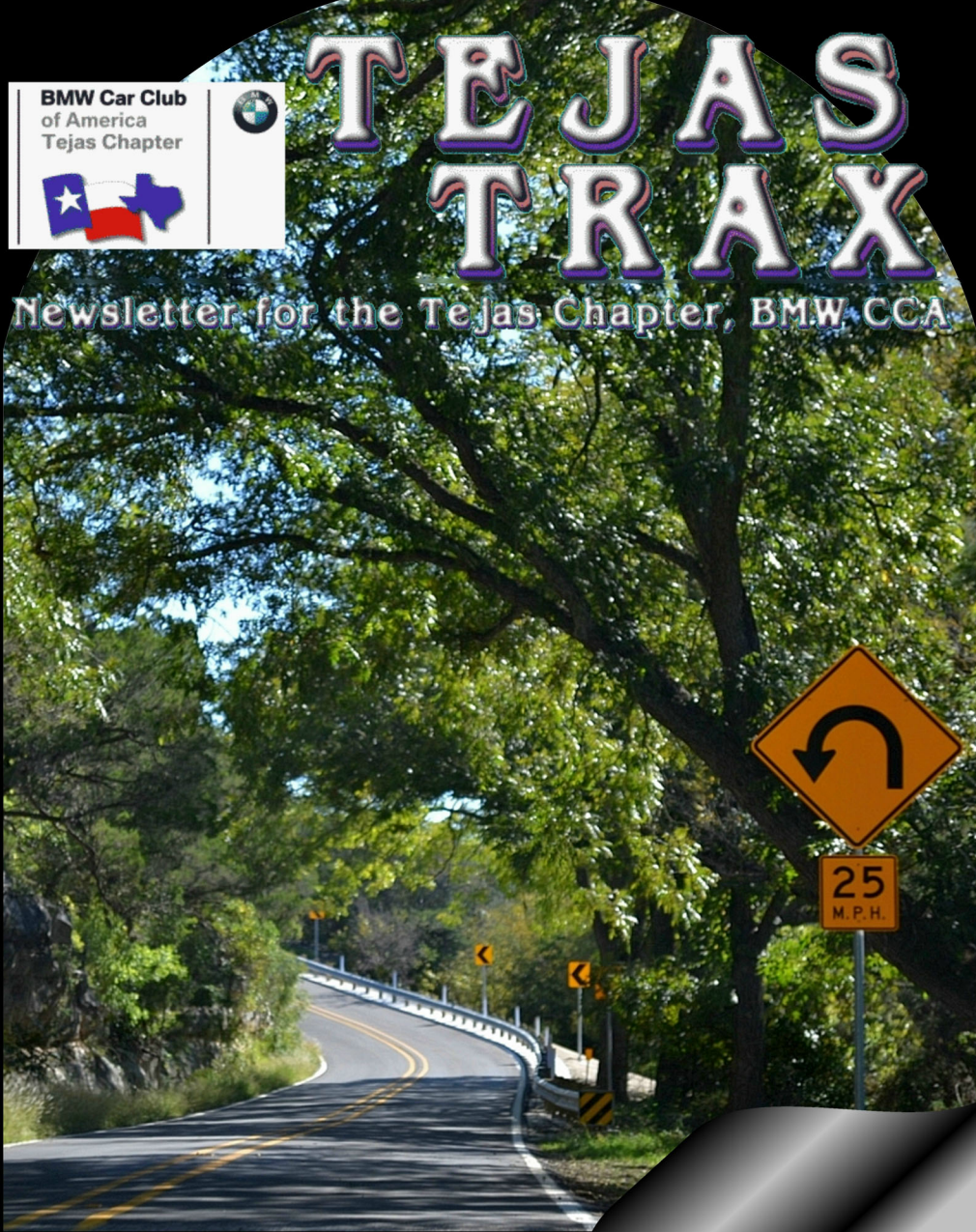


BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Utopia Weekend Drive

Photo by Jan Greene

BMW Car Club
of America




**November
December
2013**

What's Inside

Upcoming Events
Utopia Weekend Review
BMW CCA O'Fest Review
Shake, Rattle and DIY Review


Tejas Chapter Officers

	<p style="text-align: center;">President</p> <p style="text-align: center;">Glenn McConnell Austin gmconn535@aol.com</p>	<p style="text-align: center;">Vice President</p> <p style="text-align: center;">Linda Cavazos Austin racegirl330@yahoo.com</p>	<p style="text-align: center;">Secretary/Treasurer</p> <p style="text-align: center;">Sandy McConnell Austin ZeeYa3@aol.com</p>
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Project Coordinators, Chapter Email and Newsletter

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<p style="text-align: center;">Chapter Mail</p> <p style="text-align: center;">P.O. Box 17216 Austin, Tx 78760</p>	<p style="text-align: center;">Chapter Email</p> <p style="text-align: center;">TejasChapter@aol.com</p>	<p style="text-align: center;">Tejas Trax Newsletter Editor</p> <p style="text-align: center;">Glenn McConnell Austin gmconn535@aol.com</p>	

BMW CCA

	<p style="text-align: center;">Vice Pres. South Central Zone</p> <p style="text-align: center;">Dan Baker 5307 Windham Springs Court Houston, Tx 77256 832-298-1984</p>	<p style="text-align: center;">Technical Service Adviser</p> <p style="text-align: center;">Terry Sayther Austin, Tx 512-442-1361 (8am-5pm Central Time)</p>	<p style="text-align: center;">Membership Information</p> <p style="text-align: center;">\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
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<p>Per year rates are based on a 5 issue price, giving one free issue per year when paid in full.</p>	<p style="text-align: center;">Full Page</p> <p style="text-align: center;">Per Year - \$350 Per Month - \$70</p>	<p style="text-align: center;">Half Page</p> <p style="text-align: center;">Per Year - \$225 Per Month - \$45</p>	<p style="text-align: center;">Quarter Page</p> <p style="text-align: center;">Per Year - \$150 Per Month - \$30</p>
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Visit the Tejas Chapter Web Site at <http://www.tejaschapter.org/tejas.html>

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

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From The President

Time to show we care

Every year, for the last ten 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 nine years, we have achieved our goal. 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

<u>Austin</u>		<u>Cedar Park</u>	<u>Brownsville</u>	<u>Canyon Lake</u>
<i>Kenneth Alviola</i>	<i>Charles Katili</i>	<i>Lindsay Davis</i>	<i>Russell Adams</i>	<i>Bob Heimann</i>
<i>Robert Ashford</i>	<i>Andy Kuker</i>	<i>Lisa Larson</i>		
<i>Charlie Avant</i>	<i>Bart Lauwers</i>	<i>Dinusha Nagahawatta</i>	<u>Manor</u>	<u>Harker Heights</u>
<i>Jose Barandarian</i>	<i>Roy McCormick</i>	<i>Mario Romero</i>	<i>Francisco Gonzalez</i>	<i>Kimberly Austin-Beasley</i>
<i>Steven Bass</i>	<i>Chase McDaniel</i>			
<i>Michael Brett</i>	<i>Cory Meredith</i>	<u>Fredericksburg</u>	<u>Copperas Cove</u>	<u>Helotes</u>
<i>James Burke</i>	<i>M Middleton</i>	<i>John Batterton</i>	<i>Jason Fox</i>	<i>Luis Camacho</i>
<i>Andrew Butler</i>	<i>Brian Mottola</i>			
<i>Guillermo Calderon</i>	<i>Jeff Neumann</i>	<u>Fort Hood</u>	<u>Round Rock</u>	<u>Leander</u>
<i>Trish Carls</i>	<i>David Olivenbaum</i>	<i>Rob Dillon</i>	<i>Paul Cole</i>	<i>Deborah Stover</i>
<i>Gary Countryman</i>	<i>Mellie Price</i>	<i>Joanne Klemcke</i>	<i>Ronald Gipson</i>	
<i>Nil Daftary</i>	<i>Jason Rhodes</i>	<i>JoshuaKlemcke</i>	<i>Anthony Johnson</i>	<u>Spring Branch</u>
<i>Andrew DiBello</i>	<i>Casey Schlageter</i>		<i>Jack Kruger</i>	<i>Kevin French</i>
<i>Carrie Ebbinghaus</i>	<i>Christopher Shonk</i>	<u>San Antonio</u>	<i>Cesar Rodriguez</i>	
<i>Charles Ebbinghaus</i>	<i>Stewart Stafford</i>	<i>Andrew Hunt</i>	<i>Mike Wilmington</i>	<u>Buda</u>
<i>Javier Guajardo</i>	<i>Christopher Stansbury</i>	<i>Courtney Strickland</i>		<i>Francis Tantaló</i>
<i>Olivia Jones</i>	<i>Daniel Vu</i>	<i>Dustin Strickland</i>	<u>Pflugerville</u>	
			<i>Mark Gindin</i>	<u>Killeen</u>
<u>Marble Falls</u>	<u>McAllen</u>	<u>Midland</u>	<u>Hampton</u>	<i>James Crawford</i>
<i>Lisa Carmona</i>	<i>Minerva Clarke</i>	<i>Thomas Robnett</i>	<i>Howard Wilkes</i>	<i>Joe Martinez</i>

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vehicle/trade-in or to research the finance/lease options on your next BMW.

Cobb Tuning Tech Session

Saturday,
November 23, 2013

planned by Brian Peterson

Cobb Tuning (www.cobbtuning.com)
2311 W Rundberg Ln. Suite 500, Austin, TX 78758

9:30 AM - 10:00AM Registration, coffee, orange juice and some rolls.

10:30AM Cobb facility tour(s).

11:00AM Seminar concerning engine tunes, suspension theory and maintenance schedules followed by questions and answers. All previously submitted questions will be answered during the informal talk by the Cobb engineers.

11:00AM Dynamometer runs for volunteer's cars if available.

Noon Installation of tunes for any eligible cars on tour to lunch.



At the conclusion of this informal seminar and the dynamometer runs, we will embark on the drive to Black's Barbeque in Lockhart for lunch with all interested Club members. Members who have N54 or early N55 (until early April 2012 production) power plants in their cars can have a Cobb tune installed for all who want to experience the extra enjoyment it will bring.

Return to Cobb to uninstall tunes for those who are trying them out for the day only.

Attendees are encouraged to submit any technological questions concerning engine maintenance or performance enhancement prior to the meeting via email to me at brianopeterson@gmail.com

Much more complete details are on the website.

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



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**10th Annual Christmas Shopping Spree
Benefiting the Guadalupe Community Center**

The Center is now under the non-profit umbrella of Catholic Charities, Archdiocese of San Antonio, Inc.

Saturday, December 14, 2013

Beginning at 9:00 am

**Meet at Target (Park North) in San Antonio
746 NW Loop 410, San Antonio, Texas 78216**

We will distribute gift cards and instructions at that time

**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 at Lion & Rose British Restaurant & Pub
(in same shopping center as Target)**

**Our goal is 30 children (and their families) at \$100 each
Total needed is \$3,000**

This is a tax-deductible donation - receipts will be provided

**More details on the website at
<http://www.tejaschapter.org/tejas.html>**

Send your donations to:

**Tejas Chapter
P O Box 17216
Austin, TX 78760**



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



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Car Song Quiz

by Alan Greene

Yes class, pop quiz time again! I came up with this list of 20 questions about famous car songs off the top of my head and did not have to look anything up on the Internet for the answers. Can you do the same? C'mon, now...no cheating! Give yourself 5 points for each correct answer – and if you score above 80 percent, you are a true automotive music aficionado. Yes, I know many of these questions refer to songs that were popular before many of you were born, but a true car-music buff will have heard most of them!. This will be challenging for everyone, but I'd bet there's a lot of us who remember car songs back when whitewalls (tires, not haircuts) were the norm and gas was less than 50 cents a gallon - for that group of us, this should bring back some fond memories of when music was music and was listened to without earbuds:

1. What two cars were racing “late one night” in the song about a dangerous bend in the road?
2. What was the title and who were the artists for the song in item 1?
3. What make of shiny red superstock car in a rickety old garage was owned by a little old lady from Pasadena?
4. In the Chuck Berry song “Maybelline”, what car was Maybelline driving, and what was her pursuer driving?
5. What year and body style of car was being driven in “Surf City” that was called a “woody”?
6. What year, make, and body style of car was being sung about by the Beach

Boys recording that had a “competition clutch and 4 on the floor, and she purred like a kitten ‘till the lake pipes roar”?

7. In the song in item 6, what did the owner of the car have that would “flip your lid”?
8. “She’s my <blank> <blank> <blank>”, you don’t know what I got (3 words that name the car and song).
9. What type of engine did the car in item 8 have and what modifications were done to it?
10. In what song did the car have “3 deuces and a 4-barrel on a 389” that you could “turn it on, wind it up, and blow it out”?
11. For what kind of car did the artist save his pennies and save his dimes, and what was the car?
12. What equipment did the car in item 11 have (induction, transmission, rear axle)?
13. What kind of car did “Sally” drive?
14. What make of car was a lot of fun until “daddy” took it away?
15. Where was the driver of the car in item 14 supposed to be going?
16. What car had the same name as a Bo Diddley song where he called himself a type of bird and said “and you can’t keep up with me!”?
17. What song from a Robert Mitchum movie ended with the line “the Devil got the moonshine and the mountain boy that day”?
18. What “little” car named for a deadly snake was the subject of a song by the Rip Chords?
19. “Son, you’re gonna drive me to drinkin’ if you don’t quit drivin’ that <blank> <blank> <blank>”?
20. On what road did you “get your kicks”?

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BMW CCA 44th Annual O'Fest Monterrey, CA Aug. 2013

by Dan McLaughlin

After attending last year's BMW CCA O'fest 2012 in Columbus, Ohio, I knew I would want to go again the next year. When it was announced that O'fest 2013 was going to be in Monterrey, CA. I knew we were definitely going!

Of course, it wasn't that simple. At the time I had a house for sale, an impending retirement and a big move... from N.Y. to Austin, TX! And on top of that a wife to convince, though she is a trooper when it comes to my car addict... I mean hobby. Well, everything fell into place as Spring approached. I registered in March on the second day for the two of us including a couple of track days at Mazda Leguna Seca raceway and the autoX for myself. Registering early makes picking your track days easy at this event filled up quickly and you can get blocked out.

As we started to plan our trip, friends who live near Monterrey wanted to see us. Heck, we're driving halfway across the country, of course we'll see you! My original plan of leaving on Saturday and arriving in Monterrey on Monday afternoon was scrapped in favor of a new plan. Leave on Thursday and drive to Anaheim, CA where we'll meet our friends and do Disneyland. Coolbeans.

The date of departure was arriving quickly and I was spending a lot of time in the garage. We were driving my 1999 E36 M3 (the Track Rat) so I

could do my track time in her. A local shop did the state inspection, new



offset front control arm bushings and an alignment. After that it was a fresh set of rear Michelin Super Sport tires, Hawk DTC-60 brake pads for the front and fresh ATE brake fluid. Then hours were spent chasing down an electrical short that was draining the battery to no conclusion. I'd have to pull Fuse 31 every evening to keep the battery from draining. Sigh.

Thursday, Aug 15th, we were on the road early. US 183 north, we hit TX-29 in Liberty Hill in a foggy sunrise and started our trek. We joined I-10 west of San Antonio and set the cruise control for 85-ish and settled in. Gas seemed scarce, the road flat and the temperature high but the Track Rat purred all the way to Tucson, AZ where we stopped for dinner and settled in for the night at a local hotel. Friday morning dawned bright and we were up and ready to hit the road at 8 am but the Track Rat had other ideas. As I set to start her up, the clutch pedal dropped to the floor and stayed there. The flatbed took only ½ hour to show up and we were only 3 miles from a local BMW dealer. I will say right now that Tucson BMW has to be one of the nicest and friendliest dealerships I have ever worked with. They got to

my car right away and diagnosed a bad clutch slave cylinder. The bad news was that they didn't have a replacement in stock and they were getting one that had to be delivered from Phoenix and that it would be there around 1 pm. Though their waiting room was nice with free coffee, TV and such, it was going to be a long wait. Our service adviser Ryan offered us a loaner car free of charge. A brand new 528i with 25 miles on the odometer. Off to the mall we went to burn some time and have lunch. The replacement slave cylinder took longer to arrive than they had hoped but we finally got back on the road about 4:30pm and continued our drive into a setting sun. After some traffic and 110F heat in Phoenix we eventually arrived in L.A. after midnight and just crawled into our hotel room to get some much needed sleep.

We did spend two fun days with our friends in Disneyland over the weekend but I was done walking and was itching to get back on the road. We left Anaheim Monday morning and made the trek through LA rush hour traffic and up I-5 thru the central valley arriving at the Dinan

Engineering Facility in Morgan Hill, CA early in the afternoon. They had set up a tour for all O'fest attendees and it is quite impressive. Everything from the thought process, to the testing, to the building of their parts, all done in house including a 3D printer. Post tour we headed to the host hotel, the Hyatt Regency Monterey to check in to our room for the week and get our O'fest Registration packets. Arriving to a crowded parking lot, Mecum Auto Auctions was still breaking down their tents and moving their cars out from the previous weeks festivities, we found our room and a parking spot not too far away.

One thing you notice right away is that after doing over 40 O'fests, they have the organization of events down pat. Spaten Brewery provides a hospitality bar (think free beer) for the entire week so it was off for a beer or two and to start saying hello to friends and making new ones before heading in for the welcome dinner hosted by El Cajon BMW of San Diego. Long time columnist for Roundel, Rob Siegel, released a book through Bentley Publishing based on the

continued on page 12

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BMW CCA O'Fest

continued from page 11

articles he has written for the club magazine and his life experiences titled, *Memoirs of a Hack Mechanic*. On Monday afternoon he gave a presentation and read some excerpts for his tome and the next evening hosted a book signing. He was gracious to take the time to talk to anyone and everyone who would bend his ear all night long.

Tuesday was concurs day and awards dinner. The eye candy at these



events can be mind boggling and the clean condition they are kept in, it is well beyond anything I will do. Wednesday brought us the TSD and the first of four track days at Mazda



Leguna Seca raceway. We went out in the late morning to the track to also

participate in the gymkhana plus lunch, which was a huge BBQ at the track, hosted by Steve Dinan himself. Events continued the rest of week including the BMW CCA Foundation Casino Night, HPDE's, BMW and Bridgestone Tires test drives, car control clinics and two days of AutoXing. One evening we got to hear from V.P. Matt Russell and C.E.O. Ludwig Willisch of BMW NA. And another evening we were treated to a chat with founder and owner of Alpina, Burhard Bovensiepen.

One of several surprises that week, in a select few registration packets, there was a special invitation to a BMW NA event being held in a secret location. My wife and I were among the lucky group who were picked up by bus and transported to a guarded location, an aircraft hanger at the local airport that had been transformed into a night club. Walking in we were greeted by hostesses with drinks and hor dourves as we walked past shining examples of the 4 generations of 3 series M cars. Center stage they had a vehicle hidden



under a swath of silky material waiting to be unveiled. Ludwig Willisch and other members of BMW NA talked extensively about the M series vehicles before presenting us with the goodies under the cloth amid much fanfare. The new concept M4! The



M3 which went to a club member in Massachusetts. The final announcement of the evening was that next years O'fest is to be held in June 2014 in Beaver Creek, Colorado! Saturday I spent one more day at Leguna Seca and then evening dinner with friends to call it done. Sunday we repacked the car with all our goodies and headed home. Yes, there are plenty of goodies and giveaways from all the sponsors, even umbrellas, tho it never rained as the weather was gorgeous everyday.. Thankfully the ride home was uneventful as we avoided L.A. and went thru Bakersfield, headed east thru the Mojave desert and picked up I-40 in Arizona, eventually arriving home in Cedar Park on Tuesday afternoon.

color was a bit much to inhale but the body design looks fantastic! Friday brought us to the final evening to the event with the BMW NA dinner. Awards were given out for the photo contest and AutoX competition. Sadly, I didn't place this year as my autoX skills have gotten quite rusty. The drawing of the final tickets for the BMW Foundation Car of your Dreams raffle were pulled. 9 cars were raffled off this year again. 8 335i's and the ultimate, BMW CCA edition, 1 of 1,

What a blast it was driving Leguna Seca and the "Corkscrew". It isn't hard to drive, just hard to drive fast! Looking back at what I have written, I realize I just touched on about half of what goes on at an O'fest. To truly experience it, you have to attend it and enjoy a week with hundreds of your fellow BMW fanatics. From the old fogies to the young guns, you quickly realize that the BMW CCA is the greatest car club in the world.



Tejas Chapter Incentive Points Challenge for 2013

To encourage participation, the successful Incentive Points Challenge began in 1998. The members who earn the highest number of points by the end of the year (up to 10th place) receive valuable prizes at the Post-Holiday Party in January 2014. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on points earned divided by the time as a member during the year.

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



2013 Incentive Points Challenge Rookies Leader Board As of October 30, 2013

<u>23.92 Pts</u>	<u>6.64 Pts</u>	<u>3.72 Pts</u>	<u>2.65 Pts</u>	<u>2.56 Pts</u>
Mary Beth Cordon	Joaquin Aviles	Jonathan Clark	Hisham Bisheer	Kevin Ashworth
<u>13.01 Pts</u>	<u>6.58 Pts</u>	<u>3.32 Pts</u>	Peter Nixon	<u>2.54 Pts</u>
David Houston	Ken Aldrich	Bob Price	<u>2.64 Pts</u>	Richard Soule
<u>12.67 Pts</u>	<u>5.91 Pts</u>	<u>2.72 Pts</u>	Paul Batrice	<u>204 Pts</u>
Will Shipp	Jason Echols	Brett Bendele	Barry McConachie	Michael True
<u>10.56 Pts</u>	<u>5.00 Pts</u>	Ryan Ingalls	<u>2.62 Pts</u>	
James Crawford	Eduardo Catano	Robert Rejefski	Blaise Baldeschweiler	
<u>8.95 Pts</u>	<u>4.95 Pts</u>	<u>2.70 Pts</u>	Terry Marquis	
Jeff Everton	Rob Dillon	Judy Nelson	<u>2.60 Pts</u>	
<u>8.40 Pts</u>	<u>4.38 Pts</u>	<u>2.68 Pts</u>	Ivan Jackson	
Paul Coppala	Jeffrey Simonton	Stephanie Schrader	<u>2.59 Pts</u>	
<u>7.49 Pts</u>	<u>4.28 Pts</u>	Darren Strunk	Chris Petersen	
Scott Gibson	Celia Manlove	<u>2.67 Pts</u>	<u>2.58 Pts</u>	
<u>7.07 Pts</u>	<u>4.22 Pts</u>	John Major	Todd Ditmire	
David Francis	Daniel Elizalde	<u>2.66 Pts</u>	Michael Johnson	
<u>6.76 Pts</u>	<u>4.19 Pts</u>	Chi Lee	<u>2.57 Pts</u>	
Simon Cabello	Francis Terway		Alan Wolfe	

**2013 Incentive Points Challenge Leader Board
As of October 30, 2013**

<u>1215 Pts</u>	<u>170 Pts</u>	Bob Lewandowski	Elaine Douville	David Nelson
Alan Greene	Tom Brown	Rich Love	Roger Douville	Judy Nelson
<u>840 Pts</u>	<u>160 Pts</u>	Larry Martin	Harold Downey	Todd Nix
Josh Butts	Linda Cook	Brian McKinney	Phillip Dreiling	Peter Nixon
<u>810 Pts</u>	Jeff Gifford	Brad Mitchell	Michael Duffy	Cathryn Ormsby
Ken Carson	<u>150 Pts</u>	Al Ridgley	Ben Eckermann	Jon Overholser
<u>750 Pts</u>	Terry Jones	Donald Yates	Stuart Edwards	Chris Petersen
Scott Bowman	<u>140 Pts</u>	Susan Yule	Tim Ehrhart	Michelle Peterson
<u>690 Pts</u>	Roger Williams	<u>50 Pts</u>	Daniel Elizalde	Andy Price
Jan Greene	<u>130 Pts</u>	Ken Aldrich	Albert Estrada	Rob Price
<u>615 Pts</u>	John Price	Gina Mae Barker	Yovanni Flores	Dave Rainwater
John Hughan	Thalia Stautzenberger	Eduardo Catano	John Garvish	Robert Rejefski
<u>470 Pts</u>	Steve Tatro	Scott Gibson	Allan Gazza	Steve Robertson
Jonna Clark	<u>120 Pts</u>	Steve Heyman	Efim Gendler	Thomas Robson
<u>420 Pts</u>	John Beneat	Steve Pedersen	Stephan Godevais	Terry Sayther
Herb Looney	Bill Muldoon	Ronald Romonosky	Charley Gray	Stephanie Schrader
<u>380 Pts</u>	Carl Nybro	Larry Shumake	Mark Hollingsworth	Darren Sillett
Marco Cordon	Ken Ormsby	Jeffrey Simonton	Elizabeth Horne	Richard Soule
<u>370 Pts</u>	Hector Sanchez	<u>45 Pts</u>	John Horne	Steven Stamps
Mike Sevel	Will Shipp	Jerome Helffrich	Michael Hsu	Nicholas Steinour
<u>340 Pts</u>	Dick White	<u>40 Pts</u>	Richard Hunter	Darren Strunk
Connie Stried	<u>110 Pts</u>	Josh Budwin	Ryan Ingalls	Keith Stubbs
<u>330 Pts</u>	Richard Ballinger	Jason Echols	Ivan Jackson	Francis Terway
Kathryn Butts	<u>90 Pts</u>	Andrew Yates	Eric Johnson	Viren Thakur
<u>300 Pts</u>	Mohammed Abusalih	<u>30 Pts</u>	Michael Johnson	Brad Thompson
Jeff Conner	Paul Coppala	James Allison	Christian Knaak	John Trevey
Gay Dawson	Sridhar Kamma	Mark Anderson	Joseph Lamping	Sal Uglietta
Tom Dawson	Michael Keung	William Anderson	Chi Lee	Philip White
<u>270 Pts</u>	Craig Pearson	Kevin Ashworth	James Lee	Alan Wolfe
Michael Sun	James Shaw	Blaise Baldeschwiler	Jeri Lee	Trent Zou
<u>250 Pts</u>	Danny White	Mark Bari	Jacy Legault	Lenny Zwik
Harry Ohe	Don Yule	Paul Batrice	Robert Lewallen	<u>20 Pts</u>
<u>240 Pts</u>	<u>80 Pts</u>	Brett Bendele	Bill Lewis	Bob Ashenbrenner
Don Bishop	Simon Cabello	Craig Bennion	John Major	Rob Dillon
<u>220 Pts</u>	David Francis	Hisham Besheer	Amit Malhotra	Shane Globbik
Dan McLaughlin	David Houston	Ken Booth	Celia Manlove	John Hermann
<u>210 Pts</u>	Brian Peterson	JP Burd	David Mann	Michael True
Mary Beth Cordon	<u>70 Pts</u>	Trent Campione	Margie Mann	<u>10 Pts</u>
Phil Nybro	Jeff Everton	Linda Cavazos	Marvin Marcum	Chadwick Morehead
<u>190 Pts</u>	<u>60 Pts</u>	Jonathan Clark	Terry Marquis	Tonbra Ogbuzulu
Rob Brown	Joaquin Aviles	Randy Clarke	Tim Master	
<u>180 Pts</u>	Eric Chang	David Cloyd	Barry McConachie	
Mollie Francis	Wayne Eltringham	Tim Cook	Paul Miranda	
Jay West	Sean Engelke	Max Dean	Sonia Miranda	
<u>175 Pts</u>	Ken Hollins	Todd Ditmire	Johnny Mitchell	
Paul Goldfine	Robert Knox	Joel Dolisy	Lisa Moore	



2013 Utopia Drive Review

by Alan Greene

The 2013 Tejas Chapter annual Utopia Drive and weekend took place on October 18-20 in Boerne and the surrounding Hill country. While the weather was a little gloomy on Friday evening, it was cool and pleasant for our gathering at Cheesy Jane's, a 50's-style hamburger joint just off I-10 where highway 46 crosses. The food and atmosphere were great and it gave everyone a chance to meet a few new chapter members and catch up with each other since the last time we'd all seen one another.

Saturday morning came in clear and crisp, with low temps in the upper 40s and a cloudless sky, but a slight breeze blowing that kept a few of the convertible tops up for awhile. We gathered in front of the old Sheriff's



office and Jail on San Antonio street and lined up our rides in LeMans-start fashion. Some brave souls even wore shorts despite the breezy low-50s temperatures, obviously anticipating the warmer afternoon. After a brief driver's meeting, we set our handheld radios to channel 10/subchannel 2 for better range/reception and left at 9AM sharp.

Our route took us one street north to Blanco Road and then north on

Main Street all the way to the I-10 entrance ramp. It took a few minutes for everyone to finally make it onto the Interstate, so after taking it somewhat slow until everyone caught up, we upped our speed to the 75 MPH limit and headed towards Comfort, about 13 miles away. We then exited I-10 onto highway 27 and cruised slowly through town and on towards Center Point, our "jumping-off" point for some great back roads. Once we reached the intersection of highways 27 and 480, we again cruised slowly through the almost-deserted downtown area and proceeded on towards the open roads.

We followed highway 480 for several miles through some nice curves and elevation changes, and then turned left to head south on highway 173, which we followed briefly to get us to RR 2828, where the road really started to get interesting again. More elevation changes, sweeping curves, lots of scenery as we approached Highway 16, where we headed west into Medina. After a short drive through this sleepy town (maybe everyone was still finishing their morning coffee), we turned west on highway 337, one of the famed "3 Sisters" roads, and headed west



towards Vanderpool.

This section was both figuratively

and literally the high-point of the day's drive – we reached an elevation of 2400 feet, with steep dropoffs and rock cliffs defining the edges of the roadway. No going over the guardrails here – it would be a long and very bumpy ride down to a very sudden stop! As we started to descend from the peaks, we entered a wide valley with farmland and ranchland on either side – visually quite spectacular. A smooth road surface provided a great ride through all the curves, but we kept just under the speed limit, and we had very little oncoming traffic. Someone swinging a bit wide on any of the turns through these hills could spell disaster, but we made it through without incident.

Vanderpool is essentially where highway 337 meets highway 187 and follows it a mile northwards where it then cuts off to the west to go on into Leakey. At that intersection, we headed into the Lost Maples Store for



our first rest stop and to both offload and take on our morning coffee - as if the roads weren't enough to keep your eyes wide open! After about 25 minutes, we started back out again, but not towards Leakey – this time, we were taking the road less traveled. Literally. Highway 187 heads north past the Lost Maples State Natural Area where it intersects with highway

39 and then heads east towards Hunt and Ingram. More great elevation changes and curves, but nary another vehicle in front of us or coming the other way. The road Gods were smiling upon us.

Once we got on highway 39, we began to run closely along the Guadalupe river, and crossed it



several times, including a few “dry crossings” with the river just a few feet below the roadway itself. Many sections along the river had a canopy of trees above us with the sunlight shining through but still quite shaded. Picturesque is the only word I can think of to describe it, although we encountered a few “switchback” curves that kept us from daydreaming.

As we neared Kerrville, we had a slight traffic delay due to bridge construction right across from the



“Stonehenge” display (allegedly constructed from rocks removed

continued on page 20



Annual Utopia
October 18
Many thanks to J
Many more great photos are av





Weekend Drive
- 20, 2013
an & Alan Greene
available on the chapter website



2013 Utopia Drive Review

continued from page 17

during the original road construction at that location). Once past that point, we made great time, arriving at Billy Gene's restaurant right on time. We



had arranged for the private dining room for our entourage, and although we had fewer people, that meant everyone had a better view of the river by being closer to the picture windows. The food was great, and everyone was able to order something they liked. I can attest that the home-style meatloaf and the chicken-fried steak were great (Jan and I had visited here on our pre-drive a few weeks earlier).

Leaving Billy Gene's, we headed north from highway 27 on Harper Road back up to I-10 and circumvented going through city traffic. A few miles east on I-10 took us to the highway 16 exit, and a left at the next light took us onto a "loop" (FM 534) that led to FM 1341, a nice twisty route through the country that paralleled I-10 to the south and was much more fun to drive. The road narrowed in a few places and got very "rural", but was still very driveable.

We eventually crossed to the north side of I-10 and continued east until we turned north on FM 1621 towards

Waring and Welfare. Some of us who had been on previous Utopia drives recognized the roads, as we passed



right through downtown Waring, turning right at the General Store to head back towards the Interstate (although we never did get back on it). We passed the Welfare Cafe and a few other landmarks along the way before joining the eastbound feeder road on the north side of I-10. This was an interesting route, as I-10 has 2-way feeder roads on both sides of the highway and we had traffic passing us on both the right and left sides!

The feeder led us right back into the far north side of Boerne, where the day's driving events ended. Everyone headed back to their hotels or took advantage of the spectacular weather to enjoy downtown Boerne's shops and other attractions. Apparently the VW Club picked this same weekend to anchor their activities in Boerne, and a parade of all manner of Volkswagen "Bugs" met us as we entered the north city limits. Later on, in the early evening, a street-rod meet was held at Soda Pop's on the corner of N. Main and San Antonio streets. This is a regular event on Saturday nights in Boerne, especially in pleasant weather.

Saturday evening's festivities centered around the Boerne Wine

Company on Main Street, where we had reserved the outdoor patio area



from 6PM to 7:30PM. In addition to their fine wines (served from unique vending machines inside their Tuscan-architecture building) we also enjoyed trays of cheese and salami (3 kinds of each) plus olive and artichoke garnishes. It began to cool off as the sun set, and the outdoor heaters were fired up while everyone enjoyed the light refreshments and discussed the day's drive. We all had a chance to catch up with each other's comings and goings and I feel safe in stating that "a good time was had by all".

Sunday morning started an hour later (9:45 driver's meeting, 10:00 departure), but the weather was once again spectacularly sunny and cool. The cool temperatures would prove to be the source of some nearly-heart-stopping occurrences later – but we left just before 10AM and headed north out of town on highway 474 north through the countryside southwest of Kendalia. Once we reached the intersection of highway 473, we turned west on 473 on our way to Sisterdale. It was along this road that we had not one, but two near-misses with deer that were still wandering along the highway in the cool morning air.

One very large Buck (almost the size of a Buick) ran literally right in front of us in Jan's 128i Convertible. I was able to stab the brakes and dodge to the left to avoid colliding with this rather massive animal without losing control (a collision would have caused major damage to the car and the deer). Not long afterward, Jay and Starr West had a similar run-in with a smaller critter who tried to leap the roadside fence but bounced off and ran back across the road right in front of them. Apparently the deer in that area feel that 1-series cars are so attractive that they just have to get really close to inspect them – while they're moving! Needless to say, we drove the rest of the way through that area UNDER the speed limit while being VERY observant.

Passing through Sisterdale, we continued west on 473 until we intersected the Old No. 9 Road, which



becomes Old San Antonio Road as you head north. This road was full of curves and narrowed considerably as we progressed northward through some very rural sections. It eventually led us to the Luckenbach-Cain City Road, which I of course missed the turn for – the street sign was VERY SMALL and by the time I realized that was our turn, I was 50 yards past it.

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2013 Utopia Drive Review

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We all turned around (very little traffic on this old road) and headed down what became not much more than a paved cattle path in places – but eventually led us to RR 1376, where we turned south for a few miles before turning into the Luckenbach Town Loop. We parked in their sizable



parking lot where we discovered they'd had a very large motorcycle meet the previous 2 days, and there were still quite a few folks packing up and leaving as we arrived.

We saw some interesting vintage



motorcycles and pickups, but the “Feed Lot” opened up and it was time



for some good food and conversation once again. The weather continued to be picture-perfect as we sat outside on picnic tables and enjoyed the ambiance and company. As everyone began to “break camp” and head for home, I heard numerous compliments on what a great Utopia weekend experience everyone had – some even said it was the “best one yet”. Even though Jan and I planned and led it, we'd have to say we heartily agree, having introduced some new things to our Chapter's biggest event that made this one a real standout!

A new dimension in dynamics. The BMW 2 Series Coupe

BMW Press Club

- Unbeatable driving dynamics in the premium compact segment.
- Emotionally appealing aesthetics in typical BMW Coupe style.
- Sporting tradition dates back to the BMW 02 range.

This is not the first time that BMW has treated the compact segment to its customary brand of driving pleasure. The BMW 1 Series, for example, has fulfilled this role for almost 10 years now, its standout position among its rivals rooted most prominently in its rear-wheel-drive concept (still a unique proposition in this class), powerful engines with

BMW TwinPower Turbo technology and a compelling premium character. And now the BMW 2 Series Coupe takes the levels of driving pleasure on offer in a compact model to even greater heights. The new two-door cuts a particularly impressive figure with its distinctive body design, a range of extremely powerful engines and specially configured chassis technology.

There is clear water between the BMW 2 Series Coupe and the BMW 1 Series, the new model assuming a character all of its own. This differentiation is immediately recognisable in the design of the new car, but it also makes its presence felt in terms of performance. The BMW 2 Series Coupe is an even more eye-catching creation than its predecessor, the resoundingly successful BMW 1 Series Coupe (of which more than

continued on page 24



The BMW 2 Series Coupe

continued from page 23

150,000 units have been sold worldwide). As well as a standalone appearance and increased dimensions, there is also greater depth to its product substance in terms of both technology and standard equipment. The result is a new dimension in driving dynamics, aesthetic appeal and premium allure in the compact segment, highlighted by the “2” in the new car’s model designation. The number 2 has denoted the presence of a supremely sporting driving experience in a compact two-door car for over 45 years – ever since the introduction of the BMW 02 range.

Characteristic features of a BMW Coupe.

The specific vehicle concept behind the BMW 2 Series Coupe – unique in its segment – is faithfully reflected in its body design. The two-door model is first and foremost a Coupe from the BMW brand, and the design features that identify a member of this special breed – a three-box body with clearly defined boot and low-slung silhouette, a long bonnet, doors with frameless windows and a dynamically stretched roofline flowing smoothly into the rear end – are carried over into a compact model with greater enthusiasm and intent than ever. The ultra-sporty driving characteristics of the BMW 2 Series Coupe – generated by a hand-picked selection of engines and chassis technology tuned to make the perfect pairing – are thus unambiguously expressed in the design of the exterior. The 135 kW/184 hp four-cylinder

engine in the BMW 220i Coupe is making its debut in a compact BMW model, and the 240 kW/326 hp six-



cylinder in-line engine under the bonnet of the BMW M235i Coupe earns it top billing as the most powerful petrol-driven member of the BMW M Performance Automobile line-up.

The specific proportions of the BMW 2 Series Coupe are contained within a body measuring 4,432



millimetres in length. The two-door model is therefore 108 millimetres longer than the BMW 1 Series and 72 millimetres longer than the outgoing BMW 1 Series Coupe. The new compact Coupe is also 26 millimetres wider than its predecessor (at 1,774 millimetres), and has a 30-millimetre longer wheelbase (2,690 millimetres) and wider tracks (front: 1,521 millimetres, +41 millimetres; rear: 1,556 millimetres, +43 millimetres). At the same time the vehicle height has

been lowered by 5 millimetres to 1,418 millimetres. The result is an increase in interior space and 20 litres of extra boot capacity (now 390 litres). Added to which, the BMW 2 Series Coupe also boasts more efficient aerodynamics than both the BMW 1 Series and its predecessor, as reflected in a Cd of 0.29 for the BMW 220i Coupe.

Sporting tradition on a compact footprint.

The BMW 2 Series Coupe builds on the brand's tradition of compact models offering a satisfying degree of driver engagement. And the presence of the 2 in the model designation creates a close link to this heritage. The introduction in 1966 of the BMW 1600-2, for instance, opened up a

whole new vehicle segment. Inspired most profoundly by its precisely tailored package of powertrain and chassis technology, the two-door Coupe became a global standard-bearer for sporty handling and intense driving pleasure in the compact car segment. Additional engine variants increased the appeal of the new model series. For example, the BMW 2002 presented in 1968 took centre stage – in terms of both popularity and its success in turning “Freude am Fahren” (Sheer Driving Pleasure) from a slogan into an experience for whole new target groups. The most spectacular variant was the 125 kW/ 170 hp BMW 2002 turbo – the first model from a European manufacturer to gain the services of a turbocharger.



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Shake, Rattle, and DIY

by Ken Carson

What is it they say? Even the best laid plans... The September event was supposed to be a simple tech session styled for DIYers. But the event gremlins got in the mix before things even began.

Meeting at Dr. Vanos to start our day proved to be challenging for modern electronics. Even though a link on the Tejas Chapter website showed the way on a custom-made map, many tried to plug the address into their GPS modules. This would be fine for 99% of addresses in Williamson county, but not so with Dr. Vanos' location. I had discovered during my planning that online maps and GPS units didn't like Dr. Vanos' address, producing four different results (none of which were correct). So I created a custom map and asked Glenn to put a link on the information page for the event. Glenn obliged and I'm not sure many actually viewed the link.

As I approached the meeting place forty minutes prior to the start time, I felt like the pied piper as several BMWs pulled out from various spots on the roadside and followed me. These folks explained to me that they were unsure how to find Dr. Vanos. So I left Connie to organize registration, money collection, and doughnuts, and headed back up to the highway to wave people in. This was successful in guiding several wandering BMW drivers to the location.

Chris at Dr. Vanos gave a very thorough presentation on his work rebuilding various BMW VANOS (variable valve timing) units used on

BMW engines from 1992 to 2006. It seems the original seals are susceptible to leaking and bearings wear out. He replaces OEM rubber with new Viton seals which should last much longer. The unit is cleaned, rebuilt, and returned to the owner...anywhere in the world! Chris receives VANOS units from Asia, Europe, Australia, South America, and North America to rebuild. He will also uninstall, rebuild, and reinstall a unit for local customers...in about two hours!

Chris moved into a larger space over the summer and has a great deal more working room than before. His current "work" space takes up only a fraction of the square footage he rents. So he has room for expansion and other endeavors, too. He is considering putting in a lift that could be rented by chapter members. He was excited to host our chapter.

We caravanned to our next location, DIY Texas, where we learned (very quickly) how they rented work space that included lifts, air, tools, tire installers and wheel balancers, and even a paint booth. Lifts could be rented for \$20 per hour or \$180 for the twelve-hour day (they are open from 9 am to 9 pm each day). Reservations can be set up online at diytexas.com. They will even rent out the entire space to car clubs for \$700 for the entire day. I think this will be something to explore for future chapter fix-it days. Having planned on this session lasting forty-five minutes, brunch was to start at 12:30. However, we were ready to leave DIY Texas before 11:30, and the restaurant was less than fifteen minutes away.

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DIY TEXAS
BY YOURSELF AUTOMOTIVE CENTER
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Shake, Rattle, and DIY

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Thus began the final work of the gremlins. I could not get in touch with the restaurant manager, Bryan, on his cell phone or at the restaurant. Finally the head waitress answered at the restaurant. And she had no idea what I was talking about when I told her we needed to come earlier than planned. She did finally find a notation for our group reservation on the calendar. I thought this was quite strange for an occasion where everyone had pre-ordered and prepaid. And I had been in touch with Bryan during the week with updates.

We proceeded to the restaurant to relax with some drinks while the chef (who did know we were coming) started food prep. When we arrived at PBK Stem 'n Stein for brunch, I found out that Bryan had quit on

Wednesday of that week. He only told the chef about our chapter's brunch plans, but I'm still not sure how much information he passed along. The chef had to make our appetizer, a delicious Hatch Green Chile queso and chips, from scratch. This is not normally a bad thing, but it did take about 40 minutes while we waited. Brunch choices that included eggs benedict, bagel & lox, quiche, chicken & waffles, and shrimp & grits, arrived after 90 minutes. Even though things were slow out of the kitchen, the food was delicious.

A side benefit to being at the restaurant for so long was that everyone got to relax and enjoy each other's company. Many strolled from table to table to chat. I can't remember the last event where we had such an opportunity...and the event may be remembered for just that. In spite of the gremlins' efforts.



BMW Individual

BMW Press Club

Each and every BMW customer is unique. He or she possesses an unmatched set of attributes and character traits that make up a quite distinct personality. BMW Individual lends expression to this uniqueness in exclusive and premium fashion. Here customers can select from choice ranges of colour and material design to lend their BMW automobile a personal touch that goes well beyond the standard options. In this, BMW Individual sets benchmarks both inside and out. Everything BMW Individual offers reflects the peak of what is achievable technically and in terms of quality. What began in the 1990s with the creation of bespoke vehicles for Karl Lagerfeld, José Carreras and a host of royalty has since become a byword for outstanding quality, the fulfilment of the most exacting requirements and an unerring focus on the customer. That is what BMW Individual has stood for for more than 20 years.

The BMW Individual range is divided into two areas: the BMW Individual Collection and the BMW Individual Manufaktur. The BMW Individual Collection embraces equipment and fittings that are perfectly tailored to the various BMW model series, including exclusive paintwork finishes, high-quality leather upholstery and interior trims. Beyond this, customers can select specially designed BMW Individual leather steering wheels, wheel rims, Alcantara roof liners and technical features such as a cool box or

extra reading lights.

The BMW Individual Manufaktur is not so much a place as an idea which is turned into reality on a daily basis. That idea is total customer orientation. Here special requests from BMW customers, which go beyond the BMW Individual Collection, take shape. Whether it is elaborate paintwork, unconventional materials or outré requests, the BMW Individual Manufaktur draws on its experience and craftsmanship to make every vision of exclusivity a reality – provided it does not conflict with safety standards, the brand character or legal requirements. The Manufaktur also develops and completes special editions, show cars and market-specific special editions.

BMW Individual was quick to recognise the demand for individualisation at the very highest level. More than 20 years of experience provide fresh daily inspiration and incentive for the BMW Individual specialists. The number of customised vehicles currently runs to some 20,000 a year, each representing the special quality standards, handcraftsmanship and design competence of BMW Individual.



Car Song Quiz


continued from page 9

Now – for those of you who scored above 80 percent without using an iPhone or other connected device – congratulations – you are true car-music fanatics. You probably know several other car songs in addition to these (even The Beatles had one) and can recite the lyrics or at least some of the more memorable lines (“rain comin’ down on top of my hood, I knew that was doin’ my motor good – Maybelline!”). With the decline of the “car culture” beginning with Gen X and Gen Y, there really aren’t any more good car songs these days (and even fewer good artists). Maybe when the self-driving cars become the norm, these songs can be played on their infotainment systems to remind their passengers of the good ol’ days when men were iron and ships were wood and driving was something to be enjoyed.

Class dismissed – keep hummin’ those oldies but goodies!

Answers:

1. Stingray and Jaguar XK-E
2. “Dead Man’s Curve”, by Jan and Dean
3. Dodge
4. Cadillac and “V8 Ford”
5. “34 Wagon”
6. 1932 Ford 3-window coupe
7. The “pink slip”
8. Little Deuce Coupe
9. A “flathead mill” that was ported, relieved, stroked, and bored
- 10.GTO
- 11.1961 Chevrolet with a 409 V8
- 12.Dual-quad, 4-speed, positraction
- 13.Mustang
- 14.T-bird
- 15.The library
- 16.Roadrunner
- 17.The Ballad of Thunder Road
- 18.Cobra
- 19.Hot Rod Lincoln
- 20.Route 66

Calendar of Tejas Chapter and Related Events		
		
2013		
Date	Event	Meet Location
November 23, 2013	Cobb Tuning Tech Session see page 5	Austin
December 14, 2013	Annual Charity Event see page 7	San Antonio
2014		
January 18, 2014	Annual Post Holiday Party	TBD
http://www.tejaschapter.org for the most up-to-date information about the TejasChapter.		

It's That Time of Year Again!

Please take a moment to fill out the ballot below.

To be counted, ballot
must be received by January 15, 2014

Tejas Chapter, BMW CCA 2014-15 Officer Election Ballot

Name and membership number are required to validate ballot

Name:

Membership Number:

In the boxes below, indicate your choice for each office. Candidates with an asterick (*) by their name are the incumbent.

Note:

Area Project Coordinators are selected by the elected board from volunteers. Project coordinators serve as non-voting members of the Tejas Chapter board.

President:

- Josh Butts
 Glenn McConnell*

Project Coordinators are selected for the following areas:

Austin
Corpus Christi
Kerrville
San Antonio
San Marcos

Vice President:

- Ken Carson
 Herb Looney

Secretary/Treasurer:

- Sandy McConnell*

If you are interested in being a Project Coordinator in one of these areas, please use the Comments block below to indicate your desire.

Driving Events:

- Scott Bowman
 Jeff Conner

Events Chairman:

- John Hughan

Membership Chairman:

- Mike Sevel*

Comments:

Mail this ballot to the Tejas Chapter post office box or bring the ballot to the Post-Holiday Party or submit the online ballot available at the Tejas Chapter web site, under the Officers Section (<http://www.tejaschapter.org>)

Member's Voice

by John Hughan

Last month's topic focused on the many batches of fairly substantial improvements that BMW has made to its new M5 and M6 in the rather short



time since their launch. Unfortunately, when asked whether they preferred this system of frequent, rapid deployment of improvements or larger batches of changes at longer intervals, it seems no members had anything to say! Therefore I will briefly say that I personally believe that improvements should be made in larger batches at longer intervals, ideally aligned along model year boundaries here in the US even though they don't exist in all markets, because buying a new car is a substantial investment, and as such I believe owners should be spared the sense of it having been supplanted for at least a short time — and now....

For next time: Kevin Rice, a 13-year veteran exterior designer at BMW and most recently responsible for the new 3 Series and 4 Series, will be leaving to serve as creative director at Mazda, where he in fact worked as senior designer for 5 years prior to joining BMW. On the subject of BMW vehicle design, Kevin Rice worked under both of BMW's most recent design directors: Adrian van Hooydonk, currently fulfilling that role, and his predecessor Chris Bangle. These two directors

espoused widely differing views with respect to BMW's overall design language, which is clearly reflected in the cars that were developed under their respective tenancies. Bangle favored distinct designs for each model, on the basis that each was designed for a distinct target market, and thus the E9x 3 Series and the E6x 5 and 7 Series he penned are all easily distinguishable from one another. In contrast, van Hooydonk is a proponent of a "familial" design language, on the basis that the brand should present a united appearance, and as a result the "F Series" successors of the 3, 5, and 7 Series all bear a striking resemblance to one another — in fact yours truly still has difficulty reliably telling a 5 Series apart from a 7 Series at medium distances!

Questions: What is your personal preference in this respect and why? A cursory survey of the broader auto industry reveals that examples of each designer's individual approach abound. Do you prefer a single great design applied to the majority of a given automaker's lineup, a strategy realized perhaps nowhere more clearly than at Aston Martin and Porsche? Or should automakers tailor unique designs for unique models rather than recycling much of a single aesthetic, even if such an approach decreases brand visual continuity, as seen at many automakers ranging from Chevrolet to McLaren?

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

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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 1st event. A small team of Tejas Chapter members had been putting the plans together for a 2011 event, then a 2012 event, but have run into a roadblock, “the location.” The location has to be a large parking lot with minimal obstructions, such as light poles. Several locations have been contacted with no success. Due to this roadblock, the new target to hold an event will be in 2013.

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

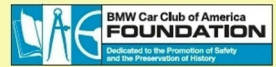


**well at least
a small part of it.**

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

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

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Classified Ads



2008 M Coupe

Space Gray over Light Sepang Bronze Extended leather with Carbon leather trim (1 of 2 of the 48 M Coupes in Space Gray with Light Sepang Bronze interior; 1 of 1 in of color/interior combination). July 10, 2008 build: only 37 more M Coupes made after this one. 51,000 miles. I'm the 2nd owner; it was a CA car before I brought it to TX in Feb. 2012. Options include: Premium Pkg (Auto-dimming mirrors, power seats, cruise control, Bluetooth, premium sound), heated seats, HD Radio, M floor mats. NON-SMOKER. Inspection II performed by Rhein West in San Antonio in August 2013. VIN 5UMDU93528LM08782. Asking \$32,500. Contact Jonna Clark at jonnakc@gmail.com or 830.336.4246 or 210.601.7919

Oil filters

2 Oil Filters for 2.5 liter 6 cylinder engine. They were bought for my 2002 325ci which I have sold. I believe the engine designation is M54. One filter is Mann part #HU925/4x and the other is from the dealer, BMW part # 11 42 7 812 300. Includes gaskets and crush rings. Asking \$10 for both. Available for pick up in southwest Austin. Send email to gstalnaker@austin.rr.com



1996 M3

WBSBG9322TEY72511. 51,XXX Miles. Nicest E36 M3 in Texas. Exterior, Arctic Silver, with sunroof and rear wing. Interior, black leather with 'Vader' heated front seats, custom wood trim, wood shift knob and parking brake handle, additional three gauge instrument cluster, cruise control, on-board computer, new headliner, cold A/C, wired for radar detector. Six disc CD player in trunk with amplifier and removable subwoofer. Original engine break-in sticker still on windshield. Manual 5-speed transmission. Comforti performance chip and cold air intake unit. Never smoked in, never tracked, no accidents by current owner, adult driven, two previous owners. Always garaged and parked in covered parking at work. Records available. Recently serviced and detailed by BMW of Austin. Kuhmo tires, 225 45 17 front, 245 40 17 rear with M Double Spoke wheels (staggered setup). Price \$13,500. Contact Bruce Mason at 512-560-8965 or send email to M3Bruce@gmail.com.

2011 M3 wheels

Selling my stock OEM (220) style forged M wheels. All four wheels are

Classified Ads

in very good condition nearly flawless with the exception of I believe one minor curb rash again (minor). All four wheels are wrapped in the Pirelli P Corsas and TPMS are all intact! The tread life on the front tires is around %75 and the rears are brand new. I am asking \$1,700 since I have researched the BimmerPost forums and have matched what other Members are selling likewise. I can provide pictures via email if interested or via text! Contact Shane Glombik at 210 315 7406 or send email to sha4n3g@yahoo.com.



2001 Z3

Titanium silver with black leather interior, 81,000 miles, 5-speed manual, sports package, premium wheels, heated seats, CD radio, power soft top, aluminum-look trim, Dinan strut brace, Dinan SS exhaust. Second owner, purchased in 2004. All services current. Complete service history since owned.

Fun car in great condition. Asking \$11,500. Contact Brad Mitchell at 210-601-7923 or send email to brad.mitchell@gvtc.com

Flash Sale! Help Us Clean Out Our Garage!

** M Driving Gloves (Part #80160435734). Never Worn, Size Men's Small \$40

** E46 M3 Titan Shadow Interior Trim – Never Used; Removed By Dealer When Car Was New. 8 Pieces: 3 Dash Pieces, 2 Front Arm Rest Pieces, 2 Rear Arm Rest Pieces, Center Console Piece. \$250

** Foglight/Headlight Bulbs (Style 9006), Fit E46 M3 Foglights & Z3 Head Lights. 7 Total: 5 Phillips (BMW OEM) & 2 PIAA. \$5 Each.

** Locking Lug Nuts (4) & Key (Key Is Cracked). \$10

** Right Fog Light For E46 M3, Bulb Not Included (Part # 63172228614). \$60

** Amber Front Corner Reflectors For E46 M3 Coupe (Part # 63148383011 & _12). \$10

** Amber Side Turn Signal Markers For E46 Coupe (Non-m) (Part # 63138370719 & _20). \$20

Contact Jonna Clark at 210-601-7919 or send email to jonnack@gmail.com


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

**BMW Car Club
of America
Tejas Chapter**



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