



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Bluebonnet Drive

Photo by Jonna Clark



May
June
2013

What's Inside

Upcoming Events
Best 3-Series Yet?
Texas Autobahn Review
Bluebonnet Drive Review

Tejas Chapter Officers

	<p style="text-align: center;">President</p> <p style="text-align: center;">Glenn McConnell Austin gmconn535@aol.com</p>	<p style="text-align: center;">Vice President</p> <p style="text-align: center;">Linda Cavazos Austin racegirl330@yahoo.com</p>	<p style="text-align: center;">Secretary/Treasurer</p> <p style="text-align: center;">Sandy McConnell Austin ZeeYa3@aol.com</p>
<p style="text-align: center;">Membership</p> <p style="text-align: center;">Mike Sevel New Braunfels mikesevel@hotmail.com</p>	<p style="text-align: center;">Driving Events</p> <p style="text-align: center;">Josh Butts Austin josh@joshbutts.com</p>	<p style="text-align: center;">Events Coordinator</p> <p style="text-align: center;">Paul Goldfine Round Rock goldfinep@gmail.com</p>	<p style="text-align: center;">Driving Instructor</p> <p style="text-align: center;">Jeff Conner Austin jeff.conner@yahoo.com</p>

Project Coordinators, Chapter Email and Newsletter

<p style="text-align: center;">Corpus Christi Area</p> <p style="text-align: center;">Donna Bogan Corpus Christi dbrldonna@yahoo.com</p>	<p style="text-align: center;">San Antonio Area</p> <p style="text-align: center;">Herb Looney San Antonio loonjak@swbell.net</p>	<p style="text-align: center;">Kerrville Area</p> <p style="text-align: center;">John Swann Kerrville swannzee@swannzee.com</p>	<p style="text-align: center;">San Marcos Area</p> <p style="text-align: center;">Jack Laumer San Marcos jacklaumer@yahoo.com</p>
<p style="text-align: center;">Chapter Mail</p> <p style="text-align: center;">P.O. Box 17216 Austin, Tx 78760</p>	<p style="text-align: center;">Chapter Email</p> <p style="text-align: center;">TejasChapter@aol.com</p>	<p style="text-align: center;">Tejas Trax Newsletter Editor</p> <p style="text-align: center;">Glenn McConnell Austin gmconn535@aol.com</p>	

BMW CCA

	<p style="text-align: center;">Vice Pres. South Central Zone</p> <p style="text-align: center;">Dan Baker 5307 Windham Springs Court Houston, Tx 77256 832-298-1984</p>	<p style="text-align: center;">Technical Service Adviser</p> <p style="text-align: center;">Terry Sayther Austin, Tx 512-442-1361 (8am-5pm Central Time)</p>	<p style="text-align: center;">Membership Information</p> <p style="text-align: center;">\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
--	--	---	--

Commercial Advertising Rates for Tejas Trax

<p>Per year rates are based on a 5 issue price, giving one free issue per year when paid in full.</p>	<p style="text-align: center;">Full Page</p> <p style="text-align: center;">Per Year - \$350 Per Month - \$70</p>	<p style="text-align: center;">Half Page</p> <p style="text-align: center;">Per Year - \$225 Per Month - \$45</p>	<p style="text-align: center;">Quarter Page</p> <p style="text-align: center;">Per Year - \$150 Per Month - \$30</p>
---	--	--	---

Visit the Tejas Chapter Web Site at <http://www.tejaschapter.org/tejas.html>

The Tejas Trax is printed bi-monthly by Enthusiast Media Group, the Roundel publishers.

DISCLAIMER: TEJAS CHAPTER is a local association of BMW owners. **TEJAS CHAPTER** (hereafter, the Club) is a non-profit (74-2732211) Texas corporation (#10340292-01), and is associated with the BMW Car Club of America as a local chapter. The Club is not connected in any way with BMWAG or BMWNA. Tejas Trax is the publication of the Club and is mailed to all members in good standing, as well as to all current advertising patrons. All of its contents remain property of the Club, but BMW CCA & BMW ACA Chapters may quote from the publications, provided proper credit is given. The ideas, suggestions, and opinions expressed herein are those of the authors and no authentications, endorsement or guarantee is expressed or implied by TEJAS CHAPTER. TEJAS CHAPTER assumes no liability for any of the information presented. None of the information presented bears the status "Factory Approved" unless so indicated. Modifications within the warranty period may void the warranty!



From The President

Of Memories, Dumber Days and Laughs

At our events, as I look at the older Bimmers and listen as their proud owners detail all the projects planned, completed, half finished, or never begun with their cars, I am reminded of an earlier time when I was ambitious, had dreams and even completed some ambitious projects. One of my projects that came to mind was when I converted my 2002 from an automatic to a 4-speed. Why a 4-speed, instead of a 5-speed? Simple - no money. I had found a good deal on a rebuilt 4-speed and couldn't pass it up as my planned \$5,000 project now pushed the \$7,500 mark. Well, that is another story... back to the transmission swap.

The 2002 sat with the front wheels on ramps, while I was under the car on my back, trying to get the automatic to come loose after I had loosened everything. I pulled and I pulled and nothing happened! About the

time I was ready to give up and try it at a later time, I decided to give one final Herculean effort. What I hadn't planned for was what I was going to do if and when it did come loose. Yep, you're right .. you guessed it!!! The final pull worked and down it came. Kathunk!!.. a 150lb automatic transmission right onto my chest. Amazingly and despite my stupidity, I was unhurt, but now trapped under the 2002 with a transmission pinned to my chest.

After a few minutes of contemplating my situation, I decided to call for help. I yelled..no help. Yelled louder.. no help. Ahh..screaming worked!! Sandy came running to my aide, greeted by the site of her screaming husband lying under the car covered in red fluid, with a transmission pinned to his chest. When she finally realized that what she was looking at was transmission fluid and not blood, and I was not hurt, we both laughed until the tears flowed... oh yeah, then we moved the transmission.

Ever have one of those days?

Until next time

Glenn McConnell

Welcome New Members

Austin

Keith Adkins
Stephan Burke
Joseph Byrne
Marc Castel
Paul Coppala
Mike Cremin
Felix Erbring
Rodgers Estes
Michael Gonzalez
Kenny Gorman
Donald Guillett
Mario Guizar
Andy Huang
Dylan Kelley
Peter Lai

Chris Lamprecht

Brad Lichtenberger

Ricardo Martinez

M P

Sekhar Rao

James Roe

Dale Rye

Will Shipp

Michael Siekkinen

Shawn Smith

Eddie Sullivan

Justin Turner

Dexter Weiss

Frank Yu

Del Rio

Jesus Dovalina

Corpus Christi

Jason Franklin

Lago Vista

Ronald Stearns

Georgetown

Michael True

Stuart Wetterschneider

West Lake Hills

Thomas Mangold

San Antonio

Jose Amador

Michael Anderson

Eduardo Catano

Victor Gabela

Yulonda Gordon

Antonio Jajou

Charles James

Daren Kuyrkendall

Pflugerville

Christopher Clark

Dripping Springs

Clarence Vandaveer

Lakeway

Richard Salinas

Hutto

Frank Tomlinson

Round Rock

George Huang

Leander

Charles Smyth

Cedar Park

Randolph Allen

Brian Monnone

BMW of Austin

"Experience Our Passion"

7011 McNeil Dr
343 - 3500

5-time recipient of BMW North America's
"Center of Excellence" award

**THE ULTIMATE
DRIVING MACHINE**

**20% Discount on
Parts & Service
for BMW CCA members**



Call or email our friendly staff or visit us on the internet
(<http://www.bmwofaustin.com/>) today to learn about the latest BMW of
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.

Triple Italian Tour

Saturday,
May 25, 2013

planned by Mike Sevel



Meet at Mandola's Italian Market
4301 W. William Cannon, Arbor Trails
Shopping Center, Austin. Half-mile west
of Mopac Rt.1. Mandola's is on the left
and across from Whole Foods & Staples.
We will meet at **9:00am** in Mandola's
back party room and depart **9:45am**.
Come early and enjoy Mandola's
standard and exotic coffees and bakery.

Bella Vista Olive Ranch, Wimberley.

We have enjoyed visiting Bella Vista in the past. We will arrive around **11:00am**. For a fee of \$12, we will learn about olive oil production in Texas. The presentation, by the ranch owner, is informative and humorous. Then we will tour the olive production plant and olive groves. As our appetites are stimulated, we will partake in tastings of a variety of olive oils and bread plus tastings of wine, fruit preserves, tappenades, vinegars, etc.. A retail store is available with the ranch products and we encourage your browsing.



Trattoria Lisina Italian Restaurant, Driftwood



This will be our third visit and we will have a luncheon at **1:30pm**. We will be seated on the veranda of the main restaurant. The fee for the luncheon is \$32 (incl. tip and tax) and includes an appetizer, continuous fresh baked bread and butter, choice of two pasta dishes, dessert and your choice of coffee, tea or soft drinks. A cash wine bar will be available also.

Much more detail at the chapter website.

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

DRIVE A NEW CAR EVERY DAY

Protecting your vehicle's paint job from the perils of the open road, XPEL Paint Protection Film acts like an invisible forcefield, preventing chips and scratches from road debris, corrosion from bug stains and harmful elements in the atmosphere, as well as preserving the brand new appearance and resale value of your vehicle.



XPEL
PAINT PROTECTION FILM

- Prevent Rock Chips & Bug Stains
- Keep Your Car Looking New
- Preserve Resale Value
- 10 Year Warranty

XPEL Technologies Corp. 618 W. Sunset Rd. San Antonio, TX 78216

210•678•3700

Schedule An Appointment Today at Our 12,000 sq.ft. Installation Facility

BMW CCA Tejas Chapter 2012 Financial Statement

	<u>Current Fiscal Year -2012</u>	<u>Prior Fiscal Year-2011</u>
BEGINNING EQUITY (Last Year Ending Equity)	\$ 4,764.37	\$ 5,272.33
INCOME		
Membership Dues	\$11,009.57	\$11,107.35
Newsletter Advertising	\$ 510.00	\$ 1,520.00
Driving School Fees	\$ 8,654.85	\$ 8,069.57
Other Event Fees	\$ 4,415.44	\$ 3,136.00
National Rebates	\$ 930.00	\$ 1,240.00
Merchandise Sales	\$ 00.00	\$ 00.00
Miscellaneous	\$ 3,915.00	\$ <u>3,150.00</u>
TOTAL	<u>\$29,434.86</u>	<u>\$28,222.92</u>
EXPENSES:		
Newsletter Printing	\$ 7,827.29	\$ 6,479.14
Newsletter Postage	\$ 1,354.84	\$ 4,170.74
Insurance	\$ 2,185.00	\$ 1,240.00
Driving School Expenses	\$ 7,301.90	\$ 7,135.41
Other Event Expense	\$ 4,187.19	\$ 3,228.82
Meeting Expenses/Awards	\$ 1,567.38	\$ 2,302.38
Miscellaneous	\$ 3,911.81	\$ <u>4,174.39</u>
TOTAL:	<u>\$28,335.41</u>	<u>\$28,730.88</u>
NET INCOME:		
(Income Less Expenses)	\$ 1,099.45	\$ <u>(507.96)</u>
ASSETS:		
Cash	\$ 5,863.82	\$ 4,764.37
Inventory	\$ 0.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Accounts Receivable	\$ 0.00	\$ 0.00
Deposits	\$ <u>0.00</u>	\$ <u>0.00</u>
TOTAL:	\$ 5,863.82	\$ 4,764.37
ENDING EQUITY:		
(Beginning Equity Plus Net Income)	\$ 5,863.82	\$ 4,764.37

Prepared by: Sandra D. McConnell (512)282-3077 Title: Sec./Treas. Date: 04/24/2013
Term of Chapter's fiscal year: January 01, 2012 - December 31, 2012

*Miscellaneous - Income includes Charity Contributions; Expenses include Charity/
Christmas Shopping \$\$, PO Box rental & other postage, Bank Fees, Annual Web Hosting
fees.

Member's Voice

by John Hughan

Last issue's topic focused on the plug-in hybrid variant of the F10 M5 midcycle refresh that was recently spotted testing. Here's what members had to say when asked whether they viewed plug-in hybrids as the ideal compromise between the range limitations of fully electric vehicles and the fuel consumption of fully gasoline vehicles, or whether they believed that the added weight, complexity, cost, and charger requirement of this solution would incline them more toward a diesel model for fuel economy:

I will begin my response here with the statement that I am diametrically opposed to plug-in hybrids or hybrids of any kind using current battery technology. In my opinion, the battery technology is not yet sufficiently developed, and the long-term implications are not encouraging. For the moment, let's dispense with anything to do regarding range or increased mileage and look at vehicle weight and the battery life/disposal issue. Those two are enough to scare anyone with any concern about cost and the environment. Batteries are heavy, and that increases tire wear, meaning more disposed tires in the landfill (although they can be recycled, at a cost). Batteries are very expensive and also eventually wear out (their ability to hold a charge diminishes over time), and their replacement costs are very high. But the big concern is what is done with the expired battery pack -- what is the cost of safely disposing of the toxic substances that make up this component? We all have used rechargeable batteries in our phones, cameras, flashlights and such, and they all have warnings about disposal. So from an environmental view, any reduction in

pollution is going to be overshadowed by the potential dangers of the current heavy-metal/lithium/other dangerous-substance cells and their containers. Also, what are the implications in a crash situation? There's potential leakage, exposure of occupants and rescue workers to high voltage, and numerous other dangers. I can't really see any advantages of a hybrid at present...when fuel-cell technology finally emerges as a cost-effective means of creating electric power with adequate range (more than the current 100 or so miles), then we may have a winner. But at present, the only practical application I see is in a densely urban environment as long as we're willing to put up with the growing pile of expired batteries. —Alan Greene

Fullly electric cars will not be viable primary vehicles for the majority of the population until we dramatically increase battery energy density, achieve charging speeds even higher than what's available at Tesla's new Supercharger stations (and build far more stations), and do all of that at a much lower cost to the consumer even without the current tax breaks. Since I figure all of that will take a decade at the VERY least, the question is how to become more efficient in the meantime. Diesel is certainly attractive, and I'm happy to see it starting to come back in the US, but if the electricity coming into your house is generated relatively cleanly, I think the plug-in hybrid model has some compelling advantages as well, both in perception and in reality. Battery weight needs to come down first (but density doesn't necessarily have to improve since these cars have gas engines as well), and so does cost, both of which I expect will simply be a matter of time. And yes we need to solve the disposal issue, but hybrids are hardly the first source of batteries -- even from cars

-- to require disposal. I think we'll solve that problem the way this country solves most problems, namely by waiting until it becomes an enormous problem and finally taking a reactive approach rather than a proactive one (I expect that to happen with our nuclear waste too) -- but I believe it will get solved nonetheless. Plug-in hybrids also have the advantage of currently existing on the market and using mostly existing infrastructure, compared to hydrogen and fuel cell vehicles which I've only seen as prototypes or one-off conversions of gasoline vehicles, or natural gas which I've only seen available via specialty fleet order. And Tesla recently donated a Model S to the Fremont Fire Department in California so they could produce an online training video for how to use the Jaws of Life with that car safely. That's certainly only a small first step to solving that safety issue, but I believe that too will be solved with some combination of industry standards (perhaps regulations) for labeling hazardous areas of electric vehicles as well as good old tribal knowledge passed among rescue workers as the electric car knowledge and experience base increases with the population of electric vehicles on the road. Plug-in hybrids definitely have their place in our automotive future, if only as a transitional technology, since there are fewer and less complex barriers to their widespread adoption than full electric vehicles are faced with, and because the plug-in hybrid design of limited fully electric range with a gas engine to support longer travel is perfectly suited to the average American lifestyle of a relatively short work commute but also the desire to travel farther on occasion. --John Hughan

For next time: At this year's Shanghai

Auto Show, BMW unveiled a joint venture with local automaker Brilliance that creates a new BMW sub-brand called Zinoro, which will focus on fuel-efficient and electric vehicles, both rapidly growing markets in China. The initial platforms for these vehicles be those of the X1 and "a previous 3 Series", presumably the E9x, and the vehicles will be assembled in Shenyang, where Brilliance currently assembles the 3 Series and X1 for the Chinese market under an existing partnership with BMW. According to BMW's global head of sales and marketing, several markets are also under consideration to receive exports of Zinoro-branded vehicles -- including Europe.

Questions: Do you see a niche in more mature global markets that could conceivably be filled by another BMW sub-brand? Do you believe (or hope) that this sub-brand will give BMW a means to produce fuel-efficient vehicles to meet market demands while also preserving the BMW brand image by reserving the Roundel for its luxury and sport models? Suppose BMW were to increase production capacity by exporting not only Zinoro but actual BMW-branded vehicles from China into more mature markets, as GM announced at the same auto show that it might do with its own vehicles. How would you feel about purchasing a BMW assembled in China, particularly if examples of the model you were considering were also available assembled in other countries of origin such as Germany and the US?

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

**CORPORATE-LEVEL TECHNOLOGY.
INDEPENDENT-LEVEL SERVICE.**



PRECISION BMW SERVICE SINCE 1981.

**BY APPOINTMENT
8926 BROADWAY
SAN ANTONIO, TEXAS 78217
(210) 826 0014
FAX (210) 822 7808**

**VISIT WWW.RHINEWEST.COM
FOR BMW SERVICE, PARTS, ACCESSORIES AND OUR PERFORMANCE
ENHANCEMENTS.**



Fellow Tejas Chapter members,

June 7th, 8th and 9th will be our biggest HPDE event ever! In joint participation with the Lone Star and Houston chapters, we are proud to present the Texas Trifecta. This event will feature 3 chapters and 4 events: a BMW CCA club race, 2 day driving school, an autocross and a car show. The entire event will be held at the world-class Circuit of the Americas in Austin. While registration for the driving school sold out almost immediately, registration for the car show and autocross remain open on Motorsportreg.com. Please note that all participants must be active current members of BMW CCA, and this will be verified online during registration. Having had the opportunity to take a few parade laps around COTA during the Grand-Am race weekend, I can say that COTA is one heck of a race track and those of you who were lucky enough to get a driving school slot are in for some serious fun.

The Lone Star chapter has done a fantastic job with the logistics of the HPDE and the Houston chapter has taken the lead on Autocross. Many people have been working tirelessly behind the scenes for almost 6 months now to ensure that everyone involved has an amazing, fun and educational weekend. The number one thing Tejas members can do to make this event a success is volunteer to help us run the event and be excellent hosts for our guests from out of town and even out of the state. We will need help keeping every thing running smoothly, especially on Saturday morning early. We'll get details out to everyone on exactly what needs to be done and how you can help via email and website.

Feel free to contact me directly if you have any questions at josh@joshbutts.com.

I look forward to seeing you all out there at what will be a truly impressive event that we hope to repeat for years to come.

-Josh Butts
Tejas Chapter Driving Events Coordinator

The Best “3” Yet...or The “F30” Gets an “A” Plus

By Alan Greene

By now, most of you readers know that I recently took delivery of a 2013 335i M-Sport built on the new F30 chassis. I’ve had the car for a little over 6 weeks now, and have racked up about 2000 miles of mixed highway, back road, and urban driving. Having previously owned two E46 sedans and an E92 coupe, I have to say this is the best “3” I’ve encountered so far. What makes it so good? Read on...



Let’s start with the overall F30 chassis – host to both the 335i and 328i, with the major difference in those models being the number of cylinders in their inline engines. While the 328 has an amazing 2.0-liter 4-cylinder that acquits itself very nicely (had one of these as a loaner when having my wife’s 128i in for a minor recall), it’s slightly reminiscent of a



Honda/Nissan equipped with an inline-4 from a Noise/Vibration/Harshness perspective. Not to say that’s bad by any means, but not quite what one becomes accustomed to after driving inline-6 engines for the past 12 years. But I digress – it’s the chassis that makes the biggest difference in this new model. Yes, it’s slightly larger – and during our comparison testing, Jan and I discovered that the F30 has the same front and rear legroom as the current F10 5-series. That alone was impressive, as the car doesn’t necessarily feel any larger.

Some of you might wonder why I’d move back to a sedan (a word probably derived from “sedate”) from a coupe, but some of you may also have discovered how difficult it can be to carry rear-seat passengers in the sleek, low-roofed late-model BMW coupes/convertibles. When BMWs were a bit more “upright”, it wasn’t all that bad, but my E92 proved difficult for some recent guests who, like myself, were “of a certain age” and, shall we say, “stature”. The extra doors are wider than in the past, and the additional legroom makes those runs out to the local wineries and restaurants much more tolerable, not to mention longer trips (such as to the GristMill in Gruene).

In addition to a slightly-resaped exterior, the F30’s interior has a new seating design that is very comfortable, particularly with the sport seats and the Premium package with its lumbar support. The instrument panel has the familiar two large dials for speedometer and tachometer, plus a full-color display area below and between those two

dials – it’s no longer limited to the familiar amber monochrome display. All of the F30 models now have iDrive as standard equipment, although Navigation is still optional. I chose not to get Nav, as it’s expensive to buy and to update, relying on my newer 5-inch Garmin with voice-command. The cupholders are now forward of the gearshift, and there’s a cover for them with a tray in the top, plus a cubby with a hinged door at the bottom of the center stack that houses a power outlet on the driver’s side. The glovebox has a netted storage pocket for the cupholder cover too. And there’s a nice sunglasses-friendly extra “glovebox” at the lower left of the dash between the steering wheel and the door. There’s also an extra power outlet at the base of the glovebox door near the center console.

A feature I particularly like is the USB interface in the center armrest – it comes with an adapter for your iPhone/iPod, but you can insert a USB stick and use it to provide MP3-type recorded music as well as to export/import up to three personal “profiles” that include all your seat/mirror/settings info. And a lot of settings there are: you have 8 pre-set buttons that you can use to specify different music modes (radio, satellite, CD/external audio sources, etc) as well as your preferences for lighting, eco-pro and sport modes, and a host of other things you used to do with the turn-signal stalk (if you didn’t have iDrive). Anything you can set with the iDrive can be assigned to one of these buttons. The iDrive now has additional buttons around its knob for main menu, audio, telephone, and then “back” and “option” buttons to make navigating it a

little easier.

Even the trunk has some nice new features – there are rings to use to tie down larger cargo up near the backs of the folding rear seats (40-20-40 split) as well as a really nice cargo net with an external pocket that clips into mounting notches in the trunk floor. There’s also a strap on the right side to hold your owner’s manual or whatever else you’d like to put there, two cubbies (one on each side) for holding smaller items, and all of this with enough room to get Tony Soprano’s attention. Under the floor, there’s now two rectangular storage wells that are lined with carpet to keep things from rattling around.

Powertrain-wise, the F30 335i is equipped with the N55 twin-scroll single-turbo inline-6, and it is tuned for efficiency – but it’s definitely not lacking for power. It’s underrated by about 20 HP at 300 (same with torque), and the M-Performance Power Pack I just added bumps that up considerably, despite its equally-underrated stated gains. Coupled with the 8-speed automatic transmission, which has multiple modes (normal, sport, and manual) plus the ability to press a button and switch to one of 4 modes (eco pro, comfort, sport, sport plus), this car is very responsive, especially in one of the last 2 modes. Comfort is fine for most driving, but sport/sport plus “tightens” the steering, the chassis (if you get the Dynamic Handling pkg like I did), and the transmission. The “plus” mode essentially does all that and turns off DSC, although there’s a separate button for that too. Using sport mode and the trans in either DS or Manual mode

continued on page 14

The Best “3” Yet

Continued from page 13

really changes the car’s “personality”. It’s ready to carve corners and blast off like a Saturn-5 rocket when you tromp on it. Eco-pro is, well, if you’re familiar with the term “gelding”, this would be an apt description. Ahem.



While I’m no fan of runflat tires, this car’s 3rd-generation set of Continentals are a great improvement over those that came on my ’07 3-series and even Jan’s ’11 128i. They handle well, are quiet, and the ride isn’t as harsh – although the latter may be due to BMW’s moving to 225-45 and 255-40 front/rear tire sizes. My coupe had 225-40 and 255-35, so the sidewalls are a bit taller and more compliant. I went with the standard 18-inch wheels, although the 19s were tempting, the price of replacing 19-inch tires is significantly higher than 18s. So far, there’s no noticeable wear, but it’s only been 2000 miles to date. Steering-wise, there have been comments made about “numb” steering, but that apparently was corrected. It’s got plenty of road feel for my tastes.

Other superlatives – the car has been a pleasure to get used to, although the red leather seats (Jan’s choice) are still a bit of a surprise when I open the door. Last week (April 15-20), I put 1,000 miles on the

car as Jan and I drove over to Houston (1604 and I-10) and back, followed by a trip from Boerne to Round Rock (mixed back roads/Toll roads), and then this past weekend’s Texas Autobahn Tour. After several hours driving the Interstates, back roads, and Toll roads, I was very comfortable at the end of each driving stint. The cruise control has now been moved back to the steering wheel left-side spoke, and the controls for the sound system and telephone are on the right spoke. The indicator for your set speed is a green dot on the rim of the speedo, and when you hit the cancel button once, it turns amber to remind you of where it’s set before you press “resume”. Nice touch.

I could go on and on, but you probably got bored a few paragraphs back, so I’ll summarize by saying that this car is not just what I ordered – yes, it was a long 3-month wait – but this 3 is the “grandpamobile” I needed and the hot-rod Euro-sedan I wanted. It’s like having 4 cars in 1. Oh...almost forgot. On the long trip to Houston and back, I averaged (AVERAGE!) 31 miles per gallon driving 75-80 on the Interstate. In more mixed driving, including some, ah, indulgences in, shall we say “hyper-velocity”, I averaged 28.5. Not too shabby for a spacious sedan with “way more than adequate” power, wouldn’t you say?



TIRE RACK[®]
.com

STREET SURVIVAL[®]

authorized by **BMW CCA**
FOUNDATION

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, 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 2013.

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



**well at least
a small part of it.**

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

Our growing Archives, Library, and Museum needs your tax-deductible donations. See our website for more info.

Join the Drive to Donate!



www.bmwccafoundation.org
864.329.1919

Tejas Chapter Incentive Points Challenge for 2013

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 2014. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on points earned divided by the time as a member during the year.

Activity	Points
Return Survey Form (form available on request or at website)	50
Attend a meeting or event	30
Organize a monthly event, (social/technical etc.)	100
Assist with a monthly event (credited by organizer)	50
Each new member recruited (credited by CCA)	30
Original photo(s) published in the Trax (30 pts max/issue)	10
Original photo(s) published on the website (30 pts max/event)	10
Original Tech Tip published in the Trax	15
Original Article published in the Trax (500 words or more)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

2013 Incentive Points Challenge Leader Board As of April 26, 2013

<u>580 Pts</u>	Gay Dawson	Rob Brown	<u>30 Pts</u>	Brian McKinney
Alan Greene	Tom Dawson	Eric Chang	Mohammed Abusalih	Lisa Moore
<u>390 Pts</u>	<u>110 Pts</u>	Paul Coppala	Richard Ballinger	Cathryn Ormsby
John Hughan	Harry Ohe	Sean Engelke	JP Burd	Craig Pearson
<u>380 Pts</u>	<u>95 Pts</u>	Terry Jones	Linda Cavazos	Brian Peterson
Scott Bowman	Paul Goldfine	Sridhar Kamma	Tim Cook	Michelle Peterson
<u>280 Pts</u>	<u>90 Pts</u>	Michael Keung	Elaine Douville	Robert Rejefski
Josh Butts	Tom Brown	Robert Knox	Roger Douville	Jim Shaw
<u>250 Pts</u>	Kathryn Butts	Brad Mitchell	Harold Downey	Steve Tatro
Jan Greene	Phil Nybro	Carl Nybro	Ben Eckermann	Daniel White
<u>240 Pts</u>	Mike Sevel	Ken Ormsby	Tim Ehrhart	Dick White
Herb Looney	Connie Stried	Al Ridgley	Albert Estrada	Trent Zou
<u>230 Pts</u>	Jay West	Hector Sanchez	Yovanni Flores	<u>20 Pts</u>
Ken Carson	Don Yule	Roger Williams	Allan Gazza	Bob Ashenbrenner
<u>210 Pts</u>	<u>80 Pts</u>	Susan Yule	Charles Gray	Shane Glombik
Michael Sun	Jeff Gifford	<u>50 Pts</u>	Mark Hollingsworth	Will Shipp
<u>160 Pts</u>	<u>70 Pts</u>	Simon Cabello	Ryan Ingalls	<u>10 Pts</u>
Linda Cook	Mollie Francis	Eduardo Catano	Bob Lewandowski	Chadwick Morehead
<u>120 Pts</u>	John Price	Ronald Romonosky	David Mann	Andrew Yates
Jonna Clark	<u>60 Pts</u>	Larry Shumake	Margie Mann	
Marco Cordon	Don Bishop	Jeffrey Simonton	Larry Martin	

2013 Incentive Points Challenge Rookies Leader Board As of April 26, 2013

<u>5.60 Pts</u>	<u>4.38 Pts</u>	<u>2.72 Pts</u>	<u>2.11 Pts</u>
Paul Coppala	Jeffrey Simonton	Ryan Ingalls	Will Shipp
<u>5.00 Pts</u>	<u>4.22 Pts</u>	Robert Rejefski	
Eduardo Catano	Simon Cabello		

Bluebonnet Drive Review

by John Hughan

Brisk weather greeted us as we gathered in South Austin for our annual Texas Bluebonnet Drive. Historically an April event, this year it was moved forward into the March slot because last year's heavy rains (by recent Austin standards, anyway) early in the year meant that Bluebonnet season had come earlier than usual – and unfortunately had ended just a tad before our event that year. The rain this year wasn't quite as plentiful, but nonetheless our revised timing meant that Bluebonnets and many other species of wildflowers were on display along our route this time around.

After a brief driver's meeting we set off heading south on 290, on which we stayed only for the 5 miles necessary to reach Fitzhugh Rd. I originally discovered Fitzhugh Rd shortly after taking delivery of my M3 almost 2 years ago while searching for fun routes along which to become acquainted with my new endorphin factory. I started by scouring Google Maps for roads that resembled the output of a seismograph (or a nervous person's polygraph), and then if some spot checks with Google Street View came out promising, I figured there was a high probability of fun to be had. It wasn't until a few weeks later when I read the 2011 Bluebonnet article in my first issue of Trax, in which I learned that the route had involved taking 290 from Austin all the way to Johnson City, that I saw an opportunity to share this discovery with the chapter the following year – and as it happened, also the year after that. Fitzhugh Rd over its many name changes offers consistently beautiful scenery and a rhythm of corners and straights highly

conducive to enjoying a proper driver's car, and if followed to the very end will



take you all the way to Johnson City, a fact of which several members mentioned to me that they had been previously unaware. Its only risk is that there are very few passing lanes in case of slow traffic, but we were very fortunate to have the road almost completely to ourselves that day. If you missed the event, next time you have occasion to drive between Austin and Johnson City and wouldn't mind something a bit more exciting than 290, consider taking Fitzhugh instead.

Just a few miles prior to entering Johnson City, we picked up a few more members. Alan and Jan Greene, Herb Looney, Jonna Clark and Brad Mitchell, and Albert Estrada were all waiting for us at the top of 3232, camera shutters clicking away as we passed by. We



stopped in Johnson City at a Stripes convenience store on 281 that had recently opened (special thanks to Jonna for tipping me on that!), and then headed

continued on page 20



Annual Blue
March 2
Many thanks to
Many more great photos are available





bonnet Drive
23, 2013
John Hughan
available on the chapter website



Bluebonnet Drive Review

continued from page 17

a bit further north to 1323, which we were again fortunate to have almost completely to ourselves all the way to the Willow City Loop – well, except for the hordes of cyclists! Despite their numbers, they actually weren't too much of a problem (nowhere near as bad as Utopia Sunday afternoon last year) until closer to the Willow City Loop, whereupon a gentleman, apparently stricken with concern for his fellow cyclists having seen a long line of cars approaching at speeds that may or may not have been above the legal limit, took it upon himself to advise us of cyclists ahead by leaping from his roadside checkpoint kiosk directly into the middle of the road, wildly waving his arms and missing my driver's side mirror by not more than a few feet! I was reminded of the classic joke describing the difference between genius and stupidity: genius has its limits.

We slowed down for the approximately 20 miles of the photogenic Willow City Loop to give



members an opportunity to capture its beauty, both floral and geological,

then turned south on 16 bound for



Fredericksburg, where lunch awaited us at Hondo's. Although it was a bit chillier this year, which led many of us to dine inside, the food was just as delicious and the service just as



flawless as they had been the year prior. The event formally ended with lunch, but Fredericksburg's ample shops and other attractions can easily fill a Saturday afternoon. My wife and I took the opportunity to visit a few confectioneries, including Lone Star Candy Bar for what has become our traditional few pounds of fudge, and which always lasts far less time at homethan we'd care to admit!



South Central Regional Meeting

April 5-7, 2013

by Alan Greene

Earlier this month, Jan and I attended the BMW CCA's South Central Regional Meeting near DFW airport, as Glenn and Sandy McConnell had a conflict and were unable to attend. It's a 5-hour drive from here in Boerne to the Dallas area, so we flew there and back, and our meeting place and lodging were provided by the Westin Hotel in Irving. Other than the usual air-travel shenanigans, the flight and subsequent ride to the hotel (provided by their shuttle) were all on-time and made for an easy trip.

We arrived on Friday evening, and attended a hospitality/social gathering in one of the hotel's lounge areas, where we caught up with Herb Looney, our other representative from Tejas Chapter. We quickly found ourselves chatting with members of the Houston chapter and others from all over the region, plus Bruce Hazzard, BMW CCA national president. Good food, drink, and conversation ensued, and we were briefed by Dan Baker, South Central Vice President, on the coming day and a half's activities before retiring for the evening.

Saturday morning found us all at the same lounge area for breakfast, after which we entered a meeting room populated with multiple round tables. Shortly after the day's program began with introductions from attendees, Steve Schlossman, our presenter, had us "count off" and divide ourselves among the 7 tables in the room to

insure we had a good "mix" for the upcoming exercises. The overall theme of Saturday's activity was centered around membership and how to keep and attract new members. By mixing everyone together, it was possible to get fresh perspectives on the "challenges" we were presented with.

The first item we tackled was "if I'm a new BMW owner and would like to find some interesting activities with fellow BMW enthusiasts in a particular city, where would I look?". This centered around finding the local chapter's website and determining how "inviting" it was and whether the home page content would draw a visitor to look further into the site. Suffice to say that some of our websites within our region need a little work, while others provided instant info on what the local chapter was doing/when the next event would occur, etc.



We also ran an exercise to see how easily we could find a BMW dealership, again in a random city, and how quickly we could get some information about buying a CPO X3. In a few of the cities, it was still too early for the dealership to be open due to time zones, but the exercise proved very interesting. At some, we were

continued on page 22

SC Regional Meeting

continued from page 21

able to actually talk to a salesperson, at others, we got a message asking us to leave contact information so they could call us back. Some were obviously better than others at this! Again, this was all part of the “BMW experience” that we as a club are hoping will draw in new members. Car enthusiasts appear to be dwindling, so the Club needs to be aware that we have to adapt and overcome this phenomena.

The main theme came into play when we began discussing how our membership has remained fairly static over the past few years instead of actually growing, and a discussion ensued as to why that is occurring. As it turns out, a lot has to do with how

our club is perceived by different demographic groups, and whether we really know how to attract new members and make them feel welcome. The real challenge came when each table was assigned a prospective member or members, including a younger single male professional, a young family, a female same-sex couple, and other non-mainstream people. We were charged with coming up with an activity that would appeal to our assigned demographic and provide details of how the event would be structured and why we thought it would appeal to our subject.

As we had a total of nine chapters in attendance, with three of them from Texas, I wondered how the other chapters were organized. It turned out that there are chapters that encompass



America's 1st all BMW rental car company is in Austin and locally owned. BMW CCA members will receive 40% off on Monday-Thursday and 30% off on Friday-Sunday.

Check us out at
www.luxurycarrentalaustin.net
or call **512-373-0400**



an entire state, such as Colorado, Utah, and New Mexico. Interestingly, some of these states had “sub-chapters” with their own Board of Directors in geographically distant cities within the state. I asked Dan Baker about this practice and he said that it was fairly common and actually encouraged, so as to allow residents of the distant cities to enjoy their own activities without being concerned about long drives to either location which might discourage participation. Inquiring further, I learned that this was preferable to forming separate chapters that would have too small a membership by themselves. Also, many of the attending chapters held regular “social” events where there was no organized drive involved, as the event began when everyone arrived at a predetermined venue. Some chapters even had a BOD post aptly named “Social Event Coordinator”. A lot of food for thought here.

Sunday morning had us at it early again, and on this day we had representatives from the BMW Foundation and organizers of Street Survival give us a presentation on the history of the foundation and the importance of the things they sponsor, including the Street Survival program. We were all encouraged to make an effort to host one of these events which are beneficial to both the Foundation and the young drivers who are taught valuable driving skills to help curb the huge loss of young drivers to tragic accidents that are largely due to a deficit of these skills. A very worthwhile cause, and certainly worth making an effort to organize such an event.

Finally, our last challenge before

heading home was to come up with a “dream event” for our respective chapters, one that would attract all of the demographic groups we discussed the day before, the details of the event, the obstacles that might stand in our way, and how we'd overcome them. Some of the events that the various chapters came up with were incredibly good, and one was centered around a fundraising venue. I was “volunteered” to do the show-and-tell for Tejas Chapter, and what Jan and I came up with was a “Coastal Run” down to Corpus Christi as a weekend trip. As it would be mostly highway driving, we'd begin the event in Corpus, perhaps visiting the Texas State Aquarium or the USS Lexington (WWII Aircraft Carrier on display), then head over to Port Aransas (or Mustang Island or other close-by location) for a little driving through the dunes, then to our overnight lodging and a great seafood dinner. Some evening beach-walking could follow, and the next day might include breakfast and a drive along the coast back to Corpus, where the drive would end and everyone could head home. Houston Chapter indicated they'd love to meet us there for such an event.

All in all, it was a weekend well-spent and very informative, with some great ideas shared by other chapters in our region. It should be interesting to see at next year's meeting whether the ideas we came up with were put into action, and what effect this had on our chapter's membership and activities. It was also great to meet some of our National staff and hear about how chapters and their members in other states enjoy the comradeship and common interests inherent in our car club.

Texas Autobahn Review

by Josh Butts

Let me start my recap of the Texas Autobahn tour with the weather. You simply could not ask for a nicer spring day to take your Ultimate Driving Machine out into the Texas hill country. At our rendezvous point in Buda, we saw some familiar friends as well as new faces before departing to the East for our run down SH-130.

Our route took us down the length of FM-2001 towards Niederwald, and included some (at times) witty banter on the radios, which was a welcome addition. Upon our arrival at the entrance ramp, Alan Greene instructed everyone to ensure that "their tray tables were in an upright and locked position prior to takeoff." We cruised down the left lane on SH-130 at a speed (85mph) that is illegal anyplace else in the United States, save this 41 mile stretch of asphalt. I set the cruise control at 89mph, as I'm told all BMWs read 4mph slow,



and I figured we better get our money's worth. I'm also told that it's possible my right foot may have acted on it's own authority during a certain stretch of road that was particularly straight and empty.

After our high-speed cruise, we took a leisurely ride through some farmland back towards Kyle for a quick pit stop. We followed FM-150 north towards our ultimate destination of Ceres Park Ranch. As we passed through Dripping Springs, we all got stuck in what seemed

an absurd amount of traffic. Just a few days earlier, I had passed through the area to double check the route, and there was no sign of major roadworks, and yet on that day, it seemed they had managed to reduce US 290 to a mere shadow of it's former 4-lane self. I've never witnessed such a sense of urgency in road construction. As we crawled from light to light, we watched carnival-goers on the Tilt-a-Whirl and some contraption called the Spacehip 4000. I heard at least one call on the radio that perhaps we should just get out of the cars and go to the carnival.

Once we finally cleared the traffic, we had nothing but smooth sailing down the excellent Bell Springs road and



Fitzhugh road until our arrival at the ranch. Everyone enjoyed the pizzas from Stanley's Farmhouse Pizza and the opportunity to claim a picnic table and just enjoy the nice weather and chat for a while. After lunch, some folks stayed around to sample the farmhouse-style ales from Jester King brewery and enjoy their eclectic live music selection. All in all, a great day. Thanks to all who participated!

If you didn't have the chance to join us, I'd definitely recommend planning a trip out to Jester King on a Saturday afternoon; it is what I would describe as a truly "Austin" experience.



A Gran(d) Adventure

By Alan Greene

Many of you Tejas Chapter members know that I ordered a new F30 335i Sedan back in December and have been waiting on it until just recently. The week of February 23-April 2 was quite an adventure, as things turned out. Let me recount what has to be the week that the Planets aligned and the Gods smiled. Or laughed, one or the other.

My daily ritual of checking the new car's status on the bmwusa.com website was coming to a close, or so I thought. I'd had more than a few conversations with my sales counselor at BMW of Austin regarding when the new car would actually be arriving in Austin. I got the name of the ship it was on, when it left Bremerhaven, and I knew the date and time of every port between there and Brunswick, GA. I also found out that the F30 was unloaded at the port on Feb. 13, with an expected arrival at the dealer on Feb. 23. There were a couple of options to be installed at the port, which might affect that, but surely it would arrive soon.

Thirteen days pass like weeks, and still no car – and nothing indicating whether it's still at the port or on a truck or it fell into the water getting off the boat. In the meantime, I was able to sell my 2007 E92 Dinan monster to a young man from Tulsa who, in the space of less than one day, flew here to San Antonio where I fetched him from the airport, drove him to a branch office of my bank where we did the sales transaction complete with notarization, had him drive me home and then he proceeded

to drive all the way back to Tulsa. Departure time 2PM, arrival time 12:30AM. Meantime, I was essentially carless, as my wife drives her car to work each day.

Some of you may remember the “Car Corral” that was announced to us BMW folks by COTA a month or two back. That event, which I bought tickets for, was just a few days away, and I was one of the lucky ones to get a “parade lap” on the Circuit of the Americas. With no car, I was feeling like I was just flat doomed, seeing as how I'd not be able to drive the F30 to the event, much less on the track. I had fished for a ride on the Chapter website, and Marco Cordon called me not long after I posted the message and offered to come and get me here in Boerne and return me safely to the dealership in Austin. A good chance to drive the great back roads on the way to and from in his gnarly red brand-new M3, he said. Well, the “gnarly” part was me adding a tad of dramatic effect. Thank you, Marco!

Although my car probably wasn't going to come in on time (remember “National Lampoon's Vacation”?), my salesman had informed me that if I'd come on up on Wednesday (Feb. 27), he'd find something for me to drive in the meantime. I figured I'd already taken the day off of work, so why not? I was going to need wheels anyway.

Wednesday morning rolls around, and sure enough, the doorbell rings and there's Marco and the M3. Off we went, hurtling through the back country with deer and Fair Oaks Ranch police all around us. Marco held it down until we were clear of ticket-for-anything-more-than-5mph-over-the-limit-ville and we enjoyed the turns

and elevation changes along FM 3351 and 473. I was able to show Marco the great shortcut from 281 over to 290 called the “Henly Loop”, or FM 165, which he'd not seen before, but was delighted to find. We arrived at the dealership just before 11.

My salesman greeted me and had an update – my car was on a truck that had left Brunswick just that morning so maybe, just maybe, I might be able to get it on Saturday. The day of the Grand-Am race and parade lap at COTA. Hmm...okay, I suppose I can drive a loaner on the parade lap. He told me to go back over to his office on the north side of the building and wait – he was going to fix me up. I started thinking about the “great personality” line that usually accompanies getting fixed up, but I had faith in my salesman. After all, he'd never lied to me in the 12 years since he'd sold me my first BMW.

A few minutes later, I see this flash of sparkly white coming around the parking lot and it's my salesguy in a 640i Gran Coupe'. I had been



kidding him about an M5 loaner, but of course I knew THAT wasn't likely to happen. He gets out and I say “haha, very funny. Where's my loaner? You're delivering this 6er to a customer, right?” And then...he hands me the key and says “do us proud at

that parade lap”. Now...those of you who know me are aware that I am scarcely ever at a loss for words, but I was stunned speechless. For about 30 seconds...and then I realized that I was not dreaming and nobody was punking me. Mineral white, cinnamon brown leather. 4 doors. Power everything (even the headrests!). He then said “you won't mind washing it for us, will you? I wasn't able to get them to do that without a long wait”. I mumbled something that I'm sure came out as gibberish as I tried to look cool about the whole thing.

The drive back to Boerne went without incident, but was it ever fun to set it on “sport” mode and hurl this “panzerwagen” around the back roads west of 281. I was totally amazed by the way the car felt heavy, but handled like it was much lighter. And that N55 twin-scroll turbo inline-6 felt like it had way more than the advertised 300 horsepower. Maybe it was the 8-speed transmission. All's I know is that it was a pleasure to drive, and I arrived home without feeling stressed or tired. And it fit in my garage!

For the next few days, I invented reasons to leave the house and drive somewhere. An excursion into downtown Boerne for some Thai food. Shopping for daughter's birthday, followed by that obligatory carwash. No less than 22/26 mpg average, too! Not bad for a 777-sized aircraft...I mean car. Saturday morning finally arrived and Jan and I headed out to COTA via backroads to New Braunfels, then up 35 to Toll 45/130. The Coupe' acquitted itself very nicely at let's say, speeds approaching superlegal.

Then I noticed the gas gauge. I'd

continued on page 28

A Gran(d) Adventure

continued from page 27

put a lot of miles on the car in 3 ½ days...had a quarter tank left. Maybe a tad less than a quarter. Let's see...3 miles around the track, another 30 to the dealership...yeah, we can make it. Arriving at lot B at the track at 8:18AM, we were greeted by Josh Butts (the other “point of contact” for our group), who handed me the waiver form for the lap and the required tag to hang from the mirror, lest I be cast out with the undeserving.

A word about the “Corral” - it was pretty much a non-event aside from the special tickets, and they had invited not just the BMW CCA chapters from Texas, but EIGHT OTHER CAR CLUBS. There didn't seem to be any real organization to the whole thing beyond the parade lap for the chosen few.

We then staged in groups and headed out through Tunnel no. 2 onto the track for the parade lap – limited to 40mph. About halfway around, they diverted us back off the track and that was it. Back to our unmarked parking area and then everyone split for the track itself. It was very cold - 42

degrees and windy...colder than we dressed for. The remainder of the



morning and early afternoon was spent exploring the paddock, watching one



of the races, and having lunch outdoors in the 15mph wind. Then came the phone call I'd been waiting for.

The car would be ready for delivery at 4PM, so we headed to BMW of Austin a little early. About one mile from the dealership, the low-

Free BMW tech help.

Have a technical question about your BMW or MINI? Our free tech blog – **blog.BavAuto.com** – has a searchable database containing hundreds of tech Q&As, do-it-yourself articles and videos. Just one more way Bavarian Autosport saves you money.



www.BavAuto.com • 800.535.2002

Check it out at blog.BavAuto.com...

on-petrol chime sounded, but we forged ahead and arrived around 3PM. A little later, we finished the obligatory paperwork and were presented with our keys, after which we were given the “orientation”. A good thing, because there were MANY things to figure out. I-Drive is now standard, apparently, so lots of things to go over, but we finally got on the road. A stop in San Marcos to deliver daughter's b-day present and a quick visit with the grandson, followed by driving down RR12 enroute to East Boerne via Canyon Lake, Bulverde,

and Bergheim. Beautiful sunset, powerful headlights so we could see the plentiful herds of roadside deer, and then home at last. And it fits just perfectly in the garage!



**Calendar of Tejas Chapter
and Related Events**



2013

Date	Event	Meet Location
May 25, 2013	Triple Italian Tour see page 5	Austin
June 7 - 9, 2013	Texas Trifecta at Circuit of the Americas see page 11	Austin
July 2013	TBD	TBD
August 2013	TBD	TBD
September 2013	TBD	TBD
October 2013	Annual Utopia Drive Weekend	TBD
November 2013	TBD	TBD
December 2013	Annual Charity Event	TBD

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

GrandAm at Circuit of the Americas and BMW Corral

photos by Scott Bowman, Brian McKinney, and Michael Sun





Classified Ads



2012 335i

Rare 335i Manual, Sport Line, Mineral Grey Metallic, Black Leatherette with Red Highlight, 19 inch wheels, Adaptive M Suspension, Technology Package (Nav + Heads Up Display), BMW Apps, BMW Assist, Looking for \$45k. Contact Steven Stamps at 4802162283 or send email to steven.m.stamps@gmail.com.



2006 330i

Asking \$11,800 for my 2006 330i 4 door, 6 speed manual with Sport and Premium packages with navigation, comfort access, power window shades and satellite radio options. Original sticker price was \$44,765. I am the 2nd owner and I am selling this car only because I do not have garage space for 5 BMWs and I bought an '08 335 cabrio. Contact Jack Laumer at 512-922-0373 or email jacklaumer@yahoo.com.



Z4 Halogen Headlights

Like new for 2003-2006 Z4. Two available in 9+ out of 10 condition. Includes all bulbs and tabs are intact. Amber lens type. \$200 each (new retail price for each is \$475). I will sell both for \$375. Email if you have any questions or would like to make a purchase. Mike Sevel at mikesevel@hotmail.com



E36 Wind Screen

Like-new condition. Enjoy top-down driving without wind buffeting you from behind. Includes fabric case. \$300. Contact Bob at 512-773-9066 or send email to bob.s.ashenbrenner@gmail.com.

Mann Oil Filters

Two new Mann oil filters with gaskets, # HU 925/4X, applies to Z4 2003/2008 and 16 other BMW models (check Mann website). \$12.00. Email if you have any

Classified Ads

questions or would like to make a purchase. Mike Sevel at mikesevel@hotmail.com



1985 M635Ci

VIN WBAEE310901051656
Burgundy metallic/black leather, 116,000 miles, rebuilt motor with S38 pistons and double valve springs, Turner chip, Dinan cam gear, Fahey crank nut lock, Brembo E31 4-piston front calipers with 324 x 30mm vented disks, ATE E34M5 rear calipers with 300 x 20mm vented disks, E28 M5 sway bars, Bilstein suspension kit with sport shocks, new steering and front suspension components, 17x BBS RS OE-type wheels, new spare wheel and tire, new battery, custom multi-channel, thirteen-speaker stereo, matching Recaro C and KRXT seats, original front seats included, always garaged and covered, excellent overall condition, all receipts and records since 1993. \$18,500 OBO. Contact Chris Richards at 210-560-4472 or email chrichardsm6@yahoo.com.

1987 M6

WBAEE1404H2560544 Black/grey
86576 miles 5spd, Bilstein shocks,

H&R performance chip, never tracked, Very well maintained by mechanic owner. Garaged and comes with fitted cover. \$16,000 . Contact Robert Morris at 512-699-8258 (daytime only) or send email to ralias@hotmail.com.

1974 2002

I have a 1974 2002 that I would like to dispose of. I am the original and only owner of the car. I bought it new in 1974 for European delivery while we were on vacation. After our vacation I had it shipped to the East coast and drove it up until the early 2000s when I made the mistake of loaning it to my grandson to drive. He literally drove the car into the ground and it has been sitting in my driveway for eight years or so, deteriorating. I thought at one time that I would like to restore it but it is obvious to me now that I will never have the time (age 78) or money to do this. I would be glad to donate the car to a BMW enthusiast. It could possibly be restored by someone. Besides the parts on the car I have a number of other spare parts (mostly used) that could possibly be of use to someone. The car cannot be driven. If anyone wanted the car, they would have to come to my house and pick it up. I have all the original documentation on the car as well as the current Texas title. I would be glad to send photos of the car over the internet. My alternative is to have the car towed to a crusher

Classified Ads

somewhere in the San Antonio area. Contact William King at 210-262-3373 or send email to billintex@aol.com



2000 M5 Brakes

Front and Rear E39 M5 Rotors, Calipers, Springs, Pads. Fronts have less than 5k miles. Photo shows front rotors, there are more parts than shown in photo. \$450 for whole set. Contact Bob Ashenbrenner at 512-773-9066 or send email to bob.s.ashenbrenner@gmail.com.



2005 Z4 3.0i

Sterling gray metallic over black leather, with black convertible top. 72K miles, always garaged and gently driven, never tracked. Old school maintenance by Rhine West of San Antonio. Factory options include 6-Speed manual transmission, Sport & Premium

packages, black leather, brushed aluminum trim, Harman-Kardon sound system, bluetooth and xenon headlights. Upgrades include Billy Boat stainless steel muffler and Afe cold-air intake. New rear Bridgestone run-flats less than 500 miles. Excellent condition, drives like new. Located 15 miles southeast of San Antonio. Asking \$15,800, contact Jim Matthes at 210.218.9085 or send email to pbrehob@yahoo.com.



2000 740i

Excellent condition. Biarritz Blue Metallic with ivory/navy interior and burl walnut trim. 117k miles. Michelin Primacy MXV4 tires, upgraded and heated seats, power moonroof, xenon headlights, rear airbags, navigation, 6 CD changer, full-size spare, perfect pixels in instrument panel. Original owner, meticulously maintained, garaged, accident-free, non-smoker, maintenance records available. At 99k, detailed maintenance at Momentum BMW, including engine reseat. Fun, beautiful and fabulous! \$9,900. Located in Sugar Land (Houston area). Contact Carol for

Classified Ads

more information or additional pictures at 281-923-8818 or chestnut1998@aol.com.



BMW Wheel

Looking for (1) BMW wheel style #45. 16"x7". This wheel style was found on many 3 series from 1999 thru 2005. Does not matter what year. Please let me know if you have one available. Contact Bob Lewandowski in Austin at 512-537-2585 or send email to Bobtxus@yahoo.com.



Z4 OEM 16" Wheels

Set of 4, 16" wheels for Z4 2003-2006 but will fit other BMW's. Some light scratches and nicks. Easy to restore. \$65 each or \$200 for all four. Email if you have any questions or would like to make a purchase. Mike Sevel at mikesevel@hotmail.com



Your Ad Here!

**Tejas Trax Classified Ads
have a proven track record
of generating sales!!**

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

BMW Car Club
of America
Tejas Chapter



P.O. Box 17216
Austin, TX 78760



PRSR STD
U.S. POSTAGE
PAID
PORTLAND OR
PERMIT NO 2036

DRIVE

FRIENDLY

