

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



Utopia Drive Weekend

Photos by Alan Greene

November 2011

BMW Car Club
of America



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

The Tejas Trax is printed monthly by Kinko's of Austin

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From The President

Time to show we care

Every year, for the last eight years, the last event of the year is our charity event. The purpose of this event is to bring a memorable holiday season to kids that would not have much of a holiday without us. Our goal is to provide a shopping trip for kids in need so that they can buy gifts for their family members and bring a happy holiday season to them.

Our financial goal is \$3,000 which provides \$100 each for 30 kids. These kids are hand-picked by the Guadaupe Community Center in San Antonio based on need. We take these kids around the store as they make purchases. It is really amazing to watch them as they are far more concerned about buying something for family members than they are for themselves. Members who participate always say that they are sure they get

more joy in helping than the kids get. I think there is much joy for both.

For the last seven years, we have achieved our goal. In fact, last year we were able to bring joy to 32 kids and their families by collecting \$3,200. However, how we get there has always troubled me a little. Did you know that if every Tejas Chapter member gave just \$4.00 (forego one day at Starbucks) we would reach our goal with no problems. Historically what happens is that about 30 members give \$100 each, with a few members giving something less, like \$5, \$10, or \$20. Think how much joy our chapter could bring if we could raise \$4,000, \$5,000, or even \$6,000. What a great holiday season that would be!!

Please consider giving to this great cause and also consider being part of helping these kids shop. I guarantee that you will not only bring them joy, but give yourself the enjoyment of an experience that you will never forget.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Kyle Koger
Thierry Pellegrino
Mark Reinke
Lonnie Roach
Bob Strobo
Mimi Strobo
Trent Zou*

BMW Car Club
of America
Tejas Chapter



San Antonio

*Richard Blank
Paul Dillon
Evelyn Toliver*

Leander

Scott Bowman

Buda

Michael Hurst

Converse

Tyler Awakuni

Helotes

Jose Videla

Corpus Christi

Richard Bowers

Pecos

Randy Reynolds

Round Rock

*Michael Cohen
Michael Friedman
Colin Kenton*

Kerrville

John Kobert

Kingsville

Garrett Crout

Overseas

James Smith

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

Sightseeing and Corner Carving Tour

November 19, 2011

planned by John Hughan

Meet at 9 AM in front of the
Westwood Country Club for a
9:30AM departure.

Westwood Country Club
3808 W 35th St.
Austin, TX 78703



Austin and its surrounding territories are home to some of the most inspiring natural beauty in Texas, and luckily for us there are some equally stunning roads running through it all! This event will take us through 8 cities spanning 3 counties along 107 miles of some of the most beautiful and most fun country roads this area has to offer. Feast your eyes on the rich scenery, admire the vast, spectacular views of lakes and hills, and as you rediscover your car through the many dips, twists, and turns along the practically zero-traffic route, be reminded of the difference between commuting and actual driving. Keep your windows or convertible tops down and your engine revs up!

The first leg of our route will conclude at approximately 10:45 AM with our arrival at the lovely Flat Creek Winery. There we will enjoy a refreshing bistro brunch nestled in the lush rolling hills of Marble Falls, followed by a winery tour and optional 5-wine tasting. Those under 21 are welcome to attend and can even participate in the tasting at the discretion of their parents. The cost is \$20 for brunch and the tour or \$30 for brunch, the tour, and the tasting.



From there our spirited scenic drive will continue until about 2:45 PM, ending at Bull Creek Park. Bring some snacks and beverages to share and perhaps a swimsuit for yourself! Relax with fellow members surrounded by nature - chat at the picnic tables in the shade of the trees, bask in the sun on the grass or smooth rocks, or go for a dip in the cool water. There's even a volleyball net out on the grass as well as some hiking trails for those who may wish to round out a morning scenic drive with an afternoon scenic walk.

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

Tejas Chapter Incentive Points Challenge for 2011

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 2012. 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

Texas World Speedway 2011 Driving Events

TWS PERFORMANCE DRIVING SCHOOL

January 15-16 August 27-28
 February 19-20 September 24-25
 June 25-26 November 19-20
 July 30-31 December 10-11

-Open to all driving levels
 -Each day provides four 25 minute sessions on track

\$210 for one day PDS
\$295 for two days (weekend)
\$25 garages/day



OPEN TRACK DAY EVENTS

January 14 June 24
 February 4 July 15
 March 11 July 22
 March 25 August 26
 April 15 September 16
 May 6 October 28
 June 10 November 18

December 2

-Open to Blue Solo & Advanced Drivers
 -4 Hours of Open Track
 -See website for more details

\$150 for Open Track Day Events
 (includes garages)

TEST & TUNE EVENTS

March 3 - Open to SCCA Drivers
 March 17 - Open to Blue Solo & Advanced Drivers
 April 29 - Open to NASA & Yellow Drivers
 May 27 - Open to SCCA Drivers
 July 22 - Blue Solo and Advanced
 Sept 2 - Blue Solo and Advanced
 Nov 11 - SCCA Drivers
 Nov 25 - NASA & Yellow Drivers

\$215 for Test & Tune Events
\$25 for garages

www.TexasWorldSpeedway.com

**2011 Incentive Points Challenge Leader Board
As of October 30, 2011**

<u>805 Pts</u>	<u>300 Pts</u>	<u>115 Pts</u>	David Jurkowski	Tim Ehrhart
Mike Sevel	Marco Cordon	Steve Pedersen	Bob Lewandowski	Lisa Foight
<u>800 Pts</u>	John Hughan	<u>100 Pts</u>	Daniel Mazza	Tad Goodwin
Alan Greene	<u>280 Pts</u>	Scott Bowman	Brian McKinney	Bill Hayes
<u>660 Pts</u>	David Elyea	<u>90 Pts</u>	Sergio Murillo	Christian Knaak
Ken Carson	<u>260 Pts</u>	Mary Lou Katchen	Deborah Soja	Thomas Kolnowski
<u>620 Pts</u>	Jay West	Jeff Kirk	Karl Van Shellenbeck	Mike Krup
Herb Looney	<u>240 Pts</u>	Jack Laumer	Mike Van Shellenbeck	Ray Landry
<u>600 Pts</u>	Don Bishop	Margie Mann	<u>50 Pts</u>	Bill Leisey
Susan Yule	<u>230 Pts</u>	Paul Miranda	Jason Adrian	Marc Marshall
<u>550 Pts</u>	Tom Dawson	Shearon Mitchell	Martin Bauer	Mike McDougal
Paul Goldfine	Bill Hoch	Lisa Moore	Andre Denais	Blake McIntyre
<u>530 Pts</u>	<u>220 Pts</u>	Gregg Peterson	David Gahagan	David Meads
Roger Williams	Sridhar Kamma	Martie Peterson	Todd Maker	James Millard
<u>460 Pts</u>	<u>200 Pts</u>	William Soja	Robert Marraro	Scott Mokry
Connie Stried	Tom Brown	Steve Tatro	Brian Peterson	Clint Morgan
<u>440 Pts</u>	Gay Dawson	<u>80 Pts</u>	Gina Silvestri Barker	Dorothy Morgan
Don Yule	<u>180 Pts</u>	Joe Lamping	Sandy Whitley	Ken Patton
<u>410 Pts</u>	Jan Greene	Jacy Legault	<u>40 Pts</u>	Chris Pedersen
Jonna Clark	Wendy Hoch	Larry Martin	Ken Booth	Ken Rebers
<u>390 Pts</u>	<u>150 Pts</u>	<u>70 Pts</u>	Michael Sun	Dwight Richter
Josh Butts	Mohammed Abusalih	Tom Goodwin	<u>30 Pts</u>	Joe Robertson
<u>360 Pts</u>	Rob Brown	Shon Hill	Mike Anderson	Kitty Robertson
Eric Chang	Philip Nybro	Derrick Houghton	Craig Bennion	Ron Romonosky
<u>350 Pts</u>	Jim Shaw	<u>60 Pts</u>	Dawn Bissell	John Russell
Brad Mitchell	<u>130 Pts</u>	Jose Alejo	Klaus Brown	Wyatt Shanks
<u>340 Pts</u>	Jeff Conner	Bob Ashenbrenner	Mark Brown	Duke Stevens
Linda Cavazos	<u>120 Pts</u>	Daniel Briggs	Pierre Bulhon	John Swann
Tim Cook	David Mann	Spencer Cubage	Mike Byrd	Javier Torres
<u>330 Pts</u>	Marvin Merriweather	Ben Eckermann	James Casto	Christopher Tsay
Linda Cook	Johnny Mitchell	Fred Egloff	Joel Dolisy	<u>20 Pts</u>
<u>310 Pts</u>	Carl Nybro	Antonio Jajou	Steven Dortch	Kino Ayoubi
Allan Gazza	Aldas Ridgley	Pat Jamail	Timothy Doucette	Andre Dillon



**2011 Incentive Points Challenge Rookies Leader Board
As of October 30, 2011**

<u>33.30 Pts</u>	<u>13.92 Pts</u>	<u>8.89 Pts</u>	<u>6.71 Pts</u>	<u>4.19 Pts</u>
John Hughan	Shon Hill	David Gahagan	Antonio Jajou	Mike McDougal
<u>29.59 Pts</u>	<u>11.22 Pts</u>	<u>6.91 Pts</u>	<u>5.98 Pts</u>	<u>3.27 Pts</u>
Jan Greene	Lisa Moore	Kitty Robertson	Pat Jamail	Kino Ayoubi
<u>24.93 Pts</u>	<u>9.39 Pts</u>	<u>6.89 Pts</u>	<u>5.48 Pts</u>	<u>2.82</u>
Scott Bowman	Robert Marraro	David Jurkowski	Andre Dillon	James Casto



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 2010 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 2011.

Please let the Driving Events Coordinator, Linda Cavazos at racegirl330@yahoo.com, if you have a contact for a location in the Central Texas area.

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Driving the Tail

by Jeff Kirk

One of my would-like-to-do items for that period of time between sitting behind a desk and sitting in a rocking chair, commonly referred to as active retirement, has been to take an extended road time across the country. So now that I have reached that timeframe, I convinced my wife to take a road trip of about two weeks in our 2007 335i coupe and travel up the east coast, making visits with friends and family, including stops in New Orleans, Charlotte, Richmond, Raleigh, Nashville and Pittsburgh.



For some time I have been aware of an interesting section of US 129 on the border of North Carolina and Tennessee called the Tail of the Dragon. But for various reasons such as schedule constraints or not driving a proper vehicle to take advantage of a spirited driving road, I have not taken the opportunity to drive this road. Well, on this trip the timing and the vehicle were aligned, so we set our return route when we were traveling between Charlotte and Nashville to include a run on the “tail”.

You can google the “tail” to get all the gory details about this road, but I will give you a few specifics. It is

11 miles long with 318 turns, in the tree covered slopes in or near the Smoky Mountains. It is a public two-lane road, so obviously has speed limits and traffic rules. But with almost no intersecting roads and very limited shoulder areas on either side, it can be driven basically at will. I should have googled a little more myself to be a little more prepared because there are not any road signs or markers directing a driver to the “tail”. Our new GPS had a milestone



in its database for the Tail of the Dragon, but we weren't sure if this was the beginning or the end of the run. We even made a short wrong turn near the starting point before happening on to the first of two or three teeshirt shops in the area that marked the start of the “tail”. We made a short pitstop, picked up a teeshirt, of course, and got ready to take on the drive.

As we were walking to our car, an all black AC Cobra jumped onto the pavement and took off down the “tail”. His side pipes sounded great, resonating in the tunnel of trees on the start of run. I wondered whether I would have wanted to be getting into my yellow AC Cobra replica that I build myself a couple years ago. While I'm confident of my capabilities and

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Driving the Tail

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care in putting every bolt and fitting together in my Cobra, I still felt better getting into a well-engineered BMW for a first try at a road that tempts one to push the envelope, and that is unforgiving with it's sharp drop-offs in some places and almost no shoulder for the entire length.

The route did not feel treacherous or dangerous, but I guess it would have been at 10 mph faster. With the frequent twists and turns, the ups and down, I stayed mainly in 2nd and 3rd gears, and probably warmed up the brakes quite a bit. The pleasant fall temperatures and tree-lined route made it a very pleasant experience.

I certainly did not push the envelope. I'm sure the 335i had plenty of capability to spare, but my wife did not. She said afterwards that her right leg was strained from pushing the mythical passenger brake pedal. That being said, it was still a great driving experience.

A few interesting sights along the way were some of the streams of car club groups passing in the opposite direction while on the run. I recall a group of little Asian brand tuner cars flowing around a

few turns , and a string of Z roadsters, all tops down running past. Several photographers were on hand along the drive on some of the few open spots along the route trying to snap pictures of each driver as they pass by. These are posted on line if you are inclined to have a picture of your experience, for a small fee.



If you are in the area, such as the next time you are in Spartanburg for a BMW event or picking up a new vehicle from the facility there, I certainly suggest you include the Tail of the Dragon in your route back to Texas.



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**8th Annual Christmas Shopping Spree
Benefiting the Guadalupe Community Center
Saturday, December 3, 2011**

Beginning at 9:00 am

Meet at a Target in San Antonio

(Check the website for the Target address and lunch location after Nov 7th.)

**We will distribute gift cards and instructions at this time
Children arrive at 10:00 am**

**Immediately following our shopping we will wrap the presents
In an area marked off just for us
Wrapping paper, tape, scissors, and nametags will be provided**

Lunch nearby at 12:30

**Our goal is 30 children (and their families) at just \$100 each
Total needed is \$3000**

**This is a tax-deductible donation;
if you need a receipt please ask for one**

**Send your donations to:
Tejas Chapter
P O Box 17216
Austin, TX 78760**

**An RSVP and Pledge
Form is on the
chapter website**



Utopia Drive Weekend Review

by Sandy McConnell

The words of a popular song, “*On the road again*” keep coming to mind, as I think back on this year’s memorable Utopia drive. Though this weekend event has become a fond fall tradition for the Tejas Chapter, I never grow tired of the experience, as I love the people, the roads, our beloved bimmers and the beauty of the Texas Hill Country landscapes. No two years are ever quite the same. The routes vary and the weather varies. The planners change too, creating a great deal of variety as inevitably, each puts a unique, personal “spin” on the event. This year again exceeded all our expectations and our event was home based in Boerne, Texas, planned by Tejas Chapter members, Jonna Clark and Brad Mitchell.

This year our weekend kick off, Friday, October 22nd, was a pleasant meet and greet time, at the beautiful home of Jonna & Brad. We had a fun time with good food (with potluck, everyone brings their favorites, you know) and companionable conversation. Being close to Halloween, you should have seen Jonna’s elaborately carved bimmer Jack-O-Lantern! It was a nice, relaxed



time after a busy week and a very lovely setting to begin the events of the weekend.

Saturday morning we met at the Boerne Main Plaza, centrally located in town. Mike Sevel greeted everyone, introduced our new comers and then turned the proceedings over to Jonna and Brad. In preparation for the day, they provided comprehensive maps and detailed instructions for our Saturday drive and briefed us on other important information about the days activities. They even had candy and welcome bags with information about the picturesque town of Boerne!

To assist us in getting out of town, Jonna had arranged for the local sheriff to control traffic at the main street intersection, so we could all get out of town together. How accommodating these gentlemen were... and how well behaved we were! We appreciated that foresight and special touch!

The drive Saturday was quite different than we were used to, because we usually are home based out of Kerrville for the Utopia weekend. Because of starting at the new location, we saw a lot of new, really great roads that Jonna and Brad had carefully scouted out for us. This made for a very pleasing drive through Comfort, Texas and on to our first rest stop in Center Point, Texas. After the break we continued on roads around the Medina and Vanderpool area, enroute to lunch at the Laurel Tree, near our theme town, Utopia, Texas.

The Laurel Tree was just as picturesque and lovely as we remembered. The serious drought did not seem to have caused problems for

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Utopia Drive
October 2
Many thanks to Brad M
Many more great photos are av





re Weekend
1-23, 2011
Mitchell & Jonna Clark
available on the chapter website



Utopia Drive Weekend

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them and it was a relief to see the huge, ageless oak tree in the back yard again. Our lunch was a four course, gourmet



meal. Laurel, an accomplished chef and the proprietress, only opens the restaurant on weekends, so it's a very special place and folks should be sure and plan ahead to take advantage of it. The grounds are beautiful as well, with antique decorations and a greenhouse where she grows her own herbs... The perfect place to stroll or rest after a delectable meal.



After lunch we got into more familiar territory as we traveled some of our time tested favorite roads, like 337 near Leakey and Vanderpool and FM 470 through Tarpoly and then returned to Boerne, via Hwy 46. We got in early enough to rest up before dinner and then

we all gathered again at the Welfare Cafe for dinner, in what used to be the old goat barn. A beautiful sunset lit up the skies, as if to wrap up a terrific day.

Sunday, we had a little more leisurely start and met again at the Boerne Main Plaza. We managed to get out of town without police escort and headed north on FM 1376, through Sisterdale and on to Fredericksburg for our morning rest stop. We had wonderful weather with the cooler temperature and no rain for the drive.

After a rest in Fredericksburg we continued north on Hwy 16 and on a number of new (to us) roads around the Willow City Loop area, to arrive at our final destination and lunch, Cooper's Bar-B-Que, Llano, Texas. As ever, the food there was mouth watering and scrumptious... Texas knows how to do BBQ! After lunch, we all said our good-bys and parted ways towards home. What a wonderful weekend. I don't know if it's a trick of our imagination, or a reality, but our Utopia drive experience each year just seems to get better and better. Many thanks to Brad and Jonna for their hard work and



willingness to plan this two day event. I think I can speak for the rest and say that we all had a good time.

See you next month!

As The Leaves Turn...

by Alan Greene



A few weeks ago, Jan and I made our annual trip to Northwestern Connecticut to visit old friends and see some of the incredible fall color. But there was an underlying motivation as well – that same part of the Nutmeg State is home to Lime Rock Park, one of the only fully-sanctioned racetracks in the Northeast US. It hosts races for several racing venues and was recently completely refurbished with new paving and timing tower, among other things. It also hosts the Skip Barber Racing School – which happened to be in session while we were there.

After arriving at Bradley International in Windsor Locks, CT, on an absolutely beautiful Saturday afternoon, we made our way to the rental car counter where they of course didn't have any cars of the size I had reserved for us. Instead, we were handed the keys to an "upgrade" car – a 2010 Cadillac DTS (DeVille Touring Sedan) in all black. A mafia staff car if there ever was one. I checked the trunk for bodies (or evidence of previous presence) and finding none, we stowed our bags and headed for our home away from home with windows down and sunroof open. The drive to my home town in the foothills of the Berkshire Mountains was uneventful other than the views of the beautiful woods and rivers all along the way.

Of note – Connecticut has only two Interstate Highways, both running North and South – I-91 and I-95 – which we avoided...for awhile. The other highways, usually designated as "Routes", are mostly two-lane and



have 40- to 50-MPH speed limits. Surprisingly, they are very smooth and well-maintained, but are full of elevation changes and snake-back curves due to their following either rivers and streams or the geography of the foothills that they run through. Very different from many of our intercity roads here in Texas, but also



very similar to our favorite Hill-Country back-roads.

After a reunion on Saturday night with old friends I grew up with, we strolled out to the mafiamobile, only to see our breath in the cool, fresh New England night air. I could tell this was going to be a great trip. We retired for the evening and spent the

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As The Leaves Turn...

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following day visiting a small-town fair in a nearby village that took us several miles along the Farmington River, which was running full after all



the recent rains in that part of the country. Some of the deeper parts were glassy smooth and reflected the intense fall colors that this region is so famous for.

I had read a Roundel article about a tour of the Litchfield Hills a few months before our trip, and with those hills being very close by, we made it a point to visit some of the more notable locations mentioned in said article. We started out very early on Monday morning, after a hearty breakfast at the B&B we were staying in. Connecticut in the Fall is one of those places where “hearty” is entirely appropriate. With jackets and seat heaters on, we headed out along Route 44, the highway that winds through the NW part of the State as one of the region’s major thoroughfares. This early on a Monday meant light traffic, and left us plenty of time to enjoy the scenery and great New England small towns along the way. VERY different from here in the Austin area, but not unlike the Hill Country out like Welfare, Sisterdale, Comfort, etc.

Many of these towns are situated along a river and have been “factory towns” since their beginnings in the 17th and 18th centuries. My own home town was established in 1738 and consisted of a town center and 3 or 4 outlying villages. The factories were right on the river that ran through the town center and used the water flow as a power source. Others were more agricultural in focus, with both food and dairy farms dotting the landscape. One such town is Canaan, CT, where the outlying villages include Falls Village and...Lime Rock. After driving south from Canaan center, we entered Falls Village, a very small town where some 44 years ago (in a Galaxy far, far, away), I brought my first car, a 1963 Corvair Monza, to the John Fitch garages for some “massaging”.

John Fitch, who today is 94 years old, was a racing driver back in the 1950s and 60s, and raced with such greats as Phil Hill, Stirling Moss, and others of the era. After retiring from race driving, he was also very involved in a number of projects for automotive safety – remember those clusters of water-filled barrels where highways and exit ramps diverge? John designed them to absorb collision impact energy. Among other projects, he modified cars like the Corvair, Pontiac Firebird, and Olds Toronado with performance and appearance upgrades. But he is best known for the Fitch Phoenix, a mix of Corvair internals and an Italian body by Intermeccanica.

One prototype was built and delivered to his garage, where I had the rare privilege of not only sitting in it, but meeting Mr. Fitch himself.

Fitch, by the way, came by his mechanical expertise genetically – his ancestor of the same name invented the Steamship in the late 1700s. A very pleasant and unassuming man, it was quite an honor to meet and talk with him. But I digress – the Phoenix was doomed by the 1967 vehicle safety laws that would have required many engineering changes to its design, and that effectively killed the product. The car I sat in was the only one built, and John himself still drives it to local events and...to Lime Rock Park.

After taking the correct turns out of Falls Village, we drove through Lime Rock, which you'd miss if you blinked. But alongside the rural road, we found the track office which is at



the far end of the racetrack. The folks inside were very friendly and gave us the run of the place along with the standard safety warnings for visitors. We proceeded down another small road to the main entrance, where we encountered another friendly person who chatted with us about where we should go to park and some of the track highlights. BMW is among several track sponsors/supporters and there were several signs and banners prominently displaying the Roundel.

The track itself is magnificent, but the setting in the New England hills

(particularly with the Fall color) is breathtaking. All of the outbuildings are either new and designed to conform with typical rural New England architecture, or the ARE typical rural New England style!



There are upper and lower track areas, grandstands, a track store and restaurant, and even a full skidpad to one side of the track. It's a busy place during the season, with either races or the Skip Barber school sessions happening almost every day.



Our visit was after the final race of the season, but the school was in session, with “Spec” Mazda MX-5s (Miatas) or open-wheel “formula” cars powered by the same engine as the MX-5s. I was able to get some great photos of the action before it was time

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As The Leaves Turn...

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to head out to a nearby town for lunch – where many of the race drivers and teams have dined and boarded since the track’s beginnings.

We headed South along the Housatonic River, with woods on one side of the road and the river on the other. Trees formed a canopy over the road, with filtered sunlight sneaking through. It was like being in another world compared to our recent hot and dry 6-month summer in Texas. Arriving in Litchfield, we parked downtown (for free, no less!) and proceeded to a nearby tavern (or bar and grille, as it’s known here in TX) for lunch. We then explored the main street area, where we saw quite a few BMWs – a few Z models, but mostly 3- and 5-Series of which many were “xi” models. Which should say something about Connecticut winters. I recall 11-below-zero temps in January the last time I lived there. The kind of mornings where if you were foolish enough not to have your gloves on, your fingers would stick to your chrome car door handle (it’s a wet cold!). Cold enough such that if you were trying to change a tire and you banged your knuckles on the lug wrench, it felt like they were broken into fragments. Ask me how I know this. Suffice to say that in the Connecticut winter, all brass monkeys sing soprano.

With a “hearty lunch” behind us, we headed out for Cornwall to see the covered bridge, but alas – I had forgotten my carefully-programmed GPS and we apparently missed a turn somewhere along Route 7. No

covered bridge for us that day, and we were left to cruising the back roads past the lakes, rivers, and farms and the yellows, reds, purples, and oranges of the Fall Foliage. We arrived back



at our B&B in Pine Meadow, which is just a mile or so from Satan’s Kingdom. The village, not the other place! These New England town names bounce between Native American and Early Pilgrim origins, which makes for some interesting postage marks.

Our next car-related adventure began early the next morning when we set out on our pilgrimage to Portland, CT, home to F40 Motorsports of “Chasing Classic Cars” TV show fame. For those of you not familiar,



Wayne Carini, the central character, owns an exotic/classic car dealership and is a consultant to buyers and sellers of high-end or very rare automobiles. He frequently flies on his clients’ private jets to attend

auctions or to help locate a particular rare car for a very well-heeled buyer. Needless to say (and the pictures accompanying the article here bear this out), a visit to his place of business is car nirvana if there is such a thing.

Surrounded by cars that if you have to ask the price you can't afford, you feel like you've arrived at the lifestyle to which you'd like to become accustomed. Where else can you find a 1956 Mercedes 300SL Gullwing



Coupe in navy blue with grey leather, looking like it just left the Stuttgart factory? Or an '80s Ferrari 365GTB4 Daytona spyder (some of you may recognize that as Sonny Crockett's car in early Miami Vice episodes) or coupe – your choice. Wayne also has a full restoration shop for those priceless gems that need a little spiffing up or a complete makeover. On this particular day, a modern Ford GT in the light-blue and orange livery of the 1960s Gulf-Wyer racing team



was parked prominently in front of the showroom, its supercharger visible from the nearly-flat rear window.

The big difference in this particular part of the trip is that we had to travel over the river (more than once) and through the woods to get to the I-91 freeway that would take us just south of Hartford where we crossed the Connecticut River into Portland. This part of Connecticut is very different – more like big-city urban and factory-worker suburban terrain. Very crowded in places, and some traffic patterns and stoplights that defied all logic.

On our final day in “Fall Heaven”, we visited a small and very old factory town that is now being revitalized by turning the factory buildings into museums, antique and art galleries, and even lofts and condos. The Farmington River runs right through it and provides a very picturesque setting among the new trendy restaurants and shops opened in the old buildings that give the place its charm.

All in all, a wonderful excursion, and though we weren't actually driving one of our BMWs, it was the kind of place that invites leisurely (because of the speed and road limits) drives with the top down, enjoying the fresh air, the incredible quiet (with the engine off), and the serene beauty of the lakes, rivers, and reservoirs. A hidden treasure that beckons us back every year and never ceases to reward us with pleasant memories in a place of days long past and a world away from the everyday.

Brand New 2003 M3 Convertible For Sale, The Full Story

by Mike Sevel

I came upon an intriguing classified ad while perusing the Lone Star BMW CCA website and the Bimmer forum blogs. Apparently a member of Lone Star was selling a brand new (yes..brand new) 2003 BMW M3 with 169 miles! It is a Titanium Silver convertible with a black top. M-6 engine, 333 horsepower, interior includes Gray Nappa Leather with Shadow Trim, M Sport seats, M-SMG Transmission, 18" M alloy wheels, Park \Distance Control, Xenon headlights and Harmon-Kardon radio/cd changer. Needless to say, many bloggers responded with comments ranging from curious to caustic, e.g., too good to be true; all fluids would need to be replaced; engine is probably gummed

up due to sitting for eight years; would not buy it for half the asking price due to unknown potential mechanical problems; tires have degraded; it sat outside exposed to the elements and it has no warranty.

The ad also included a statement from a mechanic who specializes in foreign cars. He described the M3 as being in pristine condition with a "10" rating. He checked all fluids for acidity and moisture and no problems were detected. He also replaced the gas with 100 octane gas for a road test. The M3 performed flawlessly including the SMG transmission. All fuel lines were checked and found to be intact and no leaks. The suspension was loaded and unloaded and no flat spots were found on the tires.

Now let's consider the price. I contacted the the owner, Kelly (last name withheld). She is asking \$45,000. One of the bloggers mentioned previously accessed a reputable used car internet site, input



the M3's specs and determined that the M3 should sell for approximately \$27,000. Of course the M3 is virtually new and the the reality price is what someone is willing to pay for it.



I decided to seek another opinion of the M3 from Mike Miller, Technical Director, Roundel and Bimmer magazines. Here is his reply: "I encounter almost-never-driven cars like this occasionally in my work. Usually, they have no mechanical problems other than needing a brake fluid change and usually a new battery -- often a good detailing job, as well. It may or may not need tires depending upon storage and how the new owner intends to use the car (or continue not using it). Much depends on how and where the car was stored.



"Despite being virtually new this M3 is a used car. Used cars fall into three categories: 1) daily drivers, 2)

collector cars, and 3) restoration candidates. Obviously the overwhelming majority of used cars are daily drivers and this M3 is clearly not a restoration candidate if the inspecting technician is believed. So, the question confronting the new owner is whether to use the car as a daily driver or preserve it for future collector value.

"To use the car as a daily driver, it should probably have an engine oil and filter change now as well as a brake fluid change, and it is going to need a break-in service at 1,200 miles. Other than that and the possibility of tires and a battery, all it appears to need is license plates.

"In my opinion, if preserved in its present condition or better this is a car that will have collector value in the future, and that value would result entirely from its status as an extremely low-mileage M3 convertible. It's colors -- black over gray over gray -- are wholly unremarkable. The SMG is a matter of taste but I predict cars with the real manual gearbox will be preferred by future collectors. Convertibles obviously have an increased and inherent chance at collectability, as do all BMW M3s, but I think if you were to put this car on the auction block with a similarly-low-mileage but rare build configuration E46 M3 such as a Phoenix Metallic over Black six-speed manual coupe or convertible, Interlagos Blue with any interior color, or any exterior color with Cinnamon leather, the current and future market will probably favor the colorful car with the manual gearbox. You can see this today. Just watch any collector car auction on Speed TV.

"For me, this car is best-viewed

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Brand New 2003 M3

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as a unique opportunity and "second chance" to own a new E46 M3 convertible with SMG. BMW is unlikely to make cars like this anymore, with the wonderful high-revving and normally-aspirated Motorsport straight six-cylinder engine. I'd drive it and enjoy it!

"As for the value, Mike Sevel is correct: It's worth as much as you can get someone to pay for it. Regarding the internet commentary, the only comments that would matter to me if I were the seller are the ones coming from people with a checkbook and pen at the ready."
-- Mike Miller

At this point of the story, what is your opinion of the possibility that the car is legitimately new, now with a whopping 180 miles showing on the odometer? The background story is compelling and includes military service, romance gone awry and a surprisingly mechanically capable and savvy BMW owner.

STATE OF CALIFORNIA		CERTIFICATE OF TITLE	
VIN: 58911072011	TITLE ONLY	REG. NO. 2003 BMW	PLATE NUMBER 291362
VEHICLE ID NUMBER: MBSBR43473PK01352	SALES TAX: C	FUEL: G	REG. DATE: 07/22/2011
REG. FOR: CV	CLASS: 2002 PN	TY: SU	EQUIP. TRAIL NUMBER: 07/20/11
MOTORCYCLE ENGINE NUMBER:	REGISTERED OWNER: GRACIJO K	ODOMETER DATE: 07/20/2011	ODOMETER MILEAGE: 176 MI
ACTUAL MILEAGE			

Kelly is career master sergeant in the California Air National Guard. She has completed several overseas deployments. While she was stationed in Germany, she took advantage of military discounts and purchased a variety of cars including BMWs. The cars were then exported to the U.S. and sold for a modest profit. In 2003

she purchased the M3. Her mother died in Indiana where Kelly grew up. She was granted a leave to attend the funeral and settle the estate. The M3 she purchased was in route but she was redeployed. After the deployment, she once again returned to California to register the M3. She was somewhat shocked to learn that California changed their law and she was now obligated to pay a hefty import fee. She began seeking potential buyers but once again she was redeployed overseas, Afghanistan to be exact. Her business partner and intimate personal friend said he would handle a sale in her absence. After coming home again, she learned that he had not completed a sale for the M3. Also, adding to her responsibilities, two additional BMWs she purchased while in Germany arrived, a 2004 M3 coupe and a 2004 Z4. She also owns a 1988



BMW which she has rebuilt. Well, fate can be unkind, after returning home again, she discovered that her friend absconded with 2004 M3 coupe and left town! Once again the M3 sales activity stalled.

Kelly was uncertain regarding the M3. Between thirteen deployments, she periodically ran the engine, changed fluids and maintained the interior and exterior. The more time that went by, it became more and more difficult to face the prospect of taking

a financial loss on the car.

Kelly is affiliated with the Lone Star BMW CCA and a resident of Fort Worth. The M3 is currently in Lompoc, CA. The original base price of the M3 was \$55,545 before several high end options. All import fees have now been paid.

If you are interested in bidding for

the M3, or need additional information, contact her U.S. agent, Kathy Van Der Linden, email address is vandrakes@gmail.com.

If one of our club members buys the M3, join us at one of our monthly events so we can enjoy the experience with you.

Calendar of Tejas Chapter and Related Events



2011

Date	Event	Meet Location
November 19, 2011	Flat Creek Vineyard see page 5	Austin
December 3, 2011	Annual Charity Event see page 12	San Antonio

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

Tejas Chapter Merchandise

T-shirts, denim shirts, polos, visors and caps offered by Alejo USA are decorated with the officially approved BMW CCA Car Club of America Tejas Chapter logos in accordance with the International Council of BMW Clubs.

Are you interested in getting shirts with the Tejas Chapter logo? A Denim Shirt, Polo Shirt, or a T-Shirt perhaps? Long sleeve, short sleeve, or maybe sleeveless. Perhaps a tote bag or ball cap would be of interest to you.

Chapter members Jose & Cathy Alejo of ALEJO USA, can make this happen for you. They can apply our Tejas Chapter logo on almost anything they carry in their catalogs. Embroidered and screen print logos are available. Seen in the picture below, the Denim shirts have embroidered logos and the T-Shirts have color screen print logos.



You may contact Jose or Cathy by calling (254) 527-4060. You may also go online to www.alejousa.com. or email alejousa@alejousa.com.

Classified Ads



2007 335i

300 hp, Montego blue, beige leather, premium package, navigation, comfort access, start/stop button, adaptive xenon headlights, park-distance control, premium Logic7 surround sound, satellite radio, ceramic window tint, original owner, non-smoker, very-well maintained, all scheduled maintenance, extended warranty to 100k (11/13), fun, fast & close to 30-mpg highway. \$23,490 Firm. ***Willing to trade for 2007-08 X3 or 530i/528i with comparable options***. Contact Nick Papanikolaou at 512-619-7965 or send email to nick.papa12@yahoo.com.



2004 330ci ZHP

Imola Red 330ci ZHP coupe with black leather and alcantara trim and 70,000 miles. Automatic trans., performance package, heated seats, sunroof, staggered 18" Beyern Wheels, and Harman-Kardon sound system with aftermarket Kenwood I-pod head unit. Car had a \$1500 tune up with plugs, belt, filters, and fuel injection clean last month. This car is in excellent condition,

non-smoking adult owner, and always garaged. This car listed for \$46,420 when new and I am asking \$16,500 obo. KBB lists a value of \$17,595. . Contact Donald Sloan at 512-267-3550 or send email to lsloan8@austin.rr.com.



2009 E92 M3 Coupe

Melbourne Red, 6 Speed Manual, Black Novillo leather, Technology package, Navigation, Alarm, Adaptive headlights, Carbon Fiber roof, 18" wheels, 43K miles. Asking \$49,500 (obo). The car is in excellent condition and still has factory warranty. Contact Sridhar Kamma at 512-226-3652 or send email to sri.bmw.m3@gmail.com.



1988 M3

Build Date: 7/87, Alpineweiss- white, Interior: Black, Cobra Imola race seats front with Schroth Harness on both seats, stock rear seat. Factory fronts go with the car. Suspension: Ground Control 700/550 and Ground Control Camber plates. New Group N Bilstein shocks front and rear, Rear

Classified Ads

Powerflex Bushings on sub-frame and Control arms with Bimmerworld rear camber kit. with new front wheel bearing on both sides. Wheels: Apex ARC-8 with Kumho tires 17" 235/40/17, Track Wheels: Revolution 15x8 with Toyo R888 225/50/15, Brakes: Stock + Hawk front race pads for track use, BimmerWorld Stainless Steel brake lines. Clutchmaster Stage 4 Clutch and Pressure Plate. Engine: 2.5 EVO spec engine, 11:1 CP pistons, adjustable cam gears, Schrick 284/278 cams, EVO oil pump(shimmed), new E36 chain tensioner, EVO valve springs, Evo air box, all new valve shims, and valve job. Iigo custom 2.5 chip. Exhaust: SuperSprint Race. Milages: 212,000 Chassis, engine 20k. Redline fluids through out. 20/50 engine. 75/90 diff, and MTL Trans. All changed this month. Cibie low beam H4 headlights. Documentation from new and manuals. This car IS maintained perfectly. Also all E30 M3 extra parts go with the car.(extra belts, hoses, race brake pads, and other wear items). The high mileage is from the original owner who was a Air Force officer that drove many times from

Maryland to Colorado Springs and back. I have tons more pictures to anyone that ask for them. Call me about the car I have a very low price by different packages on the car. Contact Steve Hodges at 903-491-9464 or send email to SHodges883@gmail.com.



2010 135i Parts

1. Selector lever handle with cover (P/N 25167570652);
2. Handbrake handle with boot;
3. Rear Diffuser (M Rear Bumper Trim, P/N 51127892599);
4. Midrange speaker, Standard Audio Stereo System;
5. OEM Kidney Grille (Left and Right);

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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