

**BMW Car Club  
of America  
Tejas Chapter**



# TEJAS TRAX

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



## On the Bluebonnet Drive

Photo by Herb Looney

**BMW Car Club  
of America**



**May  
June  
2014**

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## **From The President**

### **On Sharing the Experience .....**

It is hard to believe that one third of the year is over, but there are still many great activities to come in 2014 for Tejas Chapter members. As you will see in this issue, May and June alone have three great events for you to participate in. In May we have a new event for us - a trip to Jacob's Well and also a tech day at Dr. Beemer's for the gear heads in the group.

In June, we will have a fun rally and these are meant to be what the name implies - FUN! These fun rallies are a great time for all and definitely a good way to test the bond between the driver and the navigator. Fortunately, we have

never had one of these where the two were not speaking to each other afterwards :-)

The Tejas Chapter tries to have a good mix of events so that members can find something that they are interested in and join in the experience. We are seeing a definite increase in participation at events and we hope that continues. Although they did not all show up, we had 66 cars and 119 people signed up for the Bluebonnet Drive!!

Those who attend the events and enjoy them should spread the news to other members, so that they know what they are missing. One of the best ways to do this is to submit an article for the *Tejas Trax* about your experience. We need more articles - ones from members who participated in Tejas Chapter activities and were glad that they did!!

**Until next time ....**

**Glenn McConnell**

## **Welcome New Members**

### **Austin**

**Sean Chovanetz**  
**Bill Dollahite**  
**Michael Goodwyn**  
**Tony Guzman**  
**John Hall**  
**Adam Houghton**  
**Randall Howell**  
**Varun Idnani**  
**William Ivers**  
**Cory Loflin**  
**Barry Minor**

**Corpus Christi**  
**Clifton Kuecker**  
**Daniel Kuecker**  
**George Yzaguirre**

**Lakeway**  
**Jay Connally**

**Tom Moroney**  
**Michael Petrowski**  
**Juliann Pokorny**  
**Mark Reinke**  
**Shaun Roeber**  
**Jason Schenk**  
**Jason Sills**  
**Sarah Stasney-Chun**  
**Nathan Wooster**  
**Cary Wright**

### **Canyon Lake**

**John Carlson**  
**Georgetown**  
**Chris Mann**

**Laredo**  
**Matthew Wooten**

**Pflugerville**  
**Lamonica Perrin**  
**Geoff Sloan**

**Taylor**  
**Regan Rychetsky**

### **Spicewood**

**James Pender**

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### **Killeen**

**Brent Dalton**

### **San Antonio**

**Robert Cadena**  
**Chris Croninger**  
**Les Doncaster**  
**Michiel Espach**  
**Travis Kroh**

### **Helotes**

**Edward Kramer**  
**Kelly Kramer**  
**Ryan Logan**

### **Mansfield**

**Leonel Rincon**

### **Midland**

**Margaret Shakayaver**

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# **Deep in the Heart of Texas Tour**

**Saturday, May 17, 2014**

**Planned by John Hughan**

The famous song "Deep in the Heart of Texas" celebrates the natural beauty of this great state, and that's exactly what we'll experience as we journey deeper into the heart (center) of Texas. We'll enjoy a guided tour of a Texas natural geologic treasure, peruse a quintessentially Texan collection of memorabilia, and enjoy fine Tex-Mex food with an equally fine view to match and naturally carve up some twisty hill country roads in between!



8:30am - Meet at the "Y" in Oakhill (US 290 and SH 71), in the parking lot in front of Gatti's;

Driver meeting at 8:45am;

Take off driving at 9:00am.

Coffee and bathrooms are available at several locations nearby.

We will arrive at approximately 9:45 am at Jacob's Well Natural Area for a guided tour. Jacob's Well is an artesian spring that flows out of one of the deepest underwater caves in Texas literally deep in the heart of Texas!

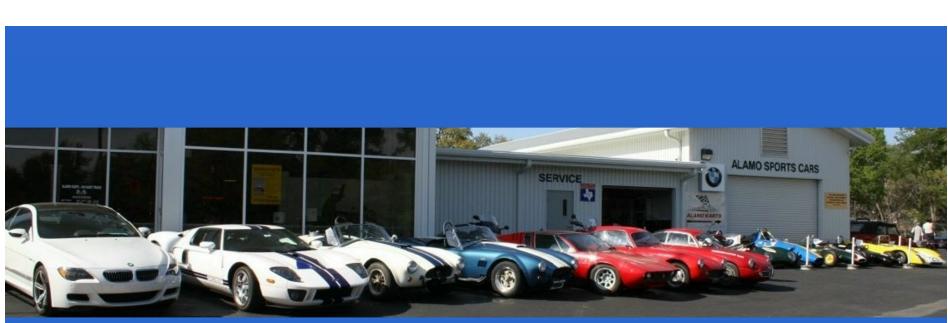
Leaving Jacob's Well, since cowboys feature in the lyrics of our event's namesake, we will take a short drive through Wimberley along the lovely River Road that hugs the Blanco River on our way to Pioneer Town, arriving at approximately 11:30 am. A reconstructed western town of the 1880s, Pioneer Town features an opera house, emporium, ice cream parlor, log cabins, a house made entirely of soft drink bottles, and our main attraction, Jack Glover's Cowboy Museum.

Finally, we'll journey even deeper into Texas to conclude our event with lunch at Baja BBQ Shack on the edge of Canyon Lake, arriving around 12:45 pm. There we'll feast on Tex-Mex in their second-story private dining room, taking in a panoramic view of Canyon Lake and the surrounding area.

**RSVP by filling out the RSVP form on the website at**

**<http://www.tejaschapter.org/tejas.html>**

**Much more detailed information on the website**



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# Alamo BMW - Alamo Sports Cars

## **Tejas Chapter 2014 Fun Rally**

Saturday, June 21, 2014

planned by Mary Beth Cordon and Corey Pallatto Hughan

Do you have the Need for Speed? Are you ready to Drive and be Gone in 60 Seconds? Or maybe you're less Gumball Rally and more Driving Miss Daisy in Chitty Chitty Bang Bang, stopping next to a Rolls-Royce to ask for Grey Poupon. Either way, wheels and films alike will be rolling at the Texas Cinema Starplex during this summer blockbuster event: The Fast and the Furious Fun Rally 2014!

Clues will guide this Great Race, this Italian Job pulled with Germany's finest – no Planes, Trains, or Love Bugs allowed! Whether you're Bullitt, Greased Lightning, or the General Lee, don't get caught out asking yourself, "Dude, Where's My Car?" –make sure it's part of the big picture. Just keep a watchful eye out for the likes of Car 54 and KITT. Ka-chow!

**Who:** You and your navigator. Smokeys participating without their Bandits do so at their own risk.

**Where:** Meet at the Texas Cinema Starplex in San Marcos (1250 Wonder World Dr). Those who reach the end will enjoy lunch at a restaurant.



**When:** Registration at 9:30 am. Driver briefing at 10:00 am and then first car out. The rally is designed to last approximately 2 hours, but your time depends entirely on YOU! Should the need arise, the navigator makes an excellent scapegoat.

**Cost:** Whatever you spend on lunch.

**Prizes:** 1st to 3rd Experienced, 1st to 3rd Novice, and Dead Last...But Finished.

**Preparation:** Start the rally "full, full, empty": full stomach, full tank of gas, empty bladder. And bring a camera!

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

## **Product Review:**

### **Turner MotorSport N52 Intake Manifold & Software Update for 128i/325i/328i/528i or How to Turn Your 328i into a 330i**

by Phil Nybro

I think most of us would agree that the BMW 3 liter inline 6 cylinder is a great engine. Mine is a 2007 328i (E90) with the N52 engine, sport package and manual transmission. There are three variations of the N52 for the E90 but this also applies to E82s and E60s:

1. 2006 325i: with 215 HP this is the low output N52.

2. 2006 330i: with 255 HP this is the high output N52.

3. 2007-2012 328i: with 230 HP this is the medium output N52.

It turns out that the only substantial difference between the 325i/328i and the 330i is the intake manifold. The 325i/328i has a single stage manifold while the 330i has three stages. I bought the kit from Turner MotorSport and Black Forest Werkshop installed it in February. The 330 intake manifold is OEM and is bolt-on. The kit includes all related parts such as throttle body seal ring, crankcase vent hose, DSA valves plus gaskets and screws. Turner reports that removing and installing the intake manifold is not difficult but is quite a bit of work because of where it's located and all of the associated components that are attached to the manifold. Black Forest Werkshop confirmed this and also said the kit was complete. The trickier part is removing the ECU/onboard computer and sending it to Turner for reflashing.

I confess that this part had me initially nervous.

The results are noticeable:

• Horsepower: Turner reports an increase to 260 hp from my stock 230, a 13% increase. I believe it. Torque is not reported but if I subsequently learn that it also increased by 13% I would believe it. Anyone have a dyno for rent?

• Drive ability: improved, particularly midrange, say 3,000-5,500 rpm. On the other hand, if I'm feeling lazy and want to make a right turn at 20 mph in 3rd gear I can still do that. Torque?

• Time: maybe half a day to remove the old manifold and install the new one. The ECU/OBC was sent overnight mail to Turner for reflashing late on a Friday afternoon and returned the following Friday morning, so plan on having your car in the shop for a full week.

• Fuel economy: too soon to tell, I need more data. Early indications are that it's about the same for my daily 15-mile round trip commute to work. A road trip or three is needed before I can report highway mpg.

• Track results: this year on COTA for the Texas Trifecta I was able to add about 8-9 mph on both the front and back straights compared to last year.

After living with this for about two months now, I can report it's a success. With 20/20 hindsight, I should have done it earlier! Thanks to Turner MotorSport and Black Forest Werkshop for all they did.

For sale: used E90 single stage intake manifold. Price negotiable.

# The BMW M MotoGP™ Experience

by Sridhar Kamma

Ultimate experiences with ultimate driving machines are very unique and I had the opportunity to experience one of those events recently at Circuit of the Americas during the Moto GP race with the BMW M MotoGP experience. Thanks to Chris Markey and Marcio Fujita from BMW of Austin who gave me the VIP pass to the exclusive BMW M event and MotoGP experience during the Moto GP weekend. It was an unexpected surprise, and for sure was one of the great events to remember.

The event started with the unveiling of the new M4 safety car which is the official safety car of



MotoGP, at the W Austin Downtown hotel the evening of the 11<sup>th</sup> April. The latest in the M lineup becomes an icon even without being released to the public. It's the new M4, the 2 door coupe version of the outgoing M3 Coupe. I was thrilled to have attended the unveiling and saw the car in person. It was a nice evening and thanks to the excellent hospitality during the event from the BMW members.

Unlike the naturally aspirated V8s or the inline 6, the new M4 was developed completely from scratch, the straight six-cylinder engine with M Twin Power turbo technology and high-revolution concept generates a



maximum torque of 406 lb-ft at a top output of 425 hp. The BMW M4 accelerates from 0 to 60 mph in just 4.1 seconds. The safety car has added dynamics to be used on the racetrack.

The M4 safety car was further optimized for its role to lead the field of racing motorcycles. The M4 safety



car dynamics are further improved  
continued on page 10

## M MotoGPTM Experience

continued from page 9

with added BMW M Performance Parts, such as BMW M Performance titanium exhaust system with carbon finishers, BMW M Performance side skirts, BMW M Performance front grille black, BMW M Performance carbon mirror caps, BMW M Performance aerodynamic kit front (carbon splitter and blade), BMW M Performance carbon rear diffusor,



BMW M Performance carbon rear spoiler, RECARO racing seats with Schroth belts, Roll bar, Hood with "motorsport lock", LED lights on the roof and LED lights on the front apron. During the BMW M MotoGPTM Experience at COTA during the race weekend, some of the lucky M Customers had the chance to have been driven around the F1 track by the safety car driver Mike Lafuente. The



car felt stable, quicker around the

corners and had superior braking with the ceramic brakes. It was an awesome experience to remember and chance to see the car, ride in it and also met the M safety crew.

We had access to the paddock and the VIP area during the weekend, and the lounge was just above the pit



garages directly above the Team MovistarYamaha of Valentino Rossi and Jorge Lorenzo, and Repsol Honda of Marc Marquez and Dani Pedrosa. During the weekend we had a chance to meet one of the motorcycle legends Loris Capirossi, who is also the BMW M MotoGPTM expert, and had a chance to tour the garage with him of the current standing champion Marc Marquez.



Experiences during the BMW M MotoGP weekend was enjoyable and fascinating, and one of the thrilling experiences to have seen the motorcycle champions and their incredible race machines up close.

You can visit the [www.bmw-msafetycar.com](http://www.bmw-msafetycar.com) for more information about the BMW M safety cars. The ultimate MotoGP™ experience, powered by M!



# And ‘Round and ‘Round We Go, Pt. 2

By John Hughan

For the July/August 2013 issue of Trax, I wrote an article that outlined my experiences having taken my M3 to the track in six all-weekend events over an 18-month period. At that time I had installed camber plates a few months earlier, had just installed a StopTech big brake kit to address brake fade and facilitate using race pads on the track (but not yet run on the track with that setup), and had just been promoted to the Yellow run group (but had not yet run an event in said group). Now having run three track weekends with all of the above and having had some new experiences, I felt I had sufficient material for a follow-up article.

First up, longer-term impressions of the Vorshlag camber plates. In short, they deliver the compound benefit of increased front-end grip on the track and longer tire life on the track, with absolutely no drawbacks. Readers with long memories may remember that what prompted me to install camber plates in the first place was the fact that I had cored the outsides of my two front tires after just three track weekends in Blue group (and only 7500 total miles), and was thus forced to replace them despite ample remaining tread. The stock M3 suspension only offers about -1.1 degrees of camber, which isn't nearly enough for track usage. With the camber plates I ran -2.3 degrees, and after three more weekends at the track (where the increased grip was apparent and much appreciated), the outsides of both front tires still looked perfect. But then, halfway through Sunday of my fourth

weekend on these tires (and with 9000 total miles of usage), my left front tire had started chunking; I had little divots in the rubber all around the outside edge, likely because that track included some high-load right-hand turns. I admit I'd had higher hopes for the lifespan of my front tires with these plates, but when my next front tires are installed, I will increase camber to -2.5. This should further protect the outsides of the tires, and since my current front tires have plenty of tread to spare on the insides, I don't see a risk of premature wear on the insides as a result of this change.

Next, the big brake kit (on the front axle) and race pads. I run StopTech Street Performance pads on all four corners on the street, and in that environment the big brake kit makes absolutely no difference – which is exactly what I wanted since my goal has always been to improve track performance without sacrificing daily livability. At the track, I currently run PFC 08 race pads in the front and keep the StopTech pads in the rear, mostly because changing pads on the stock rear calipers is far more of an ordeal than the easy-peasy swaps afforded by the StopTech kit on the front. The race pad difference is, in a word, astounding – even on my Pilot Super Sport street tires. They bite far harder than the StopTech pads, and the much earlier engagement of ABS in the braking zones on the track indicates that I now have more brake than tire – which is just fine by me! I have however had to relearn how to brake on the track, since the relationship between your foot's input on the brake pedal and how the pad bites and releases is completely different between a street pad and a race pad. As a result, I've lost

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# STREET SURVIVAL®

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

The Tejas Chapter would like to have its 1<sup>st</sup> event. A small team of Tejas Chapter members had been putting the plans together for a 2011 event, then a 2012 event, then a 2013 event, 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 2014.

Please let the Driving Events Coordinator, Scott Bowman at [brglotus@fastmail.fm](mailto:brglotus@fastmail.fm), if you have a contact for a location in the Central Texas area.



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## ‘Round and ‘Round

continued from page 12

some of the braking smoothness I'd acquired, particularly on brake release, which is affecting the balance of my car at turn-in and thus how well I can enter corners, and therefore regaining that smoothness is now my primary focus at the track. I remember way back in Green group I was taught that racing legend Jackie Stewart attested that his ability to go faster than his competitors came primarily from his ability to release the brakes better than anyone else. Back then I couldn't fathom how brake release could account for much in a competition, especially since I couldn't see what was so difficult or nuanced about brake release in the first place. Not so anymore! Suffice it to say that I can tell I'm going to love race pads once I get the hang of them. I was also happy to see that my big brake kit has completely eradicated pad fade on the track, just as I'd hoped.

However, the big brake kit did expose me to a new phenomenon. At my most recent track event, I noticed two behaviors whose cause I couldn't initially identify; I later not only realized their cause but also discovered that they were related. The first was a brief strange noise at the exit of a quick switchback pair of turns; for those of you with E92s, it sounded a lot like the sound the seatbelt butler makes when it fully retracts, but obviously that wasn't it. The second was that I would occasionally experience a long brake pedal, i.e. I'd have to press the pedal farther to the floor to get any braking. That's typically caused by having boiled your brake fluid, but since it was so intermittent (and I was running fresh

Castrol SRF with fantastically high dry and wet boiling points), I knew that couldn't be it. Upon further study, I realized that the long pedal always occurred in the same areas on the track, and then realized that it always occurred the first time I used the brakes after that weird noise occurred in the switchbacks.

Then it dawned on me. The phenomenon I was experiencing is known as pad knockback, and it's particularly prevalent in fixed caliper systems such as my StopTech kit (stock calipers on BMWs are typically sliding calipers, though that seems to be changing with some upcoming models). In a nutshell, under heavy cornering loads, the car obviously leans to one side – well it turns out that not all parts lean the same amount. Pad knockback occurs because rotors are deflected more than calipers under cornering, which causes the rotor to push the caliper pistons back into the caliper. After a switchback where you've leaned the car heavily in each direction successively, the rotor has pushed pistons back even more effectively – and generated the sound I was hearing. The result is that the next time you apply the brakes, you'll be pressing the brake pedal a long way down just to push the pistons back into contact with the pads, before you actually start braking! That accounted for the long pedal I experienced after that sound and only after that sound. Pad knockback can be reduced by installing special caliper pistons that include springs designed to exert extra force on the back of the pads towards the rotors, resisting the opposing force of the deflected rotor. The drawback is that those springs are always pressing the pads more firmly against the rotors, which leads to extra drag and thus

increased pad and rotor wear.

Finally, on previous track weekends I noticed that in certain high-load corners, I would hear a metallic ticking. Initially the ticks occurred at maybe quarter-second intervals, then they came more rapidly (think of a child's bicycle with playing cards in the spokes), and at my most recent track weekend it was a more continuous sound (imagine a bit of sand inside a rolling ball). All signs point to worn out wheel bearings, so I will be getting those inspected and likely replaced, admittedly sooner than expected since my car currently has only 26K miles on it (albeit including nine track weekends). I also learned that worn wheel bearings can increase the aforementioned pad knockback issue, so perhaps replacement bearings will at least kill two birds with one stone. And so as I write this, partly due to coinciding maintenance I'd planned to do around 30K miles anyway, but mostly due to track usage that's resulted in some unusually early service on some components (to be expected, of course), my M3's next visit to the shop will include a rather heady list of work: front tires (third set), rear pads (and possibly rotors), brake fluid, transmission fluid, differential fluid, power steering fluid,

wheel bearings, and a more aggressive alignment.

It's unfortunate that increased skill at the track isn't rewarded with lower running costs – quite the opposite, in fact! – unless of course you become one of the elite with a sponsorship. Indeed, as I was falling asleep on the Saturday night of my most recent track event and I grasped the scope of the above maintenance that would be required, I even asked myself why I bother doing this – and that was even before I learned the following day that I would be needing another set of front tires and a more aggressive alignment. But thankfully, by the time I'd chunked that left front tire that next day, I'd already had two sessions on the track to bring me back to my senses and remind me EXACTLY why I bother doing this! Increased skill may bring with it increased running costs, but at least increased enjoyment is also part of that bargain. And if all goes to plan, by the time you read this I should have had two more track weekends in March, one of which naturally being our own Texas Trifecta! See you at the track!!

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**Calendar of Tejas Chapter  
and Related Events**



**2014**

<b>Date</b>	<b>Event</b>	<b>Meet Location</b>
May 17, 2014	Heart of Texas Tour see page 5	Austin
May 31, 2014	Dr. Beemer Tech Day See page 25	Austin
June 21, 2014	Fun Rally see page 7	San Marcos
July 2014	TBD	TBD
August 2014	TBD	TBD
September 2014	Tri-Marque Concours	TBD
October 2014	Annual Utopia Weekend	TBD
November 2014	TBD	TBD
December 2014	TBD	TBD

**BMW i8 Now In Production**



# Annual Bluebonnet Drive Review

by Mike Sevel

As usual we met in Austin at the “Y”. No, that’s not the Y.M.C.A., it is the convenient intersections of highways 290 and 71. Initially we anticipated a record number of attendees based on our website’s event RSVP page - 66 cars and 119 people. A spirited crowd did materialize although we sensed the record may not be broken but then, as we were ready to depart, a contingent of cars arrived as a cavalcade from San Antonio. The bottom line is that we didn’t set a record, because we ended up with almost 40 no-shows from the RSVP list!!

Backing up a moment, I had a very pleasant chore to accomplish regarding our secretary/treasurer, Sandy McConnell.



A group of our members started discussions last fall regarding some form of acknowledgment of Sandy’s contributions to our club’s success. Although, at our last annual dinner, we congratulated Glenn for his presidential leadership which resulted in a number one ranking in the BMW CCA club satisfaction survey, we wanted to also acknowledge Sandy in a funny or sincere way. Sincere won out and I presented Sandy with a

plaque that included our club logo, a pretty photo of Sandy and verbiage extolling her supporting role as secretary since the mid eighties. Sandy seemed pleased and thanked everyone and blushed at the long and thunderous applause.

The Annual Bluebonnet Drive event is always a visual gamble. If Mother Nature cooperates with ample winter rains, the profusion and variety of wildflowers are “magical”. We have experienced such “magic” a few times in the last several years, but in some years wildflowers are in hiding. This year was interesting as we saw more bloomers (wildflowers that is) in route to and departing from the Willow City Loop. On the Loop it looked very dry, so apparently the rains avoided that area.

The route we drove was familiar but always scenically enjoyable. Just to tease Jean (my wife), I slowed down as we passed the smelly humongous sheep farm. She held her nose and was ready to poke me, so I sped away.

We arrived at Andy’s Grill in Fredericksburg and utilized the large rear parking lot for group photo ops. Then we were seated in two private dining rooms. I introduced Andy’s owner. He welcomed us and described the menu offerings. In the past two years we had lunch at Hondo’s but they were booked since last December. Next year’s Bluebonnet Drive event coordinator will need to poll members to determine if should choose Hondo’s or Andy’s or some other place.

I am not sure how many attendees remained in Fredericksburg after lunch but the shopping/sightseeing options were plentiful.

Hopefully, everyone enjoyed the event and we are looking forward to next year’s event.



**Annual Blue  
April 1  
Many thanks**

Many more great photos are at





**Bonnet Drive**  
2, 2014  
to Mike Sevel  
available on the chapter website



# 2014 Texas Trifecta Review

by Josh Butts

I'm quite pleased to report that the second annual Texas Trifecta was a great success by all measures. We set the bar pretty darn high last year, and I believe we exceeded it this year. I am continually amazed by the group of people that work together on this event and what they can accomplish. We managed to create a fantastic event that reflects well on the Texas chapters as well as the national club as a whole, in slightly more than half the time it took to do it last year. Everything went smooth and according to schedule, and all of the "surprises" were small and manageable. All told there were more than 1,000 people at the event over the course of the weekend.

The high performance driving school is the cornerstone of this event. We were able to bring over 150 students to this portion of the event, paired with over 75 instructors. I'm pleased to report there were no major incidents on the track, and judging from the feedback I've received, our students received excellent instruction and everyone enjoyed a safe and educational experience. It is not common to offer the flexible scheduling that we did, with 1, 2, and 3 day options being available. This is one of the main reasons we saw so many Porsche owners at the event; BMW CCA is offering affordable and flexible track day opportunities that they can't get with the Porsche club.

The autocross portion of the event was bigger and more successful than last year as well. I think this was primarily due to the good weather on Saturday. Additionally, many people

took advantage of the ability to do a 1-day HPDE and 1-day autocross option. Ricardo Barnes from the Houston chapter had this event well under control from the comfort of his folding portable cabana. If you ask me, he has the right idea!

We also held a successful series of club races over the course of the



weekend. If you've never had the opportunity to at least spectate at one of these events, I highly recommend it. The roar of 50 BMW straight sixes at full throttle from a rolling start is something you have to hear to believe. Another improvement from last year was the fact that Tejas Chapter's chief driving instructor (and club racer) Jeff Conner was actually



able to complete an entire race in his spec E30. We were able to award the trophies for the feature club race using the podium that Formula 1 drivers get to use, which was certainly an added bonus for the winners.

I want to take a moment to say

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## 2014 Texas Trifecta Review

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thank you to all the volunteers from Tejas Chapter (and others) that helped make this event a success. We had an overwhelming response this year and at some points had way more people than we actually needed, although you won't hear me complaining about that. We had a lot of additional professional staff from the track this year, but we still were able to staff key positions with volunteers. For those of you who had the opportunity to work in the race control room, I hope you took pictures.

Not many people get to hang out in the inner sanctum. I met a few people who were new to the club and had decided to volunteer as their first participation with us. The looks on their faces when I handed them yellow flags and official COTA race headsets and stood them up in front of 50 race cars with simple directions ("Line these cars up.") was priceless. And

sure enough, the cars were lined up, because if you have a flag and a headset, people assume you know what you're doing. Where else are you going to have access to that kind of experience? I'm so glad we are able to expose our members to these kinds of events.

I'd be remiss if I didn't thank some other people as well, so here it goes. BMW of Austin and Judy Ray (see below) - thank you for donating water to keep us hydrated and that gorgeous M6 Gran Coupe to use as the pace car for the races. Steve Hodges, Bruce Heersink, Kevin Haughey, Mark Williams and Matt Dashiell from Lone Star Chapter - without your tireless efforts this event would not be possible. The Tejas Chapter board - thank you for supporting this event and helping make it available to our membership.

This leaves me with just one question to answer for you - Yes, we have already started talking to COTA about the date for next year, so stay tuned.





# My first Time Volunteering

by Dr. Brenya Twumasi (Buchalski)

My first time volunteering was with the Texas Trifecta event in March. I was



awestruck at the Circuit of the Americas. This was my second visit to the Track. What made this experience all the more fabulous was that Josh Butts was so Gracious. He in the most peaceful of ways was able to discern how to make the volunteer experience the best possible for his team members.

I had the most fabulous first time experience as a Volunteer. I began on Saturday from 12:00 to 4:00 p.m. The time flew as I was directed to make certain all and sundry were well hydrated with cold water. There was a generous supply. The



weather was perfect with a slight breeze and quite cool. The racers and drivers were full of good cheer and synergy. All were psyched and in tip top shape. It was synchronized as a well oiled machine. Orchestrated with Perfection. From the race track to the Auto cross all went smoothly.

Then I was honored to be able to make announcements from the most fabulous control room. The welcome was amazing. The Control Room Engineers



taught me so much as I learned the ropes of “Track intercom announcements”; they made me feel like a pro. The pros were truly kind. I was also given a personal tour of the data center.

As I went about my volunteer business along the circuit the drivers were gracious enough to chat with me



and show off their machines. What a grand time of learning for me - a first timer.

By the end of my first time experience as a volunteer I can say with complete enthusiasm and honesty we have the best and biggest in our part of the world - Texas. The best of people, engineers, cars, tracks and volunteers.

## **Dr. Beemer Tech Day**

### **Saturday, May 31, 2014**

Hosted by Ken Carson

Have you been putting off the maintenance that your beloved BMW so deserves? What about those pesky control arms and bushings? Or the new front rotors and brake pads that would really be much easier if only you had a lift in your garage? Take heart, Kings of DIY. Our own Dr. Beemer is opening his shop doors to the Tejas Chapter!

On Saturday, May 31, from 9 a.m. to 3 p.m., 18 lucky cars can do up to a 2 hour repair or maintenance job of their choice. And Dr. Beemer will even have professional technicians there to guide you and give advice. (No, they won't do the repair for you, Don Yule ...)

Dr. Beemer will also give you 25% off of OE and aftermarket parts purchased from Dr. Beemer in advance! Plus you'll be entered in a raffle for valuable door prizes. Lunch will be catered by Thunder Cloud Subs and served beginning at 11 a.m. Eat whenever you aren't working on your car.

To get an estimate on labor time and parts costs for the work you need to do, email Dr. Beemer at [service@drbeemer.com](mailto:service@drbeemer.com). Use Tejas Chapter Tech Day in the subject line. Include your year, make, model, and what you want to do to your car and what parts you need. Once you know the job will fit into the time constraints, order your parts and sign up for a work slot on the Tejas Chapter website. This is first come, first served.

#### **More information:**

- \$20 for a work slot includes use of facility and tools, lunch, and one raffle ticket for door prizes.
- Your work can take no longer than two hours.
- Everyone must bring their own safety glasses (prescription eyeglasses are fine to wear without safety glasses).
- Up to 3 spots will be available for paid alignments at 25% off.
- Additional raffle tickets are available for \$5 each.
- You must be a current BMW CCA member.
- Parts purchased from Dr. Beemer are 25% off (OE and aftermarket). If the parts have to come from the dealership, it would be 10% off the parts. (This still may be less expensive than the BMW CCA discount of 20% off dealership parts retail, though).
- Dr. Beemer technicians will be available for advice and guidance. Members may bring their own tools.
- *Members may tip their technician.* Remember, these guys are donating their day to us.
- Dr. Beemer will raffle some cool stuff; possibilities include: BMW accessories, free oil changes, free alignments, set of tires, novelty LED Puddle lamps, etc.

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

# BMW CCA Tejas Chapter 2013 Financial Statement

	<u>Current Fiscal Year -2013</u>	<u>Prior Fiscal Year-2012</u>
<b>BEGINNING EQUITY</b> (Last Year Ending Equity)	\$ 5,863.82	\$ 4,764.37
<b>INCOME</b>		
Membership Dues	\$12,900.24	\$11,009.57
Newsletter Advertising	\$ 850.00	\$ 510.00
Driving School Fees	\$61,349.29	\$ 8,654.85
Other Event Fees	\$ 3,963.00	\$ 4,415.44
National Rebates	\$ 1,450.00	\$ 930.00
Miscellaneous	\$ 3,000.00	\$ 3,915..00
<b>TOTAL</b>	<u>\$83,512.53</u>	<u>\$29,434.86</u>
<b>EXPENSES:</b>		
Newsletter Printing	\$ 9,674.83	\$ 7,827.29
Newsletter Postage	\$ 1,692.39	\$ 1,354.84
Insurance	\$ 1,820.00	\$ 2,185.00
Driving School Expenses	\$42,409.39	\$ 7,301.90
Other Event Expense	\$ 4,169.24	\$ 4,187.19
Meeting Expenses/Awards	\$ 477.38	\$ 1,567.38
Miscellaneous	\$ 3,510.97	\$ 3,911.81
<b>TOTAL:</b>	<u>\$63,754.20</u>	<u>\$28,335.41</u>
<b>NET INCOME:</b> (Income Less Expenses)	\$19,758.33	\$ 1,099.45
<b>ASSETS:</b>		
Cash	\$ 25,622.15	\$ 5,863.82
Inventory	\$ 0.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Accounts Receivable	\$ 0.00	\$ 0.00
Deposits	\$ 0.00	\$ 0.00
<b>TOTAL:</b>	<u>\$25,622.15</u>	<u>\$ 5,863.82</u>
<b>ENDING EQUITY:</b> (Beginning Equity Plus Net Income)	\$25,622.15	\$ 5,863.82

Prepared by: Sandra D. McConnell (512)282-3077 Title: Sec./Treas. Date: 04/26/2014  
 Term of Chapter's fiscal year: January 01, 2013 - December 31, 2013

\*Miscellaneous - PO Box rental & other postage, Bank Fees, Annual Web Hosting fees,  
 ALMS Corral-COTA Flow through

# **The Great 2-Cat Interstate Excursion or Three Days On The Road And We're Gonna Make It Home Today**

By Alan Greene

Those of you who remember us (how soon we forget, eh?) know that Jan and I have recently relocated from Boerne, TX to the Wilmington, NC area along with our 2 cats, Marmalade and Bella. If a tale (no pun intended) about how we managed driving 1422 miles with the trunk of our 3-series jam-packed and the back seat occupied by our furry friends doesn't intrigue you, read no further. Submitted for your approval is a story of a high-speed sojourn into unfamiliar territory, a journey of faith and trepidation mixed with stops along the way. A voyage into the Twilight Zone...wait, no, that was Rod Serling I was channeling. But this story might pique your interest just the same. Or bore you into a deep slumber, but I digress.

## **Chapter 1 – The Day Before**

Boerne, TX – it's March 13, and the movers are due any minute; still waiting to hear from the car transport company that is supposed to be picking up Jan's 128i convertible and transporting it to our eventual destination in Leland, NC. The 18-wheeler appears down at the end of the street and my cell phone rings at the same time – it's the transport company informing me that their assigned driver had a breakdown and isn't going to arrive in TX anytime soon. Lovely...our home is about to be emptied out, we have the trunk of the F30 335i

literally packed to the rafters, the closing on our soon-to-be ex-residence is at 4PM, and now we face the idea of a 2-car caravan halfway across the country. After a very short and to-the-point conversation about how we've been planning this for 6 weeks and getting assurances that everything will be taken care of within the established time limits, they were just flat going to have to Figure Something Out. Call me ASAP with a solution...I've got movers here and no time to talk further.

Midway during all the loading activity, I get a call stating that they have a San Antonio-based transport company that will pick up our car at our hotel later in the day, store it in their locked facility until Monday, when it will be loaded and sent on its way to its destination, and should arrive the following Thursday. As this will allow us to get there first and receive the car ourselves, this is agreed upon and that's that. All we have to do is get the movers to finish up, clean the house, check in at the hotel, and hope the flatbed driver arrives before we have to get to the Title Company office at 4PM. No worries. Well, not too many...it actually all happens, although we arrived at the hotel at 3:20PM and the flatbed arrived at 3:30. Cutting it close. But Jan's baby got hauled away and we made our closing with seconds to spare. A well-deserved rest followed...basically, we collapsed at about 8PM.

## **Chapter 2 – Day One**

Rising early on Friday, March 14, we grabbed a quick breakfast at the hotel, and re-inserted our "hotel bag" into the trunk, then proceeded to load up the kitties in their carriers in the back seat. To this end, we had purchased two

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## **Great 2-Cat Interstate Excursion**

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medium-sized soft-sided crates with zippered mesh “entrances” along with a zippered top flap. With a small litterbox, food, and water in one and the two cats in the other, we put them face-to-face and secured them with bungee cords, then opened the front flaps to enable their transit from one carrier to the other. It all fit perfectly in the blanket-covered rear seat. We had “conditioned” them to this mode of transit for the previous month, taking weekly rides for 30 minutes or so. Nonetheless, they were less than impressed with their lot, although they didn’t resist. Not much, anyway.

With our motor runnin’, we headed out on the highway at 7:30AM – Loop 1604 across the northern part of SA over

to I-10, where we turned eastward and blended in with the 80 MPH traffic. Watch out, here we come, Houston. Some caterwauling from the back seat, but once out on the open road without a lot of traffic around us, it soon became quiet, although I thought I could hear something about “are we there yet?”, but that may just have been my imagination.

The trip computer readout started when we fired up at the hotel, and provided a nice account of our progress, including an impressive 70 MPH average speed and fuel mileage creeping into the low 30s. We were somewhat concerned about traffic in Houston, but we actually didn’t encounter any until we hit the mix-master near downtown around 10:45AM. It didn’t last long, and we finally made it into Refinery Row without losing much time or fuel. On to Beaumont, which



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or call **512-373-0400**



surprisingly was not closed at mid-day. We did stop along the way to fill our water bottles and grab a quick snack (one of the rare occasions where food was allowed in the car), as we didn't want to leave the cats lest we be accosted for animal abandonment in the parking lot of a fast-food restaurant. Even my Texas Law-Enforcement card wouldn't get us out of that one.

The miles flew by, the 335 keeping a steady 75 MPH pace and mileage around 34MPG. No hiccups (except after that quick snack, but that was us, not the car). Cats sleeping soundly, we passed the border into Louisiana, saying a silent goodbye to Texas, where we'd both lived for the past 40 years, leaving behind family, friends, and a lot of memories. This was a big venture for us...but one we were anxiously anticipating. A new life, a new environment, and what we hoped to be our best years yet.

A word about Louisiana highways...actually, quite a few, but none that we'll publish here. Suffice to say that Louisiana needs to get off their duffs and FIX THEIR ROADS!!!! I-10 was most unpleasantly rough, enough so to wake the cats due to the bumpy ride and resultant road noise. As if that weren't enough, we ran into ridiculously slow traffic passing through Lake Charles and then downright aggravating delays in Baton Rouge, although we were not even close to rush hour (if they have such a thing in Louisiana). No wonder so many people in South LA live in the swamp...they don't have to contend with the terrible road conditions, and their pirogues probably achieve a faster average speed with a much more pleasant ride.

The day's goal was Slidell, LA, on the north shore of Lake Ponchartrain.

We arrived there at approximately 4:30PM, got the cats into the hotel room, and set out for some supper. Having been advised of a few really good places to eat in the immediate area, we settled on Vera's Seafood, which turned out to be a very lively and friendly place with superb food. The kind of place that Troy Landry might patronize when on the road and unable to cook up some gator and sauce piquante. Troy didn't show, but the crabmeat au gratin was superbly fresh and tasty nonetheless. As we parked back at the hotel, I reset the trip computer, noting a 34.2 MPG average for the day. 568 miles in 9 hours, including a couple stops for food, fuel, and, uh, relief.

### **Chapter 3 – Day 2**

Rising early again, we had breakfast at the hotel's "dining facility", which wasn't too bad. It gave us strength for what lay ahead, which was mainly getting the cats into their crate. Ordinarily, this would be simple, but the noise from the hallway (doors closing, people walking and talking) had spooked them somewhat and Marmalade decided to take refuge between the bed's headboard and the wall. Just far enough to be out of arm's reach (king bed), it took quite a bit of coaxing to get her out, but after what seemed like hours, she was safely in the carrier and out the door, along with her companion Bella – who is much more laid back (lucky for all of us).

Finally shoving off at 7:19AM, we traversed the Louisiana border into Mississippi, and the road suddenly transitioned into smooth asphalt, with almost no road noise. Gotta love that – kitties settled down quickly and the drive became MUCH more enjoyable.

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## **Great 2-Cat Interstate Excursion**

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Very little traffic all the way to Mobile, where we transitioned to Interstate 65 and headed for Montgomery, where we picked up Interstate 85. Really great highway in this area, and as it was Saturday, we had very little traffic all the way to Atlanta. Great roads, partly cloudy, and relatively warm weather. It wasn't until we took the southern loop around Atlanta (I-285) and connected to Interstate 20 that we encountered totally-stopped traffic. On an Interstate Highway. Shades of Baton Rouge again. Fortunately, we cleared out of it after maybe 15 minutes, and were back to smooth, open highway all the way to Augusta, our second night's stop. Another 9-hour day, 580 miles, 71 MPH average, 34 MPG. The 335 continues to astound.

Our hotel is located on a very busy road in Augusta...so busy that we gave up trying to get out of the hotel parking lot and had supper at Denny's. This particular one was of course right next to our La Quinta (which I think actually translates to "next to Denny's"), and was not a shining example of the brand, but it sufficed. We returned to the hotel room, secure in the knowledge that Marmalade would not be able to hide between the headboard and the wall again after stuffing pillows between the nightstand and the head end of the bed. Au contraire, mon frere. She discovered a tear in the small amount of overhang in the box springs on the right side and was now apparently safely ensconced therein. Which of course required a complete disassembly of the bed – bedding, mattress and finally, left-side

box springs (a king-size bed again). As if that weren't enough, we had to create another larger opening to reach in and fetch her through, although it was inside the platform that the box springs sat on and wouldn't show. Another pillow was appropriately wedged under the original opening to prevent further excursions once we reassembled the bed. We again collapsed around 8:30PM, and not from road fatigue.

### **Chapter 4 – Day 3**

The weather front we've been outrunning has caught up with us – it turns cold, windy, and rainy in the wee hours of Sunday morning, and it's quite dark as we awaken. This particular morning, we decided to visit the Donkey-Do (Dunkin Donuts for you civilians) for some hot bevvy and a spot of nosh. Coffee and breakfast sandwich for the slang-challenged. Thus fortified, we again loaded up the luggage and the cats, and headed out into the dark, with light rain falling, xenon lamps lighting our way along I-20 until the sun finally came up, albeit behind some thick clouds. As it's The Lord's Day, there is practically nobody on the road ('ceptin us migrant beezyers). We cruised onward through the beautiful forests and hills though Columbia, SC on our way to Florence, where we'd pick up I-95.

Just before reaching Florence, we stopped for fuel near Darlington, SC, home of the famous NASCAR speedway known for the "Darlington stripe" - which occurred when exiting one of the turns and drifting out far enough to just kiss the wall. We all know that NASCAR grew from the "revenuers" chasing the moonshine-carrying drivers throughout the backroads of the South in their hopped-up 1940 Fords. And so as we

headed for the restrooms in the mini-mart, we encountered a display rack of what appeared to be Mason jars...full of moonshine. Legal stuff, of course, but real, honest-to-gosh “white lightning” in two flavors - Carolina Clear and Apple Pie (what could be more American?). If you can’t drink it, you can pour it in your gas tank for an octane boost. I was REALLY tempted to buy a quart, but figured it’d be tempting fate to be carrying liquor in the car on The Lord’s Day (before noon, anyway). Out-of-state tags are a magnet for the local constabulary in these here parts, y’all. Last thing I wanted to hear was “you inna heapa trouble now, boy!”

Pressing onward, we progressed along I-20 to Florence and headed north on I-95. Before long, we began to see billboards for the famous (or infamous, depending on your point of view and past experiences) South Of The Border compound, which is located appropriately just south of the border between the Carolinas. If ever there was a place that is the embodiment of the Interstate Highway “tourist trap”, this would be it. The place apparently has a neutron-star-like attraction for the unsuspecting traveler; that is to say, it can suck in everything for miles around, including light, clouds of dust, and whatever’s in your wallet. Fortunately, we had our shields up and passed by into the great (and our new home) state of Nawth Curnlah.

The rain stopped, and it was cloudy and cool as we made our way to just outside of Lumberton, NC and picked up I-74, which eventually became the Andrew Jackson Highway all the way into Wilmington. As we neared the outskirts, the highway became once again familiar, as we’d visited here twice

last fall and there are not that many roads around the Port City, as it is known. We were there...or here, actually. We’d made it. 1422 miles from our departure point, with the odometer now showing around 9500 miles, and our mileage still in the low-to-mid 30s overall. We still had all our hair, teeth, and there was no talk of impending divorce. Even the cats were still speaking to us (sort of, in their own way). Arriving at our rental bungalow in the Pineywoods neighborhood in central Wilmington, we unloaded the car and the kitties, and we were home.

In the next few days we’d do a little shopping (Trader Joe’s is 2 blocks from where we are staying), meet some old friends from Connecticut who live barely a half-hour away, receive Jan’s car, and inspect our new home in Brunswick Forest, which is due to be completed soon. Just this past Friday, we met with our realtor for lunch at the Cape Fear National clubhouse, where I spotted no less than six BMWs in the parking lot. It made me think of old friends and the new ones we’d make here. Indeed, we’re having lunch with the two Cape Fear area coordinators for Tarheel Chapter this next Friday at a restaurant along the river in downtown Wilmington. We’ve also visited the local BMW dealership and found it to be a most capable facility with a very friendly staff.

As the old song goes (omitting the part about the land of cotton), “old times they are not forgotten”. And so they will not be. Should any of you having read this far (and not dozed off in between paragraphs) find yourselves heading towards coastal North Carolina (or considering doing so), y’all come see us, y’hear? We’ll break out a fresh jar of white lightnin’ for ya!

# Tejas Chapter Incentive Points Challenge for 2014

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 2015. 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.

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

## 2014 Incentive Points Challenge Leader Board

As of April 25, 2014

<u>470 Pts</u>	<u>150 Pts</u>	<u>90 Pts</u>	<u>Richard Ballinger</u>
Scott Bowman	Philip Nybro	Gay Dawson	Marco Cordon
<u>400 Pts</u>	<u>140 Pts</u>	Sandra Kennedy	Mary Beth Cordon
Linda Cavazos	Brenya Buchalski	Dan McLaughlin	Wayne Eltringham
<u>250 Pts</u>	Steve Tatro	John Price	David Francis
Mike Sevel	<u>120 Pts</u>	Terry Rawlins	Brad Mitchell
<u>230 Pts</u>	Tom Dawson	Robert Salzman	Carl Nybro
John Hughan	Paul Goldfine	Roger Williams	Diana Salzman
<u>210 Pts</u>	Sridhar Kamma	<u>80 Pts</u>	Jay West
Josh Butts	<u>110 Pts</u>	Randolph Allen	<u>50 Pts</u>
Herb Looney	Tom Brown	Ron Buchalski	John Batterton
<u>170 Pts</u>	Don Yule	<u>60 Pts</u>	
Jonna Clark		Joaquin Aviles	

Note: Only those with 50 or more points are shown - currently there are 168 members with Incentive points.



## 2014 Incentive Points Challenge Rookies Leader Board

As of April 25, 2014

<b>6.91 Pts</b>	<b>5.87 Pts</b>	<b>3.31 Pts</b>	<b>3.22 Pts</b>	<b>3.17 Pts</b>
Randolph Allen	Diana Salzman	Randall Howell	Les Doncaster	Shaun Roeber

Note: Only the top 5 are shown - currently there are 34 members with Rookie points.

# *Classified Ads*



## **2011 328xi**

Take advantage of a fantastic 2011 328xi Sedan. I was a BMW centre employee and got a great deal on this car that was built in December 2011 (would have been a 2012 model if not for introduction of new body style). 26,000 gentle miles, driven by my wife. Purchase of 2012 M3 causes sale. Lease expires in September and we can keep till then but will sell for \$27,900 firm (anything less and I lose money). Jet Black, Black Dakota Leather, Premium PKG 2, NAV, Satellite Radio, Smartphone integration, BMW Apps, Heated Seats, Heated Steering Wheel, 17" wheels, Value PKG, and more. Full maintenance and warranty till 3/16/2016. Great car! Contact Terry Rawlins at 302-339-2804 or send email to [terryrawlins@me.com](mailto:terryrawlins@me.com).

## **Car Cover**

Outside OEM, BMW-branded Car Cover for 1999-2005 E46 Sedan - Used, but in good condition. FREE to a good home, for whomever wants to talk cars for a few minutes. Pickup in Pflugerville. :). Contact Geoff Sloan at 281-229-5474 or send email

to [bearsales1@bearmail.net](mailto:bearsales1@bearmail.net).



## **2009 335i**

35,500 mi, dealer maintained. Space grey w/ Sport Package and Comfort Access. A/T. Black interior with piano trim. Meticulously taken care of and always garaged. Recent additions include BMW Performance Exhaust (does a great job at complimenting the N54's performance) and Competition rep wheels wrapped with Continental ExtremeContact DWS tires. Spare kit is included. Car was originally purchased in Austin but recently moved to Houston. Contact Vishal Maharaj at 512-686-6738 or email to [maharaj.vishal@gmail.com](mailto:maharaj.vishal@gmail.com).



## **2011 Z4 sDrive35i**

Selling because wife wants a four door. Everything works. Under full BMW warranty until July 2015 or 50,000 miles. Six speed manual transmission, straight six twin turbo motor (sdrive35i). Lots of options

# *Classified Ads*

including: Premium Package (homelink, auto dimming mirrors, dual power seats, driver memory, lumbar support, ambiance lighting, bluetooth, BMW assist), Sport Package (18 inch wheels, adaptive M suspension, sport seats, increased top speed limiter), Premium Sound Package (Logic7 premium audio, satellite radio, iPod adaptor), Walnut Extended Leather (leather seats, full leather dash, full leather door panels), heated seats, Comfort Access, headlights that turn with the steering, automatic headlights, and rain sensing wipers. Note: fresh Sumitomos are quiet, grippy, and not run flat tires. Asking \$41,000. Contact Robert Price at 512-791-2379 or send email to bobprice3@gmail.com.



## **2007 Z4 3.0i**

Only 51,600 miles. 6-speed manual, Premium and Sport Packages, Xenon headlights, heated power seats with driver seat memory, power top. Titanium Silver and black leather with brushed aluminum trim and Coco floor mats. Purchased as CPO in November 2009. Since then, has

been garaged, non-smoking, annual oil changes, hand washed and waxed regularly. New tires at 43,100 miles (Michelin Pilot Sport AS Plus, Non-RFT). New front brakes at 46,500 miles. Overall excellent condition with bright shiny paint- has a few minor scratches in front bumper, not visible unless close-up. Ready for fun with new owner! Asking \$17,000. Please call Jeff at 512-716-9929 or jsmoore5607@gmail.com.

## **M3 Wheels**

NEW 2001 - 2006 PERFECT Condition Genuine OEM Factory E46 BMW M3 18 inch WHEELS. 1 front and 1 rear. Both are still in boxes and never installed on car. \$500 each or both for \$900. Please contact Brad at 512-336-5588 or atl3bkg@sbcglobal.net..

## **M3 Exhaust**

2011 M3 Cpe. factory cat-back exhaust, less than 1000 miles before exchange for Borla. Has been a garage decoration since! Reasonable offer accepted. Contact Dr. Ed Nichols at 210-657-6747 or send email to nichols4747@sbcglobal.net.

## **Wheels**

Set of staggered Apex Arc-8 wheels in anthracite. 17x9 and 17x10. Maybe 5000 miles on them. No curb rash. \$600. Contact Andrew Yates at 5125171805 or send email to Andrew@andrewyates.com.

# *Classified Ads*



## **Miscellaneous**

M1 steering wheel, 745i BBS front spoiler, 745i BBS rear spoiler, BBS Wheels with Michelin tires 225/50 R16. Tires have only 3,000 miles.. Contact Van Short at 512-348-9067 or send email to [vantx@me.com](mailto:vantx@me.com).



## **Tires**

Two pairs (4 tires) of Michelin Pilot Sport 2 245/35/19 in good condition. They came from 2 well cared for 2011 BMW 1M Coupe with mileage between 10,000 and 15,000. Tire

treads are as follows: 4/32, 5/32, 6/32, and 6/32. All four tires for \$280 OBO. Each Pair for \$150 OBO. For more info, contact Mo via email at [mhabusalih@gmail.com](mailto:mhabusalih@gmail.com).



## **Rack Support**

OEM base rack support part #82710403104 for sale - Fits all E90 3-series. BRAND NEW, NEVER used - Lists for \$200, will let go for \$125 - Local pickup in Pflugerville. Contact Geoff Sloan at 281-229-5474 or email to [bearsales1@bearmail.net](mailto:bearsales1@bearmail.net)

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

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