

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



BMW i8 Coupe Safety Car

Photo BMW

BMW Car Club
of America



March
April
2019

What's Inside

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New X4M and X3M
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Backroads/Olive Oil Review

  	<p>President</p> <p>Josh Butts Austin josh@joshbutts.com</p>	<p>Vice President</p> <p>Paul Goldfine Round Rock goldfinep@gmail.com</p>	<p>Secretary/Treasurer</p> <p>Raquel Robles Round Rock rakaelrobles@gmail.com</p>
<p>Membership</p> <p>Carlo Alvarez Austin carlo.alvarez@utexas.edu</p>	<p>Driving Events</p> <p>Jeff Gifford Austin jeff@jeffgifford.com</p>	<p>Events Chairman</p> <p>David Morrow Elgin davem3racer@gmail.com</p>	<p>Driving Instructor</p> <p>Jeff Conner Austin jeff.conner@yahoo.com</p>
<p>Austin Area</p> <p>Vacant</p>	<p>San Antonio Area</p> <p>Herb Looney San Antonio loonjak@swbell.net</p>	<p>Boerne Area</p> <p>Jonna Clark Boerne jonnakc@gmail.com</p>	<p>San Marcos Area</p> <p>Jack Laumer San Marcos jacklaumer@yahoo.com</p>
<p>Corpus Christi Area</p> <p>Vacant</p>	<p>Chapter Mail</p> <p>P.O. Box 81811 Austin, Tx 78708</p>	<p>Chapter Email</p> <p>TejasChapter@tejaschapter.org</p>	<p>Tejas Trax Editor</p> <p>Glenn McConnell Austin gmconn535@aol.com</p>
  	<p>Vice Pres. South Central Zone</p> <p>Jeff Gomon Lincoln, NE 402-613-6914 scrvp@bmwcca.org</p>	<p>Technical Service Adviser</p> <p>see Roundel for current advisers</p>	<p>Membership Information</p> <p>\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
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<p>Visit the Tejas Chapter Web Site at http://www.tejaschapter.org/tejas.html</p>			
<p>The Tejas Trax is printed bi-monthly by Enthusiast Media Group, the Roundel publishers.</p>			
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*From
The
President*



Bigger isn't always better...

This column is going to be a touch hypocritical on my part, and I'm just going to own up to it from the first sentence. You could quote me from this very space telling everyone that the new Z4 will be ok, and Z4's have always been "out there", and everything is going to be OK.

I'm just going to come out and say it. The newer BMW design language featured on the X7 and 7 series facelifts is not great. The grilles are TOO DARN BIG. When the concept cars debuted, I took solace in the fact that they were just that - concept cars. When the new production cars debuted, it looked like they forgot to tone all the crazy bits down a little.

On top of all that, the new G20 3-series looks like a Lexus in the back. I'm sorry, but these cars just don't have the same presence as some of their predecessors.

I'm sure I'll soften on this, and I'm sure they will be absolutely amazing to drive, and I'm sure once we see the new 3 series in true ///M trim, everyone will indeed, be OK. However, right now, I'm not buying it. Figuratively and literally. Someone talk me off the ledge.

**Until next time,
Josh Butts
President**

Welcome New Members

Austin

- William Alexander*
- Greg Arledge*
- Bryan Baker*
- Robert Embleton*
- Miguel Figueroa*
- Ann Grubenman*
- Bridgette Hager*
- Robert Heatley*
- Todd Holt*
- Anthony Hutchins*
- Cody Jarmon*
- Pranav Katkamwar*

- Woan-Yoke Lau*
- Kam Lee*
- Jason Maddox*
- Katrina Margolis*
- Norbert Martin*
- Laura Pankonien*
- Jason Potterf*
- Sudarshan Rajagopal*
- Jeremy Shoemaker*
- Brian Utley*
- Martin Veilleux*
- Faye Fu*

San Antonio

- Hunter Carsten*
- Lee Carsten*
- Ross Cooper*
- Fernando Pena*
- Samuel White*

Lakeway

- Jack Hyink*
- Kyle Pribilski*

Spring

- Timothy Roberts*

Boerne

- Kaye Clarke*

Georgetown

- Cheri Devine*

Hutto

- Marci Mattes*

Round Rock

- Ronald Gibson*

Point Venture

- Cynthia Giesler*

McDade

- John Deason*

BMW Car Club
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Tejas Chapter



Pflugerville

- James Crump*
- Orenthal Gilder*
- Naqi Syed*

Liberty Hill

- Jerry Cuderman*
- Laura Cuderman*

Leander

- Amanda Curreri*
- Alan Solis Gurria*

Temple

- Kelly Nic*

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Austin special offers, schedule test-drive appointments, discuss details on any
vehicle/trade-in or to research the finance/lease options on your next BMW.

Calendar of Tejas Chapter and Related Events



2019

Date	Event	Meet Location
March 23, 2019	Annual Bluebonnet Drive	TBD
April 13, 2019	TBD	TBD
April 27, 2019	Tire Rack Street Survival page 8	Kyle
May 2019	Poker Rally	TBD
June 7-9, 2019	Austin Schnell Fest Driver Education	COTA
September 20-22, 2019	Austin Schnell Fest Driver Education	COTA



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Tejas Chapter Incentive Points Challenge for 2019

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 2020. 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

2019 Incentive Points Challenge Leader Board As of February 24, 2019

220 Pts	Mary Beth Cordon	Jonna Clark	Mary Lou Katchen
Ken Carson	Paul Goldfine	James Crump	Bill Lewis
Raquel Robles	Brandon Hardiman	Gay Dawson	Brad Mitchell
130 Pts	David Hardiman	Tom Dawson	Terry Smelker
Connie Stried	Terry Jones	William Delauney	Don Yule
120 Pts	Sridhar Kamma	Cynthia Geisler	Susan Yule
Herb Looney	Chungnam Lucia	Jeff Gifford	20 Pts
Joseph Nielsen	David Lucia	Kathy Goldfine	Jack Hyink
80 Pts	Michael Miranda	Bob Heimann	
John Deason	Vincent Robles	Alex Henry	
Lenny Zwik	Rachel Tamez	Derek Hinch	
60 Pts	Roger Williams	Gene Janulis	
Josh Butts	30 Pts	Stephen Johnson	
Marco Cordon	Kathryn Butts	Harris Katchen	

2019 Incentive Points Challenge Rookies Leader Board As of February 24, 2019

6.67 Pts	1.68 Pts		
John Deason	Jack Hyink		



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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.

Car Control Clinic for Teen Drivers April 27, 2019

www.streetsurvival.org for Information



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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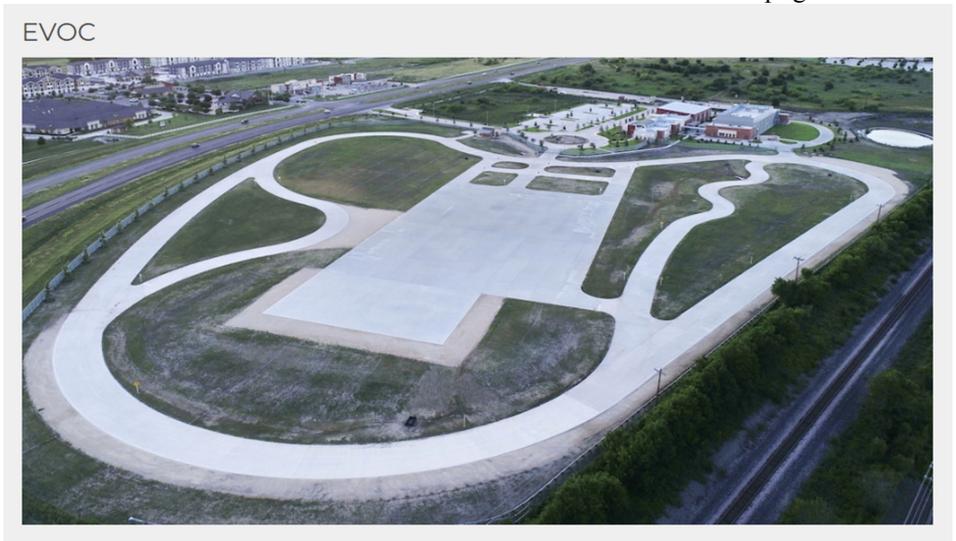
Tire Rack Street Survival Car Control Clinic for Teen Drivers

If you have young drivers within the ages of 16-21 in your household, you owe it to your family to enroll them in the Tire Rack Street Survival School (TRSS) scheduled for April, 27, 2019 at the Public Safety Training Center located just south of the Austin Community College's Hays county campus in Kyle.

Sponsored nationally by the BMW CCA Education Foundation and Tire Rack, and hosted locally by the Tejas Chapter of the BMWCCA and the Hill

Country Region of the Porsche Club of America, this day long program provides practical, behind the wheel car control skills instruction, practice and classroom instruction. **Using the car they drive daily**, students are taught the skills required to help them safely navigate unpredictable and dangerous traffic situations. Included in the curriculum are four exercises used to teach the fundamentals of car control; emergency lane change, slalom, emergency braking and skid pad. The classroom session teaches the basics of car dynamics, weight transfer, vision and the importance of maintaining the car and how proper

continued on page 10



With a half-mile track covering 19 acres of land, the Emergency Vehicles Operations Course can accommodate skills training in vehicle operation, vehicular extrication and mass casualty response. The course area can accommodate helicopter landings.

Features:

- Driving course is rated for 60 mph
- Half-mile loop
- Track includes banked curves, S-curves, skid pad, simulated RR crossing, and urban grid area
- 300'x300' skills pad
- Covered area for weather protection and personnel breaks

Tire Rack Street Survival

continued from page 9

maintenance affects safety.

The Public Safety Training Center is part of ACC and was just opened in September, 2018. Its mission is to provide driver training to first responders and law enforcement as well as other skills central to these professions. For the first time, the center has partnered with, and made available to, the community to provide a safe place to conduct this clinic. The Emergency Vehicle Operations Course, on which the TRSS will be held, provides a safe environment in which to learn and practice car control skills.

The in car coaches, are drawn from a cadre of performance driving instructors that teach at BMW and Porsche driving events, but who also carry a special certification from Tire Rack that focuses on the application of these skills to this school.

We are also looking for volunteers to help layout the course the evening before, man the exercises the day of the school and become coaches (instructors). To become a coach, we ask that the

candidates have participated in at least one autocross or DE and have completed the online certification which can be found at <http://streetsurvival.org/schools/become-a-coach/>.

For more information about the Tire Rack Street Survival School, please visit <http://streetsurvival.org/schools/frequently-asked-questions/> and to register, please visit, https://www.motorsportreg.com/index.cfm/event/register_trss/uidEvent/0D35BF04-AA8E-B50A-DED71ED9CD3627D3.

You can contact Lenny Zwik, lzwik@austin.rr.com, if you have any unanswered questions. Thanks in advance for your support.



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2018 Incentive Points Challenge Winners



Top Row, left to right: Marco Cordon, 10th Place; Paul Goldfine, Vice President; David Lucia, Honorable Mention; Cungnam Lucia, Honorable Mention; Josh Butts, President; Vince Robles, 3rd Place; Jeff Gifford, 8th Place; Alex Henry, 1st Rookie; Brandon Hardiman, 6th Place.

Middle Row, left to right: Mary Beth Cordon, Honorable Mention; Rachel Tamez, 4th Place; Raquel Robles, 1st Place, Michael Miranda, 7th Place.

Bottom Row: Herb Looney, 2nd Place; Joseph Nielsen, 5th Place.

Place/Points	Prize/Value	Member
1st - 1090 pts	BMW Trolley, M Tumbler - \$429	Raquel Robles
2nd - 630 pts	BMW Motorsport Watch - \$342	Herb Looney
3rd - 530 pts	BMW M Jacket, M Tumbler - \$294	Vince Robles
4th - 490 pts	BMW Women's Watch, M Tumbler - \$298	Rachel Tamez
5th - 470 pts	BMW Motorsport Watch - \$282	Joseph Nielsen
6th - 460 pts	BMW Trolley - \$248	Brandon Hardiman
7th - 450 pts	BMW Bag - \$222	Michael Miranda
8th - 430 pts	BMW Motorsport Jacket - \$178	Jeff Gifford
9th - 420 pts	BMW M Bag, M Tumbler - \$160	Kathryn Butts
10th - 390 pts	BMW Sport Bag - \$148	Marco Cordon
Honorable Mention	Plaque - \$43	Mary Beth Cordon Chungnam Lucia David Lucia
1st Rookie - 370 pts	BMW Bag - \$222	Alex Henry

All winners received a plaque with their name and place on it.

Post-Holiday Party

by Raquel Robles

2019 started off with our Post Holiday Party as the first event of the year. The event has been held at The Faust Hotel for the last couple of



years. For those who haven't had a chance to make it out, the hotel is located in New Braunfels, Texas just a few miles off I-35. The hotel opened a mere 10 days prior to the stock market crash and survived both the great depression and the Boll Weevil infestation. In recent times, the hotel made news headlines when KSAT 12 interviewed hotel employees claiming to have spooky tales of invisible guests. I haven't had the chance to stay at the hotel but the rooms are known



for their 1920 décor. How fabulous is that?

Our evening promptly began at 6pm and we were pleasantly uninterrupted by any of the spookiness I previously mentioned. I worked towards quickly setting up the gift

table while Jonna Clark and Brad Mitchell helped set up name tags and hand out sponsor swag. Rachel Tamez



manned the ballroom entryway by checking guests in and distributing door prize tickets.

Sponsors this year were: XPEL, BMW of Austin, Dr. Beemer, Bavarian Auto, Taurus Auto Detailing, Hagerty Insurance, BMW CCA, Griots Garage, and ATX Bimmer.

Guests had about an hour to look over all the sponsor provided gifts and



select where to drop their raffle tickets for a chance at winning the item. After all the raffle tickets were deposited into lucky cups we were ready to begin dinner.

Dinner was your choice of a thick pork chop or chicken saltimbocca paired with green beans, house salad and a baked potato bar. A dessert table was placed in the center area offering up delicious lemon balls, brownies

continued on page 14



Post-Holiday Party

continued from page 12

and Jonna's amazing BMW roundel sugar cookies.



Once every table finished enjoying the delicious meal, it was time for incentive award ceremony followed by door prize winners and our famous white elephant gift exchange. To encourage club



participation Glenn and Sandy incorporated an Incentive Points Challenge in 1998. The members or associate members who earn the highest number of points by the end of the year (up to 10th place) receive prizes presented during our Post Holiday event. The 2018 Incentive Points Challenge Winners are shown on page 11.

Each one of us received a great prize accompanied by an engraved



plaque with our rank and name over an M850i Night Sky background.



After all the awards were presented, raffle items handed out, and white elephant gift exchange had concluded, everyone could be seen with treasures in their hands and smiles on their faces. The party was a success and it was lovely to see and spend time with members from far and near. The best part? Every moment was caught by our event paparazzi, Joey Nielsen.



Many thanks to our sponsors, our guests who participated and members who helped me execute the event. Until next time Tejas Chapter, meet me at the next event!

Central Texas Olive Ranch and Backroads

By Ken Carson

The only worry I had as our February event approached was the uncertain weather forecast for Saturday, February 16. Friday night, the weather man on TV said that because of fronts approaching from both the Pacific Ocean and Canada, computer models were “all over the place.” Some predicted warmer temps with some moisture and others predicted cooler temps with either dry or humid air. No one expected the bitterly cold north wind that exceeded



20 mph for most of the morning. Instead of the usual robust conversations admiring each other's cars while waiting for the drivers meeting to begin, many chose to wait in their vehicles at the Buc-ee's parking lot in Bastrop. I made sure the meeting was short, and we climbed into our cars to leave in what must have been a record time. We did recognize the first-time attendees before scrambling for our vehicles.

As we left Bastrop on Texas 21, I was focused on the devastation of Bastrop State Park from the 2011 fires. Car trouble was the last thing

on my mind as the 1992 e30 convertible we were driving led the pack. But not too far out of town, the



car began to sputter as we climbed a hill, almost as if it couldn't get gas. When I put my foot on the gas, the car bogged down. The car slowed to a stop on the side of the road. I opened the hood to a smoothly idling engine, but when I moved the throttle, it would sputter. I checked the vacuum on the fuel pressure regulator – fine. I tapped the fuel pressure regulator – no change. Just when I thought it was time to send everyone on without us, the throttle blipped like it was supposed to, the engine revving like it always did. Whatever the restriction was, it was gone. As I turned around from closing the hood to get in the car, I saw a line of more than two dozen cars on the side of the road, squeezed over onto whatever solid ground they could find beside the narrow highway. Where I had pulled over on a gravelly approach to someone's driveway, the others had not been so fortunate. It was definitely time to get everyone back on the road.

A thankfully uneventful drive on U.S. 77 led us through Lexington, continued on page 18



**Backroads a
February**
Many thanks to Connie
Many more great photos are av





and Olive Oil
16, 2019
Stried and Ken Carson
available on the chapter website



Olive Ranch and Backroads

continued from page 15

home of Snow's BBQ. Too bad it was only 9:30 in the morning! Farm to Markets 112 and 486 led us past farms and pastureland with cows, horses, and pigs. This scenery was certainly



different from the Texas Hill Country that we know so well. The roads weren't as twisty, but the slower, more relaxed pace through the Blackland Prairie made for an enjoyable and satisfying drive.

We stopped in Thorndale for a rest stop. Temps had warmed a little, but



the wind was still blowing. People were ready to get back on the road after 15 minutes, likely another record for a rest stop. We continued north on FM 486 out of Thorndale. A turn onto FM 1331 took us through the hamlet of Hare, and four more miles brought us to Granger Dam Road, where we drove across the U.S. Army Corps of Engineers dam that forms

Granger Lake on the San Gabriel River. No boats braved the choppy water, but fishermen lined the sides of the spillway and the river further east.

Picking up FM 971 on the far end of the dam took us to Granger, where Connie and I have spent more than one Saturday night at the historic Cotton Country Club Restaurant and Dance Hall. North of Granger, FM 972 led us to our final stop, the Central Texas Olive Ranch. We were welcomed by



Josh and Laura Swafford, owners and olive ranchers. Josh is asked if the 23,000 olive trees planted by Josh and his grandfather, Curtis Mickan, in 2009, should be called an orchard or a grove. Josh simply says, "Yes!" Both are correct, as is ranch, because, "everything in Texas is a ranch."

The group decides to eat first, as the catered meal was already laid out in a gorgeous buffet featuring chicken salad, ham, and roast beef



sandwiches, various cheeses, fruits, veggies, dips, hummus, crackers, and chips. Many of the foods were prepared using the olive oils made at the “ranch.” Lemon squares and chocolate brownies rounded out the meal. Many thought the meal was the “best lunch we’ve ever had” on a club event. Maybe they didn’t remember the Laurel Tree in Utopia? Or maybe it was the very reasonable price for all this food. Regardless, the meal was absolutely delicious.

After eating, Josh Swafford explained the olive pressing process



to obtain the oils they use to create their different varieties. Curtis Mickan told how his family had settled the land in the 1840’s and why they decided to grow olives. Three major universities had studied their soil and climate and arrived at the same conclusion. Out of all crops, olives would grow best on the Mickan land, and using a special grant, Curtis and Josh learned about growing olives from the universities. Curtis also told how, in an earlier stage of life, he worked for the largest transporter of Ford Motor Company vehicles, and because he spoke German, he was able to contract with BMW and also

transport about 80% of BMW vehicles that arrived by ship in Florida and Texas. If any of you bought a new BMW before 1992, chances are good that Curtis had a hand in delivering the



car to the dealership. What a small world it is!

Attendees sampled various olive oils, including jalapeno, garlic, basil, chipotle, and lemon, and many took bottles of the delicious oil home with



them. Folks also took advantage of the wine tasting and glasses of wine available.

Everyone on this outing saw something new, learned something new, and tasted something new to them, indeed another enjoyable Tejas Chapter endeavor. Of course, any time we get to spend with each other is meaningful. The rest of the world may think that the BMW CCA is about the cars. But we know it is really about the people. And it really is good to spend time together. We hope to see you at an upcoming event soon!

The all-new BMW X3 M and the all-new BMW X4 M



BMW M GmbH is expanding its high-performance model line-up to include models in the mid-size Sports Activity Vehicle (SAV) and Sports Activity Coupe (SAC) segments for the first time. The BMW X3 M and BMW X4 M set the benchmark for dynamic excellence, agility and precision in their respective classes.

Also new is the launch alongside the BMW X3 M and BMW X4 M of their Competition siblings. The BMW X3 M Competition (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO2 emissions combined: 239 g/km*) and BMW X4 M Competition (fuel consumption combined: 10.5 l/100 km [26.7 mpg imp]; CO2 emissions combined: 239 g/km*) will capture customers' imagination with their extra power and exclusive appointments.

New six-cylinder in-line engine with superlative performance.

The most powerful straight-six

petrol engine ever to see action in a BMW M car provides the muscle for stunning performance attributes. The newly developed high-revving unit with M TwinPower Turbo technology generates maximum output of 353 kW/480 hp from its 3.0-litre displacement, together with peak torque von 600 Nm (442 lb-ft). The version of the bi-turbo unit developed specially for the BMW X3 M Competition and BMW X4 M Competition raises the output figure by 22 kW/30 hp to 375 kW/510 hp.

Flawless distribution of power: M xDrive, Active M Differential.

The new high-performance engine teams up with an eight-speed M Steptronic transmission with Drivelogic and uses the new M xDrive all-wheel-drive system, which made its debut in the BMW M5, to channel its power to the road. The M xDrive system has a rear-wheel bias and offers BMW X3 M and BMW X4 M

owners two AWD driving modes. The centrally controlled interaction between M xDrive and the Active M Differential at the rear axle allows the all-wheel-drive system to split the engine's power between the four wheels as required to deliver optimal traction, agility and directional stability. The BMW X3 M and BMW X4 M both sprint from 0 to 100 km/h (62 mph) in 4.2 seconds, while their Competition variants hit 100 km/h (62 mph) from rest in just 4.1 seconds.

M-specific chassis technology provides sublime dynamics.

The combination of dynamism and precision for which BMW M cars are renowned is underpinned by model-specific body strengthening elements and sophisticated chassis technology tuned astutely to marshal the engine's power. With three settings selectable at the touch of a button, the M-specific

suspension's electronically controlled dampers enable both excellent everyday comfort and extremely direct contact with the road, with low wheel and body movements. The bespoke kinematics and elastokinematics of the M-specific suspension – with its double-joint spring strut front axle and five-link rear axle – deliver precise wheel location and directional stability. Composed to also deliver precisely controllable on-limit handling, the chassis technology package rounds off with M-specific steering (including M Servotronic and variable ratio) and powerful M compound brakes. Among the other items on the standard specification list are 20-inch M light-alloy wheels.

Like the damper control systems and M xDrive modes, the engine and transmission characteristics and steering set-up can be adjusted at the

continued on page 22



BMW X3 M/BMW X4 M

continued from page 21

touch of a button. The DSC (Dynamic Stability Control) system allows controlled wheel slip in M Dynamic Mode and, needless to say, can also be switched off. Plus, the content shown in the optional Head-Up Display can be specified via the iDrive menu. The driver can store two overall set-up options – configured as desired from the above parameters – in the iDrive menu and select them as and when required using the two M buttons on the steering wheel.

Signature M design elements for the exterior and interior.

M-specific design features optimise the supply of cooling air for the BMW X3 M, BMW X4 M and Competition models, as well as their aerodynamics. Inside the cars, the

electrically adjustable sports seats, Vernasca leather upholstery, M-specific cockpit, M leather steering wheel and M gearshift selector lever create a sporty and luxurious ambience.

The BMW X3 M Competition and BMW X4 M Competition bring further exclusive accents to the exterior, in the form of High-gloss Black for the BMW kidney grille surround, exterior mirror caps and M gills, and the rear spoiler of the Sports Activity Coupe. Their standard equipment also includes 21-inch M light-alloy wheels in polished Black and an M Sport exhaust system. The expressive aura of the interior, meanwhile, is enhanced by M Sport seats with extended Merino leather upholstery, model-specific door sill plates and a model nameplate on the centre console. Options for the Competition models include special bi-colour leather

THE ALL-NEW BMW X3 M COMPETITION - PRODUCT HIGHLIGHTS.

M-specific bracing package.

Gills in High-gloss Black.

Exterior mirror caps in High-gloss Black.

Kidney grille in High-gloss Black.

Track-ready cooling system.

M-specific bracing package.

M Carbon exterior package available as an option (front apron, Air Breather, mirror caps).

Two exclusive M colours:
Toronto Red metallic,
Donington Grey metallic.

upholstery variants with Alcantara applications.

The optional M Carbon exterior package (expected to be available from August 2019), which features design elements in carbon fibre-reinforced plastic (CFRP) for the front air intakes, the air blades in the front apron, the rear diffuser and the exterior mirror caps, adds further individual flourishes. On the BMW X4 M and BMW X4 M Competition, these elements are joined by a CFRP rear spoiler.

Among the items fitted as standard in the BMW X3 M, BMW X4 M and Competition models are LED headlights, the hi-fi speaker system and the ConnectedDrive navigation package including the Navigation system Professional. The options list for the BMW X3 and BMW X4 provides further scope for individualisation and includes cutting-edge driver assistance systems and the digital services from BMW Connected and BMW ConnectedDrive.



The coolest 7 series on the planet

by Josh Butts

As many of you know, I've recently become the owner of a 55k mile Alpine White 2001 740i. You may remember a past article wherein I described what a silly choice it was to sell my original 2001 740i. Well, if that was the decision that led me to this new car, so be it.

What's so special about this new one? It's basically an M7. It's powered by a supercharged S62 V8 transplanted from an E39 M5. It has a 6 speed manual and a limited slip. Yes, you read that correctly, a 3-pedal 7 series. It has a custom-dyed leather interior matched to the sought after "carmel heritage" color that was available on E39 M5s. Those are just the highlights, but there are dozens of other details that make this car truly a one of one unicorn.

How did I find this car? Bring-a-Trailer. I signed up for email alerts that tell me any time a BMW is listed for sale. A few weeks back I was walking to my

desk at work, iPhone in one hand scrolling through email, not really paying all that much attention, when the listing notification came in. I immediately placed a bid on the car, knowing it was destined to sell for 10 times what I had bid, but I just had to say I played the game.

The more I read up on the details, the more I realized that not only is this the best E38 in existence, but it may actually be impossible to recreate this car. There aren't exactly a ton of low mileage donor 740s and M5s laying around to pull from.

When it came time for the auction to close. I was sitting at a conference table at work, with a handful of my coworkers huddled around me, eager to see if this was really going to happen. I and one other serious bidder traded bids in \$500 increments down to the last seconds of the auction. As the counter ticked down, I fully expected to see that I had been either outbid by a number that was more than I was willing to pony up, or that the auction had ended and the reserve had not been met. As it ticked under 10 seconds, I could not believe it when the page refreshed



and I was declared the winner.

A week later, I redeemed some frequent flier miles for a one-way ticket to Richmond, Virginia. The seller met me at my hotel the next morning first thing, handed me the keys, and I got in and set the cruise control and navigation for Austin, TX via Charlotte, Atlanta, Jackson, and Shreveport. Two and a half days and 2 audiobooks later, I was home.

This is just the beginning of my story with this car, but I wanted to close with two interesting side notes. In the one week that I have officially been the owner, I have received multiple cash

offers to buy the car for significantly more than I paid for it, from people I've never met, in cities all over the US. This just makes me want to never sell it, as random BMW enthusiasts all over have heard about this car, and are validating my belief that this is one of the coolest BMWs in existence. Lastly, this will now be the second E38 that I have purchased at auction, online, sight unseen, somewhat unplanned, and picked it up via one way plane ticket and driven it home cross country. I hadn't intended for that to be the case, but maybe that's just how you find the good ones.



A true BMW racer at the front of the field

A true BMW racer at the front of the field: new Formula E Safety Car livery presented in Mexico City.

BMW i8 Coupe Safety Car's (combined fuel consumption: 1.8 l/100 km; combined power consumption: 14.0 kWh/100 km; combined CO2 emissions: 42 g/km) new look demonstrates closer relationship with the BMW iFE.18.

Michael Scully: "This livery gives the Safety Car a new dynamism and a bold level of expression appropriate to racing in the streets".

The BMW i8 Coupe Safety Car will take on the guise of a real racer from the Mexico City E-Prix onwards. The new livery – from the pen of Michael Scully, Head of Design BMW Motorsport – underlines the close relationship between this special BMW i8 Coupe and the BMW iFE.18 race cars. It was unveiled in the run-up to the fourth race of this season's

ABB FIA Formula E Championship at the "Autodromo Hermanos Rodriguez" (MEX).

Among the guests were BMW Motorsport Director Jens Marquardt, the two BMW works drivers, António Félix da Costa (POR) and Alexander Sims (GBR), Pia Schörner (Head of BMW Motorsport Marketing) and Alberto Longo (Co-founder and Chief Championship Officer at Formula E).

During the launch event, guests were given a first close look at the BMW i8 Coupe Safety Car in its new look. The design was developed in close collaboration between Formula E and the BMW Motorsport design team, and reflects the iconic design language of the BMW iFE.18. Like the race cars, the aesthetic of the BMW i8 Coupe is inspired by the urban context of Formula E, in which spectators typically see the cars from positions that are higher and closer to the track than at other circuits.

"As with the BMW iFE.18, the first priority when designing the Safety Car was

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A true BMW racer

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the top view of the car,” explained Scully. The iconic blue and white elements of the BMW logo structure each key view of the BMW i8 Coupe Safety Car in a way that makes no two views of the car the same. The asymmetric layout also shares the functionally-derived non-reflective matte black cockpit element seen on the BMW iFE.18.

Embedded within the livery is a connective graphic network of blue and purple ‘veins’ carrying the natural colours of raw electricity. “We have translated the themes found in the design of the BMW iFE.18 to the very different proportions of the BMW i8 Coupe. This livery gives the

Safety Car a new dynamism and a bold level of expression appropriate to racing in the streets,” said Scully.

BMW i has been closely associated with Formula E as ‘Official Vehicle Partner’ since Season One and has provided the entire fleet of safety vehicles ever since. The BMW i8 Coupe Safety Car has been modified with many BMW M components to cope with the specific demands of motor racing. These modifications include a roll bar, rear wing and rear hatch made of carbon fibre, a front splitter, sports seats from the BMW M4 GTS (combined consumption: 8.5 l/100 km; combined CO2 emissions: 199 g/km), four-point harness, a roof-mounted signal light system, BMW M carbon ceramic brakes and a sports chassis.





The Doctor Is In

by Brian McKinney (founder, Dr Beemer)

The Turbo Dilemma

BMW enthusiasts have by now come to the realization that the turbocharged era is here to stay. Turbos are becoming commonplace across the industry, and will likely usher us into the “full electric” era. We all follow the “old school” maintenance schedule on our naturally aspirated garage queens, but our fuel sipping high torque brethren, our new-era Bimmers, have a different set of requirements.

The first thing to consider is oil change frequency. Even though synthetic lubricants have advanced, clean oil is still imperative to extend turbo life as long as possible. To accomplish this, the oil drain intervals should be cut in half of what the BMW “condition base” requirement tells us. Roughly 5,000 miles if you plan to keep your turbo car after the warranty has expired. The use of friction

modifiers like BG MOA for a mere \$13 per oil change helps in many regards as well, by preventing sludge and extending valve stem seal and turbo seal life.

This brings me to the next part of this topic -- your choice of oil. I recently learned through Motul product training there is a difference between “full synthetic” and 100% pure synthetic. The term full synthetic is an oil industry term which legally means at least 51% synthetic, and the rest may be made of dinosaur. Along these lines, a synthetic blend is less than 50% synthetic. The only 2 manufacturers of a true 100% pure synthetic are Amsoil (US) and Motul (French). Even the BMW branded Castrol and Shell oils are “Full Synthetic,” not the 100% pure grade.

Dr Beemer is one of a few central Texas BMW shops using Motul products. We see benefits in customer cars including reduced oil consumption and improved high-rpm lubrication effects due to enhanced high-temperature stability.

So, whichever oil you choose, choose wisely and change frequently if you love your Bimmer.

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2014 M235i

23,xxx miles, Melbourne Red, auto, Nav, HK stereo, black synsatec. Always garaged and never even driven in the rain with the only non stock item being the TSW wheels. This car was just given

a 60 point "Quality Vehicle Inspection" on 1/24/19 at BMW of Austin and passed all categories with flying colors. This car is perfect. Asking \$25,000. Call Donald Sloan at 512-267-3550 or email to lsloan8@austin.rr.com



2008 328i

I'm selling my 2008 BMW E90 328i sedan. The car was purchased in 2011 from BMW of Tyler with 100,000 miles. I've since put 50,000 highway miles on the car. In that time, it has hardly skipped a beat and feels like it could easily go another 150,000 miles. I'm an avid BMW enthusiast and a BMW CCA member, so I've kept up on maintenance accordingly. This car has the venerable N52B30 engine, the last naturally aspirated BMW inline six ever to be made. The car goes, stops and handles as good as new. Additionally, it has fresh Michelin Pilot AS/3 tires on all four corners. I have a clean Texas title in hand ready to be transferred to the new owner. The car has a few cosmetic issues, mainly paint oxidation on the hood and a scuff on the rear bumper as shown in the pictures. But nothing too out of the ordinary for a ten year old car, and the price reflects that.

Classified Ads

Please don't hesitate to call or text me if you have any questions or would like to view the car. I do not need help selling the car. Asking \$4,750. Contact David Hardiman at 512-796-9689 or send email to davidhardiman1@prodigy.net



2011 335i Coupe

Saddle Brown Dakota Leather interior, equipped with Premium Pkg, Sport Pkg, Convenience Pkg, Navigation, Heated Front Seats, Harman Kardon Surround Sound, 47,xxx miles, superior condition, always garaged and no track miles. Purchased as Certified Pre Owned in May 2014. \$17,500. Call Cass Wheeler 512.818.5800 or email

318ti Parts Wanted

Seeking door cards and privacy shelf for a 1996 318ti. Contact Raquel Robles at 512-851-6223 or email to rakaelrobles@gmail.com



2005 645i

Car is in great condition. Driver seat has a small hole. Only 2 owners. Less than 50,000 miles. Very well maintained. Has never been through a car wash. Asking \$16,500. Contact Todd Holt at 806-438-1462 or send email to toddholt@yahoo.com



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