

TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Road to Spicewood
Photo by Sandy McConnell



**March
April
2016**

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*From
The
President*

A Little Bit On Leadership

As we begin a new charter for Tejas Chapter officers for 2016-2017, I am reminded of those who served and those who are serving in a leadership capacity in this chapter. A few of my favorite leadership sayings as pertain to serving in a volunteer leadership role are:

“Leadership is the art of getting someone else to do something you want done because he wants to do it.” – *Dwight D. Eisenhower*

“There are no office hours for leaders.” —*Cardinal J. Gibbons*

“The highest of distinctions is service to others.” —*King George VI*

I need and want to acknowledge those who have served and have definitely met those definitions of leadership. **Mike Sevel** was our Membership Chairman for 6 years and did a truly outstanding job. In fact,

during his tenure, the Tejas Chapter membership grew by over 300 members. Mike left big shoes to fill, but **Raquel Robles** is up to the task, I am sure.

Ken Carson served 2 years as our Vice President and really helped a great deal. He filled in on several occasions where I was unable. Fortunately, Ken is not going anywhere, so he continues to be a great asset to the chapter. We look forward to **Josh Butts** taking over the role of VP and continuing his great efforts with the chapter.

John Hughan served as our Events Chairman for 2 years and did such a great job that no one has stepped up to follow him. We really appreciate John’s efforts, but desparately need an Events Chairman!!

In addition to that position, you will notice a few other vacancies on page two. If you feel led to help, please contact me or one of the other officers to let us know.

Here’s looking forward to a great 2016-2017 for the chapter.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Michael Chatham
Jim Factor
Guillermo Figari
Israel Govea
Felix Guzman
Phillip Harris
Dan Kimble
Ronald Martino*

*Alexander Pasadyn
Rich Petit
Margaret Reed
Chris Speers
Bankim Tejani
Jamie Thompson
Shiva Vankamamidi*

San Antonio

*Luis Cantu
Abdul Fahim
David Frank
Andrew Kepchar
James Moorman
Jason Phiester*

BMW Car Club
of America
Tejas Chapter



Cedar Park

*Percival Campbell
Brandon Hardiman
Chungnam Lucia*

Round Rock

*Jamal Jones
Lucas Tettamente
James Whalen*

Dripping Springs

Ronald Kelly

Lago Vista

Jacquelyn Gray

Georgetown

Joel Russeau

Mason

Kelly Standard

Canyon Lake

Dennis Holifield

Kyle

Lisa Thomas

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



Tejas Chapter Annual Bluebonnet Drive

Saturday, March 26, 2016

Planned by Lenny Zwik



Bluebonnet fans keep your fingers crossed for a bit more rain to help the wildflowers, but for fair weather on the day of the drive.

Yes, our Bluebonnet Drive is set for an earlier weekend than usual in an effort to make up the gap since our last drive and to catch the wildflowers in their prime. We will not miss out on the famous Willow City Loop or the scenic roads connecting Johnson City, Willow City, and Fredericksburg.

8:30 am - meet at the "Y" in Oakhill (US 290 and SH 71), in the parking lot in front of Gatti's. Gas, coffee, and restrooms are available nearby.

8:45 am - Driver briefing

9:00 am - Start driving

Our drive will include back roads to Johnson City, with a rest stop planned at the Stripes Gas Station on the north side of Johnson City off of US 281.



Next will come the heart of the drive through the scenic roads northwest of Johnson City enroute to the Willow City Loop.

From there, cruise into Fredericksburg for lunch at Rathskeller restaurant with an arrival time of NLT 1 pm.



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The Sculpture Ranch Tour & River City Grille

Saturday, April 23rd, 2016

Planned by Glenn and Sandy McConnell



9:00am - Meet at Cabella's
15570 IH 35 Buda, TX 78610

9:15am - Driver briefing

9:30am - Begin Drive



We will have a morning spring drive to River City Grille, Marble Falls, Texas for lunch.

After lunch we will caravan South to Johnson City, Texas and The Sculpture Ranch near by.

The Sulpture Ranch is a working gallery situated on 140 acres of trails where more than 100 sculptures, by more than 40 artists, are on display outdoors. In addition, inside a converted 14,000 square foot aircraft hanger, they have multiple galleries displaying sculpture and paintings. We will have a opportunity to see a brand new display that just became available for viewing in March.



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Finding a Daily Driver, Part 3

by Ken Carson

My search for a daily driver to replace the e30 cabrio that I had sold in April had taken me to Elizabethtown, Kentucky, where I had been sorely disappointed, and then to San Antonio, Texas, where a car that hadn't been registered since 2010 had put a smile on my face while driving it. If you read my first installment in this series, you will remember that the car in Kentucky had been put up for sale on the 318ti.org forum with over 200,000 miles at a reasonable \$1750. But the owner had neglected to say that the rear end had been badly crumpled in a collision, of which the evidence had been cosmetically covered up to deceive prospective buyers. At least, that's the only reasonable conclusion I could reach, after I pulled all the tires and wheels and other detritus from the rear hatch to examine the spare wheel well of the car. I am certain that the owner had loaded everything in the rear of the car in hopes that the buyer would think, "Oh, great! Look at all the free stuff that comes with this car," and never find out

that the car was wrecked until (potentially) long after the purchase was finalized. And, of course, the car was offered "as is."

That was June, and now in early July, I was just returning from test driving a 1997 318ti that had a total of 119,000 miles on it, but had been terribly neglected by its current owner, Pete. The 2011 stickers on the windshield meant that he hadn't registered or inspected the car. And if he hadn't done these mandatory items, what were the odds that he had performed any oil changes or filter replacements? Other than the new battery in the car, I couldn't find any sign of maintenance. All the fluids looked old, and Pete had told me he didn't have any maintenance receipts, not even an oil change sticker. With the condition of the interior and the badly fading paint and peeling clear coat, I doubted he even washed the car or cleaned the interior.

As I turned into the driveway, I

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Daily Driver, Part 3

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thought about the test drive. After I had reattached the intake boot and vacuum hose to said intake boot, the gasping idle smoothed out, and the engine ran strong. The suspension was good. The steering was a squealing mess, most likely because the fluid that was supposed to be in the reservoir was instead covering the power steering hoses in black gunk, the only leak I could find under the car. The brakes were good, but the pedal was less than firm; I suspected five-year-old brake fluid had a lot of water in it by now. The clutch and transmission operated as it should. Overall it had been a very successful test drive. I would call it even satisfying. That was a surprising thought. I liked this car; it had good bones and could be a great daily driver if I cleaned up the faded and disgusting interior, replaced the window regulator clips, prophylactically replaced the cooling system and vacuum hoses, and replaced all of the vehicle's fluids. I wasn't too sure what I was going to do about the missing clear coat, faded and cat-scratched paint, but I would figure out something. Maybe I could use this car to learn to paint? Yep, this was a good car for me. Heck, even the A/C blew ice cold.

I got out and saw that Pete's helpers had made progress. All of the guttering had been strapped to the top of Pete's van. Only the carport posts remained; any other semblance of a carport was gone. I asked Pete if he

could show me the title. He surprised me by walking over to his van and pulling out a baggie. He reached inside and pulled out a folded paper and presented it to me. I opened a clean, blue, Texas title with someone

WARNING! The form on the back of this detachable "tab" may only be utilized to notify TxDOT that you have sold the vehicle described on the attached certificate of title. A TITLE IN THE NEW OWNER'S NAME WILL NOT BE ISSUED. To have a new title issued in the new owner's name, the "Assignment of Title" section on the back of the certificate of title must be completed (by seller and buyer), and the new owner must file an application for title in his or her name at the local county tax assessor-collector's office.

39065 AB 0.270 1
BMW FINANCIAL SERVICES NA LLC
5515 PARKCENTER CIR
DUBLIN, OH 43017-3584

DETECT HERE

TEXAS CERTIFICATE OF TITLE ORIGINAL 2-25-2015 44071382

VEHICLE IDENTIFICATION NUMBER WBACG7329VAS98030	YEAR/MODEL 1997	MAKE OF VEHICLE BMW	VEHICLE TITLE AND REGISTRATION NUMBER 44071382
MODEL 3TI	VEHICLE WEIGHT 2800	TITLE DOCUMENT NUMBER 01540936717152118	DATE TITLE ISSUED 07/20/2000
REGULATED EMISSIONS BMW CENTER SAN ANTONIO TX	VEHICLE LICENSE NUMBER XGB16P	DEPARTMENT OF TRANSPORTATION	REGISTRATION NUMBER 020607

else's name on it. Pete explained that he had bought the car from his neighbor "several" years ago; the man was a retired air force officer and lived behind Pete on the next street over. The front of the title showed an address that looked to be in the same block as Pete's house, just a different street. There was a release signature on the title from the lienholder, BMW Financial Services of Dublin, Ohio. I turned the title over and there was the date of purchase in 2010 with an odometer reading of a little over 112,000 miles. Everything Pete had told me was true; he had owned the car for five years and driven it 7000 miles but had never registered the car himself!

I was now prepared to negotiate a price for the car. I immediately expressed doubts about buying the car. Pete looked crestfallen. I explained that the title would probably cause

problems with registration; I was concerned about the lack of maintenance; the dry power steering reservoir had most likely damaged the power steering pump and rack; the brake pedal was spongy; the CEL and SRS lights on the dash could be hiding expensive fixes; I wasn't sure that the interior would clean up; etc. With each new item I mentioned, Pete simply nodded. When I told him that the car was closer to the junk yard than returning to active duty, he looked pained. I said that it was probably more work than I wanted to tackle. I told him that he could not expect to get his asking price of \$3500. That was what a 318ti brought that was in excellent running condition with a validated service history and glossy paint and a clean interior. I paused. I let it sink in for a moment.

Pete was nodding, as though I had just revealed an ugly truth that he hadn't wanted to face. I told Pete that I loved BMWs and it pained me to see this car in this shape. I then told Pete that I thought the car deserved a chance, that I wanted to see it return to a BMW enthusiast again, but I thought it was worth about \$2000 in its current condition. He asked if I "could do \$2500?" I said no, but that it would be going to a good home for \$2200. He shuffled his feet and said that he wanted it to go to a good home. And the deal was done. I gave him \$500 down, got a signed receipt, and called my wife, Connie. She said that she could bring me back down to get the car on Friday, two days away. I told Pete I would be back on Friday. He said that would work.

When we pulled up to Pete's house on Friday, there was no van and no 318ti. The house was bare. No furniture inside, no junk in the back of the driveway, not

even any carport posts. The place looked abandoned. I scrolled through my call list on my phone from Tuesday and dialed the San Antonio number. A man answered who sounded younger than Pete. I asked if Pete was there. He said I had a wrong number and hung up. I was dumbfounded. What the...? I looked helplessly at Connie. Had Pete pulled a fast one on me? I surely didn't think he would, but it was possible. I looked through my phone again. There was another San Antonio number...I had called about two different cars that day. I dialed the other number. Pete answered almost immediately. "I'm at my mothers. I've got the car over here...thought it would be safer. I'll be right there." I literally breathed a sigh of relief.

Pete arrived in less than five minutes and we followed him to his mother's house. This house was immaculate with bobbing birds, wind chimes, and statues spaced around the well-tended lawn. The 318ti was parked in front. Pete introduced us to his mother, a petite woman in her eighties. She said that Pete hadn't stopped talking about me and what I knew about BMWs. He was excited that I was taking the car. Pete just nodded. I gave him the balance of cash. He handed me the baggie; I made sure the title was in it. We shook hands, exchanged goodbyes; I put the temporary tag on the back of the car and then headed for the address on the title.



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Daily Driver, Part 3

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Connie followed me in her SUV; I think she was waiting to see if anything fell off the ti. We parked in front of a neatly kept frame house that couldn't have been more than a few doors down from the house that backed up directly to Pete's now abandoned house. After knocking on the door, I was greeted by a small, elderly lady who spoke in a quiet voice with a slight German accent. When I asked for Mr. Kerns, she smiled and said, "One moment." She disappeared from view and after a couple of minutes a tall, slender man with a full head of white hair came to the screen door. I explained who I was and that I had just purchased his old 318ti from Pete. He smiled, opened the door, and stepped out onto the porch to see the car. "It doesn't look too worse for wear, after that bozo had it for several years." Obviously his vision was not as sharp as it once had been. I said that I needed his signature and was invited inside.

Mr. Kerns talked about how Pete had pestered him to buy the car for some time, but he was worried that Pete wouldn't take care of the car. I mentioned that Pete had only put 7000 miles on it but had never registered it. Mr. Kerns said, "I was always worried that Pete would have an accident in that car and they would come after me for settlement, because Pete never had

registered the car and he certainly never had insurance!" He wandered off down the hall and returned with a manila folder labeled "BMW." Inside was paperwork dating back to when he had purchased the car from The BMW Center in San Antonio in 2000. The car only had 20,607 miles on it then, and had been a lease prior to that. There was also a letter Mr. Kerns had written to the state board of insurance saying that he had sold the car in 2010, but that the owner had never registered the car. He was asking to be released from any liability for the car. Mr. Kerns was full of information about the ti. He said that prior to selling the car, he had put new struts and shocks on the car, as well as new rotors and pads, new tires, new coolant, brake fluid, and driveline oils. No wonder the pads and tires had so little wear on them, and the coolant was clear blue. Maybe it wasn't a bad thing that Pete hadn't serviced the car. I saw on the paperwork from The BMW Center that the car was described as a 318ti "with Active Package." That explained the sunroof, color-matched

Production date	13.12.1996
Assembled in	München

Code	Sonderausstattung	Optional Equipment
S214A	Automatische-Stabilitäts-Control (ASC+T)	Automatic stability control (ASC+T)
S240A	Lenkrad Leder Airbag	Leather steering wheel
S243A	Airbag Beifahrer	Airbag for front passenger
S282A	BMW LM Rad Sportspeichenstyling II	BMW LA wheel, Sport spoke styling II
S315A	Heckscheibenwischer	Rear window wiper
S341A	Stoßfänger komplett in Wagenfarbe	Bumpers completely in body colour
S401A	Schiebebedach elektrisch	Lift-up-and-slide-back sunroof, electric
S441A	Raucherpaket	Smoker package
S530A	Klimaanlage	Air conditioning
S540A	Geschwindigkeitsregelung	Cruise control
S550A	Bordcomputer	On-board computer
S676A	HIFI Lautsprechersystem	HIFI speaker system
S692A	CD-Wechsler I-Bus Vorbereitung	Preparation, BMW 6-CD changer I-bus
S818A	Batterie Hauptschalter	Battery master switch
S925A	Versandschutzpaket	Transport protection package

body moldings, and the leather interior. We talked a little more, and

Mr. Kerns updated the sale date on the back of the title, carefully initialing the change. I thanked him for the information. He asked me for my email address, “in case I find anything else that I can send to you.” He graciously handed over the folder to me, saying how it should go with a responsible owner. I told him I would let him know if I needed anything else from him when I registered the car (I would, of course...nothing is as easy as initialing a date change). We shook hands, and I walked across the lawn to my new-to-me car.

I got in, grabbed the exposed window regulator arm, and pulled the door closed. The car started right up and I laid the loose gear shift knob in the passenger seat. As I pulled away from the curb, I realized that I had been right about the car being a good car. Mr. Kerns had taken care of the car and had performed some key maintenance prior to selling it that had probably allowed the 318ti to survive its ordeal with Pete. I wouldn't have to do much with the brakes or suspension. Of course, the headliner was gently brushing the back of my head while the sunroof switch dangled in front of the rearview mirror. But these were cosmetic issues that could be sorted out at a leisurely pace.

My cell phone rang, and I saw that it was Connie calling. I wondered what had fallen off the car, but when I answered she said, “That car looks good from behind. It looks really good!” I responded that it was running really well, too. It was about that time that we approached the on ramp to the freeway that would take us back home. The car accelerated through the gears easily. The speedometer needle

passed 55 mph, then 60, then 65 after I shifted into 5th gear. There were no scary rattles or vibrations. I realized I hadn't driven the car at speed before now. The car hummed along at 70 mph and all was right with the world. Until it wasn't.

The engine began shuddering and losing power. 65, 60, 50 mph. If I pushed down on the accelerator, the car lost more power, but if I just barely pressed on the accelerator, then the car was able to maintain about 48 mph. Scanning the gauges revealed nothing. Only the CEL and SRS lights were illuminated, as they had been from the first time I had seen the car. The phone rang. Connie wanted to know what was wrong. I told her what was going on, and then the car began to accelerate again. I pressed the accelerator and, sure enough, we were traveling along at 70 mph once again. I told her that the car was running fine again, that maybe the car just needed to be driven some more.

But it wasn't that easy. For the next 85 miles back to Round Rock, the engine would repeat the shuddering loss of power, followed by a sudden resurgence every few miles. The cycle covered approximately 7 or 8 miles with power and then the next 10 miles or so would be spent creeping along at maybe 50 or 55 mph, sometimes less.

Stopping to fill up with gas at the huge Buc-ee's at New Braunfels didn't help. In fact, the car limped out of the Buc-ee's parking lot, and I was reluctant to pull back onto the freeway on ramp. But just when I had decided to stay on the access road, I felt the engine relax and gain power, so onto

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I-35 we went. By now, I had told Connie to just go on back home without following behind. I didn't think anything catastrophic would happen; I would call AAA if I became stranded. If it's one thing I've learned driving old BMWs, the yearly membership for AAA Plus is a cheap ease-of-mind. It doesn't happen often, but two or three times over the years, I've been stranded on the side of the road and AAA towed the car to the house. AAA wasn't necessary, after all. The ti pulled

through Austin sputtering, but came around somewhere north of 183, cruising all the way into Round Rock at 70 mph. Pulling up along the curb in front of the house, I got out, took a couple of pics with my phone, and uploaded them to the chapter Facebook page, announcing that I had a new daily driver.



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Wine and BBQ

by Ken Carson

I'm sure that all fifty-plus Tejas Chapter members who attended February's event had one collective thought as they pulled out of their driveways that Saturday morning: "We don't have any precipitation for months in a row. Central Texas is back in moderate drought conditions. And on the day after I cleaned up the car to go on this drive, it decides to mist and drizzle." But the mist or drizzle never amounted to more than an occasional swipe of the wipers across the windshield, and our trip through the Hill Country to Spicewood Vineyards and Opie's BBQ in Spicewood, Texas, went off without a hitch. Except one, but more on that later.

The cars in attendance ranged over four decades of BMW manufacturing. From 1980's e30's (one freshly painted) to a purely electric i3 and a spectacular 2016 X6M, both of which were only weeks old; the surprising variety offered by the



marque was well-represented. Several first-timers were in the pack, too, but by the time we were touring the bowels of the winery and had several varietal "tastes" under our belt, it would have been

impossible for one of the winery employees to know who was new to the group. Conversation flowed that easily.

The drive from the Y at Oak Hill was a leisurely tour of Fitzhugh Road to RR 12, and then north to Hamilton Pool Road, where a stray i3 driven by Ben Eckermann joined in the group. Ben had been concerned about the range limits of his i3 sans the Range Extender option, so he had decided to join us there. The mist stopped as we drove west toward Hamilton Pool;



there were no tractor trailer rigs longer than thirty feet who could slow us down on the switchback that lay beyond the pool; and we continued onto FM 962. At the vineyard and the restaurant, the most talked about road was Old Spicewood Road, which took us into Spicewood



Vineyards from the south. It was paved with signs that warned us of "Loose Livestock" and too many cattle guards to count, wound through various open-range ranches, and afforded us two wet low-water crossings, where we didn't have to exactly ford the streams, but water was running across the concrete passages.

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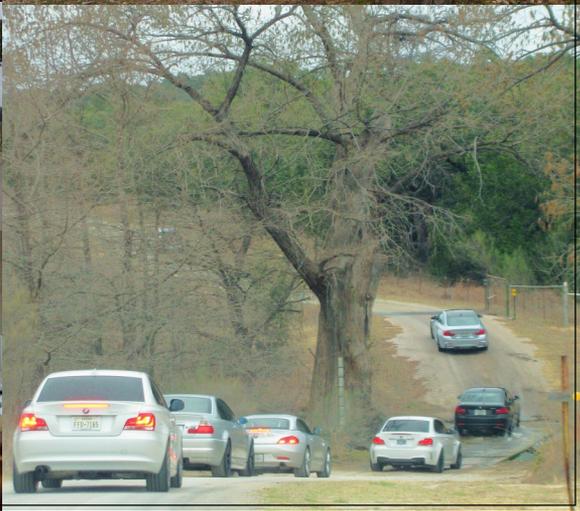
Spicewood Vine
February
Many thanks
Many more great photos are a





yards and BBQ
20, 2016
o Ken Carson

available on the chapter website



Wine and BBQ

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We arrived at Spicewood Vineyards where glasses with the first white varietal already poured were waiting for us all.



Like most small vineyards in central Texas, Spicewood is a family-owned venture equally split between parents and children. We were welcomed by the son, Ron Yates, who actually works onsite daily. After hearing about the history of the vineyard, we tasted two more varietals before



descending the stone stairs to the lower level, which contained stainless steel tanks in one room and barrels in the other. Here we tasted reds and heard about the recent successes at the San Francisco Chronicle's International Wine Competition the week before. Spicewood took five wines to San Fran and came home with four gold medals. Quite impressive! The tour took us outside to see the stemmers and separators that go to work on the freshly picked fruit.

I've been to many Tejas Chapter events since I joined BMW CCA in 2006, and I've got to say that I spent a good deal

of time between pours of different varietals just watching the members interact. I was captivated by the relaxed and casual and energetic conversations going on around



the tasting room. Everyone seemed to be enjoying themselves immensely. And I don't think that drinking wine at 10:45 in the morning had anything to do with it!

After folks bought bottles of their favorite wines (and I heard that there were some who signed up to be winery members), we headed the short route to lunch. The backroad that took us to Spicewood was probably 35 minutes of driving. Heading north from the winery for only a mile took us to US 71 and Spicewood, Texas! So within five minutes we had arrived at Opie's BBQ.



Known for their huge pots of butterbeans on the weekends and some of the best meats anywhere, everyone picked out whatever meats they wanted from the large warming pit inside the front door. The meat was whisked away to be weighed, sliced, and wrapped, while we went through the line to choose sides, desserts, and pay at the cash register. In

the center of the restaurant were tables with onions, pickles, jalapenos, bread, and large pots of butter beans, pinto beans, and sauce.

Opie's had set us up on long wooden tables with benches in our



own separate section. We ate on wax paper that was spread on top of the tables; everyone feasted on some of the best brisket, chicken, pork, and sausage we'd ever eaten and enjoyed sides like tater tot casserole, slaw, and those delicious butter beans.

Yes the day went off without a hitch, except that one I told you I'd tell you about later on. I said that everyone was talking about Old Spicewood Road, saying what a great, unknown road it was. And it was. I first drove it in my 318ti that I've written about in a series of articles about finding my new daily driver. I had no problems in the ti. But the road was as quirky as it was delightful. And the 318ti sits up a lot higher than my Z3 M Roadster that is lowered on a coilover suspension. The road commanded the driver's attention, as sections of the pavement were rippled or dimpled or ridged, and some of the cattle guards were sunken into the roadway enough as to warrant extreme caution in choosing a path over them. The hills, swales, and curves of the roadway seemed to hide these obstructions, as well. As we neared the end of this lovely country lane on

that Saturday morning, one of the latter cattle guards at the top of a rise caught me off guard. I slowed, but not enough to avoid the wrath of the sunken cattle guard on my low-slung M Roadster. As the rear of the car



sank onto the metal rails, a loud noise emanated from the right rear wheel arch. Suddenly the brake pad and rotor were making grinding noises even when no brakes were applied. When I applied the brakes, the grinding intensified. Mightily. We were close to the winery, so I elected to continue on. The grinding sound lessened, but was really loud when I pressed on the brake pedal.

When we arrived at the winery, I checked under the car but couldn't see anything amiss. The brake caliper looked fine; pads were in place. And when we departed the winery, there was no grinding...until I pressed on the brake pedal, but it wasn't as bad as before. I still had good brake pedal feel. The brake pads and rotors and suspension are all less than a year old and don't have 4000 miles on them. So we chanced it.

Connie and I drove back home to Round Rock without incident. And I still haven't had a chance to jack up the car, pull the wheel off, and see what I broke on the car. The wine and BBQ event went off just great. With just one little hitch, I suppose.

Calendar of Tejas Chapter
and Related Events



2016

Date	Event	Meet Location
March 26, 2016	Annual Bluebonnet Drive see page 5	Austin Johnson City
April ??, 2016	TBD see page 7	TBD
June 17 - 19, 2016	Texas Trifecta at COTA	Austin
October 2016	Annual Utopia Weekend	Kerrville
November 10 - 12, 2016	Texas Trifecta at COTA	Austin
Other months 2016	TBD - watch the website and the <i>Tejas Trax</i>	TBD



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2016 Post-Holiday Party

by Sandy McConnell

Saturday, January 23rd the Tejas Chapter celebrated our outgoing 2015 year with fond memories, appreciation of the outstanding events and grateful recognition for the hard working members who teamed together to make it all possible.

Palmer's Restaurant in San Marcos, a four star restaurant with warm ambiance, was the pleasant



setting for our party, planned by Jonna Clark and Brad Mitchell. In addition, it is an approximate midpoint along the I-35 corridor between our San Antonio and Austin members, as well as our Hill Country members to the West. This was important because, Tejas Chapter paid the entire cost of the meals for our members in attendance and also subsidized the cost for our guests. So, an effort was made to reach as many members as



possible with this offering to give back to chapter members.

The first item of business on the

agenda for the evening, was the presentation of the new slate of officers for the 2016 and 2017 years. This slate was voted on and approved by members in attendance. Additional information about this can be found on page 3 in this *Tejas Trax*.

Next on the agenda was the highly anticipated presentation of the 2015 Incentive awards! These awards are for the members that have accumulated the highest number of incentive points over the year. Each receives an award plaque (designed by Glenn) and wonderful BMW Lifestyle merchandise prizes, appropriate for the place ranking. In addition, an award plaque and prize are awarded for the highest Rookie, a member for less than one year.

This year's prizes were as follows:



1st - Josh Butts, 910 points, BMW CCA Limited edition watch, \$310.00



2nd - Ken Carson, 880 points, BMW Board Case, \$230.00

continued on page 22

2016 Post-Holiday Party
continued from page 21



3rd - John Hughan, 790 points,
M3 History lithograph original,
\$215.00



4th - Scott Bowman, 660 points,
Motorsport Jacket, \$140.00



5th - Herb Looney, 630 points,
BMW Motorsport watch, \$120.00



6th - Jonna Clark, 600 points,
BMW ladies wallet, \$100.00



7th - Raquel Robles, 560 points,
BMW Shopper Tote, \$70.00



8th - Marco Cordon, 500 points,
BMW Motorsport Shirt, \$55.00



9th - Kathryn Butts, 430 points,
i8 mouse and pad, \$45.00



10th - Don Yule, 410 points,
BMW umbrella, \$30.00



1st Rookie - Gloria Anderson, BMW Jacket, \$120.00



Honorable Mention: Connie Stried & Susan Yule - Award Plaques only.

After our dinner entrees were ordered, Jonna and Brad drew numbers for lucky attendees could receive door prizes. We had an awesome selection of products provided by BMW of Austin, BMW of San



Antonio, Dick's Classic Car Garage & Museum, XPEL and even Tejas members; an amazing number of door prizes, of equally amazing quality. Tejas members earned door prize tickets based on the number of incentive points earned over the

year, so yes, it pays to have more points for this, too, so one can increase their odds



on particularly coveted items!

After a delicious dinner, with menu choices including steak, pork chops, chicken, or fish, the frivolities of the White Elephant Gift Exchange began! As always, we had a range of really nice gifts



and the usual "crummy" gifts. Items could be stolen twice and then were frozen. Probably the most popular gift was a wonderful blue blown glass vase! Tom Dawson got it first, but of course, didn't have a chance to keep it. DeAnne Laumer



continued on page 24

2016 Post-Holiday Party

continued from page 23

got it next and so one more person would have a chance at it... As fortune would have it, DeAnne's husband Jack had the next number in order of the gift drawing and being very smart strategists, Jack took the vase from DeAnne and it was frozen for her and unobtainable to *al!!!* the others who would like to have had a chance at getting it! Pretty smart! Oh well, there were other good gifts, car models, BMW thermal mugs and key fobs, wine, car care products,



etc. It was Josh Butts who, by popular vote, was recognized as getting the "worst" gift - scratch remover with sandpaper. Provided by Tejas Chapter was an extra gift, which turned out to be a multi-bit ratchet screwdriver.... So, what do you think? Is that a better gift?

Our infamous white elephant, an icon

for our post holiday gift exchange since Mike Sevel introduced it in 2009, found a new home and caretaker this year with Raquel Robles after being under the care of Mike and Gloria Anderson for the last two years! I'm pretty sure we'll see it again next year!



Many thanks go to Jonna Clark and Brad Mitchell, for the outstanding work they did in planning this year's party. Jonna created a unique design for the name tags and their pre-made signs identifying the many door prizes really helped streamline the evening's activities. We appreciate all the time they invested to make this another great Tejas Chapter Post Holiday Party and special time of camaraderie.

Hey y'all, you could be next year's winners(s)! Start earning those incentive points!

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New Competition Package for M3/M4

The BMW M3 Sedan, the BMW M4 Coupe and the BMW M4 Convertible demonstrate the perfect combination of high-performance sports car engineering with unrestricted everyday utility. From spring 2016, all three body styles will be available with a special Competition Package from BMW M GmbH that combines added sporty personality with enhanced dynamics. As well as extensive handling upgrades, the Competition Package also comes with exclusive equipment features and a 14 kW/19 hp hike in power that takes output to 331 kW/450 hp (BMW M3/M4 Coupe: combined fuel consumption 8.8–8.3 l/100 km [32.1–34.0 mpg imp], combined CO₂ emissions 204–194 g/km; BMW M4 Convertible: combined fuel consumption 9.1–8.7 l/100 km [31.0–32.5 mpg imp], combined CO₂ emissions 213–203 g/km)*.

The extra power also means improved performance. The BMW M3 Sedan and BMW M4 Coupe with optional 7-speed M Double Clutch transmission sprint from rest to 100 km/h (62 mph) in just 4.0 seconds (without Competition Package: 4.1 s), while the BMW M4 Convertible reaches the same speed in 4.3 seconds (without Competition Package: 4.4 s). The sprint time for models with the standard 6-speed manual transmission is likewise 0.1 seconds faster in all cases than without the package.

The Competition Package also includes Adaptive M Suspension, which has been extensively tuned to the enhanced performance and handling, and which features new springs, dampers and anti-roll bars, along with reconfigured driving modes (Comfort, Sport and Sport+). The standard Active M Differential on the rear

axle and DSC Dynamic Stability Control have likewise been configured to match the upgraded dynamics. Exclusive forged, machine-polished, weight- and rigidity-optimised 20-inch M alloy wheels – front 9J × 20; rear 10 J × 20 – with exclusive multi-spoke 666 M styling and mixed tyres (front: 265/30 R20, rear: 285/30 R20) complete the list of chassis upgrades.

For the BMW M3 and BMW M4 Coupe, the Competition Package includes special lightweight M sports seats that combine perfect support under extremely hard driving with exceptional comfort on long journeys. Seatbelts with woven-in BMW M stripes cap off an extremely sporty interior ambience.

Eye-catching exterior highlights of the Competition Package include the M sports exhaust system with black chrome tailpipes. Even more than its good looks, the most distinctive feature of the M sports exhaust system is its potent sound, which brings added emotional resonance to the driving experience. The starting rumble and the distinctive burble on overrun never fail to get under the skin of dedicated drivers time and again.

The Competition Package for the BMW M3 and BMW M4 is topped off by extended BMW Individual high-gloss Shadow Line exterior trim. The high-gloss Black finish has been applied not only to the side window trim, window recess finishers and exterior mirror frames and bases, but also to the BMW kidney grille, the side gills and the model badge on the tail.



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

2015 Incentive Points Challenge Leader Board

As of October 27, 2015

340 Pts	Don Yule	30 Pts	John Hughan	Bob Salzman
Ken Carson	70 Pts	Fred Brinkley	Terry Jones	Chris Stahl
170 Pts	Abdul Fahim	David Brown	Sridhar Kamma	Roger Williams
Raquel Robles	60 Pts	Lisa Brown	Harris Katchen	Lenny Zwik
140 Pts	Gloria Anderson	Kathryn Butts	Mary Lou Katchen	20 Pts
Vincent Robles	Mike Anderson	Marco Cordon	Sandra Kennedy	Michael Chatham
130 Pts	Josh Butts	Mary Beth Cordon	Jack Laumer	Derrick Houghton
Jonna Clark	Bob Heimann	Gay Dawson	Geno Marola	10 Pts
Brad Mitchell	Debra-Lou Lantz	Tom Dawson	Dan McLaughlin	Brandon Hardiman
120 Pts	Jeffrey Lantz	Gerald Desch	Arif Mondal	
Herb Looney	Chungnam Lucia	Helen Dorrance	Carl Nybro	
110 Pts	Phil Nybro	Micheal Downey	Constance Perry	
David Lucia	Dave Rainwater	Ben Eckermann	James Perry	
90 Pts	Steve Tatro	Jeff Gifford	DeAnne Peterson	
Scott Bowman	Susan Yule	Jerry Helffrich	Andy Rose	
Connie Stried		Sean Hendricks	Diana Salzman	

2016 Incentive Points Challenge Rookies Leader Board

As of February 27, 2016

6.12 Pts	5.03 Pts	1.72 Pts	
Abdul Fahim	Chungnam Lucia	Michael Chatham	

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Rumor Has It: Debunking the Myth

by Raquel Robles

It seems like just yesterday I was driving off the BMW of Austin lot in my new car. I can still remember the excitement I felt imagining all the wonderful road trips and adventures we would have along with the satisfaction of picking the perfect name for my car. Two years of creating memories have come and gone and now it is time to pay the piper.

My beloved, Adelaide, needs a new set of tires. Tire shopping always gets me thinking how I could have treated my tires a tiny bit better and prolonged their life. While researching this subject, I came across the myths and facts posted below. Will you know Myth from Fact?

Myth: There is no real need to check my tire pressure if my new car has TPMS.

Fact: TPMS will only alert you when tire pressure is under 25% of set value. 1-2 PSI is lost during the month due to regular wear and tear. Air pressure changes with temperature, a 10 degree drop will equal to a PSI drop.



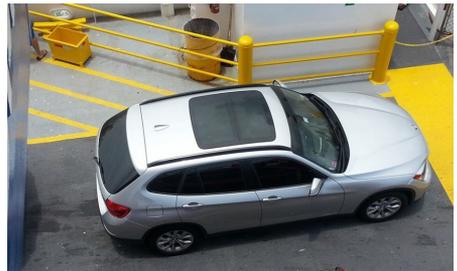
Myth: The exact amount of air required for my tires is visibly indicated on the tire wall.

Fact: The numbers found branded onto the tire's sidewall is the maximum inflation pressure, not the manufacturer recommended pressure. Recommended inflation pressure can be found on the owner's manual and on the driver's side placard.

Myth: A penny can tell me if my tire tread is low.

Fact: If part of Lincoln's head is always covered by tread when placed in several tread grooves, you still have more than 2/32" tread remaining.

Hopefully this was more of a refresher on certain myths. Let's take care of our tires so they can take care of us on our next driving event. See you on the road!



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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.

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Wheels for Sale

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



1997 M3

Here's the investment you've been waiting for! This E36 M3 lists with 100% options, including the Sport Auto, Alpine radio, Harman/Kardon HiFi Audio, OBC, heated front seats, cruise and sunroof. This color combination makes this car 1/54 imported to the U.S., and 1/27 for 1997. The paint was recently professionally corrected and sealed with CQuartz UK finish and presents as nearly new. All of the VIN tags are intact on the body panels. The interior presents as a 9.5/10, with no rips, tears, gouges or cracks. The back seats look like they were never sat in. The engine was preventatively rebuilt at 64k miles, so the car comes with only 21k miles on a fresh engine. All options function as they should, except for the radio, as it no longer picks up AM/FM. The A/C blows ice cold. The car has been tastefully modified to provide a more modern driving experience, with a newer Alpine head unit with USB, Zimmerman rotors, Koni adjustable

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stuts, H&R Sport springs, and Hankook Ventus V12 Evo tires. All books and receipts from 2001, some from 1997. All tools and spare wheel properly stowed in the trunk. DS2 wheels are free of any curb rash and major defects. Minor chips only. Must see and drive to fully appreciate. This car is deserving of a great home and new owner to continue the legacy of maintenance and preservation. Only selling as I am in need of a utility vehicle to help expand my business, and need the room in the garage. Will you help me preserve this M3? Asking \$13,500. Contact Robin Schroeder at 2106188322 or send email to rbschrdr1981@gmail.com.



2001 Z3 Coupe 3.0i

WBACK73481LM13117, Black Sapphire Metallic, black leather/black trim, 54,135 miles, maintained exclusively by BMW dealership, always garaged. 2001 suggested retail price of \$41,120 including options: automatic transmission, 17x cross spoke wheels, power glass moon-roof, on-board computer, and BMW CD radio. Production date: 10/01/00.

Purchase date: 12/15/01. Potenza RE760 Sport tires installed. A popular motoring magazine in 2001 highlighted the Z3 Coupe as being one of the finest GT Coupes built. Asking \$10,775. Contact John Horne at 512-931-0098 or send email to jthorne13@suddenlink.net.

Wheels for Sale

(4) Mille Miglia 8X17ET20 5-Spoke Silver-charcoal Wheels for older 5, 6, and 7 series (E23/24/28/32/34/32/39 - fits either 79.5 or 72.6mm hubs with included rings). New condition with no curb rash or paint damage. Little used on my '95 M5 and '85 M6 and stored indoors. Spec winter tire fitment with 235/45-17 tires. Free Bridgestone LM-22 Winter tires included or will remove. Will send more pictures of actual on request. \$300 OBO plus shipping. Contact Christopher Richards at 210-243-5836 or send email to chrichardsm6@yahoo.com. (11/19/15)



Wheels/tires for sale

From 1996 328i, set of (6) style 32 OEM BMW Wheels. 15" x 7", 15 spokes. All in fairly good condition. Some minor curb rash, 2 have pothole damage. 4 wheels have fairly new tires. \$75 each or all 6

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for \$400! P/U in Lago Vista or may deliver if in the Austin area buying all 6. Contact Dan McLaughlin at 516-658-3763 or send email to dane39m5@twc.com.



Exhaust for Sale

BMW M Performance Exhaust System for F30 328i, 328ix, F31 328i, 328ix, F32 428i, 428ix. Developed using state-of-the-art CAD and FEM technology, this stainless steel exhaust system improves the sound quality and volume of the hallmark BMW inline six-cylinder engine. A unique, high-tech look is provided by two chrome-plated 80 mm exhaust tips which are laser engraved with the M logo. Exhaust backpressure is reduced and a sporty powerful tone is heard (without droning) with the BMW M Performance Exhaust System. **Includes the muffler

(18302293771), installation clamp, and M exhaust tips. **All components are brand new. Decided to go a different direction with my exhaust before installing it. BMW List Price \$1441. I bought it new from directly from the BMW dealer and am now selling brand new and unused for \$800. Exhaust is located in Plano, TX (near Dallas) and local pickup is preferred. Delivery to Houston or Austin is available as well. Contact Michael Saadeh at 214-675-5456 or send email to michaelssaadeh@gmail.com.

2013 135iS,

Like new, always garaged. Only 7,184 miles. Titanium Silver Metallic / black interior with xMx package, sports seats, DCT, Dealer maintained, all records. Extra set wheels / tires [summer / all season]. Asking \$33,000. Contact Larry, 512-528-9357 or email xyzm3bmw@hotmail.com

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