens of orange traffic cones, waivers, wrist bands, curricula for students and coaches, yellow t-shirts for staff and coaches, and probably lots of

continued on page 12

Street Survival Skills

continued from page 11

other details I did not see on site. Altogether there were likely at least three dozen volunteers working together to pull off this hugely successful event. The students were quite complimentary and drove home with increased confidence in car control and got certificates and goody bags from Porsche Central Austin.

There was quite a mix of student cars and SUVs, but my favorite to watch (both the car and the very smooth driver) was Carl's son in a beautiful red E30 series 318is. There was also a young lady driving a 6-speed manual MINI Countryman and another young man in a R53 MINI Cooper S. They all had a



nice smile when they passed by the course elements, so students seemed to enjoy the challenges.

Check out www.streetsurvival.org

for general information or look for local announcements for upcoming events. There is one scheduled Saturday, October 15, 2016 in Houston, sponsored



by the BMW CCA Houston Chapter. The Hill Country Region of PCA is hoping to host around three a year. We can either join forces with another club or, ideally, host one directly. Let me know if you are interested in volunteering as a driving coach or in another capacity. If we have sufficient interest and manpower, I think there is a good chance the Tejas Chapter can successfully host a Street Survival Skills program.



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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, then a 2012 event, then a 2013 event, then a 2014 event, then a 2015 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 2016.

Please let the Driving Events Coordinator, Scott Bowman at brglotus@fastmail.fm, 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. See our website for more info.

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www.bmwccafoundation.org
864.329.1919

Bimmers and Bombers Recap

By John HUGHAN

The Commemorative Air Force Central Texas Wing had been on my list of potential Tejas event destinations since I discovered it more



than a year ago in the course of perusing through the chapter website's

Scrapbook section for inspiration. I owe credit for this event idea to Sri Kamma, who organized the chapter's May 2010 event that went there and then pressed on to the National Museum of the Pacific War in Fredericksburg. I had taken my parents to the latter on one of their recent visits, where despite spending 5 hours there (not counting our lunch break at Hondo's) we still ended up having to move more briskly through the last sections than we'd have liked in order to stick to our schedule. It is an absolutely superb museum that begins its fascinating story literally centuries before WWII in order to set important cultural context, and although it would have been fitting to go there once again during the month of Memorial Day and I highly recommend making the trip, I felt it



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might have been too ambitious to include in this event's timeline. Still, the phone conversations I'd had with CAF CenTex personnel while preparing this event had me looking forward to our visit, and I was not disappointed!



Leaving from Cabela's in Buda, we headed down FM 2001, whereupon



most of us promptly missed the left turn onto Satterwhite Rd, including yours truly! I had forgotten to reset my trip odometer in order to use my own directions properly, and the Satterwhite Rd turn appeared just after a crest in the road and had its sign blocked by foliage. Checking my navigation system kept me from going too far off course, but I learned later that others took rather longer to double back and therefore had a harder time catching up with the group, even though I stopped and waited at the first opportunity to do so. Sorry about

that!

The CAF Central Texas Wing welcomed us with open hangar doors



and a truly impressive display awaiting inside. The hangar is part museum and part, well, active hangar! Historical aircraft were arranged inside for our viewing pleasure, many with museum-style informational panels mounted in front of them, but at the same time, some of the aircraft had panels removed, parts disassembled and lying on the floor beside them, or oil draining into a drip pan on the floor, and technicians busily went about their work around us. CAF CenTex's mission is to keep



their collection as a "living museum". Not content merely to showcase a fleet of permanently grounded aircraft to the general public, their collection of aviation history can and does fly. Not only are rides available for visitors to purchase, but CAF CenTex transports several of their craft all around the

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Bimmers & B
May 2
Many thanks to Job
Many more great photos are a





Members Tour
2016
John & Corey Hugan
Available on the chapter website



Bimmers and Bombers

continued from page 15

country for air shows and battle re-enactments. All of this is achieved by a staff comprised entirely of volunteers, contributing to the operation and upkeep of the fleet, the hangar itself, and the CAF organization according to their available time, skill set, and interests.



I learned a great deal about the aircraft and the organization talking with CAF members throughout our time there. As I suspected, sourcing replacement parts for decades-old military aircraft is a recurring challenge. Occasionally they get lucky by a part being readily available because it's still in use in more modern aircraft, not having been changed in the intervening years. Other times, detailed drawings and specifications are still available, allowing a suitable replacement to be fabricated either on-site by their machinists or by an outside vendor. And still other times, much as we car owners might scavenge replacement parts from equivalent models located in junkyards, there are enormous yards preserving old aircraft in places such as the Nevada desert that occasionally have an example of the appropriate aircraft and the desired part – but such supplies are

limited, and the owners of those yards know it! Next, having a recreational interest in mechanical engineering, I wanted to know all about this “round engine” that I was seeing for the first time, with cylinder banks mounted in a 360-degree fashion behind the



propeller. I correctly guessed that achieving proper oiling with such an engine arrangement in which several cylinder banks spend most of their time upside-down required rather high pressure, but I learned about a larger issue that occurs while round-engined aircraft are parked on the ground. Because the piston rings in older aircraft do not form nearly as tight a seal as they do in modern engines, when the engine isn't running, oil in the upside-down cylinder banks could get past the rings and accumulate in the combustion chamber, creating a situation similar to hydrolock – “petrolock”, perhaps? Attempting to start an engine in this condition would immediately damage it, so the presence of this condition is checked by attempting to turn the propeller one full revolution by hand. Any resistance would suggest oil pooled in a combustion chamber, which is then addressed by removing the spark plugs from the lower valve cylinder banks to allow them to drain. This is in fact

a mandatory pre-flight check on round-engined aircraft. This all led our discussion to an overview of the evolution of aviation engines, where I learned that a modern turbo engine roughly the size of a basketball can be designed to deliver approximately 1800 hp! Indeed, it's not uncommon for such engines to be retrofitted to much older aircraft, such as the DC-3. It costs upwards of \$1 million, but the combination of significantly more horsepower increasing carrying capacity and significantly improved efficiency reducing fuel costs means that over the service life of the aircraft, it's actually a cost-effective move for companies that use their aircraft constantly for transporting passengers or freight.

Before we left CAF CenTex, we gathered outside the hangar for a group photo – but not just any group photo. In exchange for donations from our members (of which there were many, thanks in part to several of our members choosing to pay our beloved treasurer Sandy \$20 for an \$18 lunch to make a \$2 donation, which raised over \$100), the CAF brought their AT6 Texan “Red Tail” onto the tarmac and



allowed us to park our cars around it, and even furnished us with a lift so that we could capture the scene from a proper vantage point. It took some doing, but the result was well worth

it. Many thanks to all of the members of the CAF Central Texas Wing not just for their superb hospitality at our event but also for so generously dedicating their time and hard work to keeping their living museum open to the public and in the air!

We concluded our event with lunch a short drive away in San



Marcos at Tres Hermanas Restaurant & Cantina, where we filled their upstairs private dining area and sipped beverages and snacked on chips and



salsa while our servers prepared a fajita buffet. I was particularly impressed with the steak, which was not only beautifully tender but also deliciously marinated. Next time you find yourself hungry in San Marcos, definitely consider Tres Hermanas.

Many thanks to all who attended, and hopefully we'll see you at another event in the very near future!

Dr. Beemer Tech Day

by Ken Carson

I watched Monty set up the contraption on my 2001 Z3 3.0i coupe. It consisted of a canister filled with a



can of BG Air Intake Cleaner hooked up to an air hose that compressed the liquid to come out as a fine mist from a nozzle that was run into the induction elbow that went into the M54 engine's throttle body. BG's induction cleaner service was supposed to clean impurities and carbon buildup from the throttle body, idle control valve, intake ports, valves, and injectors. I started the car and let it idle, while Monty started the mist. Five minutes at idle followed by two minutes at 1500 rpm would suffice. Would it work? I'll give you my impressions later in this article.

For the third year in a row, Tejas Chapter member Brian McKinney opened his shop, Dr. Beemer BMW and Mini Service, to chapter members

to do their own maintenance, repairs, and upgrades. Brian provided a service lift to accomplish any work that could be completed in a two hour time frame. Dr. Beemer technicians are also there to give advice and make sure the work was done in a professional manner. Special tools were also available to use. Alignments were available at a substantial discount, and Dr. Beemer gave 30% discounts on parts and fluids purchased for work done during this tech day.

This year 16 members accomplished work as varied as simple oil and filter changes, coolant, brake, and transmission fluid changes, spark plug replacement, brake work, repairing oil leaks, and replacing suspension components. Brad Mitchell replaced belts and tensioners



and pulleys on his Z3 M Roadster. Daniel Briggs upgraded his e30 cabrio to stainless steel brake lines. Bill Yates changed his automatic transmission fluid and filter. Dan McLaughlin repaired a leaky steering rack on his track car and secured his steering column after discovering that it wasn't bolted to the steering rack correctly. Steve Tatro replaced front suspension bushings with better-than-factory Lemfoerder solid bushings on

his 540i. Sean Teefey was replacing spark plugs in his M3 after 63,000 miles, and I have never seen so many parts have to come off a car just to get to the spark plugs! Sean didn't need a lift, so he was parked just outside one of the shop doors.

Other members showed up to lend a hand or to watch and learn. Scott Bowman, Josh Butts, Tom and Helen



Brown, and David and Chungnam Lucia all enjoyed watching the action. Scott took many pictures, while Josh donned work gloves and lent a hand to several jobs, just as he had for me last year. One of the huge benefits of this tech day is learning something new about some part of some car that you didn't know about before.

And lunch. Dr. Beemer catered lunch in from Chick-fil-A. Everyone feasted on chicken tenders, waffle fries, and salad when they weren't working on their cars.

I had done significant work each of the previous Dr. Beemer Tech Days. Last year I finished prepping the Z3 M Roadster for our trip to Greer, SC, and Asheville, NC, for the Classics at the Biltmore. I changed the tranny and diff fluids and installed a new radiator, coolant reservoir, thermostat, and water pump as part of a fan delete. The first year I installed new front control arms and bushings on the e30 M Technic cabrio. I really didn't have

anything pressing to do this year, as I had just finished replacing the timing belt and cooling system on the e30 M Technic. I decided to do the first oil change on our new-to-us Z3 3.0i coupe. We had gotten it in March.



BMW of Austin had changed the oil as part of an Inspection II in February of 2015 for the previous owners, John and Liz Horne. The engine had 3200 miles on this oil. But I also wanted to do something special for the "clownshoe," performing an engine cleaning while changing the oil.

Dr. Beemer uses BG products as a part of their regular oil changes. I have used BG products for almost ten



years to clean fuel systems, but this was the first time I had used their engine products. I added a can of BG EPR (Engine Performance Restoration) to the oil before draining it, got the oil to operating temperature by letting it idle for 20 minutes, and then drained the oil. EPR cleans the engine by removing fuel gum and

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Dr. Beemer Tech Day

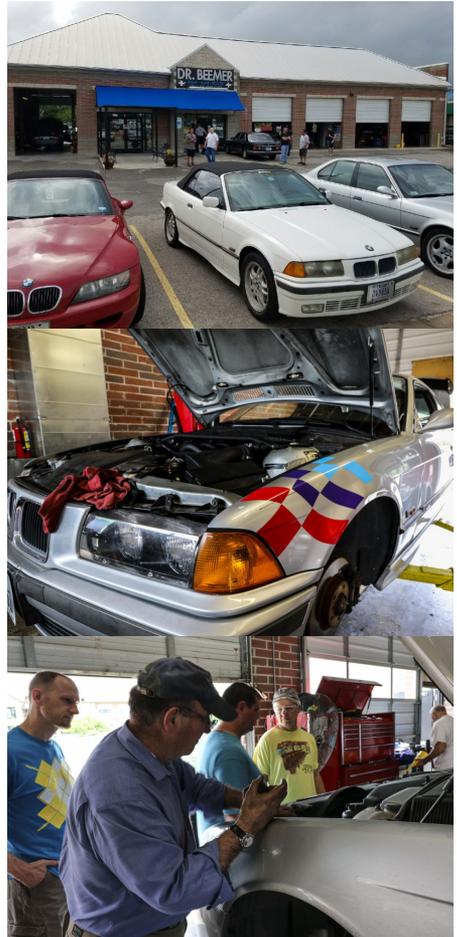
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other deposits from rings and the compression chambers, restoring power and gas mileage. It also thins oil to help it carry the deposits out when it is drained from the engine. The oil was dark and runny; that was in line with what the EPR was supposed to do. I changed the oil filter, replaced the oil with 5w30 synthetic from BMW and added a can of BG MOA (Motor Oil Additive) to the new oil. MOA keeps the oil from breaking down and cleans and protects the engine. I won't do this treatment with every oil change, but I will do it once a year.

As for the induction service that I was talking about earlier, Brian McKinney made me an offer I couldn't refuse on the normally \$230 service. Did it work? Here's my take. When I started up the car to leave after most folks had left and after hanging out with the Dr. Beemer technicians, the car idled horribly, misfiring at first, leaving a trail of thick black smoke behind the car as I drove away. I circled back and parked with the engine running, watching the black smoke still coming from the exhaust tail pipes. I was advised to drive it down the street and back, and Monty, the technician who had helped with the service earlier, checked for codes and cleared the misfires. The car was running fine without smoke by that time. Every bit of that black smoke had been deposits that were cleaned out by the induction service. There is not a doubt in my mind that the service helped the coupe.

I want to thank Brian, Monty,

William, and all the other Dr. Beemer employees who were so willing to give up their Saturday to help our chapter members. When I asked several of them about the tech day, every single one said they not only thoroughly enjoyed helping everyone, but they really liked talking with the owners about the cars and the story behind each one. I also want to thank Kayla Alexander, Dr. Beemer scheduler extraordinaire, for her invaluable help in organizing this very special day. I hope we get to do it again next year, and I hope that you will join us for the fun!



Texas Trifecta 2016

by Josh Butts

One more year and another Texas Trifecta in the books. On the surface, the Texas Trifecta is “just another track day”. However, I believe this year we finally achieved the original vision for the event. Many moons ago, when the Circuit of the Americas was first opening, the DE chairs from all the BMW CCA chapters in Texas got together and decided we needed (yes, needed) to hold an event at CotA.

We came up with the name “Texas Trifecta” after much deliberation on a mailing list. The idea was simple: three chapters putting on three events all at the same time. We planned to run a full HPDE event including club races on the track itself at CotA. In



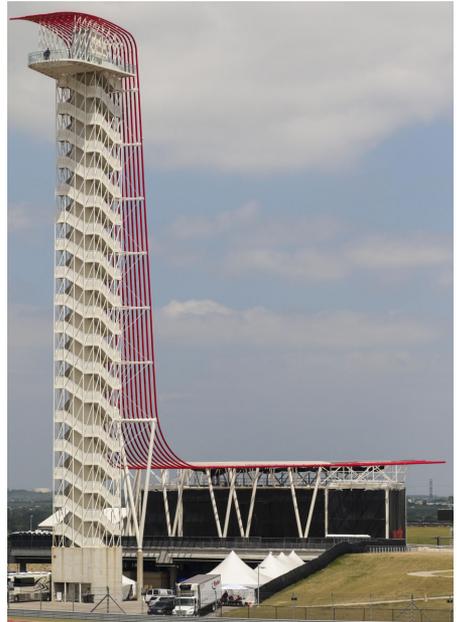
addition, we would hold an autocross in the support paddock, and we would hold a show and shine car show for folks who wanted to attend and participate but didn't feel the same need for speed. For the past three years, we have been holding excellent track and autocross events during the Texas Trifecta, but we've always failed to deliver on the car show.

This year however, Tejas Chapter member James Perry from Killeen put together the first of what promises to be a long series of large scale car

shows. James brought together a fantastic set of cars from all European makes and what I can best describe as the “mod” community. The first Lone Star Euro Fest including some awesome static displays, a casual



autocross, and a lunch time parade lap with 100 cars. I look forward to the future success and growth of this event. With Bimmerfest focusing on the East and West coast, there is a real opportunity to grow Lone Star Euro into the premier car show “between the coasts”.



As far as the track side of things went, the Trifecta was mostly business

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Texas Trifecta 2016

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as usual. I'm pleased to report that no cars were materially harmed in the making of this event. We had a great volunteer turnout, and with the excellent staff from CotA, we were able to focus our manpower in a few strategic areas instead of having to handle everything ourselves as in years past. Tejas Chapter DE Chair Scott Bowman did an excellent job



being the point man on the grid all weekend. Having the same person running the grid consistently is something we haven't achieved in the past, and I definitely noticed a huge difference in having someone with solid track experience down there to guide other volunteers in lining up the



cars, and someone who was definitely not shy to put some drivers in their place, both literally and figuratively.

Tejas Chapter volunteers also distributed 1,500 pounds of ice and nearly 5000 bottles of water over the course of the weekend. It takes some serious effort to keep hundreds of people hydrated over the course of 3 days, when the average temperatures were in the mid 90s. Lastly, but certainly not least, we had volunteers in race control for the entire weekend, making announcements to ensure all the groups of drivers made it to their



track and classroom sessions at the right time. If you've never had the opportunity to visit race control at CotA, I highly recommend you volunteer to do announcements for us at the next Trifecta. Not only is this gig air conditioned, but you get to watch the events unfold on a wall of TVs that show camera feeds from



every corner of the track. Perhaps

even better, you get to hang out with the awesome control staff from CotA who generously explain everything that's going on as it happens.

All in all, this year's Texas Trifecta was a successful event. We anticipate running another event at CotA in early November and we'd love to see you out there. I know the



DIY Headrest Camera Mount

By Paul Goldfine

I wanted to be able to mount my GoPro camera for track days, or any time I wanted to record from the car, without mounting the camera on the outside of the car. I've tried mounting the camera to the windshield previously but this interferes with my vision. I'd seen videos where the camera appeared to be mounted between the front seats. This gives a nice perspective of what the driver and passenger are seeing through the windshield during the drive.

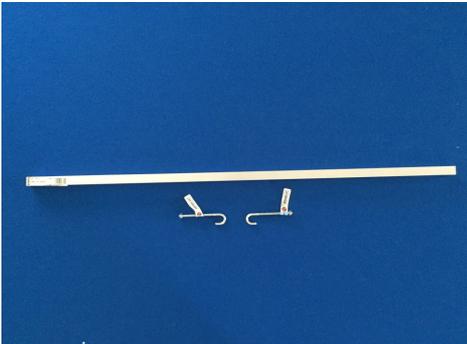
I began an internet search and found a number of mounts priced between \$50 and \$100. That seems a reasonable price range but the frugal side of me decided I could create

something that would work just as well for a lot less money. Besides, there's no fun in just ordering something from the internet.

The materials set me back \$22.30 at my local home improvement store, tax not included. You can find these items at many stores but, since I happened to stop at Lowes, I'll provide links to the items I purchased there. The tripod mount was a Best Buy item and lists for \$4.99. You'll need:

Materials:

- 1 - $\frac{3}{4}$ " x $\frac{3}{4}$ " x 3' square aluminum tube
- 1 - $\frac{1}{4}$ " x 2" plain eye bolt
- 2 - $\frac{1}{4}$ " x 4" J bolt with hex nut
- 2 - $\frac{1}{4}$ " split lock washer
- 2 - $\frac{1}{4}$ " flat washer
- 2 - $\frac{1}{4}$ " x 1 $\frac{1}{4}$ " rubber flat washer
- 1 - Can of Plasti Dip
- 1 - GoPro tripod mount



Tools:

Power drill

1/4" drill bit

9/64" drill bit

Hacksaw

Sandpaper

Construction:

1. Measure from seat to seat at the middle of the headrests.
2. Cut tube to measured length.
3. Use sandpaper to smooth edges.
4. Center tube between inner two headrest posts.
5. Mark the location of the sides of the headrest posts on the tube.
6. On each post, lay the J on the tube so that the width of the headrest post falls in the open area.
7. Place a mark where the holes will be drilled.

Note: You can drill these holes using a between the headrests in my car 1/4" bit but I used a 9/64" bit to allow a little side-to-side movement.

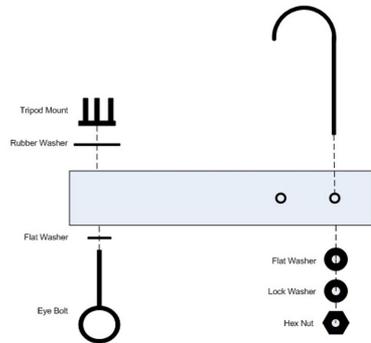
8. For each post, drill the 1st hole completely through both sides of the tube and the 2nd through only 1 side.
9. Rotate tube 90° and measure to

center of tube.

10. Drill 1/4" hole through both sides of tube.

To Use:

1. Place tube behind headrest posts with 2 holes side facing the front of the car.
2. Put threaded portion of J bolt completely through tube, align J so headrest post fits into opening, and insert other end of J bolt into 2nd hole.
3. Secure with washers and hex nut.
4. Put flat washer on threaded end of eye bolt and insert eye bolt into center hole in tube with threaded end up.
5. Place rubber washer over end of eye bolt.
6. Screw eye bolt into tripod mount.



Calendar of Tejas Chapter
and Related Events



2016

Date	Event	Meet Location
July 23, 2016	Presidio La Bahia Tour see page 5	Buda Luling
August 2016	TBD - watch the website	TBD
September 2016	TBD - watch the website and the <i>Tejas Trax</i>	TBD
October 2016	Annual Utopia Weekend - watch the website and the <i>Tejas Trax</i>	Kerrville
November 10 - 12, 2016	Texas Trifecta at COTA - watch the website and the <i>Tejas Trax</i>	Austin
December 2016	TBD - watch the website and the <i>Tejas Trax</i>	TBD



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2013 135iS

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3 Series 2012 335is

This is a flawless 335is. No dings, dents, or curb rash. Detailed every other month by one of the best companies in Austin. Selling because I just put my order in for a 2017 M3 Sedan. The black sapphire on oyster combination is simply perfect. The DCT transmission is about as close to Ferrari / Porsche as it gets. The shifts are crisp and extremely rapid. The exhaust note is also one of the best of any car I have owned (about 25 high performance cars). My 335is car has every single option for this model and was roughly \$64,000 new. I also just put Michelin Pilot Super Sports on the car in December, they only have 1200 miles on them. This car also comes with an extended warranty through June of 2017 to

increase your peace of mind. It is nearly bumper to bumper coverage and cost me \$3000 to purchase with the car. I am a 10++ year member of BMW CCA and take extreme pride in my ownership. Please contact me with any questions or to see this car. Thank you for your interest. Asking \$32,000. Contact Michael Brett at 512-573-0809 or email to Michaeltbrett@gmail.com.

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1998 M3

4-door M3 (e36), manual transmission, low miles, red (hellrot). All-original, or original-type replacement parts, except shifter. 154k miles. Everything works including A/C, standard limited slip axle, radio cassette & CD. Needs a few things finished, but current inspection & registered, runs and drives fine. - Transmission has bad 3rd gear syncro: slow upshift OK, double clutch downshift; spare low-mileage transmission included. - Check Engine Light on: diagnosed as secondary air pump (Sayther diagnosed) - Some front speakers are bad, back are OK. - Rear seat leather hardened, right side only, w/ small crack (sun damage)? - Bad window tint on driver's window. - Flat black paint ONLY on hood & both mirrors: badly done, peeling,

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needs repaint. Phil White 512-215-2699 or e36m3_4door@yahoo.com
Asking \$5,800



1998 BMW Z3 Roadster

One owner, 139,074 miles, no accidents, Awesome sports car: looks great, runs great. 6 cylinder, 2.8 liter engine, 5-speed manual transmission, Power steering / brakes / windows / locks / seats, Air conditioning, Cruise control, AM/FM/Cassette/6-CD changer, Home-link door openers, BMW Security system, All manuals. Michelin Pilot Exalto PE2 ultra high performance tires, Diehard battery, Soft top replaced 2012. Also includes: BMW Wind Deflector, BMW Sunshade, BMW chrome exhaust tips, Colgan Custom Car Bra, Bentley E36/7 Z3 Service Manual, LoJack stolen vehicle recovery system. Known defects: Paint chips, Original driver's seat & floor mat showing wear, Power top disconnected ? works fine as manual top. **Asking \$5,995.** Contact Dennis Freiheit at 972-407-8251 or send email to dennisfreiheit@att.net.

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Trailer for Sale

ENCLOSED 24x CAR HAULER TRAILER: 2011 Cargo Mate Blazer; Model BL824TA3. 24 x 8; white; rear ramp door; side door; wood floor & walls; extra ceiling lights. Empty wt 3900 lbs; Gross wt 9900 lbs. Pictures available. **\$5,000 or best offer.** Contact Jonna Clark at jonnack@gmail.com.

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Magazines

Collection of BMW magazines is being offered at no cost to interested members. Included are: BIMMER magazines. 29 issues, years 2002-2008.; BMW Magazine. 24 issues from 2001 onward.; ROUNDEL magazines. 4 stacks from 2001 onward. Contact John Horne at 512-931-0098 or send email to jthorne13@suddenlink.net.

Wheels for Sale

I have 2 nearly new X3 wheels 36-11-7-844-251 M Double Spoke 369

Classified Ads

[MSRP \$694.36 each wheel] 9.5 JX 19 ET48 [standard fit production wheel] with NEW tires and BMW OEM Huf-beru sensors. Perhaps \$1500 plus value. [From my 2013 X3] Asking \$300 for the pair. P/U in Leander 78641 Call Larry 512-528-9357 or send email to xyzm3bmw@Hotmail.com

Tire for Sale,

Selling one tire from my 335is with the 19inch wheel package. Got a nail in the other rear tire right after purchasing them and decided to replace all 4 with a different brand of tire. These tires might have 2000 miles on them. They have about 90%+ tread left. See pics for details and email me with any questions. This is a perfect tire if you are trying to replace the run flats on your 3 series with the 19 inch package. **Asking \$200.** Contact Michael Brett at 512-573-0809 or email michaelbrett@gmail.com.

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Wheels for Sale,

2011 135i, Apex ARC8 wheels, 18x8.5 front and 18x9.5 rear with Michelin PSS 18x235/35 and 18x265/30 with about 7/32 front and 6/32 tread respectively. These will give you much needed traction over the standard skinny Bridgestone RFT that come stock. There is no curb rash, but there are a couple of stone chips. The color is hyperblack. If you want them shipped, all costs are yours alone. Prefer local sale. Years 2008-2013 **Asking \$900.** Contact Brian Peterson at 512-848-0848 or email to brianopeterson@gmail.com.



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

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