



# TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



**A Pair of 3s on the Wild Animal Tour**

Photo by Eric Chang

**September 2010**



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

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## *From The President*

### **On showing pride, unity, and club spirit..Part 2**

As I said last month, the Tri-Marque concours, this month, gives us a unique opportunity to display our pride in our BMWs; to exhibit unity as a community of owners of the “Ultimate Driving Machine”; and to demonstrate a tremendous amount of club spirit as members of BMW CCA and the Tejas Chapter.

I also said that as far as “unity” goes, it would definitely be nice to have more BMWs than any of the other marques. If we can have 25 BMWs at Coffee and Cars, we should have at least that many on display at the Tri-Marque Concours, but 50 BMWs would be fantastic. As of this writing, we have 17 BMWs signed up and only 9 of those are for judging. I really hope that this improves by the time of the event.

A lot of work has gone into this event from people in the Mercedes Club, the Audi Club and the Tejas Chapter. Please show them that their efforts were

worthwhile and support this event. Besides all proceeds go to a very worthwhile charity. Maybe the award shown below could be yours. Come out on September 25th and show the pride, unity, club spirit that I know you all have.



Coming in October is the perennial favorite of our membership - the Utopia Weekend. John & Maria Swann are once again planning a great weekend, which happens to be our 11th annual running of this spectacular event. So mark your calendars now; reserve October 22 through October 24 for the Utopia Weekend; and make your hotel reservations in Kerrville for Friday and Saturday night. I can guarantee in advance that you won't regret it.

**Until next time ....**

**Glenn McConnell**

### *Welcome New Members*

#### Austin

*Gary Huber  
Hans Malazar*



#### Georgetown

*David Mann  
Margie Mann*

#### San Antonio

*David Abrams  
Ed Nichols  
Michael Okwura  
Ronald Sellers*

#### Boerne

*Craig Golomb*

#### Cedar Park

*Justin King*

#### Corpus Christi

*Deborah High  
Joseph High*

#### New Braunfels

*Shearon Mitchell*

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



# 2010 Austin German Tri-Marque Concours & Show

Open to all vintages of Audi, BMW, Mercedes-Benz Automobiles

**SATURDAY \* September 25, 2010**

**National Tire and Battery (NTB)  
8601 N Mopac Expressway  
Austin, Texas 78759**

Staging time : 8:00 am  
Rags Down : 9:00 am  
Awards : 1:00 pm

*Complete official registration form by visiting:*

**[www.Tejaschapter.org](http://www.Tejaschapter.org)**

*Limit : 90 cars (30/Marque) for judged category*

*Deadline for registration is September 17, 2010*

**All Proceeds Benefit the Center for Child Protection**



*Brought to you by:*  
**National Tire and Battery  
Mercedes-Benz Of Georgetown  
Roger Beasley Audi  
BMW of Austin**

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

# Letter to the Tejas Chapter

by Brandin Lea

Dear Fellow Tejas Chapter Members,

I know some of you may not even know me yet, and some of you might. The last tour I attended with Trish was the drive out to Fredericksburg, TX. We wanted to tell a story to you today about what happened to us during a recent trip back from Denver, CO. It is a story that even I do not believe myself and I was there. I started my day planning my route back to Austin, TX. I wanted to take some of the most scenic and beautiful routes back while



at the same time not taking forever to get back. Having my 2000 BMW 540i (sport package) I knew it was going to be an awesome fast paced drive back to Austin.

We left Denver around 2 pm and made our way up to I-70 east heading towards Kansas. I took as many pictures as I could on my way. To our surprise I-70 was very clear almost the whole way out. Rather than heading into Kansas to get to I-35 instead we made our way south on US-287 heading towards the pan handle of Oklahoma. All I have to say is that is some awesome country side. Driving at near 90 mph it was brisk and cool outside (a far cry from back home in

Austin) and it made the drive that much more enjoyable. We were talking and enjoying the sites even stopping



in some of the quaint small towns along the way. We were making awesome time on our way back too. I noticed on the GPS that we were coming up on some US national grasslands and thought it would be an awesome sight to see.

This is the part of the story that I know everyone will want to here. I know that there is always conjecture about BMW's capabilities and most long time Texans with their big trucks and off road packages tip their noses at the site of a non American made car let alone the fact it isn't a truck. Well I have this to say to those people, **STICK IT!** As we were driving through the city of Springfield, CO we came upon the cross roads of US-287 and US-160. Road construction crews had the entire US-287 shut down for construction and were guiding traffic back and forth over 10 miles into a single lane for both directions. I was pi\*\*ed, and frustrated of course. I got out of my car after waiting for 45 minutes to be allowed to go. I walked up to the construction foreman and asked what time I could expect to be let through. They told me we could be waiting up to 3 hours and they suggested taking US-160 into Kansas and going through Oklahoma to get to

Texas. This route would add another five hours to our trip and an untold amount of miles. Of course this made me even angrier. I told Trish we would be waiting for a while. After sitting for another 30 minutes I started to play with the GPS and the mapping software on my phone to figure another way around. I thought I found what would be a great way around this mess and we shot off the traffic jam



and headed east on US-160 at 6:45pm and took an immediate right on County Road 26.2, yes I said 26.2 as it really is a road. My GPS system said it was a partially paved road, so we took it as it followed the highway parallel and popped back out onto the highway in several places.

Needless to say the road was not even close to being paved, but it was at the beginning at least well packed dirt. Being that this was the desert, I didn't worry too much about water on the roads or ruts caused by running water. We went south for 4 miles and realized the Nazi construction crews had already thought of that and blocked off all the roads going down for 6 miles that let you back onto the highway. Tricia and I were a bit perplexed and decided to turn around and find another way. Remember we are now deep into the Comanche National Grassland, and there was nothing for miles in any direction (you

can Google map it). We drove north back up the county road 26.2 and found another county road (Aa 1/10) that went a bit more east to County Road 27 that followed some rail road tracks south following the US-287 for another 12 miles before it turned into County Road U and popped back out to the US-287 highway far past all of the construction Bull\*\*\*\*. We looked at each other and looked at the clock and said to each other "let's do it"

We drove over to county road 27 and realized that this was in no way an actual road, it was more of a cow path but we bit our lips and headed down the road. I have to say I am more impressed with my 4 door BMW sedan



now more than I ever was. It traversed some of the roughest terrain roads I have ever seen and I have driven military vehicles in Iraq. There were ruts, pitfalls, loose gravel, overgrown bushes in the middle of the road, sharp rocks, railroad debris, and 65% inclines comprised of nothing more than dirt and loose rocks. The car handled it like a champ at 30 mph. This awful rough and bumpy road went on for more than 10 miles. We made it over what we hoped would be the last steep hill and made our way down. To my dismay, I never noticed the wet soil at the bottom of the hill and the car ran right into it. We almost

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## Letter to the Tejas Chapter

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made it through but the car bogged down and stalled out from all of the mud. I could tell the car was overheating too from all of the bugs and small critters we ingested during the drive. We were stuck and stuck



well. We buried the car in 2 feet of mud. We got out and assessed the situation. I was even more pi\*\*ed now than before, as nature foiled my plans to screw the highway construction crews out of making me stay in one place for three hours. I remember all of the people in the other cars laughing at us when we started our trip down the country roads. I was devastated. To make matters worse there was no cell phone signal at all. We were stuck underneath a railroad bridge no more than a mile from freedom to County Road U.

To make matters worse it was



starting to get dark and the nearest town was 22 miles north of us, 40

miles south of us, or more than 60 miles to the east or west of us. There was nothing as far as we could see but a small barn off to the east. I sat on the rail embankment trying to figure out how we were going to get out of this. I always drive prepared so we had plenty of water to cool the engine down and drink ourselves plus Gatorade and food to boot. We hiked up the embankment to see if being any higher would give us reception to call a tow truck. To my surprise I got one bar of cell reception. I immediately called USAA roadside assistance and tried to get through the automated bull\*\*\*. Just then a train came out



of nowhere and we jumped down to get away. I dropped my phone and the battery went flying. Now we had no phone, no help, and totally screwed. We looked for the battery for about thirty minutes and finally found it. Now the sun was down. We could hear coyotes howling in the evening air, and two ominous vultures started circling above us. We were now very depressed and considering grabbing the water and hiking to the next city. We were completely inundated with biting flies and mosquitoes that just would not leave us alone. Trish had to put pants and a long sleeve shirt on just to protect herself. I remembered I had some  $\frac{3}{4}$ " nylon rope in the trunk of the car and the towing hook

attachment! I told Trish to start collecting brush and sticks from the



area and placing them under the fronts of the tires and all over the area of mud in front of the car. I installed the



towing hook and tied the rope in a sailor's knot to it. I grabbed a bottle of Lucas Oil stabilizer from the trunk and pulled the rope to the nearby cattle fence posts. I used the posts as pulleys and soaked the posts in Lucas Oil to reduce friction on the rope. Trish got in the driver's seat and started the now cooled car. I pulled tension on the rope over the posts and she gave it a little throttle. As I pulled she crept forward. I was exhausted after about 12 minutes of this but I kept going. I told her to put it in 1st gear and get out of the car to help me. We now are both pulling as the car tries to drive itself with traction control off. With one really hard pull we yanked the car out of the mess and ran to jump back into the car. We stopped it, and got out to assess the damage again. Outside of being very dirty it was fine, NO DAMAGE

at all. We quickly jumped in and started down the road again. We hit one more climb of about 70 feet up the side of a mound at more than 70% incline. We hopped over the side onto County road U and used the dirt road to kick off the mud sticking to the tires and car. After one mile we saw it, the US-287 turn off. We were passed all of the construction that we could see just up the road. We were so happy and tired at the same time. It was now 9pm and we were sailing down US-287 into Oklahoma's panhandle. We finally made it into Texas around 11:30 pm and stopped to get a bite to eat at a local waffle house in Amarillo. Some of the people that were waiting back with us in Colorado walked in an hour or so later beat and angry. They saw us and asked us what time we got in. We told them over an hour ago and it really made them mad. They sat at that construction block for more than 4 hours. We told them we found an alternative route to get around through some back roads. They were stunned that our car made it through, where they were too scared to drive it in a pickup truck.

I would love to go on about our story as there are still 9 more hours of driving through the hill country to talk about but I am going to leave it here. The meaning of my story is we took our 2000 Silver BMW 540i four door family sedan through a 14 mile river of sh\*\*, and came out clean on the other side. We had the adventure of a life time and have a great story to share with everyone now. BMW you have crafted one of the finest cars in the world, and we proved it this weekend.

## Tejas Chapter Incentive Points Challenge for 2010

To encourage participation, the successful Incentive Points Challenge began in 1998. The members or associate 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 2011. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on Incentive 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)    | 30             |
| Original Article published in the Trax (less than 500 words)  | 15             |
| Recruitment of a commercial ad for Trax                       | 20% of ad cost |

### 2010 Incentive Points Challenge Leader Board As of August , 2010

|                 |                 |                    |                     |                  |
|-----------------|-----------------|--------------------|---------------------|------------------|
| <u>750 Pts</u>  | <u>180 Pts</u>  | Billy Harris       | Michael Cole        | Derrick Houghton |
| Allan Gazza     | Tom Brown       | <u>80 Pts</u>      | Kevin Duffy         | Richard Hunter   |
| <u>640 Pts</u>  | Linda Cook      | Francisco Cruz     | Nathan Fong         | Skip Jones       |
| Sridhar Kamma   | Tim Cook        | John Russell       | John Harper         | Joe LeFevre      |
| <u>580 Pts</u>  | Gina Silvestri  | Steve Tatro        | David Michna        | Bill Leisey      |
| Herb Looney     | <u>170 Pts</u>  | <u>70 Pts</u>      | Alice Villarreal    | James Matthes    |
| <u>450 Pts</u>  | Ken Carson      | Brian Cook         | <u>40 Pts</u>       | Daniel Mazza     |
| Mike Sevel      | Connie Stried   | <u>60 Pts</u>      | James Blue          | Brian McKinney   |
| Donald Yule     | Javier Torres   | Jose Alejo         | <u>30 Pts</u>       | Evan Peterson    |
| <u>390 Pts</u>  | <u>160 Pts</u>  | Chip Beaudette     | Mike Alewine        | Amanda Shanks    |
| Linda Cavazos   | Brandin Lea     | Don Bishop         | Jose Amador         | Wyatt Shanks     |
| <u>340 Pts</u>  | <u>140 Pts</u>  | Fred Brinkley      | Bob Ashenbrenner    | Robin Stein      |
| Marco Cordon    | Jeff Franklin   | Bill Craig         | Kimberlee Augustine | Duke Stevens     |
| <u>300 Pts</u>  | <u>120 Pts</u>  | Spencer Cubage     | Graham Bishop       | Francis Terway   |
| Eric Chang      | Tom Dawson      | Gay Dawson         | Einstein Blaize     | Claude Welles    |
| Susan Yule      | Brad Mitchell   | Fred Egloff        | Donna Bogan         | Jo Ann Welles    |
| <u>260 Pts</u>  | Johnny Mitchell | Tim Ehrhart        | Greg Cernosek       | Eddie Williams   |
| Philip Nybro    | Brad Thompson   | Nancy Fisher       | Daryl Cunningham    | <u>20 Pts</u>    |
| <u>230 Pts</u>  | Roger Williams  | Joseph High        | Heather De Ande     | Sean Crawford    |
| Paul Goldfine   | <u>110 Pts</u>  | Mary Lou Katchen   | Kathy Eltringham    | Michael Lambert  |
| Alan Greene     | Mike Anderson   | Jack Laumer        | Wayne Eltringham    | Terre Williams   |
| Gregg Peterson  | David Elyea     | Blake McIntyre     | Wayne Fleenor       | <u>10 Pts</u>    |
| Martie Peterson | Sam Love        | Carl Nybro         | Robert Flores       | Donald Sloan     |
| <u>210 Pts</u>  | <u>90 Pts</u>   | Ronald Romonosky   | Dennis Freiheit     |                  |
| Jonna Clark     | Rob Brown       | Kurt Schwerdtfeger | Kathy Freiheit      |                  |
| <u>190 Pts</u>  | Herb Carey      | <u>50 Pts</u>      | Bennett Hall        |                  |
| Josh Butts      | Hugh Fisher     | Christopher Code   | Stephen Heyman      |                  |

**2010 Incentive Points Challenge Rookies Leader Board  
As of August 27, 2010**

|                                 |                                   |  |                                   |
|---------------------------------|-----------------------------------|--|-----------------------------------|
| <u>13.87 Pts</u><br>Brandin Lea | <u>10.31 Pts</u><br>Don Bishop    | <u>5.48 Pts</u><br>Bill Craig          | <u>2.84 Pts</u><br>Skip Jones     |
| <u>12.67 Pts</u><br>Rob Brown   | <u>7.96 Pts</u><br>Michael Cole   | <u>4.22 Pts</u><br>Kimberlee Augustine | <u>2.43 Pts</u><br>Terre Williams |
| <u>12.48 Pts</u><br>David Elyea | <u>7.26 Pts</u><br>Francisco Cruz | <u>3.50 Pts</u><br>Sean Crawford       |                                   |
| <u>11.48 Pts</u><br>Joseph High | <u>5.51 Pts</u><br>Blake McIntyre | <u>2.84 Pts</u><br>Jose Amador         |                                   |



# Texas World Speedway 2010 Driving Events

## TWS Performance Driving School

JULY 24-25    OCT 16-17  
AUG 28-29    NOV 20-21  
SEPT 18-19    DEC 11-12

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

\$195 for one day PDS  
\$295 for two days (weekend)  
\$25 garages/day

## Open Track Day Events

JULY 23    SEPT 10    NOV 12  
AUG 14    SEPT 17    NOV 19  
AUG 27    OCT 15    DEC 3  
                  OCT 22

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

\$125 for Open Track Day Events  
(includes garages)



[www.TexasWorldSpeedway.com](http://www.TexasWorldSpeedway.com)

Calendar of Tejas Chapter  
and Related Events



| Date                | Event                             | Meet Location |
|---------------------|-----------------------------------|---------------|
| September 25, 2010  | Tri-Marque Concours<br>see page 5 | Austin        |
| October 22-24, 2010 | Annual Utopia Weekend             | Kerrville     |
| November 2010       | TBD                               | TBD           |
| December 2010       | Annual Charity Event              | TBD           |

Web Site Info

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



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# Wild Animal Orphage Tour Review

by Mike Sevel

A nice group of regular and new members met in Garden Ridge to begin our “safari” and the following luncheon. It was a perfect weather day with the exception of six raindrops observed on my windshield which were immediately wiped off. Jean had suggested that we provide all members with a bag of old fashioned animal crackers to put us in

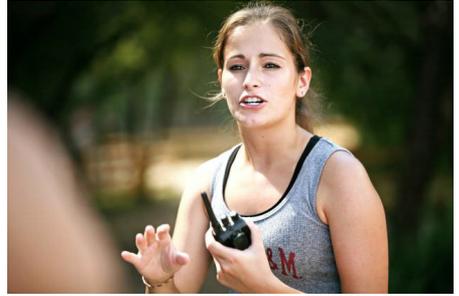


the “safari” mood. The response was fun as members remembered animal crackers from their childhood and one fellow indicated that he occasionally uses animal crackers to create pie crusts.



Our first driving trek traversed the cities on Garden Ridge, Bulverde, Fair Oaks Ranch, Grey Forest and San Antonio. Upon arrival at the Wild

Animal Orphanage, we were split up into two groups, each led by a knowledgeable guide. The Orphanage relies on private



contributions and tour fees only, no other government subsidies. Most of the animals were abandoned or mistreated by their original owners and the Orphanage provides medical and other rehabilitation efforts to ensure a high quality of life and education for the public. The inventory of animals is always changing due to deaths and new arrivals. We saw three bears (one danced for us), 20+ tigers and also lions, wolf hybrids, lemurs and a zillion monkeys.



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**Wild Animal O**  
**August 2**  
**Many thanks**  
**Many more great photos are a**





**Orphanage Tour**  
**21, 2010**  
to Mike Sevel  
available on the chapter website



## Wild Animal Orphage

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The lone white tiger was the most visually impressive and the advertised



Liger (half lion/half tiger) unfortunately passed away with cancer recently.

Then we embarked on a non-scenic but time efficient drive to the fabulous Marriott Cibolo Canyon



Resort. We met in the lobby of the High Velocity Lounge and gawked (at least I did) at the giant television sports oriented screen. We were seated as a group behind the the screen (much to Jean's delight as she does not enjoy loud sports audio while dining). I was quite surprised regarding the quality of the special menu they created for us which included our club's logo. We also had the flexibility of changing our menu selection which is a nice touch and they added a list of 25 drafts beers available and many members were enjoying them. The bonus surprise was the dessert. I had asked them if they could provided a courtesy dessert,

something simple like a plate of brownies. Wow, they gave us tablespoons in advance and then



provided us with a chocolate brownie (Jean told me it was a torte) with ice cream and two sauces. Talk about smiles! I also introduced Marriott's Mike Callahan who supervised the luncheon and we gave him a nice round of applause. Several members remarked that the food, service and ambiance was excellent. I sent an email to Marriott's catering manage expressing our satisfaction with the luncheon.

After the luncheon, most members took my suggestion and walked around the pool/water park area and to view the Cibolo Canyon. The temperature at that time was hovering around 101 degrees but we found a seating area under the trees and enjoyed a rare breeze.

Thanks to all members who participated in the event. I hope to see you at the Tri Marque event in Austin on September 25th.

# The Almost Concours

by Glenn McConnell

With the Tri-Marque Concours coming up this month, I thought that I would share a concours story from the past. Some of you may remember this little saga, but most of you won't.

Long before our lives were complicated by iPods, MP3 players, and cell phones that do everything but brush your teeth for you, we had an event called Maifest. Not surprisingly, this event took place in May every year and was conducted jointly by the three Texas Chapters - the Houston Chapter, the Lone Star Chapter and the Tejas Chapter. Maifest was held from 1984, usually at Woodcreek Resort in Wimberley, until it died in 1995 in San



Antonio. The concept of the event was based on BMW CCA's Oktoberfest. It ran from Friday evening to Sunday noon and included Gymkhanas, Rallies, vendors, lots of food, and a Concours.

The events usually started off on Friday evening with a social event and vendor display. On Saturday, we would get down to the serious business of the

Gymkhana and the Concours, with the rally on Sunday morning. Following all the activity would be an awards dinner where the awards were given out to those who had taken the weekend seriously and had put competition before fun!! That is partially a joke, but a recurring attitude from those who failed to win an award - they were just there for the fun!!

Well, I got sidetracked a little, as this article was supposed to be about a Concours, but I had to set the stage. The year was 1985. The month was May. The event was, in case you couldn't guess, Maifest '85. Sandy and I were going to enter two of our three BMWs in the Concours. At the time, we had our first BMW that we purchased new in 1977 which was a Rubinrot 320i, a new 1985 325e 4-door, and a 1970 2002 that we had purchased very used in 1983.

Apologetically, I must digress momentarily to provide some history on the cars. The 1977 320i, as I said, was our first BMW and it was our pride and joy. Actually, I should say that it was Sandy's pride and joy. It took me almost a year to convince her that we should spend the megabucks

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## The Almost Concours

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for it in the first place, but within a week of taking delivery, it was HER car. We owned the 320i until it died an untimely death, still in Concours condition, at the hands of our oldest daughter in October 1997. Twenty years of ownership gone in a flash, but we still have a room full of trophies from its many concours events!!



Now the 2002 was a different story. In 1983, I was looking for a project car and I found a 1970 Sahara Beige 2002 that was cosmetically pretty bad, but mechanically very



sound for \$1,800. I don't think there was a body panel that didn't have a dent, but it had a brand new motor and the interior was like new. So, we bought it and with six months labor and \$5,500 more invested, we had a Concours level 2002. What had started as a tattered beige automatic eyesore was now a red, 4-speed, twin side draft pocket rocket.

Okay, that's the history. Now back to the story. As I said, we were going to enter the 2002 in the Maifest '85 Concours in Wimberley. After the social event on Friday evening, we drove back to Austin (we were saving money by not staying at the Woodcreek Resort) to finish the concours prep on the 2002. We burned the midnight oil to get it done. The last chore that needed to be completed was getting the wheels, tires, and wheel wells spotless. This was accomplished by putting the 2002 up on jack stands and removing all four wheels. That way, we could get the backs of the wheels clean and could thoroughly clean the wheel

wells, including another layer of fresh undercoat to all four wheel wells. With the cleaning done, the last step was to remount all four wheels and we were done! The clock was approaching 1:00am as we wrapped it up. This was going to be a short night, since we had to leave at about 6:00am to drive back to Wimberley in time to get the final concours prep done before the judging began.

Bright and early on Saturday morning, we headed off for the Woodcreek Resort. I was leading in the 2002 and Sandy and the kids were trailing in the 320i. All was going well until about half way to Wimberley. All of a sudden, I started hearing a clattering noise that sounded like the muffler rattling. When I got to a place that allowed me to pull over, I stopped the car, got out, and checked for loose things. I couldn't find anything. The muffler was tight and there was nothing loose in the trunk. A little bewildered, I got back in the 2002 and we continued our trek. The rattling, however, continued. As we drove through a big sweeping left hand turn, I had just about decided to pull over again, when what to my wondering eyes did appear? No, it wasn't Santa and his reindeer - it was one of my wheels going through the turn faster than I was.

Within a nanosecond of realizing I had just lost a wheel, the left rear corner came crashing to the road with a thud. Fortunately, we were only driving at about 60 mph, so I got it stopped pretty quickly and got out to survey the damage. Besides missing the left rear wheel, the left rear brake drum was missing and the bottom part of the backing plate had been ground

down by the pavement. Oh well, I at least knew what the rattling noise had been. Obviously, in our haste to get the job done in the wee hours of the morning, someone had neglected to tighten the lug nuts!!

The first step was to retrieve the wheel. I had no problem finding it in the tall weeds, but the brake drum was another story. Almost an hour and 1,000 chigger bites later, we gave up trying to find it. The only other damage was to the left rear fender flare which had been broken into three pieces when the wheel came off. I managed to find the pieces. Amazingly, the lug holes in the wheel had not been damaged. I took one lug from each of the other three wheels, remounted the wheel without a brake drum, and we limped the 2002 to Woodcreek.

Despite the setback, I was still determined to get the 2002 into its first concours. After finding a good place to park the 2002, I headed for Wimberley in the 320i to look for some repair parts. This had to be quick because the clock was ticking on the "rags down" time. I couldn't find a parts place with a 2002 brake drum, but I did find an Ace Hardware that had a fiberglass repair kit and some Ford engine red paint that was a very close match to the Henna Red on the 2002. With my goodies in hand, I zipped back to Woodcreek to tackle my task.

I put the fender flare back together with the fiberglass repair kit and waited through the drying time by doing some last minute detailing. By this time, many of the attendees had heard my woeful story and were cheering me on. With time running

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## The Almost Concours

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out, I did the final sanding on the flare, painted it red, and mounted it back on the car. I was actually pretty proud of my work (we later sold the car without ever doing any other repair).

The final step was to put the wheel back on, with a borrowed brake drum, and get the car to the judging area. The clock was ticking, ticking, ticking. Amidst resounding cheers from the gathered attendees, we pulled the 2002 into the judging area. "Whoa! Not so fast!", came a booming voice. It was the voice of the Judging Master for the Concours, Bill Sours from the Lone Star Chapter. According to many of his chapter members, he had come by his last name honestly!! "I'm sorry", he said, "you have missed the rags down time by ONE MINUTE. You are too late. You can only put it in the display area". Despite the "booing" and pleading from the crowd, I was not

allowed to enter the judging. All that effort and hustle was to no avail and the 2002 became a display only item.

Later that day, during the Gymkhana event, Bill Sours missed a shift in his pristine 645CSi and broke the guibo, which twisted his driveshaft like a pretzel. Although it was a sad scene, jeers and cheers rang out from those in the crowd, who were still remembering his booming "You are ONE MINUTE late"!!



This was the 2002's only venture into the world of concours, as we sold it to one of the Lone Star Chapter members who had seen it at Maifest and wanted it. I hope your preparation for the Tri-Marque Concours this month is much less eventful, but just as memorable!!



# More dynamic handling, more diversity, more individuality

by BMW Press Club

Starting in the autumn of 2010, the product range of the BMW M GmbH will offer even greater diversity. From September 2010, the M Performance range will comprise a choice of newly developed accessory products for targeted individualisation and a further increase in the BMW M3's dynamic handling potential, including hand-crafted carbon components and a lightweight sports silencer. At the same time, the experience of driving a BMW X5 M and a BMW X6 M will be optimised thanks to new equipment options and additional innovative BMW ConnectedDrive services.

From September 2010, it will be possible to emphasise the dynamic character of the new BMW 5 Series Saloon and the new BMW 5 Series Touring with the M Sports Package, which has been conceived to suit each particular model. Moreover, in November 2010 and prior to the worldwide launch of the new BMW X3, an M Sports Package for this model will also be presented. In addition, the BMW Individual product range will comprise further attractive options, which will become available for the BMW 7 Series and the BMW 5 Series as from the autumn of 2010.

## Tailor-made dynamics: The M Performance range for the BMW M3.

The BMW M3 owes its unique pulling power to a 4-litre, high-revving V8 engine with 309 kW/420 bhp.

Its impressively athletic looks is characterised by an unmistakable, M-typical design. Driving dynamics and appearance of the high-performance sports car can now be resolutely and individually optimised by the use of accessory products from the M Performance portfolio. The newly conceived product range comprises attractive and particularly high-quality retrofittable components for the power unit, aerodynamics and cockpit, these being available from the BMW M GmbH dealership network and BMW branches.

The M Performance sports silencer featured on the BMW M3 provides a particularly characteristic enhancement of the V8 engine sound. The extremely heat-resistant sports silencer, which is 40 percent lighter than the regular series production component, consists of a chromium-nickel material developed for motor racing. The characteristic M double tailpipes are made of titanium. An M Performance rear spoiler and M Performance hand-made carbon front-apron flaps provide additional downforce. Exterior mirror caps in a carbon design also reflect the car's enhanced dynamics. Inside the car, the driving experience inspired by motor racing is accentuated by aluminium pedals and a carbon interior trim.

All M Performance components are available individually. At the same time, they have been harmonised with regard to design and the technology used and can be combined according to individual preference. Each product complies with the stringent BMW Group safety and quality standards.

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## More dynamic handling

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### **New BMW ConnectedDrive services for the BMW X5 M and the BMW X6 M.**

Commencing in the autumn of 2010, the BMW ConnectedDrive product range will offer innovative services for enhanced comfort, infotainment and safety in the models BMW X5 M and BMW X6 M as well. Following the already existing supplementation of the range of optional equipment for both high-performance cars in the BMW X segment with the driver assistance systems Side View and Speed Limit Info, new technology for the integration of mobile phones and music players now permits the use and control of further innovative functions via the onboard operation system iDrive.

Starting in the autumn of 2010, vehicles fitted with the optional navigation system Professional, including mobile phone preparation with

Bluetooth interface, offer adequate preconditions for the use of the new office functions. Using these, calendar entries, text messages (SMS, e-mail), tasks and memos can be shown on the control display and announced by means of speech output. When using the telephone functions, contact lists, including image files can be transferred from a mobile phone to the vehicle. Bluetooth audio streaming, likewise a new function, permits wireless transmission of music files from an end user device to the vehicle. When a mobile phone or a music player is linked up with the vehicle via the optional USB interface, cover images belonging to an audio file can be transferred to the onboard monitor.

### **Clear signs of unsurpassed driving pleasure: M Sports Package for the new BMW 5 Series Saloon and the new BMW 5 Series Touring.**

As from the autumn of 2010, an M Sports Package designed specifically for each model will be available



for the new BMW 5 Series Saloon and the new BMW 5 Series Touring, the most dynamic models in each of their segments. The M sports suspension, the M aerodynamics package and 18-inch M light alloys featuring a double spoke design contribute towards en-



hanced driving dynamics and an exceptionally powerful appearance. 19-inch M light alloys are also available as an option. On the BMW 5 Series Saloon, both light alloy versions come with different size tyres at the front and rear. Furthermore, the M Sports Package for the BMW 5 Series Saloon also comprises the M rear spoiler developed specifically for this model.

Sport seats featuring Alcantara/fabric upholstery developed exclusively for the M Sports Package ensure an exceptionally sporty interior ambience. Their exclusive character is accentuated by high-grade materials, contrast seams and the M emblem on the seat. Additional interior features included in the M Sports Package comprise, inter alia, the M leather-clad steering wheel, the M gear lever knob, the M footrest, the anthracite BMW Individual roof lining and Aluminium Hexagon interior trim strips.

### **Best dynamics in the segment: The new BMW X3 with M Sports Package.**

Prior to the market launch of the new BMW X3 in November 2010, the BMW M GmbH is also presenting an M Sports Package for this model, containing attractive components for the suspension, aerodynamics, exterior and interior. The new Sports Activity Vehicle boasts the best acceleration and fuel economy in its segment. The car's outstanding dynamics can be further optimised and visually enhanced with the M Sports Package, which will be available from the second quarter of 2011. The equipment range includes the M aerodynamics package, chrome exhaust tailpipes, the BMW Individual High Gloss Shadow Line for the side window surrounds and roof rails. The body components of the M aerodynamics package are painted in body colour on the front, rear and side of the vehicle, the diffuser panel of the rear apron has a Dark Shadow metallic finish.

An M sports suspension and 18-inch M light alloys as well as Performance Control for the standard four-wheel drive system xDrive increase the SAV's dynamic handling potential. In the case of the new BMW X3 xDrive35i, these features are complemented with an automatic sports transmission, including shift paddles on the steering wheel and Variable Sports Steering.

M sport seats with a fabric/leather finish, an M leather-clad steering wheel with multifunction buttons, including Cruise Control, and an M foot

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## More dynamic handling

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rest for the driver offer enhanced driving pleasure inside the new BMW X3 with M Sports Package. The high-quality sporting ambience is rounded off by the Individual roof lining, interior trim in brushed aluminium, an M shift lever for the BMW X3 xDrive20d with manual gearbox and a refined steel insert for the luggage compartment loading sill.

### Exclusive design: New options by BMW Individual.

As from the autumn of 2010, a choice of new attractive options from the BMW Individual equipment range will be available for the BMW 7 Series as well as for the new BMW 5 Series Saloon and the new BMW 5 Series Touring. For the very first time, the BMW

Individual cool box is being offered for the BMW ActiveHybrid 7. Moreover, starting in September 2010, all variants of the luxury saloon can be ordered with sport seats in BMW Individual Merino fine grain as well as with the BMW Individual roof lining in Alcantara Amaro Brown, including a corresponding lining for the rear shelf.

The choice of BMW Individual options for the new BMW 5 Series Saloon will also become available for the BMW 5 Series Touring at the time of market launch. The BMW Individual High Gloss Shadow Line and the BMW Individual Exterior Line Aluminium with a satin finish respectively add to a concise sophistication of the exterior appearance. The exceptionally sophisticated interior is enhanced by the anthracite BMW Individual roof lining and the BMW Individual reading lamps for the rear compartment.

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## Tejas Chapter Patches

Display your Tejas Chapter membership with a high-quality embroidered patch. May be sewn or glued to anything from shirts to bags or notebooks.



To get yours, send \$5.00 for each patch to the Tejas Chapter mailbox or get one at the next chapter event.



## Tejas Chapter Merchandise

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

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

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



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# Classified Ads



## 1989 325i

The pictures (more pictures in Members' Cars) tell the whole story of this pampered BMW 325i. This car belongs to an active BMW CCA club member, has always been garaged and only used on the weekends for club events and drives in the country. It has received synthetic oil changes every 5K miles and everything on the car works. The leather interior was replaced a few years ago and is in nearly new condition. The carpet was replaced at the same time. The car has a recent Kenwood CD stereo with Infinity speakers and an XM Satellite radio. Mechanically, it is mostly stock with Ronal Wheels and Supersprint exhaust. Please keep in mind that this is a 21 year old car. There are some minor blemishes in the paint and a few small door dings. However, it has never been in a wreck. It is tight and straight and runs and drives just as good as it looks. \$6,999 \*\*\*\$250 discount to active BMW CCA Members\*\*\*. Contact Daniel Briggs at 210-240-5660 or email to [dmbiggs@yahoo.com](mailto:dmbiggs@yahoo.com).

## 2003 X5 3.0

Silver, 107K mi. Original owner. New AC, Alternator, Wiper motor, very clean, NS, garaged, all power, moon roof, service records, tires 16K mi. never wrecked some small scratches. Blue book \$15.5K asking \$13.5K Kerrville TX. Contact Tilden Smith at 281-704-8018 or email to [tilden.smith@apcc.com](mailto:tilden.smith@apcc.com).



## Seats For Sale

Two E36 series (maybe others) luxury front seats in superior condition. The seats are black leather, they are power and are heated. I removed these seats from my newly purchased 96 M3 and installed the original 'vader' seats back into the car. \$750. Contact Bruce Mason at 512-502-9066 or email [amazon@austin.rr.com](mailto:amazon@austin.rr.com)

## 1998 M3 Adjustable Throw Quick Shift Kit

Originally bought for my '98 M3 several years ago. The following is the info from BMP.com for this

## Classified Ads

item: "The BMP design adjustable quick shift kit is designed to reduce shift travel by up to 40%. Less on some vehicles due to space limitations. The flexibility of the adjustable shift lever pivot point gives you the option to adjust the shift reduction to your liking. Additional features are, a high quality adjustable silicone bronze pivot ball, and the anodized billet aluminum upper shift lever. Upper shift levers are machined to receive any factory push-on type shift knob, or any of our after market universal units. The complete kit includes a custom lower shift lever with adjustable pivot point (for adjusting shift throw), high quality silicone bronze shift bushing, for durability, and a high strength solid steel selector rod, to eliminate selector rod breakage." Currently sells for \$272.65 at BMP.com. I never got around to installing this so it's now for sale at a much discounted price- \$100 (OBO). Contact Thomas Goodwin at 210-566-4688 or email to tomgoodwin2@sbcglobal.net.



### Rims & Tires

4 2005 X5 rims and tires excellent condition \$800.00 obo. Contact Terry Daniel at 210-393-4208 or email to trdaniel007@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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