

**BMW Car Club  
of America  
Tejas Chapter**



# TEJAS TRAX

**Newsletter for the Tejas Chapter, BMW CCA**



**Friedhelm's Bavarian Inn**  
Photo by Sandy McConnell

**BMW Car Club  
of America**



**March  
April  
2018**

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New M4 30 Jahre  
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Fredericksburg Drive Review**

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**From  
The  
President**

For the first time basically ever, this column comes to you from a new person, and I wanted to start by saying what a privilege it is to write it. I would not have this opportunity without the thousands of hours poured into making this club successful over the years, and I take great pride in being part of that success in the future.

I thought perhaps a good way to kick things off would be to tell you how I bought my first BMW, so here it goes. In 2009, Austin had two very significant hail storms. I had a black Mazda RX-8 at the time, which was a fantastic car. That poor car, however, sustained \$8,000 worth of hail damage in the first hail storm. After being fully repaired to my satisfaction, the car sustained another \$6,000 worth of damage in the second storm.

Believing now that the car was cursed, I decided to sell it, and I decided after having rented a Miata in California on a business trip, that I

wanted a convertible. After weeks of research, I was set on a Honda S2000. I had already made a list of the modifications I wanted to do it. I went and test drove one, and realized that there was no chance I could fit in it.

This led me to Z4s. My dad had owned various 3 series while I was growing up, so I was familiar with BMWs. In fact, I can't remember for sure but it's entirely possible that Kathryn and I had our first date in my dad's 1997 Alpine White 328is. I test drove several copies of the Z4 3.0si, and then made the mistake of trying an M Roadster. I highly recommend you never drive an M car unless you're prepared to buy one. I found my M Roadster at a Cadillac dealer in Houston; Imola Red leather interior with Titanium Silver paint, every option, aftermarket BBS wheels and Eisenmann exhaust. I've owned it now since October of 2009, and 72,000 miles later, I have no plans to ever part with it. Several other BMWs have come and gone in that time, but this one stays.

**Until next time,  
Josh Butts**

**Welcome New Members**

**Austin**

*Carlo Alvarez  
Joshua Bernstein  
Stephen Chang  
Mike Erikson  
Dimitris Kaseridis  
Jeffrey Ligarde*

**Liberty Hill**  
*Timothy Lohman*

**Norma Jean McVey**

*Neil Minocha  
Bharat Mitbander*

**San Antonio**  
*Stephen Smith  
Barbara White*

**Jonathan Boyton**  
*John Hermann  
Steven Nolan*

**Pflugerville**

*Adam Franke  
Sandon Helm  
Rachel Tamez*

**Round Rock**

*Brian Cook  
Daniel Urrea  
Matt Woodward*

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**Corpus Christi  
Clifton Kuecker**

**Spicewood  
Maury Fuquay**

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## Tejas Chapter Mission San Jose San Antonio Missions National Historical Park

Saturday, March 17th, 2018

Planned by Raquel & Vincent Robles

**8:00am:** Meet at Cabela's Parking Lot - "Early bird gets the worm: Prize for first signature on the waiver."

**8:15am:** Driver's Meeting

**8:30am:** Depart Cabelas



**9:30am:** Pitstop at Buc-ee's in New Braunfels, Tx

**9:50am:** Depart Buc-ee's



**12:30pm:** Lunch at Nicha's Comida Mexicana in San Antonio

Lunch will be paid for individually at the restaurant.

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



# STREET SURVIVAL®

authorized by **BMW CCA FOUNDATION**

The Teen Street Survival Program is supported and organized by the BMW CCA to provide defensive driving techniques and actual experience for teenagers with a driving permit or license.

The Tejas Chapter would like to have its 1<sup>st</sup> event. A small team of Tejas Chapter members had been putting the plans together since 2011 event, but have continually 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 limited success. Due to this roadblock, the new target to hold an event is now 2018.

Please contact the Driving Events Coordinator, Jeff Gifford at [jeff@jeffgifford.com](mailto:jeff@jeffgifford.com), if you have a contact for a location in the Central Texas area.



## Help us Save BMW...

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### 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.

### Join the Drive to Donate!



► [www.bmwccafoundation.org](http://www.bmwccafoundation.org)  
864.329.1919



## Tejas Chapter Annual Bluebonnet Drive

Saturday, April 21, 2018

Planned by Jeff Gifford & 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.

Our annual Bluebonnet Drive is set for April 21st and will feature the famous Willow City Loop along with a plethora of scenic roads from Bee Cave to our lunch destination in Llano, Cooper's BBQ, and finishing up in Liberty Hill.

**8:30am** - Meet at the Bee Cave Elementary,  
14300 Hamilton Pool Rd, Bee Cave, TX  
78738

Driver meeting at **8:45am**  
Take off driving at **9:00am**.



The first leg of our drive will include back roads to Blanco, with a stop planned at the Old Blanco Courthouse. Our San Antonio members should meet us at the courthouse around **10:30am**.

From there we'll take beautiful 1623 northwest through Stonewall to 2721 where the serious twisty bits begin, taking us on a delightfully circuitous route to the Willow City Loop and then up Hwy 16 to Cooper's in Llano arriving between **12:00 and 12:30**.



The trip home promises to be every bit as exciting as the trip there featuring Park Road 4 winding along the north shore of Ink's Lake should you care to join in.

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

# 2018 BMW CCA Coral Experience at the Rolex 24

By David Morrow

This year we were fortunate enough to join the BMW CCA at Daytona International Speedway for the Rolex 24. In early December, we purchased our ticket package from BMWCCA.org. Tickets were limited to just 50 BMW's, and included entry to the race weekend for two, access to the BMW Pit Road Patio, and infield parking in the BMW CCA Paddock.



We arrived to Daytona International Speedway Friday morning and were able to drive right into the track and quickly found our parking spot within the BMW CCA Paddock.



Our first stop was the race garage

for Classic BMW of Plano TX. The team gave our group a wonderful tour of their garage as well as their GS class M4 GT4 race car. They fielded numerous questions related to the car and the race later that day. The team then got everyone together for a group photo.



We also ran into our good friends Barbara and Larry from the Windy City BMW CCA Chapter out of Chicago. It is always great to catch up with old friends, especially at an event like this.

The group then moved to the Bimmerworld race garage. This year



the team was fielding two cars, an M4 GT4 in the GS class and a 328i in the ST class. The team gave us a great tour of their garage area as well as both cars. They discussed their race strategies, some advantages they feel they have based on the BMW's they

were fielding, and the differences in the two cars.

We spent the rest of morning exploring the vendor area and race garages before the crowds grew later

questions. It was an all too brief look behind the scenes of a true factory racing effort.



in the weekend. BMW NA had setup a wonderful display of both current models of BMW's and classic race cars. Other makes displaying their wares included Mini, Lamborghini, Lexus, Continental Tire, Ford, Chevrolet, Porsche, Mazda, and AMG.

After touring the vendor areas, we headed to pit lane for a Pit Lane Fan Walk and final chance to wish all the teams luck before the BMW Endurance Challenge.

Next stop was to meet back up with the group for our third garage tour, this time with the BMW RLL factory race team. We got to learn about the new BMW M8 GTE that was

After the garage tours were finished, we headed up to the stands to watch the end of the BMW Endurance Challenge race where Bimmerworld took the win with their 328i in 1st and second place in GS with the new M4 GT4. The Classic BMW team finished a strong fourth in GS with their M4 GT4. Both teams provided great results for BMW.

Saturday morning we arrived and again parked in the BMW CCA Car Corral. We then started the day with our first trip to the BMW Pit Lane Patio for breakfast. The pit lane patio was an area set aside behind the end of pit lane. BMW CCA provided a great breakfast, unlimited drinks, TV's to watch the race events, and with a quick walk up a flight of stairs, seating right behind the Turner Motorsports pit area to watch all the action.

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just introduced for this race. The drivers all came out for a quick meet and greet and to answer all of our

## Rolex 24

continued from page 9

Following breakfast, the group met at the aforementioned Turner Motorsports garage for another great tour and meet and greet. Will Turner



started with a quick tour of their M6 GT3 and how the team approaches the race weekend. He then introduced former driver, current team strategist Don Salama who continued the tour, speaking about race specifics and fielding questions about the team, the car, and the upcoming race.

Following the garage tour, all of the race teams began to set up for the upcoming race while the drivers were off to an autograph signing function. Soon, the pit lane was opened to all of the fans for a Pit Lane Fan Walk. We



checked out all of the cars on the grid, walked through Daytona's famous

grassy infield, and found a spot to sit on the banked front stretch of the track for the official drivers introduction ceremony. Soon, there was the call to clear the grid, and we moved up the track and found seats in the main grandstands above turn one.

We enjoyed the first few hours of the race from the main grandstands before heading back to the BMW CCA Pit Lane Patio for dinner. After dinner, there was a live auction benefiting the Austin Hatcher Foundation for Pediatric Cancer. Roger Warrick had, that day, painted an amazing piece of art depicting the M8GTE and M6 GT3. The auction raised over \$4000 for the foundation, and the lucky buyer walked away with an amazing one of a kind piece of art. *see opposite page*

Shortly after dinner and the auction, Frank Van Meel, CEO of BMW M, addressed the group. He



spoke of the newly introduced M5, the program to develop the M8 GTE ahead of the new M8 road car, and the future of the M brand. He was also kind enough take a wide variety of questions from the group and answer them openly and honestly.

As the sun went down, we spent the next few hours enjoying the race, watching all of the cars lights move from corner to corner, the brakes glowing upon corner entry, and



absorbing the distinctive sounds of all three classes of race cars fighting amongst each other.

Sunday morning, we arrived back at the track, found our parking spot in the BMW CCA Car Corral, and once again headed to the Pit Lane Patio for breakfast. The race through the night had been a difficult one for the BMW teams. Each car suffered some sort of set back,

but all three had managed to persevere and continue in the race, without being in contention to challenge for the win. Being the only new car in GTLM, the M8 GTE preformed admirably, and fighting through the adversity to finish the race, will no doubt put the team on a path to future victories. As for Turner Motorsports and their M6 GT3, Daytona has always managed to throw them a curve ball or two, and this race was no different. Finishing 14th in class, they showed the determination to finish that is a necessity for endurance racing.

Overall, this was an amazing one of a kind experience. Thanks go out to all of the work put in by the BMW CCA team to organize and plan this awesome weekend. We can't wait for the opportunity to head to Daytona next year, and we look forward to cheering on all of the BMW race teams during this years race season.



## Tejas Chapter Incentive Points Challenge for 2018

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 2017. 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.

<b>Activity</b>	<b>Points</b>
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

### 2018 Incentive Points Challenge Leader Board As of February 24, 2018

<u>220 Pts</u>	Tom Dawson	Mike Anderson	Brad Mitchell
Raquel Robles	Brandon Hardiman	David Brown	Ed Rader
<u>160 Pts</u>	Bob Heimann	Lisa Brown	Dave Rainwater
Jeff Gifford	Debra-Lou Lantz	Kathryn Butts	Vincent Robles
<u>150 Pts</u>	Jefrey Lantz	Ken Carson	Bob Salzman
David Morrow	Herb Looney	Marco Cordon	Diana Salzman
<u>120 Pts</u>	Chungnam Lucia	Mary Beth Cordon	Connie Stried
Paul Goldfine	David Lucia	Timothy Ehrhart	Don Yule
<u>110 Pts</u>	Michael Miranda	Davy Hamrick	Susan Yule
Derek Hinch	Joseph Nielsen	David Hardiman	<u>20 Pts</u>
<u>90 Pts</u>	Carl Nybro	Gene Janulis	Claudio Sanchez
Jonna Clark	Philip Nybro	Terry Jones	<u>10 Pts</u>
<u>60 Pts</u>	Rachel Tamez	Sridhar Kamma	Carlo Alvarez
Josh Butts	<u>30 Pts</u>	Harris Katchen	
Gay Dawson	Gloria Anderson	Mary Lou Katchen	

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## 2017 Incentive Points Challenge Winners



Men, left to right: Ken Carson, 8th Place Tie; Joseph Nielsen, 1st Rookie; Philip Nybro, 3rd Place; Paul Goldfine, 2nd Place; David Morrow, 2nd Rookie; Michael Miranda, 5th Place Tie; Vince Robles, 4th Place, and Marco Cordon, 8th Place Tie

Ladies, left to right: Susan Yule, 5th Place Tie; Kathryn Butts, 8th Place Tie; Raquel Robles, 1st Place; Mary Beth Cordon, 8th Place Tie

Not Shown: Scott Bowman, 8th Place Tie; Herb Looney, 5th Place Tie

Place/Points	Prize/Value	Member
1 <sup>st</sup> - 1350 pts	BMW Jacket, Mouse and mouse pad - \$300	Raquel Robles
2 <sup>nd</sup> - 1130 pts	BMW Men's Watch - \$250	Paul Goldfine
3 <sup>rd</sup> - 760 pts	BMW Men's Watch - \$230	Philip Nybro
4 <sup>th</sup> - 610 pts	BMW e30 model, photo and lighted model display case - \$175	Vince Robles
5 <sup>th</sup> Tie - 540 pts	Board Case - \$150 BMW Motorsport Jacket - \$150 Board Case - \$150	Herb Looney Michael Miranda Susan Yule
8 <sup>th</sup> Tie - 330 pts	M Sport Wallet - \$100 BMW Shopping Bag - \$100 BMW Wallet - \$100 BMW Wallet - \$100 BMW Shopping Bag - \$100	Scott Bowman Kathryn Butts Ken Carson Marco Cordon Mary Beth Cordon
1 <sup>st</sup> Rookie - 67 pts	BMW Motorsport Bag - \$100	Joseph Nielsen
2 <sup>nd</sup> Rookie - 52 pts	i8 Mouse and wallet - \$75	David Morrow



## Calendar of Tejas Chapter and Related Events



2018

Date	Event	Meet Location
March 17, 2018	San Jose Mission see page 5	Buda
April 21 2018	Annual Bluebonnet Drive see page 7	Bee Caves or Blanco
March 24 - 25 2018	2018 Pirelli World Challenge & BMW Corral see the website for details	Austin
June 1, 2018	Schnellfest HPDE at COTA see the website for details	Austin
July 9-15 2018	BMW CCA Oktoberfest see the website for details	Pittsburgh
October 2018	Annual Utopia Weekend	TBA
November 16 2018	Schnellfest HPDE at COTA see the website for details	Austin



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# Friedhelm Bavarian Inn Lunch Tour

by Jeff Gifford

Full disclosure – I have been taking advantage of the joys of my Tejas Club membership for many years while contributing diddly-squat. In a fit of guilt, I nominated myself to be the next Driving Event Coordinator. It might have been late at night and I might have been thinking, “Well hey, I love to drive, and I really love to drive fast so why not”. The why not is that I had never planned any events for the club. What an idiot! I also failed to realize that this year represents an enormous sea change for our club in that our incredibly dedicated leaders, Glenn and Sandy McConnell, were stepping down after 27 years as the heart and soul of our club. These will be big shoes to fill indeed.

Fast forward to rotator cuff surgery two weeks before my first event and I CAN’T DRIVE. I called a



wonderful friend, Chris Scarborough, to enlist him as my driver with the ulterior motive of asking if we could meet at the car restoration shop where he works. I had visited him at Classic Jaguar several times and was always amazed by the projects they were working on. With shop owner Dan

Mooney’s blessing, at least I had a cool place to start. I had no idea how cool. As expected there were several E-Type Jags in various stages of completion but that was only the tip of the iceberg. Most members arrived early, and we were treated to tour after tour of the main shop and all its rabbit warrens that held cars and cars and more cool cars. At first glance mixed in with the half dozen E-Types were James Bond’s Aston Martin, a late 60s Camaro and a Lamborghini. As we explored the depths we found a 420 Saloon, a C-Type, an all-aluminum XK stripped to bare metal and, the



owner’s newest acquisition, a 3.0 CSi. Chris walked and talked and answered questions non-stop about the various projects for over an hour...questions about paint and mechanical, big picture to minute detail and not just about Jags but displaying a broad knowledge of many marques. Quite an extraordinary young man and a shop turning out truly extraordinary work.

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Fredericksburg  
February  
Many thanks  
Many more great photos are a



Many more great photos are a



Lunch Drive  
17, 2018  
to Jeff Gifford  
available on the chapter website



## Bavarian Inn Lunch Tour

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Did I mention they also service exotics and even work on F1 cars? They repainted both Sauber cars prior to the last year's race at COTA.

At 9:00 we hit the road. I guess I should have taken note when Chris turned off traction control and moved the gear lever over to manual shift. Off we went on increasingly smaller ranch roads south/southwest of Dripping Springs. Roads with names like Mount Gainer, Pump Station, Burnet Ranch and Days End. Then it happened, we were having so much fun laughing that we sailed right by our turn onto a dead-end road. My walkie talkie transmission was something like, "missed turn, missed turn, OMG". Then someone hit the distress signal

and a glorious multi-car ballet of U-turns ensued on this tiny one lane road. We finally escaped to Hwy 32, the western portion The Devil's Backbone, and zoomed up to Blanco where we regrouped. Several times Chris looked in the rear view and exclaimed how cool it was to be leading a train of beautiful BMWs,



and it was!

From there we weren't



directionally challenged, only traffic challenged competing with normal folks and other car and motorcycle groups. We headed west to Sisterdale on 473 and north on 1376 through Luckenbach to Fredericksburg. The weather turned out great and the scenery was terrific, but I forgot to slow down when we left 281, and we ended up split into several groups arriving at the Freidhelm Bavarian Inn



about 15 or 20 minutes apart. After a slow start, the wait staff caught up and everybody seemed to really enjoy the spirits and food specifically mentioned were the cabbage soup, spätzle, schnitzels and wursts of all stripes. A few of us stayed together for the trip home on 1623 from Stonewall to Blanco and 165 from Blanco to Henly which coincidentally is how Lenny's April 21st Bluebonnet Tour begins. BTW - I am as excited about his route

home (check out Park Rd. 4 along the north shore of Ink's Lake!) as I am about his route there. It looks awe inspiring!

Beyond full disclosure: Anxiety attack text exchange with Raquel Robles, my new best friend, the night before my maiden tour. "What if my car breaks down? What if I get lost? What if aliens attack?" to which Raquel responded, "LOL, if the car breaks, we will lead the tour. If you get lost, we will call it an extended leg and if aliens attack it's going to be an event for the books and I will be photographing it ALL!"

THE BMW CCA TEJAS CHAPTER ROCKS! See you next month.



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# Post-Holiday Party 2018

by Jonna Clark

One of the best Tejas Chapter events of the year, the Post-Holiday party was held on January 20th in the banquet room at the historic Faust Hotel in New Braunfels. We've partied here before, and it is a very fine venue for a grand event. The annual party's purpose is so many things: celebrate a new year and the end of the holiday season, kick-off a new Tejas Club year, presentation of incentive awards, and of course win some goodies. Raquel Robles led the effort to organize the evening. There were many helpers that evening including Sandy McConnell & daughter Brenda who helped with checking people in & setting up the door prizes, and Raquel's husband Michael Miranda who was our paparazzi for the evening. Michael set up a great holiday backdrop, brought holiday & masquerade props and took pictures of everyone throughout the evening.

But this year was special in another way. Glenn McConnell, our Club President is "retiring" and passing his ten gallon shoes on to a new Club President. Additionally, Sandy McConnell is passing along her talented torch as Secretary/Treasurer. Glenn & Sandy have fearlessly led this club for nearly 3 decades. Yes, I repeat... 3 DECADES. For the past 27 years, Glenn & Sandy have shaped this club into one of the best BMW Chapters in the country. I have only been a member

of the Tejas Chapter for about 10 years of those 27. During that time, I have witnessed Glenn & Sandy pour their love, hearts & souls into this chapter. They are about the two most dedicated people I can think of. And it's all been a gift of their time. There are not that many people in this world that would give that much of their time & themselves to anything, much less for free. In return they have been rewarded by a terrific group of Club members who recognized what they were doing and joined the ride. It's said it's the people that make a Club great, and Glenn & Sandy have brought great people together to make a great club. Thank you Glenn & Sandy for your dedication, loyalty and legacy.



Our new Club Officers were introduced and are:  
President – Josh Butts  
Vice-President – Paul Goldfine  
Secretary/Treasurer – Raquel Robles  
Membership Chairman – Carlo Alvarez  
Events Chairman – Dave Morrow  
Driving Events Chairman – Jeff Gifford

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## Post-Holiday Party 2018

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Raquel took the opportunity at this time to present Glenn & Sandy with an award of appreciation from the Club. Glenn received a custom engraved plaque and Sandy an engraved plaque with bud vase and a bouquet of flowers.



Josh then did the honors of presenting the 2017 incentive awards. All Club members who participate & contribute are awarded points throughout the year. Each January, those members that have put in the most effort into making it the great Club that it is are recognized. Handsome plaques are made for each person, and a

very nice special BMW gift is awarded to the top ten members with the most points. There were several who tied for points, so this year twelve recipients received the honors. They are Raquel Robles, Paul Goldfine, Philip Nybro, Vince Robles, Herb Looney, Michael Miranda, Susan Yule, Scott Bowman, Kathryn Butts, Ken Carson, Marco Cordon, and Mary Beth Cordon. Rookie awards went to Joseph Nielsen and David Morrow (*see page 13*). This is one of those very nice benefits that makes you appreciative of a club that gives back more than you feel you give it.

After a great dinner it was time to give away door prizes and do the famous white elephant gift exchange. The door prizes are always a favorite of the event. This year's door prizes were donated by BMW of Austin, Bavarian Autosport, ATX Bimmer, Haverty Insurance, BMW Car Club of America, Enthusiast Media and Taurus Detailing. Note for next year... the more active you are in the club, the more door prize tickets you are given and the more chances of winning one of these fine prizes!

After the door prizes were distributed, we moved on to the white elephant gift exchange. Party attendees bring a gift item wrapped up. The vast majority of the gifts are car related, but there are always a few gifts for the non-car enthusiast each year. The gifts are not marked who they are from and it is always exciting to anticipate what secrets lay within the wrapping. Each person can "steal" an opened gift from a previous recipient or choose an unknown from the pile to unwrap. There are always a couple of items that get the group fired up, and sometimes it's the most unexpected of gifts that do. This year seemed to be the year of the battery – a BMW powerbank, a battery tender and a battery charger were among those items. Then

there was a bottle of desirable Dripping Springs Deep Eddy vodka, a rolling garage stool and a creeper that were among the many great items!

To add to the intrigue is that amongst the pile of gifts is one that contains the actual white elephant. In the years since it was first “gifted” in 2007, the white elephant has become a badge of honor



(though some might disagree with that). The lucky recipient gets to take it home to keep it warm & safe until the next year. Then the next year the caretaker autographs it and wraps it up to be passed on to the next caretaker. Brad Mitchell (who has cared for it 2 of the past 3 years) passed it on to this year's winner & caretaker, Paul Goldfine. Congratulations Paul!

At the end of the evening's festivities, everyone left with goodies in their hand, and a smile on their face. The party is an opportunity to see some members not seen in a while, catch up, share holiday stories and socialize. Good times were definitely had by all.



## The BMW M4 Convertible Edition 30 Jahre

**Munich.** 30 years ago, the BMW M GmbH complemented its model range for the first time with an open-top high-performance automobile. Just in time for the beginning of the summer of 1988, the BMW M3 Convertible offered motorsport fans the possibility to enjoy also in the open air the fascination of a sports car designed for everyday use, but with racetrack-proven engine and suspension technology. The current successor, the BMW M4 Convertible (combined fuel consumption: 9.5 – 8.7 l/100 km; combined CO<sub>2</sub> emissions: 218 – 203 g/km), is the latest interpretation of this vehicle concept. This model's successful tradition and exclusiveness are now expressed in concentrated form in the BMW M4 Convertible Edition 30 Jahre.

The edition model is being produced in a limited quantity of 300 vehicles and brought to the road

featuring the M Competition Package. The open-top four-seater enthuses with 331 kW/450 hp, an M Sport exhaust system, adaptive M suspension with specific SPORT mode and an extremely sporty configuration of the stability control system DSC and the Active M differential. Specially developed design and equipment features provide for the exclusiveness of both the exterior and interior.

### Unique equipment features, distinctive appearance.

There is a choice of two tradition-steeped body colours for the BMW M4 Convertible Edition 30 Jahre. Macao Blue metallic gives reference to the open-top high-performance car's debut 3 decades ago. Mandarin II uni is reminiscent of the colour Dakar Yellow, which was available for the second generation of the BMW M3 Convertible.

Standard features for the edition model include BMW Individual High Gloss Shadow Line trims for the BMW



kidney grille surround, the M side gills, the model lettering and the forged M light alloys boasting a star-spoke design. The 20-inch wheels come in the colour Orbit Grey matt offered exclusively for the edition model.

The Merino full leather trim, the colour scheme of which matches the desired vehicle body paintwork, characterises the interior of the BMW M4 Convertible Edition 30 Jahre. In conjunction with the exterior colour Macao Blue metallic, there is a choice of the two-tone colour combinations Black/Fjord Blue and Black/Silverstone. The exclusive features also comprise corresponding contrast stitching on the headrests as well as M floor mats with piping in the respective contrasting colour. Black interior surfaces with yellow contrast stitching are offered in conjunction with Mandarin II uni, whilst interior trim strips in the version Carbon Fibre come as standard for all edition model variants.

Moreover, the lettering “30 Jahre Edition” is imprinted both on the doorsills and the headrests. A signet on the interior trim strip on the passenger side dashboard area boasts,

in addition to the lettering “30 Jahre Edition”, the number “1/300”, giving reference to the limited series.

### **Tradition-steeped combination of high performance and open-air driving pleasure.**

The BMW M4 Convertible Edition 30 Jahre reflects the combination of sportiness and open-air driving pleasure that has now matured for the duration of five model generations. A racetrack-proven vehicle concept and technology derived directly from motorsport had already formed the basis for open-top driving pleasure in the first BMW M3 Convertible.

The 2.3-litre, four-cylinder engine with four-valve technology, catalytic converter and 143 kW/195 hp, unique suspension technology and an aerodynamically optimised body including prominent wheel arches were derived from the two-door sedan, which had been developed explicitly for use in touring car racing. Roberto Ravaglia, Wilfried Vogt and Eric van de Poele had won the world, European and German touring car

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## M4 Convertible Edition 30 Jahre

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championships with their BMW M3 as early as during the 1987 season. The production version of the BMW M3 also got off to a fast and furious start. When the first BMW M3 Convertibles were put on the road in the summer of 1988, more than 10,000 sedan versions had already been sold instead of the 5,000 originally planned for homologation purposes. With 786 units built, the BMW M3 Convertible of the first generation was the most exclusive variant of the successful model. It was produced until 1991, ultimately with an engine output that had been increased to 158 kW/215 hp, rendering the open-top four-seater one of the fastest vehicles of its kind.

The second generation of the BMW M3 Convertible followed in 1994 and offered, in addition to pure understatement, also an advanced

safety system. A 210 kW/286 hp straight six-cylinder power unit provided for a tremendously refreshing open-air driving experience. Two years later, the further developed version of the straight six-cylinder engine delivered an output that had been increased to an even more impressive 236 kW/321 hp. Always onboard – the BMW M3 Convertible's innovative rollover protection system. Two protection bars, which were located at the rear behind the headrests, extended automatically if the sensors had detected the danger of a possible rollover and, together with the extremely stiff windshield, offered optimized passenger protection.

The BMW M3 Convertible entered the 21st century with the third model generation and a new straight six-cylinder engine. The high-performance convertible launched in 2001 appeared noticeably flat, wide



and powerful and was accelerated by a 252 kW/343 hp power unit. In addition to the high-revving engine concept, the variable M differential lock, compound brakes and sports seats with integrated seatbelts provided for an authentic open-air racing feeling.

For the power unit of the fourth BMW M3 Convertible launched in 2008, BMW M GmbH engineers had transferred the high-revving concept to a V8 engine. Besides a maximum output of 309 kW/420 hp, above all, the sustained power delivery of the new engine proved most impressive. This was complemented by the unmistakable sound of the eight-cylinder power unit, which was clearly perceivable particularly when driving with the top down. The BMW M3 Convertible of the fourth generation featured an electro-hydraulically retractable hardtop. The new roof construction made it possible to further enhance not only the racetrack

suitability of the open-top high-performance sports car, but also its suitability for everyday use all year round.

The launch of the fifth generation in 2014 was also associated with a change of the model designation to BMW M4 Convertible. Power of the current model generation is delivered by a straight six-cylinder engine with M TwinPower Turbo technology and high-revving characteristics. Its spontaneous thrust, which is available right up into the high engine speed range, and its reduced weight compared to the predecessor model, is perfectly complemented by the optional 7-speed M dual clutch transmission with Drivelogic and the Active M differential. Hence, the BMW M4 Convertible offers the ideal prerequisites for maximum performance on the racetrack and supreme driving pleasure in everyday conditions.



# Changes

By Paul Goldfine

As we begin both a new year and a new era in this chapter's leadership, I thought it would be an appropriate time to look back at the nearly 27 years of my membership in this club.

In 1991, my wife and I returned from being stationed in Germany for the previous 4 years. Along with us came a brand new e30 318is in Brilliantrot.



Shortly after landing in Austin, I learned of the BMW CCA.

It was a much different chapter back then. Glenn had just been elected President the previous year, after serving as the chapter Treasurer. The chapter had been in serious trouble in the years leading up to Glenn's election and was in danger of being disbanded. However, by the time I arrived, things were on the upswing. In fact, then Executive Director Leo Newland, wrote the following to Glenn in September of 1991:

"CONGRATULATIONS on your accomplishment! You managed to bring the Tejas Chapter back to life and it will be your efforts that keep it going. Your future tasks will not be easy, but it is my sense that you want the Tejas Chapter to succeed and that you will work very hard to accomplish that goal."

One of the first events I remember

attending was the Annual Picnic. The chapter membership was so small at that time, the picnic was held in Glenn's back yard. There was a barbecue, a mini concours, and door



prizes. One of the prizes I won was a John Roberts BMW hat, which I returned to Glenn a couple of years ago.

After only 18 months in Austin, Bergstrom closed and the Air Force sent us to Ft. Walton Beach, FL, where I joined the Suncoast Chapter. What a change! In 5 years as a member of that chapter, I can't say I recall a single chapter activity. After retiring, we chose the return to Austin, however, there were some changes. We came back with a daughter but without a BMW.

After returning, I attended a karting event in San Antonio. Even without a BMW, I was welcomed back. During that event, we were playing video games. I went to Glenn, held out a handful of tokens, and asked if it was enough for a ride in his new Z3.



Without missing a beat, Glenn tossed me the keys and told me to take it for a short drive. Remember, this is someone I'd known for less than 18 months 5 years previously.

12 years went by before I found myself behind the wheel of another BMW, but no matter. Whenever we appeared at an event, we were treated as club members, not "those people driving THAT car." I think that's one of the things that kept me as a member over all those years. It's the sense that we were still part of the family.

In the end, I'd like to say my thanks to Glenn and Sandy for

everything they've done for this chapter over the years. Without them, we probably wouldn't be here right now.



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professionals in Austin and San Antonio. Upgrades include: Fluidyne radiator with upgraded plumbing and water pump, Biesan VANOS upgrade, Ground Control Koni/Eibach adjustable sport suspension, Vorshlag CC Plates, Shock tower reinforcement plates, Turner Anti-roll bars, aligned and corner balanced, UUC short shifter with DSC, upgraded engine, trans and suspension bushings, recent new M clutch and flywheel, Meisterschaft Stainless exhaust, 3M clear bra. Extras: PFC Direct Drive front brake rotors, PFC 05 pads (front and rear), Eibach race springs (700/800lb), Bayern lightweight wheels (17x9, black), 8 Nitto NT01 tires (50%-75% remaining life). Have all receipts and records. I hate to let this car go, but its time for me to upgrade to a dedicated track car and I can't bare to strip out this pristine interior. So, its time for her to go to another enthusiast. Asking for \$27,000 OBO. Call Michael True at 918-431-3053 or send email to Michaelalantrue@yahoo.com

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