

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Road to Utopia

Photo by Ken Carson

BMW Car Club
of America



**November
December
2015**

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*From
The
President*

On the year winding down

It is really hard to believe that 2015 is coming to an end so soon. It has been a wonderful year with some of the best events that I can remember. I particularly was glad to see Shakespeare at Winedale back in the line-up and the Utopia event we just completed was truly fantastic. Josh and Kathryn Butts did an amazing job in planning and an even better one in execution.

There are still two opportunities to

participate in a chapter event this year, however. For the first time in three years, BMW of Austin is once again opening it's doors to the Tejas Chapter for some great tech sessions and even a limited DIY time for those who jump on it first. These are always first class events and you don't want to miss this one. (see page 5)

Then, in December, we will be doing our annual charity event. This year, we are repeating the Capital Area Food Bank of Texas volunteering like we did last year. It provides an excellent opportunity to help the community and people in need. (see page 7)

Until next time ...

Glenn McConnell

Welcome New Members

**BMW Car Club
of America
Tejas Chapter**



Austin

*Allison Antonvich
Brian Bremen
Carlos Crespo
West Decker
John Donachy
Kokouvi Haden
Karim Helmi
David Jackson
Miles Johnson
Ken Thye Lee
Harley McGrew*

*Jennifer McGrew
Gurunath Ramagiri
Andre Reed
Jonathan Rich
Andrew Riotto
Syed Shah
John Turlington
Adrian Villarreal
Scott Wille
Timothy Wing*

Seguin

Gerald Desch

San Antonio

*Nathaniel Crawford
Jason Merck
Jose Miranda
Ambika Osborn-Crawford*

Helotes

Nathan Smith

Boerne

*Jeffrey Lantz
William White*

Live Oak

Sean Hendricks

McAllen

Richard Risteen

McDade

Rigoberto Rodriguez

West Lake Hills

*Mark Gunn
Nikelle Mease
Marcus Whitfield*

Laredo

Jesus Villegas

Pflugerville

*Ronda Gindin
James Mayes*

Round Rock

*Philip Domb
Taylor Drolette*

Dripping Springs

*Roger Gossett
Maira Zinn*

Cedar Park

*David Kramer
Glenn Morris
Christopher Stahl
Paul Venable*

Georgetown

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



**BMW of Austin
Tech Session
Sunday, November 15,
2015
12:pm - 5:00pm**

BMW of Austin will be hosting the 2015 Tech Session with fun for all -- including children and even DIYers! Our day will begin at 12:00 pm with a full grill lunch (snacks also provided throughout the day).



Then, BMW of Austin will present 30-minute info sessions on subjects including suspension, iDrive/Connected Apps, electric drive, restoration, and Dinan. The shop foreman will also take us on a deep dive into the new 7 Series with its wide range of new performance, convenience/comfort, and connectedness technologies. Drawings and giveaways will also occur throughout the event.



This is a great opportunity to get to know the technicians that work on your cars, the Service Managers, and all of the professional staff at BMW of Austin who take pride in taking care of you and your BMW. While you're there, ask techs about how to improve the performance and handling of your BMW, head over to the showroom for a look at the latest BMW models in stock, and maybe even ask about ordering a vehicle to your exact specifications, including Euro Delivery and/or Performance Center Delivery! BMW of Austin is making their staff available to us, so don't miss out!

Additionally, 8 members can sign up for a 2-hour time slot on BMW of Austin's lifts to perform DIY work! There will be 4 slots available for 12:30 to 2:30 and 4 available from 2:30 to 4:30.

Looking forward to seeing everyone out at this event to show our appreciation to BMW of Austin for the AWESOME job they are doing in Sales, Service, and Customer Service that they provide each and every one of us.

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



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**Capital Area Food Bank of Texas Charity Event
Saturday, December 12, 2015**

Planned by John and Corey Hughan

Meet at: CAFB

8201 S Congress Ave, Austin, TX, 78745

Check-in: 8:30am **Food sorting:** 9:00am-12:00pm

Capital Area Food Bank of Texas provides food and groceries to more than 300 human and social service agencies in 21 Central Texas counties; last year they provided 24.5 million meals! Food donations come from various food manufacturers, growers, distributors, grocery stores, and individuals, which volunteers working in CAFB's climate-controlled warehouse help sort into comprehensive packages that are delivered to the agencies in need. This holiday season, the Tejas Chapter will contribute to the more than 96,000 hours of volunteer effort annually that makes this vital community service possible.

Our goal is 30 volunteers

Our shift at Capital Area of Texas Food Bank will conclude at 12pm. From there we go to lunch at BJ's Restaurant & Brewhouse in Sunset Valley (5207 Brodie Ln). They will be providing an all-you-can-eat buffet for us, consisting of 4 of their signature Deep Dish pizzas (BJ's Classic Combo, BBQ Chicken, Chicken Bacon Ranch, and Vegetarian) as well as their Santa Fe Salad. The cost for lunch will be \$17 per person, which includes regular soft drink, all taxes and gratuities.

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





Lone Star Le Mans Race at COTA

by Scott Bowman

Earlier this summer, our chapter president, Glenn McConnell, had received an invitation from BMW CCA to be a guest of BMW's new partner, Shell Oil, for the WEC/Tudor event in September. Glenn had to decline the invitation, but was kind enough to mention me (in my capacity as Driving Events Coordinator) as a possible representative of the Tejas Chapter at the event. I waited patiently (for about an hour) and then replied to the email, letting the organizers know that I could probably rearrange my busy social calendar on September 18 and 19 to enjoy a hospitality pass to the event at the Circuit of the Americas (COTA).

If you've been to COTA for any of the Formula 1 races, you know that it can get very crowded and also very restrictive as far as paddock access, seating options, and having a choice of vantage points to view the action. What is exciting about the IMSA and WEC race series is that it includes a field of highly competitive cars and professional drivers in an environment

that is much more friendly and accessible to fans and spectators. In other words, if you enjoy good, competitive car racing and don't care for the crowds, this is one of the "must see" events that occurs each year at COTA.

A few days before this September event, I connected with Pam Rosen from Shell Oil, who forwarded an



itinerary for her guests. I opened the document with the schedule and it started with "Dinner with Bobby Rahal" at the Hyatt Regency Lost Pines Resort and Spa and had a list of 10 guests for the dinner. The list started with Bobby Rahal, racing legend; next was Scott Bowman, BMW CCA Tejas Chapter Driving

Events Coordinator; and then several senior Shell scientists from Houston and Germany, the executive editor of Automobile magazine, a reporter from Motorsport.com, and Shell account managers. I was clearly intimidated, but also excited, about the prospect of networking with such an elite group of motorsports figures. Although the guest of honor was not able to make the dinner, the rest of us talked about cars, car collections, racing, tracks around the world, and fuels. Dinner was superb, the company was engaging, and we were promised some time to visit with Bobby Rahal in his transporter on Saturday morning.

I drove out to COTA early the next morning and used my newly acquired VIP hospitality pass to enjoy the air conditioned comfort of the hospitality suite above the paddock and garage complex along the main straight. I wasn't all that hungry after the great meal the night before, but I did manage to try out the gourmet breakfast buffet while waiting on our appointment at the BMW Team RLL transporter. Several of us walked from the hospitality area over to the transporters and, as we entered, John Edwards waved and disappeared into the back, while Bobby Rahal came out to meet with us. Some of you probably got a chance to hear



his presentation at the 2014 O'Fest, but he was very down-to-earth and easy to talk

to. Rahal was optimistic about the BMW's chances in the upcoming GT Le Mans race, but concerned that they were still down on power compared to some of the competition. Plus the high track temperatures were going to be tough on both drivers and tires (but that affects all teams).

Through the connections with the Shell scientific team (which supplies race fuel to each of the competitors), we enjoyed tours in several of the garages, including the Rebellion race team (LMP1), the factory Porsche team (GTLM), and the Aston Martin team (LMGTE) area, which was a special request that I had. I took



tons of photos, but also appreciated the willingness of so many of the teams to let us visit at a time that everyone was frantically doing last minute maintenance and checks of the cars. My own car preparations for the few times I've driven on this track have amounted to changing brake fluid, swapping wheels and tires, and getting a cursory pre-track inspection done by a local speed shop. Must be nice to have a team of technicians going over every inch of your machinery while you enjoy some pre-race relaxation and snacks!

The racing itself was quite competitive and kept everyone's interest (although I did retreat several times into the air conditioned hospitality suite to watch via the television monitors). Race team

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Le Mans Race at COTA

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strategy, as always, was critical in a relatively long race, as this one lasted 2 hours and 40 minutes. It was disappointing to see the factory Porsches leading toward the end of the



race, but quite exciting when they had to duck into the pits for a splash of fuel with the laps winding down. Oh, and that gentleman, John Edwards, who had waived at our group earlier? Edwards and his co-driver, Lucas Luhr, brought the number 24BMW Z4 GTE car to the top of the podium. It



was a great way to end the day, as I was not able to stay for the World Endurance Championship race, and an honor to represent the Tejas Chapter in this capacity!



© Scott Bowman

Almost All Things Texas **Fun Rally**

by Sandy McConnell

Saturday, September 19th, approximately 18 cars and 34 curious and expectant Tejas Chapter members and friends, gathered together for our



fun rally. The weather was sunny and set the stage for a few hours of light competition, some mental challenge, beautiful scenery, and yes, *FUN*. Everyone set out with high hopes and great expectations!



Hopefully all the Tejas Chapter fun rallies have, in fact, been fun. I suppose that depends a lot on how competitive our participants have been and how well they did throughout the various rallies. Most of our fun rallies have had a theme and a balance of educational information, a touch of scavenger hunt, questions to answer all along the route, simplified rally terms and a mystery end point. One

has to follow the directions correctly to get to the mystery end point, plus answer questions and accomplish activities, to earn the points needed to win. The theme this year was based on our fine state of Texas, with a little Texas trivia thrown in and ultimately, Texas fine BBQ! All prizes were Texas made products like barbeque sauces, chipotle, charred fruit and bourbon condiment sauces, chocolate and even an Austin brewed beer!

Everyone seemed in good spirits when they made it to the end destination of Cooper's Barbeque in



New Braunfels. All except for one team, that is. A phone call to me, the Rally Meister, was like opening a panic package and therefore cause for disqualification. That was a real shame, because I believe this team got all the questions correct and only missed the very last turn that would have taken them successfully to Cooper's! Fortunately, they did join us for lunch.

Rallies are most successfully run with two people, a driver and a navigator. The navigator keeps track of the instructions and patiently repeats them to the driver, who's short term memory is heavily tasked with the responsibility of safe driving!

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Almost All Things Texas

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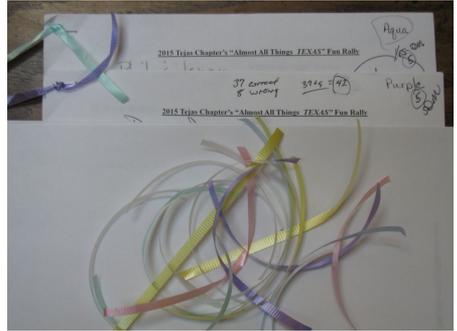
Answering questions can seem like a bother at times, but if you are finding answers to those questions, you know you are still on track. When you are no longer finding the answers, or have a stretch where there are no questions, ralliers often begin to second guess themselves and worry that they are off track, especially when they start seeing BMWs coming from the opposite direction... We did have one driver that went solo this year. Where's a pen or pencil when you need one? Because he had nothing to write with, he faithfully took pictures of all the items that provided the answers to the questions and then filled in the answers later from the



pictures! How smart! Nothing said Jimbo couldn't do this, so though he didn't win a prize (and decided he wouldn't go solo again) he actually did very well and said he had a blast!

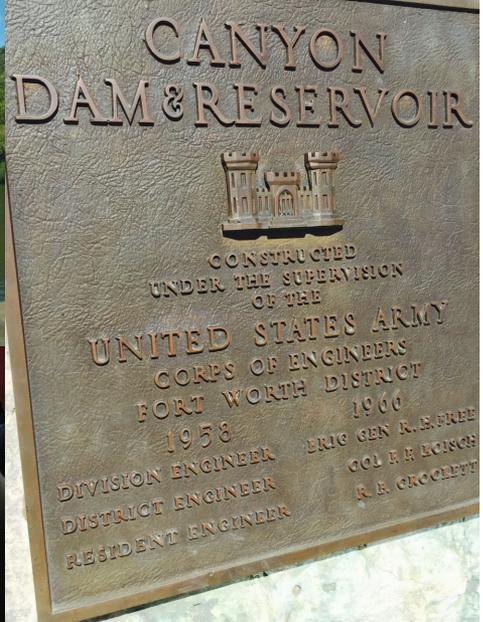
Along the route, ralliers learned about the historic trail *El Camino Real*, when Canyon Lake Dam was constructed, when the cities of New Braunfels and Fredericksburg were established and what Indian tribe the German Emigrants in the area had a treaty with. Smokey the Bear also

advised of the on-going Burn Ban at one point, and it wasn't the mysterious "the Butler did it", but what does the BUTLER do along the route. The most physical of the instructions, was for folks to find and take a ribbon provided for the task. Oops, some folks didn't read far enough to actually pick up their correct color ribbon.....



People new to rallying, often ask what car rallies are. For BMW CCA members, especially Octoberfest attendees, the primary type of rally offered is the TSD, Time, Speed, Distance rally. This is a set of directions provided in strict rallying terms, where one must maintain average specified speeds all along the rally route. Those who come closest to meeting the exact mileage (to the closest miniscule degree of a mile, as briefed) and exact times (to the nearest miniscule degree of a second, as briefed) are the proud winners. These rallies are a true battle of wit, mental calculations, experience and sometimes intricate rallying equipment. There are only directions, no questions along these routes, but often built in traps to trick you and get your mileage off ! A fun rally, as referenced earlier, is more along the lines of a "gimmick" rally, where a

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Almost All Things Texas

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participant must follow the provided instructions and the planners version of whatever he or she envisions as a “Fun Rally.” I have seen some unusual write-ups in other newsletters, which raise the question of whether their’s could be fun, or not. Like the one where the planners took bags of flour and dumped them on the route after every intersection where the participants had to make a choice in direction. The best I could gather on this, is that the “flour” was dumped somewhere around the corner, unseen at the intersections. Your luck in guessing the correct direction first, was key to the speed in which they would be able to complete the route. As I recall, it rained for that one, so finding the “flour” must have been really tricky....

Our daughter, Brenda, and I had a



good time planning this rally and trying to make it difficult enough to be challenging, but simple enough to allow as many participants as possible to come away, feeling successful.

Our winners were as follows:

First place:

Nathaniel III & Ambika Crawford
(48 of 50 possible points)

Second place:

Ken Carson & Connie Stried
(47 points)

Third place:

Brad Mitchell & Jonna Clark
(46 points)

Dead Last, but Finished:

Al & Angel Ridgley

(This is not an indication that Al & Angel did poorly. All scores were really quite close)

The hardest part for us, was that there was a tie for third place points. Chris & Sarah Humphrey also had 46 points, but lost by a slim margin with a tie breaker question. I’m sorry, we really wish we’d had a 4th place prize for you, Chris & Sarah....

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Utopia Weekend Review

by Josh Butts

October is a busy month for me as far as car-related activities go. With Utopia and Formula One on back to back weekends and El Niño threatening, I was thrilled to arrive in Kerrville with a perfect weather forecast. F1 was a different matter, but this is a story for another time.

The Tejas Chapter hasn't used Kerrville as it's home base for the Utopia weekend event in several years, and I think it worked out very well. We had the opportunity to try some new restaurants and hit some excellent roads further out into the hill country. My goal for the weekend was to hit every inch of the Three Sisters and I'm happy to say we accomplished that.

Friday night we had a welcome dinner at The Lakehouse in Kerrville. I didn't have the chance to try this restaurant before hand but they were very accommodating for us and several folks sampled their seafood specialities.

Saturday morning started bright and early. There were definitely a few grumbles about meeting up at 8am, but



once we got out on the roads with zero traffic to slow us down or separate the group, it was all smiles. Our leisurely morning drive along the Guadalupe river took us West out of Kerrville for a rest stop at the Garven Store. I think

the Garven Store could best be described as “authentic” or perhaps



“vintage”. Nevertheless, there are only so many restrooms to be had in The Middle Of Nowhere, TX. Our route continued westward towards RR-335, our first of the Three Sisters. RR-335 often gets overlooked as it is the farthest from civilization. From Camp Wood, we completed the first half of



RR-337 towards Leakey, where lunch was served at The Friends' Grill.

Saturday afternoon we headed North out of Leakey along RR-336, my personal favorite of the sisters. RR-336 climbs out of Leakey along some switchbacks and shortly leaves you with fantastic views as you cruise

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Annual Utopia
October 1
Many thanks to Jos
Many more great photos are av





ia Weekend
5-18, 2015
h & Kathryn Butts
available on the chapter website



Utopia Weekend Review

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along the spine of the hills. Accelerate out of the last hairpin up and over the top, reach for 3rd gear, right foot



down. It does not get any better than this. Once you finally reach the end of this magnificent road, it's a quick jaunt over to IH-10 and back to Kerrville. I use the word quick not because it's a short distance; it's actually over 50 miles. However, The speed limit on the connection to the



interstate is 75mph on an arrow straight stretch of TX-41, and rises to

80mph on the interstate. Yes, my friends, even the speed limits are bigger in Texas. Saturday dinner at The Cowboy Steakhouse in Kerrville was filled with great conversation,



stories, and a generous helping of beef.

Sunday morning was another early departure punctuated by some heated discussions of the merits of BMW's Comfort Access system. We headed South on TX-16 towards Medina. TX-16 is another under-appreciated road.



While it's not one of the sisters, it's every bit as good from Kerrville to Medina. This was one of the few places we were backed up behind a motorcycle taking a "casual" pace, but it was a BMW so we'll cut them a little slack. From Medina, we headed West on the last section of RR-337 to complete our three sisters tour. This section is easily the most technical road we traveled, calling for alert eyes

and quick reflexes. After a quick pit stop in Leakey, we had a relaxing (by comparison to earlier) cruise up US-83 and TX-39 back into Kerrville for Lunch at Billy Gene's.

All in all, an excellent weekend, and definitely a highlight for 2015. For some of those who attended, you picked a heck of an event for your first one and we hope to see you again soon. For our old friends and familiar faces, thanks for coming out and making the event a success, and I look forward to seeing you all out there again next year.



Finding a Daily Driver

Part 1

by Ken Carson

Since 2006, my daily driver had been a 1993 325i cabrio whose production date was only two months before the last e30 cabrio rolled off the line in Germany. I had purchased the car as a wet-behind-the-ears BMW novice. I had never owned one, and a month before I bought it, had never considered owning a BMW. I suppose I had the idea that only ritzy, hoity-toity, yuppie types drove them in suburban environments. Luxury was the operative word in my mind; certainly if a psychologist engaged me in a session of word association, performance never would have popped into my head.

Fortuitously, I was talking to my cousin, Milton, about buying an older convertible to drive to my daughter's high school sporting events in the Hill Country. Milton is the ultimate car guy, building custom hot rods in his backyard shop. He even owns an old e36 sedan. I actually asked him to look at a Mercedes Benz ragtop I had found on Craigslist or Autotrader that was located only a few miles from his house in Allen, Texas, where we had grown up together. He immediately told me I was barking up the wrong tree, that I should be looking at older BMWs, if I wanted to work on the car myself. Parts for an older BMW would be cheap and plentiful. "Huh. No kidding," was my reply. After hanging up, I typed "BMW convertible" into the Austin Craigslist search bar, and up pops the very e30 cabrio that was to be my daily driver

for nine years. The car was at the top of the page, having only been posted an hour before. I love it when things are suddenly made so clear. Divine intervention, fate, fortune, providence, or whatever you might want to call it, steps in and gives you a good rap on the noggin to get one's attention. Our lives can take such extraordinary detours in such a short time.

I cut my BMW teeth on that car, which, incidentally, more or less dropped into my lap from a young Austin dot-com millionaire (ritzy, hoity-toity, yuppie) type. The car needed lots of TLC and over the years, I laid hands and tools on just about every component of that car excepting the clutch and heater core. I met Connie within two months of purchasing the car, and our first dates in it were accompanied by the clunk and clatter of rear shock mounts refusing to keep the rear shocks in their place. I drove the car for 92,000+ miles and sold the car in almost perfect condition (original paint had lots of chips up front) to a Shell Oil exec in Houston who missed driving an e30 after being posted in Alaska for seven years. After I sold the car in April of this year, I was without a daily driver. My other two BMWs are insured on agreed-value collector insurance policies and cannot be driven to work, so Connie did the honorable thing; we carpooled (most of the time) until school was out in June, and my summer "vacation" began.

I began considering what I wanted for a daily driver. It had to be a BMW that I could work on myself. It needed to be inexpensive, and I considered

the mantra of the Velocity TV show, Wheeler Dealers. Mike and Edd like to give new life to old classics, finding cars with many faults, fixing those faults, and “selling the cars on” for sometimes very little profit just to see the vehicles get back on the road again. I could do that. I could find a beater, give it some TLC, and have a reliable and fun daily driver. I wanted something other than an e30. The only reason I sold my e30 cabrio was because I had found a much rarer e30 cabrio with a factory M Technic appearance package in Vancouver, B.C. And I (ok, really, Connie) had a wonderful Z3 M Roadster, too. I know! I’ll get a car with a proper roof on it this time! I considered an e24 6 series coupe, a 2002, an e36 M3, and other classics. These were really just a little above my price range, even for non-running examples. A daily driver should be thrifty with gas and be able to haul stuff from the lumber yard, if needed. Hmm. A BMW that could do both of those things...holy cow! I



knew what would be the perfect daily driver. A four cylinder engine for fuel savings, and a hatchback for hauling stuff...a car that has become a cult classic because it never sold in big numbers in the U.S., although BMW had wanted it to. BMW called it the Compact...the 318ti. Perfect! I had

always liked its uniqueness and rarity. I really only cared about three things: no serious body damage, no rusted through metal, and a manual tranny to keep it fun.

I immediately searched Austin Craigslist, but came up empty...no results found! Well, this may be harder than I thought. I got on the forum, 318ti.org, and registered. I began reading the ins and outs of ownership, what to look for when buying a ti, and common quirks of the drivetrain and body. In the forum’s classifieds, I found Compacts for sale from the hundreds to the mid-five thousands. I searched on Autotrader, Cars.com, eBay, etc. But the best cars, not surprisingly, seemed to be on the forum. These cars had more complete descriptions from owners who might have owned several Compacts before. Like on a favorite e30 forum of mine, R3Vlimited, where owners might have multiple e30s in their garages at one time, some of the 318ti.org guys had two, three, or even more Compacts at home. So I hunkered down on 318ti.org and read the classifieds daily and looked at the local Craigslist, too.

Early in June, while searching the classifieds on 318ti.org, I found a 318ti in Kentucky. You are probably thinking, “But Kentucky is so far away, Ken.” But I knew we were heading that direction later in June, in between a weekend with the ZSCCA group, Roadster Rowdies, in Eureka



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Finding a Daily Driver

continued from page 21

Springs, Arkansas, and the next weekend in Greer, South Carolina, and Asheville, North Carolina for BMW CCA activities. In between were stops at my daughters in St. Louis and an overnight stay in Nashville, and between those stops was the 318ti in Kentucky, Elizabethtown to be precise.

Pictures showed the car to be in decent shape on the outside. The



interior didn't look too bad, although he had disassembled a lot of it to replace the sagging headliner, a common problem with these cars. He had, unfortunately, stopped midstream. The owner had done some work on the engine, repaired the damaged window regulators, recharged the A/C, and sent more pics when I emailed him. The car ran and drove. He seemed honest enough, telling me the tires were worn and would need replacement. He was selling the car as he prepared for his upcoming wedding; the money would come in handy. He sent video of the windows working and the A/C vents putting out 51 degree air. He was only asking \$1750 for the car. I started getting excited about seeing the car,

not exactly what you want to do when you are shopping for a car. But \$1750 was in my ballpark, and I could put another \$1000 into the car and have a nice daily driver for less than three grand. It would be just like Mike and Edd on Wheeler Dealers! I told the owner when we would be passing



through town, and he replied that he would be taking care of wedding "stuff" out of state, but he would leave extra early that morning and meet us at the house.

The owner made good on his promise, meeting us at his home upon our arrival in the afternoon. The car looked ok on the initial walk around. I noticed the interior was full of parts,



almost stacked to the drooping headliner. The back seats were folded down and wheels with the old worn-out tires were thrown in the back. Interior parts, screws, handles, filters

of different sorts, engine hoses and plastic bits, tools, and other assorted car items were in boxes that took up the rest of the hatch area. He had told me the week before that he had put the wheels and tires from his wife's car on the 318ti, because he had found a large bubble on one tire and couldn't bring himself to keep those tires on the car. He said we could "work something out" with the nicer wheels and tires on the car.

I decided to start under the hood, which was cool to the touch. Good! He had not tried to warm the engine up before I got there. Sellers will sometimes warm an engine up if it is having trouble starting when cold. The engine bay was not filthy, but had probably never been cleaned. Of course I had no idea what I was looking at. This was a four cylinder engine and I was used to working on BMW straight sixes. Everything looked to be there. I asked him to start the car. It started right up. That was a good sign. It idled steadily and didn't make any strange noises. It revved fine. All the fluid levels were good.

Next I went to the back of the car, opened the hatch, and began clearing out the wheels, so I could inspect the spare tire well. He looked surprised, but helped me unload the hatch area. When I removed the carpet from the hatch floor, I noticed that the cardboard liner was stained. Whether it was water or something that had spilled in the back, I couldn't tell. I removed the liner and saw the spare tire well didn't follow the round outline of the spare tire. What? I also saw some rust stains in the well. I checked the battery tray and saw rust there, too. I got under the car and looked up at the underside of the car. What I saw took my breath away. It took me several seconds to comprehend what I was seeing. The car had obviously

been hit in the rear at some point, collapsing the entire tail of the car. The underside of the car was almost unrecognizable as a spare tire well and battery tray. The back end had obviously been pulled back out and then copious amounts of a black substance were puttied



into the existing bends and cracks of the metal. It was a shame, because the rest of the underside of the car was in decent shape, with only the fine surface rust you would expect to find on a twenty year old car. That wrecked back end quashed any desire I had for this vehicle. It was not a car worth the effort or cost to cut off the back half of the car and replace it. But I drove the car anyway, and it drove ok. I could not imagine that the trailing arms would track true, but honestly, I couldn't tell anything was wrong with the back end when I was driving the car. The only bad thing about driving the car was the waffley gear shifter. I felt like I was rowing a boat when I was shifting, and I had to hunt for the gears as I was shifting. That probably wouldn't have kept me from buying the car.

After the drive, I felt sorry for the owner. He had brought up another box of spare parts and manuals that went with the car. I told him I was going to have to think about the car. He asked, rather desperately, what amount of money I would consider

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Finding a Daily Driver

continued from page 23

giving for the car. I told him that repairing the rear end damage was more than I wanted to tackle. He nodded. I thanked him for his time and effort to get back home in time to meet us. I'm sure he thought he would sell the car to me that day. I had driven all the way up from Texas to see the car, hadn't I? Well, no, I was actually in the middle of a trip.

As Connie and I drove off, I reflected on the lesson I had learned. I knew better than to get excited about a car before I looked at it. That wouldn't happen again. I pointed the M Roadster south towards Nashville. I called the seller a couple of days later and told him I was passing on the car. Beyond Nashville we would encounter the Tail of the Dragon,

Moonshiners 28, the Cherochala Skyway, and a host of other great roads that would take my mind off the



disappointing ti in Kentucky.

When we returned home a week later, I continued my search for a daily driver. And I managed to keep excitement at bay. Maybe I had learned my lesson.

Part 2: My search for a daily driver continues.



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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, then a 2013 event, then a 2014 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 2015.

Please let the Driving Events Coordinator, Scott Bowman at brglotus@fastmail.fm, 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.

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▶ www.bmwccafoundation.org

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Tejas Chapter Incentive Points Challenge for 2015

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 2016. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on points earned divided by the time as a member

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

2015 Incentive Points Challenge Leader Board As of October 27, 2015

820 Pts	Phil Nybro	Nick Papanikolaou	Paul Wilson	Vaughn McVey
Josh Butts	Vince Robles	Al Ridgley	50 Pts	Ted Mills
700 Pts	Susan Yule	Hector Sanchez	Ron Buchalski	Johnny Mitchell
Ken Carson	200 Pts	Jean Sevel	Nathaniel Crawford	Shearon Mitchell
570 Pts	David Brown	Doug Soltau	Cas Wheeler	Constance Perry
Scott Bowman	180 Pts	Steve Tatro	40 Pts	James Perry
Jonna Clark	Don Bishop	April Terrazas	Timothy Lohman	Brian Peterson
490 Pts	Brad Mitchell	80 Pts	Rob Schroeder	Andy Rose
Herb Looney	Roger Williams	John Beneat	30 Pts	Diana Salzman
440 Pts	170 Pts	Gerald Desch	Jason Aitken	Bob Salzman
Marco Cordon	Paul Goldfine	Michael Gray	Daniel Briggs	Andrew Seelye
420 Pts	150 Pts	James Humberson	Lisa Brown	Will Shipp
Raquel Robles	David Francis	Jane Ireland	Robert Chandler	Benjamin Short
410 Pts	Steve Richmond	70 Pts	Ann Cleator	Randy Stalnaker
John Hughan	Jay West	Wayne Eltringham	Jeff Conner	Ronald Stearns
400 Pts	130 Pts	60 Pts	Tim Cook	Greg Talley
Kathryn Butts	Brian McKinney	Mohammed Abusalih	Jerry Cuderman	Larry Targosh
320 Pts	120 Pts	Bob Ashenbrenner	Tim Ehrhart	Sean Teehey
Gloria Anderson	Bob Heimann	Joaquin Aviles	Chris Farmer	John Thurston
Tom Dawson	Terry Jones	Tom Brown	Rafael Garcia	Javier Torres
290 Pts	Mike Sevel	Helen Dorrance	James Garten	Daniel Vu
Don Yule	110 Pts	Ed Grimes	Mark Gindin	Daniel White
280 Pts	Fred Brinkley	Jimbo Gulley	John Grey	Philip White
Connie Stried	Gene Janulis	Harris Katchen	Jerry Helffrich	Louis Wiler
270 Pts	Lenny Zwik	Mary Lou Katchen	Chris Humphrey	20 Pts
Mary Beth Cordon	100 Pts	David Mann	Lemuel Johnson	Joe Martinez
Gay Dawson	Sean Briggs	Margie Mann	Jeff Kirk	Larry Shumake
240 Pts	Arif Mondal	Dan McLaughlin	Ray Landry	Michael Sleski
Carl Nybro	90 Pts	Kendra Mills	Tom Lanzoni	10 Pts
230 Pts	Linda Cook	Bill Muldoon	Bob Lewandowski	Kun Lee
Jeff Gifford	Greg Donsbach	David Nhan	Bill Lewis	Ronald Romonosky
210 Pts	Fred Egloff	Richard Norat	Alena Lightfeather	Alan Wolfe
Mike Anderson	Molly Francis	Huver Rivera	Rosa Long	
Linda Cavazos	David Lucia	David Schieck	Romeo Manzanilla	
Sridhar Kamma	Kelsee McVey	Jon Spagnola	Bruce Mason	

**2015 Incentive Points Challenge Rookies Leader Board
As of October 27, 2015**

<u>29.95 Pts</u>	<u>12.31 Pts</u>	<u>5.67 Pts</u>	<u>4.91 Pts</u>
Gloria Anderson	Arif Mondal	David Nhan	Michael Sleski
<u>19.47 Pts</u>	<u>10.91 Pts</u>	<u>5.60 Pts</u>	<u>3.29 Pts</u>
Gerald Desch	James Humberson	Huver Rivera	Chris Humphrey
<u>14.08 Pts</u>	<u>8.17 Pts</u>	<u>5.29 Pts</u>	<u>2.68 Pts</u>
Nathaniel Crawford	Jean Sevel	Kendra Mills	Andy Rose
<u>13.11 Pts</u>	<u>7.26 Pts</u>	<u>5.16 Pts</u>	<u>2.64 Pts</u>
Sean Briggs	Michael Gray	Romeo Manzanilla	Ted Mills

**Calendar of Tejas Chapter
and Related Events**



2015

Date	Event	Meet Location
November 15, 2015	BMW of Austin event see page 5	Austin
December 12, 2015	Annual Charity Event see page 7	Austin

2016

January 2016	Annual Post-Holiday Party	TBD
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Classified Ads



2002 540i

With rare Getrag 6-speed manual transmission, including M sport-package (3-point multi-function steering wheel, 17x alloy wheels, xMx shifter, leather sport seats). 81,403 miles. 4.4L V8 engine and 295 horsepower. Extremely clean, in excellent condition including new rear brakes and four new tires in July 2014 (Continental ExtremeContact DWS). Have only added 5,621 since then. Purchased from original owner in 2004 with 4,700 miles on it. Has been garage kept ever since. A few small paint nicks here and there but no major body issues. Terry Sayther Automotive in Austin, Texas has been sole mechanic. Selling as is, with all faults. \$8,500. Please contact between the hours of 9am-5pm. Contact Cybele Diamandopoulos at 512-477-6893 or send email to cybele@foliocom.com.



2006 650i

Asking \$22,000 (new \$78,940). Only 39,595 mi! Dinan exhaust at 29,461 mi. great sound yet quiet when appropriate.

Black Sapphire Metallic ext. Black Dakota Leather int. 6+1 CD, Sirius XM ready, Navigation, K40 Custom Radar Detector front & rear incl. jammer. New battery. Current Service Package. Extended warranty transferrable. Dealer Maintained w/all records. Clean Carfax. Non smoker, no pets, garaged. Includes BMW car cover, Colgan bra. Pilot Sports @ 23,969 mi. I get lots of thumbs ups and smiles. Front row parking from the valets. Only selling because a friend is selling me his X5. No room for 4 vehicles. Contact Larry Shumake at 512-422-0007 or email to lshumake@austin.rr.com.

Magazines

I no longer have space for my collection of Roundel and Bimmer magazines. I have copies of Roundel dating back to around '80 and copies of Bimmer from the first issue. Free to anyone. Contact Hugh Fisher at 210-493-8766 or send email to oldsfsguy@hotmail.com



1997 M3

Here's the investment you've been waiting for! This E36 M3 lists with 100% options, including the Sport Auto, Alpine radio, Harman/Kardon HiFi Audio, OBC, heated front seats, cruise and sunroof. This color combination makes this car 1/54 imported to the U.S., and 1/27 for 1997.

Classified Ads

The paint was recently professionally corrected and sealed with CQuartz UK finish and presents as nearly new. All of the VIN tags are intact on the body panels. The interior presents as a 9.5/10, with no rips, tears, gouges or cracks. The back seats look like they were never sat in. The engine was preventatively rebuilt at 64k miles, so the car comes with only 21k miles on a fresh engine. All options function as they should, except for the radio, as it no longer picks up AM/FM. The A/C blows ice cold. The car has been tastefully modified to provide a more modern driving experience, with a newer Alpine head unit with USB, Zimmerman rotors, Koni adjustable stuts, H&R Sport springs, and Hankook Ventus V12 Evo tires. All books and receipts from 2001, some from 1997. All tools and spare wheel properly stowed in the trunk. DS2 wheels are free of any curb rash and major defects. Minor chips only. Must see and drive to fully appreciate. This car is deserving of a great home and new owner to continue the legacy of maintenance and preservation. Only selling as I am in need of a utility vehicle to help expand my business, and need the room in the garage. Will you help me preserve this M3? Asking \$13,500. Contact Robin Schroeder at 2106188322 or send email to rbnschrdr1981@gmail.com.



Tires for Sale

Continental ContiPro Contact SSR 245/45 R18 100V (fits F10 550). Used, 5/32" tread remaining (>50%). 4 available -- best offer, individually or the set. Contact Dave Rainwater at 512-773-1963 or send email to dl_rain@yahoo.com.



1988 BMW M3

w/98K miles. Diamond Schwarz paint with black leather interior. 1 of the 4,996 M3s built for the US market from 1988 through 1991. Very good condition overall. All original panels w/VIN decals, no rust, or damage. Clean Carfax. Reversible modifications to include; Koni adjustable yellow shocks, H&R sport springs, fixed camber plates front, IE adjustable camber and toe kit rear, Turner sway bar reinforcements front & rear, IE adjustable sway bar end links, IE front stress bar, E39 style 5 17x wheels w/hubcentric rings, Turner oil baffle kit, S50 chain tensioner, evo lower air intake, Dinan chip, R134a conversion, euro intake covers and grills, aftermarket radio. Built-in period K40 radar detector. All parts needed to return car back to stock are included with sale with the exception of intake covers and grills. The car has minor cosmetic blemishes on the exterior paint and minor staining on carpet, but you will have to look very closely to see them. Please remember that this is a 27 year old

Classified Ads

car. The dash is un-cracked and there are no rips, tears, or stitching issues with leather. The seats were professionally re-dyed one year ago. Mechanically, the car is in very good overall condition; the car starts, runs, and idles as smoothly as any well maintained, good condition, 98K mile S14. This car easily meets a Condition 3 or better requirements listed in the Hagerty E30 M3 price guide; I highly encourage you to use that document as a reference. These cars are becoming highly collectible and will likely appreciate out of reach to the average individual in the near future. This car has been shown locally and has won multiple awards. Serious inquiries only, please no dreamers or joy riders. This is a rare opportunity to buy an un-wrecked, unmolested, un-swapped, first generation M3. Asking \$48K. Contact Robert Ellingson at 210-386-2686 or send email to rellingson@satx.rr.com.



2012 M3 Coupe

One Owner, Well maintained and garaged. Melbourne Red exterior and black dakota leather interior with carbon-fiber trim. Manual 6-Speed, 2012 Navigation system and upgraded with latest 2015 maps, Xenon Adaptive Headlights with dynamic auto-leveling, iDrive with BMW Apps and bluetooth connectivity, and BMW smartphone holder in center armrest. Adaptive M Suspension, M Drive and M Driving Dynamics Control, and carbon-

fiber roof. Complete service history and was serviced only at BMW of Austin. 47K miles. Standard warranty until 12/2015. Replaced tires with new Michelin PSS and have less than 200 miles on those tires. Clear title and based in Austin. Asking \$44,500. Contact Sridhar Kamma at 512-226-3652 or send email to sri.bmw.m3@gmail.com



2011 M3

2011.75 E92 M3 (3/2011 production, includes Combox for Bluetooth Audio streaming and USB audio without Y-cable), ~39K miles, clean title in-hand. FACTORY SPEC: Le Mans Blue, black leather interior w/ aluminum trim, 6-speed manual transmission, 19" 220M wheels, Premium Pkg, Convenience Pkg, EDC, Enhanced Sound, BMW Apps, Moonroof, SiriusXM. MODS: StopTech ST-60 BBK, Vorshlag Camber Plates, ModMyNav rear camera. CURRENT STATE: No active warranty, prepaid maintenance, BMW Assist, or SiriusXM subscription. New StopTech rotors. Maintained at or above Mike Miller's BMW Lifetime Maintenance schedule. Dings on right rear quarter panel. Asking \$43,000. Contact John Hughan at 415-706-7973 or send email to john.hughan@gmail.com.

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Wheels/tires for sale

From 1996 328i, set of (6) style 32 OEM BMW Wheels. 15" x 7", 15 spokes. All in fairly good condition. Some minor curb rash, 2 have pothole damage. 4 wheels have fairly new tires. \$75 each or all 6 for \$400! P/U in Lago Vista or may deliver if in the Austin area buying all 6. Contact Dan McLaughlin at 516-658-3763 or send email to dane39m5@twc.com.



Steering Wheel for sale

Selling my E36 MOMO Italia gotham steering wheel and matching shift knob. Used it for 4 months then my car was totalled while parked. You can use the MOMO adapter for other models and the wheel bolts right on. The adapter I have

is for the e36 model. Asking \$300 or best offer. Wheel retails for \$275 and knob for \$99. In perfect condition. Contact Joe Sylvester at 904-525-3180 or send email to Joseph.Sylvester80@yahoo.com .



Wheels for sale

Selling a new set of four staggered M wheels, 18x8 and 18x9 that are for the e36. Offset for the front and rears are ET37. Will fit other models but check with fitment guide for your vehicle. They are powder coated mat black and bolt pattern is 120x5. Never been used and no need for them anymore, \$600 for set. Also have a set of four 5 spoke chrome beyern 18x8 wheels with tires two new BFGoodrich(1200 miles) and two old tires that need replaced. Asking \$200 for that set. Contact Joe Sylvester at 904-525-3180 or send email to Joseph.Sylvester80@yahoo.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.

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