

BMW Car Club
of America
Houston Chapter



A Publication of the Houston Chapter BMW Car Club of America

Torque of the Town

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Dinan Wins 24 Hour at Daytona!!

MFest V: The Ultimatum

Shark Hunt

Stuck and Said - Legends

New Houston Chapter Logo

Spring Creek Rally

Spring 2011

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COVER:
 Dinan takes the win
 at the Daytona 24
 endurance race

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The Road Ahead



By David R. Dalton
President, Houston Chapter

To those of you that were unable to make it out to our Annual Dinner this year, you were missed. This is the time we hold our annual membership meeting, announce the results of the elected Board members, recognize the front-runners and award trophies for the various autocross categories, acknowledge the new Road Monkeys, and celebrate the year in review with a slideshow of events and activities. And this year was special as we unveiled our new Chapter logo. Dennis skillfully coordinated this task, and through his leadership we were able to agree on a logo that is identifiable straightaway as to who we are and what we all appreciate so much... Houston, TX and BMW. Now personally I am not one to put stickers on my car, yet the moment I got my hands on this new logo... BOOM, bottom center of the back window. As everyone knows BMW has adopted "Joy" as the gist of owning a BMW, so I suppose our new logo is a display of Pride and Joy. Okay, I'll stop... anyway they are now available to all members, contact Pam Johnson for details.

To recapture the election results, members of the Executive Committee for 2011 are:

- President - David R. Dalton
- Vice President - Dennis Nowak
- Secretary - Jim Moffitt
- Treasurer – Sarah Nowak

The appointed Board positions for 2011 consist of:

- Newsletter Editor – James Saynay
- Webmaster – Jeff Thomson
- Membership Chair – Pam Johnson
- Social Events Chair – Kathy Lee
- Driving Events Coordinator – Ken Finley
- Autocross Chair – Gerald Anderson

Some of the things you can expect from the Board during 2011 are:

1. Updated Chapter Bylaws: This will not be a major change from our current Bylaws, but simply an update to bring them current. Our last revision was 1996.
2. Chapter Ops Manual – something new for the Chapter: This will be a living document that can be changed as needed to reflect how the Chapter is setup, how it operates, what the general membership can expect from the Board, and a description of who is responsible for what. Once completed and approved it will be posted on the website for

access at your convenience.

3. Interesting and different social events: Our new Social Events Chair, Kathy Lee, and the events committee have some new and interesting possibilities in mind for 2011. Be sure to check the website and our facebook page regularly to stay abreast of scheduled activities.
4. Improved website: Jeff has some plans to make the website more intuitive and user friendly. Something I am sure everyone will appreciate and value the benefit.
5. The Autocross Committee has developed a brilliant marketing plan to bring in more participants and interact directly with the Houston area BMW dealerships. Not only will this introduce more people to the auto-x experience, and develop camaraderie with the dealerships, but it has the potential of bringing in new Chapter members as well.
6. As the new appointed Newsletter Editor, James Saynay has thoughts on how the Torque can grow through sponsorship and more articles of interest. This is a project I have a great deal of personal interest in. Our newsletter is becoming a publication that will grab your attention from the very first page. Something you and our sponsors can be proud of, and is worthy of representing a BMW Chapter.
7. Tor Taklo is now the Administrator of our Chapter facebook page. Those on fb please check our page regularly for event updates and to network with the membership. This is a great tool for sharing ideas and comments.

The proposed Chapter Bylaws update is ready for ratification. In an effort to gain membership approval the Board has schedule a Special Meeting to be held at Cedar Creek-In the Heights, 1034 W 20th St. on Saturday, May 21st at 12 pm following our Coffee Morning. The purpose of the meeting is to openly vote on adopting the proposed Bylaws. Those interested in attending this meeting please send me an email and you will receive a copy of the existing and proposed Bylaws for your review. The decision to accept the proposed Bylaws will then be determined by simple majority vote.

2011 is going to be a banner year for the Chapter. I say that because the Board consists of some very fine people with a lot of talent who recognize the responsibilities and expectations of being a Board member. This is a group of people that have stepped up; volunteering their time and efforts to make certain this Chapter is dynamic and fundamentally inherent of your endorsement. Support their efforts and show your appreciation by coming out to our planned Chapter events. We offer a variety

The Ultimate Calendar

For the most current events listing, visit houston-bmwcca.com and check the up-to-date version of the calendar

April 9 & May 21
Saturday, 9:00am - 1:00pm
Coffee Meet-Up / Special Meeting (21st only)

Cedar Creek - In the Heights, 1034 W 20th St
Houston, TX 77008 - (713) 808-9623
Be sure and bring a friend along!

April 10
Sunday, 8:30am - 3:30pm
Houston BMW CCA Autocross

Houston Police Academy
17000 Aldine Westfield, Houston, TX 77073
(Visit the website's 'Autocross' tab to sign-up)

April 16
Saturday, 8:00am - 4:00pm
Fun Rally

May 13/14
Friday / Saturday, Visit Website for times
Car Control School

BMW North / Houston Police Academy
17000 Aldine Westfield, Houston, TX 77073

WELCOME New Members to the Houston Chapter!

In order to help us keep you informed of last minute changes to event schedules, please send your email address to: membership@houston-bmwcca.com

We will add your name to the e-mail list that goes out on a more frequent basis. Also, be sure and visit our website and forum at www.houston-bmwcca.com

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Dinan Wins 24 at Daytona!!!

Steve Dinan Talks About the Long Awaited Win for the Premier BMW Tuner

"This is the coolest thing that has ever happened to me."
- Steve Dinan

Dinan Engineering's motorsport division starts off the 2011 GRAND-AM series very strong at the Rolex 24 At Daytona with Dinan-tuned BMW powered cars taking the top two podium positions placing 1st and 2nd.

The 2011 GRAND-AM Rolex Sports Car Series opener is a world-renowned race held at Daytona International Speedway, it is a 24-hour endurance race that tests the drivers, crew and equipment. The No. 01 TELMEX/Target Dinan-Prepared BMW Riley of Scott Pruett, Memo Rojas, Joey Hand and Graham Rahal crossed the finish line first with the No. 02 TELMEX/Target Dinan-Prepared BMW Riley of Scott Dixon, Dario Franchitti, Jamie McMurray and Juan Pablo Montoya close behind finishing just 2.07 seconds behind. The No. 55 Microsoft, E Data Solutions, Selling Source, US Bank Dinan-tuned BMW Riley of Christophe Bouchut, Luis Diaz, Scott Tucker and Mark Wilkins finished in a respectable 8th and No. 95 Microsoft, E Data Solutions, Selling Source, US Bank Dinan-tuned BMW Riley of Level 5 Motorsport finished in 11th.

This is the first overall win by a BMW at the 24 At Daytona since 1976.

35 years ago a BMW CSL took the checkered flag driven by Brian Redman, Peter Gregg and John Fitzpatrick.

Dinan-tuned BMW Powered Daytona prototype cars combined to lead an astounding 61% of the of the 721 lap race (No.01-231 & No.02-190 & No.55-26). Every Dinan powered car finished the race without any engine failures or malfunctions during the grueling 24-hour race.



The Dinan Motorsport powered GT car, the No. 32 Autosport Designs, Motic, Corsa Car Care Dinan-Tuned BMW M6 finished 22nd.

The two Chip Ganassi Racing cars found themselves hitting the rev-limiter on the strait-aways so the decision was made in the 2nd hour of the race to change the transmission gearing during a pit stop. A new gear cluster with longer forth and fifth gears were installed in a lighting fast time of 3 and a half minutes each. This long pit stop put the cars a lap down but with the higher top speed on the straights they were soon earned back. Juan Pablo Montoya of NASCAR fame had the front-end clip changed multiple times as he aggressively drove the No.02 car. Around hour 18 the caution flag came out because of dense fog, slowing the racers behind the pace car for 2 hours and 47 minutes. Joey Hand hit a poorly placed tire during a pit stop in the 22nd hour and was penalized by GRAND-AM with a 30 second penalty. Joey drove the No. 02 car hard and made back up the time over the next hour long stint. A caution in the last minutes of the race made for a nail biting green-white-checked finish. During the final lap the No. 02 car fought off the No. 9 of Action Express Racing to stay in second place and cross the finish line just behind their teammate.

This year the first and second place finishes are even sweeter considering Dinan Motorsport powered cars finished last years race in 2nd and 3rd. After last years record

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MFest V: The Ultimatum

By: Jo Cajita



Pulling into the Lenwood exit off of the 15 North Freeway in Barstow, I thought to myself, "Karl Rapp and Gustav Otto must be smiling from the heavens above." Over 120 Bavarian beasts of different shapes and sizes swarmed around the local Starbucks and eagerly waited to roll out and paint Las Vegas red. The very 1st MFest has commenced.

It all started out as a spontaneous idea from the great mind of Chris Naguit, a.k.a. Laidback before 2008 crawled in. A 30-some group of ///M-inspired car fanatics had gathered several times for years to get away from the hustle of Southern California to enjoy Vegas with the

Road Ahead - Continued from Page 4

of activities ranging from dinners to monthly Coffee Mornings, drives, overnight trips, and fun rallies, to Concours d'Elegance, and tech sessions at independent BMW shops, autocross events to driver schools aimed at making you a safer driver while navigating through the mad-house on the Houston roads. We have 1,200 members; surely some of these activities would be of interest if more of you just came out to see what they are about. A lot of people maintain their membership in the Club for the rewards and benefits available through BMW CCA, I get that. But you can also consider what the Chapter has to offer as yet another benefit available to you as well.

You will never be treated like the 5th wheel; we love to see new faces. Our Chapter has grown into a social group of BMW owners that gather monthly to simply enjoy the camaraderie as well as all things BMW, and we really would like to see more of you join in on the excitement.

See you on the back roads 

ones we love most, which would be...our cars. Laidback wanted to share this brand of fun with every single car nut on the face of the earth, an event by a true enthusiast for true enthusiasts. Plans were arranged and thought down to a 'T'.

Last year, MFest IV had expanded to 500+ cars; however, do not let the small number of cars fool you! As nearly 3,000 people attended this spectacular function! This year, for MFest V, we are expecting at least 1000 highly modified BMWs and other well respected Euro Super Cars with a headcount easily surpassing 6,000 people! Being one of the most highly publicized communities in the BMW and Euro Arena, MFest has been featured multiple times in publications such as Bimmer Magazine, Heavy Hitters, European Car, Eurotuner, Performance BMW, Modified Luxury & Exotics, local newspapers and much more!

With 4 years of successful events after the other, The 5th edition of MFest: The Ultimatum will rock Las Vegas once more on April 22-24, 2011. With so much praise, MFest has become an international sensation.

This year, MFest will boast a bigger array of mind blowing events and activities. No minor detail is spared. Caravans of intensely invested and modified BMWs from Orange County, Inland Empire, Downtown Los Angeles, The Valley, San Diego, Colorado, Utah, Illinois, Texas and Northern California to name a few will be rolling out to meet at Barstow, CA. They will eventually combine as a the biggest and longest caravan consisting of BMWs even bigger than last year's Guinness Book of Records that was also shat-

Continued on Page 9



tered by 197 MFesters. It's during this caravan where you truly see what BMW and all the Aftermarket companies as a supporting cast the the Bavarian beasts give a preview of what lies in store for the rest of the weekend. Cars ranging from classics like an Alpine White AC Schnitzer Widebodied E36 M3 of Remo Haft, a Tangelo Orange E46 M3 VF Stage 3 of Jayare Marquez to the more modern Alpine White Prior Designs E90 M3 G-Power Stage 2 of Constantin Rosenbauer will all gloriously drive through the deserts.

All the attendants will dock at the illustrious Palazzo Hotel. Registration of cars, people, and rooms will all be handled immediately with the fact in mind that the fun will be directed to the Las Vegas Speedway for a gnarly afternoon of quarter mile drag racing. Tuners will be put to the test seeing who's got the bigger gonzagas. Big numbers on ponies and torque have been heard all year long. This is where the deserving big boys shine and where the not so matured children of the corn go back to the drawing boards to improve their tuning capabilities. As the day will draw to a close, the fun is shifted to what Las Vegas has the best to offer: it's nightlife. Participants have the option to go with the main group to a club event dedicated to only MFest registrants. Club venue information will be released soon. Others can also try their luck on the tables.

Fast forward a few hours later, the endurance of the true BMW enthusiast will be tested. Once again, the core group will set sail to Las Vegas Speedway. This time, driver technique will be combined even further with the behemoth of high powered M's on the speedway's 13 turn track. Unlikely diamonds in the rough can outlast the more evident track cars in this track format. Last year, we saw a VF Supercharged 540 Wagon, overtake the more nimble E46 M3s on tight corners. This is also where the drivers who didn't do well on the drag strip can have a test of a free trial on Sponsor's tunes to give them that missing edge.

For those who needed to recuperate from last night's debauchery, a bigger group will be rolling out to Cars

and Coffee meet where they can show off their cars to the locals of Sin City. This gives them time to relax and unwind before they set off to meet the early birds at the Speedway where they also participate in the Show and Shine Competition and the Autocross event. Sponsors like [insert title sponsor names here] will be showcasing debuts on upcoming products they have in store for the BMW community. An intense raffle of prizes that are worth in the multi thousands of dollars are given away. This raffle in the previous years has given away superchargers, turbochargers, forged wheels, big brake kits, and more. An awarding ceremony will then commence for those who truly stand out the most. The fun doesn't end there. The swarm of MFest enthusiasts will go back to the Palazzo headquarters to prepare for another night of Sin City's partying. Another night of excitement and laughter is to be expected.

Sunday fun day is then started off with a chill drive to the outskirts of Las Vegas in the Valley of Fire. Photo opportunities with nature's red rocks are utilized for photos worthy of computer desktop backgrounds. Little mementos like this truly make the weekend so unforgettable. And as every book has an ending, this event draws to a close with its final chapter. As a last hoorah, we all celebrate the end of this event of camaraderie, brotherhood and friendship at a Palazzo pool party. Heading home, the MFest enthusiast is assured he or she will be wanting more of this addictive adrenalin filled weekend. 365 more days later, you won't be expecting less as each year's edition topples the previous with more surprises.

This is what differentiates MFest from your typical car inspired event. One day events are for those who want to just see cars. But for those who want a car event focused on the people behind those steering wheels, you have to be born ready. Born ready for MFest.



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Stuck and Said - Legends

By Tony Sakkis



Hans-Joachim Stuck



Boris Said

Think auto manufacturers and racing, and you pretty much think about the drivers of their successful campaigns.

Think Porsche and you may think Hurley Haywood, Derek Bell or, these days Kevin Buckler. Audi has Tom Kristensen or perhaps Alan McNish. Mercedes might elicit names like Klaus Ludwig or even Juan Fangio.

But think BMW and you come up with people like Joey Hand, Tom Milner and maybe Nelson Piquet. But two other drivers are probably more associated with BMW than any drivers. Not so much for their long partnership with the Munich brand, but for their color while driving for it. Those drivers are: Boris Said and Hans Stuck.

Unlike the Haywoods and Ludwigs and Kristensens, Stuck and Said are really just hired guns. They've driven for almost everybody and will try to win for almost anybody. Not specifically BMW drivers, they'll be in BMW as quickly as any other car. But they remain linked to the Munich brand, mostly because it was where they both drove together.

It was a pairing that was like combining baking soda and vinegar or nitrates and glycerol or, more to the point, air and gasoline. But what really makes them special, different, memorable ... is that they are, frankly, a little crazy.

"When I started racing and I soon got in formula One in 1971 with March and the late Ronnie Peterson, I learned a lot," Hans Stuck says in his rapid-fire Austrian-accented English.

"I learned a lot from Ronnie Peterson. He was the type of guy who could drive anything. He told me, 'Before you cry about the car, drive it to its limit. Find out what it can do,

then go crying to the team about it'."

That seems to be a sentiment that has stuck with Stuck. Put him in a Porsche, an Audi, a Mercedes or a BMW, and he's fast. He complains little. He wins. In fact, he seems to relish the challenge of winning in something few can drive, let alone master.

"And now when the car is slipping and sliding, I like it, you know. I like to fight it. I can't wait until we have a wet track or a bad day. When I'm racing I have my 'popo meter'. It's the back side of yourself, the thing between the car and me."

The "popo meter" gives you insight into the man. Or maybe not. He'll help you understand him in an instant. You don't have to talk to him long before he doesn't just hint around about who he is, he lets you know, straight out.

"One of my best stories is with Dieter Quester," Stuck says, without even being asked about intimate details of his life.

"He had a girlfriend, Mookie. Deiter was driving and I was at the corner with Mookie watching and waiting until I was going to drive. I lifted her t-shirt and this was a big problem because he crashed. He had to pay all the expenses."

He giggles his German-accented yodel-style giggle and then goes on: "We were together in a villa and he had a special shampoo for a special infection he had. I peed in the shampoo."

Okay ...

Seems like a stretch to make any PR progress with a guy like this behind the wheel, but he's a John McEnroe, a Dion Sanders, and Muhammed Ali. Or more appropriately, a John Force. He doesn't just show you the sport, he shows you the fun that can be had in the sport. And he has been with BMW since the 70s when he won his first 24-hour race in a prepared 2002ti.

What happens outside the car just makes you interested in what happens to him inside the car. Hurley Haywood, as great as he is, is plain. He's one-dimensional. Stuck, the son of Austrian Grand Prix great Hans Stuck Sr., is multi dimensional, and brings some fun into a serious world of racing. Granted, you might not like his brand of fun, but it certainly makes his drives entertaining -- and, more important, memorable.

And then there's Boris Said. Looking at them together, Said and Stuck could be father and son, wild hair, crooked teeth,

Continued on Page 19

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Declared one of the finest car club magazines in the world by Car and Driver, each monthly issue has 140+ pages of articles, reviews, photography, and classifieds dedicated to all things BMW.



67 Local Chapters

BMW CCA's local chapters provide a range of social, technical, and driving events. They're your gateway to many of the club's driving schools, rallies, and autocrosses. Many events are geared toward the novice mechanic or driving event participant.

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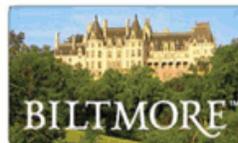
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Special Interest Groups

As if all things BMW weren't special interest enough, some of us like to drill down further into the minutia of Bimmer lore. These independent groups are organized around specific vintage or rare BMWs. They provide information and activities ranging from driving events and web-based digests to publications and news bulletins.



By Chris Keefer

Aftermarket BMW Parts vs. OEM BMW Parts – What's the Deal?



There are a lot of misconceptions regarding the parts that go into BMWs during Service and production, especially when it comes to OEM Parts vs. Aftermarket Parts. As a consumer, I feel it is pretty important to know what these terms actually mean, and how they affect the longevity of your BMW. I field an amazing amount of calls by potential customers concerned with OEM parts going into their BMW, all the while many do not understand what OEM actually defines when it comes to the description of a particular BMW part. So . . . let us expose a few terms, what they actually mean, and how they affect your BMW.

BMW Genuine Parts

BMW Genuine Parts are those parts which have been purchased from a BMW Dealer. This does not necessarily mean that BMW produced the part, rather that they are a re-seller of parts that have been produced for them. Some Genuine parts are produced by BMW but they are usually limited to interior trim pieces, sheet metal, bumper covers, wiring, etc. Most other parts are produced by other companies for use in BMW repair or production.

The Good – Genuine Parts should be just as good as the part that failed you, and the part will also be backed by BMW's warranty policy for parts which is usually 12k miles or 12 months.

The Bad – Genuine parts are expensive, and they aren't always the best available. Genuine Water Pumps are of great concern due to the plastic that is used for the impeller of the pump. This plastic has been prone to failure, while many aftermarket water pump manufacturers have eliminated this plastic in favor of all metal pumps.

OEM Parts

OEM stands for Original Equipment Manufacturer, plain and simple. It does not mean 'BMW Genuine Part' but is basically the same or sometimes better. During the production, BMW, like many corporations, outsource to many different companies to produce parts for them during assembly. BMW puts together a mechanical design specification and quality requirement and sends a bid request off

to numerous corporations. These corporations submit bids and are granted a production contract from BMW. As you might expect, this is big business. Therefore, your spark plugs are not made by BMW, they are made by NGK or Bosch. Brake pads are not made by BMW, they are made by Pagid or Jurid. Shocks are not made by BMW either, instead they will contract with Bilstein or Sachs. BMW didn't make your alternator either, chances are that Valeo or Bosch made that instead. But these are all OEM suppliers for BMW.

The Good – You can get what is basically the same part in your car without having to pay hefty prices

The Bad – The term OEM gets thrown around A LOT by parts suppliers. Sometimes you need to know if the part is actually an OEM Supplier rather than "OEM Quality" For the most part, if you see "OEM Quality" or, my favorite, "Meets or Exceeds OEM Standards" the part is probably a piece of junk that won't last.

After-market Parts

An After-market part is a part that has been produced outside of an OEM production contract. For instance, Sylvania has the contract for turn signal bulbs on an X5, but on eBay you can find hundreds of other bulbs that can be used in place of the original bulb. This is probably the largest category of parts available to consumers. After-market parts cover everything from tires to turn signals that have not been produced under contract from BMW. Some after-market parts are great, while others leave little to get excited about. It is important to do your homework and look for reviews when entering into the aftermarket parts arena.

The Good – Options, options, options. The reason aftermarket parts is such a large category is due to the fact that consumers like to have options and like to customize. There are also a lot of exceptional upgrade parts available such as shocks, tires, lights, etc. If you know how to navigate this world of parts, you can really find some incredible products for a vast array of applications.

The Bad – There's a lot of junk out there for sale. Remember that while there are some good deals and products on the market, you usually do get what you pay for.



Ed note:

La Jolla Independent - www.bimmerdoc.com

Chris traded in his suit and tie and immersed himself in the world of BMWs in 2001 by joining La Jolla Independent, a world-renowned BMW Restoration Service facility located in San Diego, CA. Initially his focus was on the 2002, to be followed by an obsession for the 3.0cs. One of his favorite projects continues to be converting the 3.0cs to modern-day fuel injection while keeping the vintage look under the hood.

Shark Hunt

By Dennis Nowak



It all started off so innocent. A few of our friends were emailing pictures back and forth of BMW dream cars they would like to own someday. My wife, Sarah, included in her group of pictures a very nice classic E24 coupe. A shark as it is nicknamed for the way the nose is shaped.

My group included a vintage E9 3.0CS coupe. Later, while rummaging through a Roundel, I noticed several beautiful late 80's M6's in the for sale section. This started a discussion about the possible purchase of an older BMW to add to the fold. But what should we get? When you are unsure, why not search for both! Sarah, being the bloodhound of the internet, started a search for both models of cars.

Now, as anyone who has searched the World Wide Web for a car knows, there is a lot of 'useless information' to sift through. This takes time, patience and determination, but the end result is knowing exactly what you want on the car so you can narrow your search. Our search for E24s was limited to US spec M6 models since they were most prevalent and affordable. The E9 search was for CS's and CSI's. Unfortunately, the highly desired CSL's were above the limit of our stash-o-cash, so that search was quickly abandoned. Eventually we ended up with three to five possibilities of each type of car.

One of the underlying benefits of being in a car club is being able to pick the brains of those more knowledgeable than you, in areas you know little about. This club has many members who could give Einstein a run for his money, if he were a car guy. Being friends with Tor and Adriana, we could not pass up asking them questions about the cars we had found for sale.

I was discussing some pros and cons of a nice one-owner 1987 M6 with Tor over the phone one day. I made a comment about how nice the car seemed, but was unsure this would be "the one" to buy. Since we started our search, we found there are quite a few classic M6's out there. Sarah and I had come to realize we really wanted an older car that was more unique, something a little "more rare." Tor replied, "If you are looking to get a nice car that is "more

rare" than the M6, you should look for an M635CSi. They are European spec, lighter, faster and don't have the fridge in the back." "Fridge?" That made me laugh, I knew he was talking about the A/C unit between the rear seats, but it was just the way he said it. OK then, delete the search for M6 and start a new search for M635's!

At the same time our search for a decent E9 was stalling. Cars in good condition with little rust and unmolested interior were priced very optimistically. Some cars within our budget had more rust than paint, holes in the door panels where speakers HAD been and seats that looked worse than a couch in a Frat house. In talking with others about these old cars, finding one with a good interior is where you want to start, since some of the interior parts are hard to find.

After weeding through a small stack of pictures Sarah had printed of cars for sale, one did catch my interest. A sleek silver 1973 3.0CS U.S. spec, blue all original interior, down to the classic AM radio and 86k kilometers on the clock, located in Michigan. After scanning all the details thoroughly, I called Mo, the owner, and talked about the car for a while, then asked him to send more pictures and details. He was asking a little more money than what I wanted to spend, but the car turned out to be in pretty good shape for its age. I was very interested!

Fast forward, our search for M635's finds one in Ft Worth. A 1984 M635CSi, Arctic Blue exterior, Pacific Blue interior beauty that is all original down to the BBS 3-piece wheels, factory fire extinguisher and full tool kit with the prized red handled screwdrivers!

"OK, let me call the guy with the blue one in Ft. Worth and see what he's got." Turns out Mark, the owner, is a car enthusiast who takes very good care of his cars. To top it off, the owner before Mark was a BMW Service Tech in Arizona. This car turned out to be too good to pass up and it was time to make the deal. Over the next couple days, Mark and I sent emails back and forth and finally settled on a price. SOLD! Well yeah, we had to go check it out first, but if it was close to the description and pictures it was ours. When we going to see it??

Still had to make a call to Mo and tell him that I was no longer in the market for his 3.0. I felt like a kid that had walked down the candy isle, without getting so much as a lick of something sweet. OH well, the M635 was in better condition and it would make a better fit right now to join the "family." I still WANTED the 3.0, I just couldn't HAVE it.

So, let me tell you about a few car nut friends we have. When Sarah and I set a date to make the trek up to Ft. Worth, we couldn't wait to tell Adriana, Pam, David and Tor about the trip. Next thing ya know, we had 4 friends planning to make the drive with us! Anything for a drive, right? Of course, if it is to pick up a new baby! So plans were made for a quick trip up, check out the car, buy the car, grab some BBQ for lunch and high-tail it home, all

in a day. Just so happens that my daughter lives in Denton attending North Texas State, so I talked her into driving to Ft. Worth to join us for lunch. Cool!

The morning of the trip greets us with a rainy, ugly mess. An omen one might think. A quest! - we thought as a little rain would not stop us from our journey. Sarah and I arrived at the designated Starbucks starting point a little early, thinking



that given the rainy day surely at least somebody would back out, finding time better spent on the sofa watching a good movie, rather than braving Texas interstate on a rainy morning. No, not *our* friends, everyone was there, cars gassed up, coffee in hand waiting for the signal to move out. Adriana even brought homemade muffins! Wonderful friends, right!

The drive to Ft. Worth seemed long. Maybe it was the rain, maybe it was the anticipation. We all just wanted to get there to see the car. Half way there the rain stopped, the roads dried up and our spirits lifted. When we arrived, Mark had the car displayed in his driveway. Pure eye candy! Quick introductions, quick inspection, quick description of features.....shoot, just give me the keys, I want to drive it! She starts right up....a little ticking in the valves, but no big deal....1st gear off we go! SOLD! After visiting awhile with Mark, we sealed the deal with cash, title transfer, a handshake and big smiles. Meet the new member of our family!

Load 'em up! Move 'em out! Time to git some BBQ! (sorry, that's my best cowpoke talk)

Making our way into the BBQ restaurant, we placed our orders and eagerly waited for the food. Sure did smell good in there. The small talk was about the drive and of course about the new "baby" and how nice she looks. Adriana asked me, "so, how do you like your new car?"

Um.....remember when I said that I WANTED the 3.0CS and I just couldn't HAVE it? Well, after I had already made the deal to buy the M635, Mo, the owner of the 3.0 calls me and tells me he really needs to sell the car. "Just bought a new toy, and need to sell the 3.0" he says. Then I hear the magical words, "I would be willing to take less for

it." "How much less" I asked. "I don't know, shoot me an offer", he replied. "Well, how about \$\$\$\$," I shot back at him. Long pause..... "OK" he says, "you got a deal!"

Sweet I bought a nice 3.0 CS!!! Then reality set in. Uh oh..... "I just bought another car. Uh, I bought two cars! I am a dead man! How am I going to tell Sarah?" Yeah, some of you are thinking the same thing right now!

Back to the question Adriana asked, "so, how do you like your new car?" "I love it, but it's not my car, it's Sarah's" I replied. "What do you mean?" Adriana asked puzzled. Looking around the table, everyone else has stopped what they were doing and was looking at me. "This car is Sarah's car, mine is not here yet" I told her. By this time Sarah is looking at me quite intently and just as puzzled. "My car is in Michigan and will be delivered next week," I continued. Even more puzzled, Adriana asked, "what car is that?" "The 3.0 I told you about, I bought it. It will be here next week." I said.

Laughter! All round the table. Except for Sarah, she wasn't sure what to say, although she took the news quite well and I didn't even end up with so much as a 'death ray' eye stare. You see, Sarah and I are fortunate enough to have a small amount of separate, discretionary funds.



So I actually bought the M635 for her, as a gift. When that finally sunk in she was really OK with it. Wouldn't you be too!

I finished telling everyone around the table the complete story of how I ended up buying two classic cars within a week of each other. We finished our lunch and headed towards the cars. As Sarah and I walked out the door she turned and asked, "did you really buy the car for me?" "Yes, this is for you!" I replied. She kissed me and everything was good. We all got in our cars and headed back to Houston, with 5 cars and a shark.

So you want to know the rest of the story? When the 3.0CS arrives in Houston and the driver fell off the truck? Of course you do! But that, my friends, is to be continued.....



breaking season seeing Dinan-tuned BMWs win 9 of the 12 races and finishing second in the other 3 Dinan Motorsport has their sights set on another championship for the 2011 season.

Dinan Motorsport has been involved in the GRAND-AM Series for the last 8 years and believes that being involved in racing is the best way to keep the company on the cutting edge of engine technology and increase the knowledge base of the entire team. The lessons learned in the winners circle inevitably end up in Dinan's street legal product line. The most closely related is the "Stroker" motor line, including the stroked and bored S85 4.4L V-8 used in the E90/2/3 M3 and the S65 5.8L V-10 used in the E60 M5.

Make sure to watch the next GRAND-AM Rolex Sports Cars Series race the Grand Prix of Miami at Homestead-Miami Speedway on March 5 2011 on SPEED at noon eastern to see if the No. 01 car can win it for the second year in a row.



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www.TexasWorldSpeedway.com

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New Houston Chapter Logo

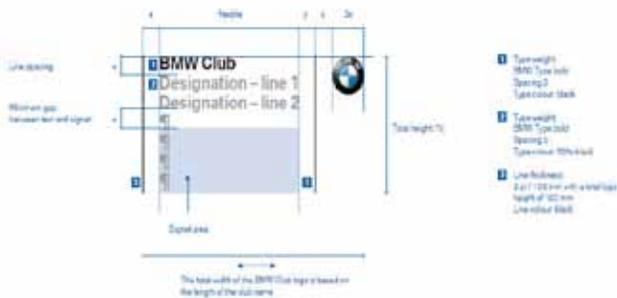
By Dennis Nowak, Vice President Houston Chapter

If you haven't noticed by now, SURPRISE we have a new Chapter logo! Those of you who attended our Annual Dinner in January saw my presentation of how we came up with it and why, but for those who weren't there keep reading. Lucky for you this is the Reader's Digest condensed book version.

Last year, while attending the BMWCCA National Congress Meeting in Dallas, we learned that we would have to change our Chapter logo. Seems BMW AG was not too happy with the way its Roundel was being utilized to promote it's good name. They didn't see the humor in people changing the Roundel colors, (oops) using the Roundel as an "O" in words and using with pictures not in their best interests. With some of the stuff I've seen done to the Roundel I can't really blame them for not being happy. They wanted club members around the world, who represented BMW, to present a more uniform image from club to club and chapter to chapter.

We were given a choice though. We were to either loose the Roundel and use whatever we wanted for our logo or keep the Roundel and use BMW's templates, with guidelines. The Board members debated which option we were going to go with. We determined that if you remove the Roundel from our logo we loose what we are trying to identify with as a car club. The Roundel is an icon we really need to keep so we decided to use BMW's templates.

Looking at the guidelines for creating the new logo with the new templates, you notice the only thing you can modify



is the small rectangle at the bottom called the signet area. This is where our chapter artwork goes to make it our own. The height of the text, the color, size and font of the text we cannot change. The location of the Roundel, layout and spacing we cannot change. The width can vary given the length of the longest line of text. The 1st line must be black in color and tell you what kind of BMW club you are part of. The 2nd line is for the geographic location of your club and the 3rd line lists which chapter you are associated with. Some global clubs will only have two lines of text giving them a little larger signet area. The BMW Canada Club is one example of that difference.



So we had to decide what to use as our artwork in the signet area. One option is to use the same artwork as the previous logo, stretch it out to fit the height and width and the logo is done! Well when we did that, our Lone Star artwork now looked somewhat like a military emblem. Since we were changing logos anyway the Board talked about using new artwork too. We first tried to think of something iconic to Houston. Now before you start your list, remember first of all it cannot be a registered trademark or other company logo and it must not be so complicated it becomes an ink blot at a small scale. We also utilized the KISS principle. (Keep It Simple Stupid). Once we thought about it we really couldn't think of anything iconic to just Houston. We thought about using a car but we couldn't decide on just one. We all drive different models so we couldn't narrow it down to one. Since we couldn't think of anything iconic to Houston we thought about something iconic to Texas. Now we were getting somewhere. What if all three Texas Chapters had the same artwork on the logos? Since the text would designate which Chapter we were with it sounded like a great idea. But what would we use? We needed to think of something with some Texas

Continued on Page 22

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Stuck and Said - Continued from Page 11

unkempt appearance – both with verbs for last names – and that look in the eyes that shows intensity, but also, well, some instability, too.

Said really started his career in an M3, and has driven them to victory several times. And although he has – and continues to – stray into other cars and other types of racing, he's probably best known for being a BMW driver.

But teamed with Milner's PTG team in the 2000/2001 seasons, the American --- Said -- and the Austrian – Stuck -- fit together like gears.

"He's what I want to be when I grow up, if I grow up," Said says of Stuck. "When I was growing up he was my hero, and driving with him (was) incredible. We're like brothers. Hans and I work together. It's very rare in racing to have two teammates that work together as well as we do.

"We have lots of fun together," Stuck says. "We are the same size, we drive the same and we both have the same sense of humor."

Said, who has competed in NASCAR as well as sports car and races nationally more than internationally, says, "I went to Austria visit him. He basically lives on a ski mountain and we couldn't get up the hill. We called him from a pay phone down the hill and he said, 'Don't worry, I'll be right down.' So we were sitting there and we see this Chevy Blazer coming down the hill at warp-speed. He does a big long donut, his head is out the window and he's laughing hysterically. He's like a kid. He has that sense of humor.

"(But) he just has unbelievable feel for a car. A lot of drivers, if the car isn't right, they can't go fast. Hans can drive any car. Some people in racing, if things aren't going well, they get mad, they get frustrated. In the big picture they aren't big problems. We like to have fun. Our racing life is short, we want to make sure we have a good time."

No arguments there 

Ed Note:

Tony Sakkis is an award-winning journalist who has written for over 200 publications worldwide, mostly in the field of motorsports. As the motorsports beat-writer, he worked at the San Francisco Chronicle and San Francisco Examiner for more than a decade; he was also the motorsports writer for the Vallejo Times-Herald, Benicia Herald, San Francisco Progress, the Marin Independent Journal, the Alameda Newspaper Group (comprised of seven San Francisco Bay Area dailies), and Pacheco Automotive News Service (syndicated in 106 newspapers nationally) off and on for more than 20 years. In addition, he has written a dozen books on motor racing and has done various PR for different racing teams and companies. For the past 13 years, he has worked as a salesperson and as the European Delivery Manager for Momentum BMW.

Editor's Corner



If you asked me 30 years ago what my life would look like when I hit middle age, it would be markedly different than the reality that is today. Ah, if I only had the proverbial crystal ball. The best laid plans never seem to fully work out, however during that time of growth some very wonderful things happened. Kids, career, and responsibilities replaced the vision of youth, but in the end, reality turned out to be pretty darned good. The same thing can be said about our Houston Chapter. 10 years ago no one could have guessed that we would be 1200+ members strong club and all the things that go with that. The latest iteration in the cycle of life with the Torque of the Town is that it is now brought to you in full color! We have a new logo and now have a very talented and dedicated columnist - Tony Sakkis who we welcome to our publication. You may have also noticed a few other changes with this edition of The Torque. While the format may have slightly changed the newsletter is still rooted in our Chapter events, activities, members and all other things BMW. Our newsletter is a reflection of an iterative growth cycle that all organizations go through. We could not have taken this next step without all of the hard work that preceded us by previous members. The Board of the Houston Chapter BMW CCA hope you enjoy the articles in this edition of The Torque and I would be happy to hear your feedback. Just email me at the address on the inside front cover. Keep an eye out for other changes in future Torque issues. 

- James



Notice Anything Different?

By: David Dalton

It all started at this Starbucks I go to on the West side practically every morning for a latte. One day I noticed this guy in a black 750 was showing up every morning as well. Naturally I wanted to meet him so one day I introduced myself and asked if he was aware of our Chapter. Like a lot of people he seemed interested yet busy. Always multi-tasking on the phone and checking his notes, so what could I say. You have to appreciate that. A few weeks passed and one morning I handed him a copy of the Torque so he'd be more aware of what the Chapter was about. After that we talked a little more each time about our cars, service we get from the dealerships and our thoughts on the new models. One morning I asked him what business he was in and he told me he owned a marketing, printing and publishing company. Oh boy, and just where do you think the conversation went from there?

Over the next several weeks I met with Robert DiHu, owner of AIM Creative, and his lead marketing contact, Jonathan Self, and James Saynay to discuss the possibilities of their company publishing the Torque. They understand

how a car club works, the fact we are a non-profit entity with limited funds, and yet want the Torque to represent the Chapter in the very best way possible made it just all came together. Outside of agreeing on the business aspects of making this happen, I came to find out these are real car-guys themselves. They are interested in becoming BMW CCA members, excited about being active in the Chapter, and offered to sponsor some of our social activities. There is nothing like doing business with a couple of real nice guys with a lot of common interest to boot.....

.....and nothing like a good Café Latte in the morning I'd say!



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Spring Creek Fun Rally

By: Warren Campbell

How's this for a fun recipe? Start with a strong foundation of driving around some twisty, back country roads. Mix in a measure of a car full of friends or family while another 30 or so cars are doing the same thing. Then add a pinch of a tough contest for all you type-A personalities. For the icing, we will all meet for lunch. What could be better than that?

First, let me explain what a Fun Rally is. It is a rally that is fun. No special driving skills or aftermarket suspension are required. Proper cornering techniques would be a bit silly here and I suspect you could even do it in a dirty car but we are not sure about that.

Date: Saturday, April 16th
Time: 9:00 AM
Start: To be announced, but somewhere near Tomball.
Cost: Five bucks/car. Pay cash at the start. No PayPal, no advance payment, credit or debit cards, gift certificates, promises of payment or change. Checks may be considered.

This fun rally will have a little different format. You will be given a map with several roads highlighted and a list of questions. Take any route you wish because the clues that will answer the questions are in a totally random order.

Extra points will be assigned for teams that sign up first so

watch for the web page and sign up quick.

Rules:

- **Points:** The first five teams to sign up on-line will receive ten bonus points. The next ten teams to sign up on-line will receive five bonus points. The team with the most points wins the Grand Prize. Suitable for impressing friends, co-workers and younger family members. Five points will be given for each question that is answered exactly correct. Three points will be given for all semi-correct answers. Handwriting that can't be read by our esteemed panel of judges will not be scored.
- **Late:** A team that is late to a designated meeting spot will have the following points deducted: Less than one minute – one point. Between one and five minutes – five points. Greater than five minutes – 15 points.
- **Sharing or buying answers** from another team is expressly forbidden. Any team that reports a request to buy or sell answers OR of another team that offers answers AND this can be recorded on a secret recording device, will be scored a Did Not Finish (DNF) for the rally.
- **Honk N Flash:** One point will be deducted for each instance of one team passing another team without both flashing their headlights and honking their horn. One point will be deducted for each team that fails to return a Honk N Flash. A team will be excused from Honk N Flash if they are out of their car for the purpose of either, looking at clues or normal pit stops.
- Any and all teams that receive a **traffic violation** from a real official Texas peace officer during the Rally will be deducted five points for **each** offence.
- **Handicapping:** The panel acknowledges that X-5's, 740's, etc. can hold more eyes for spotting clues than, for example, a Z3 or a MINI. Tough! No extra points. However, since the judges like older Bimmers, any Bimmer older than or equal to model year 1985 will receive five extra points if the car finishes under its own power.
- **The Questions and Route** will be kept ultra secret and sealed in a used Zymol wax can hidden in WarCamp's garage until the day of the event.



pride. Wouldn't it be great if a person could tell where you were from just by looking at your car from a distance. Of course it would, so why not use the Texas state outline as a logo? After all it is an icon just as much as the Roundel right? The thought was that if a person saw the Roundel they would know you had something to do with BMW and when they saw the Texas state outline they would also know you were from Texas. So we chose to put TWO icons on our logo instead of just one. A quick scan of some free clipart gave us a good idea of what we liked, the red, white and blue Texas state outline with the Lone Star in it. Now, since the Roundel was actually three dimensional we had to give our new artwork some dimension too so we added the shadow to give it depth.



Now we had something that shows our Texas Pride, time to ask the other Chapters if they what to use it too. I contacted the Presidents of both Lonestar and Tejas Chapters and explained our proposal of using the same artwork. Well, they thought it was nice, but each declined to use it, however, they did say that it did not infringe on what they were going to use. OK so we didn't get the other Chapters to join us, but we thought it was good idea to try.

Did I mention that we had to get our new logo approved by BMW AG and National? What I thought was going to be an easy process turned into a two month email exchange between myself and Frank Patek, II, Director of BMWCCA. We were given guide lines to help create our logo. BMW AG set strict rules to adhere to and I thought we had followed them. Well, there was somewhat of a disagreement of what I thought and what they thought. In the end, with Frank's help and guidance, we finally got the approval we needed to proceed.

Ok so now you know how we decided on the new logo. National informed us the deadline for the change over to the new one was January of 2011. Jeff already has it on the website and you may have also seen the new logo on the events flyers and AX track maps. We also needed new window stickers for our cars. I solicited examples and quotes from two vinyl graphics companies. After showing several other board members the examples from both companies we really didn't see any difference in quality, so it boiled down to price. It does pay to shop around and I have to say that Greg Lilly at Underground Graphics gave us a great deal. He really did bend over backwards to give us great service. You just don't see that too much anymore these days. If you need any graphics services I can highly recommend giving Greg a call at 713-783-4739.

Now you want new window stickers for your car right? The Board is currently deciding how to efficiently distribute

these, but in the meantime come out to the events and you can pick yours up - cause we would really like to see you join in on the fun and at the same time show others that you belong to one of the best car club chapters around. But if you just can't make it out to the events, send an email to Pam at membership@houston-bmwcca.com to request yours. See ya on the road!



**BMW Car Club
of America
Houston Chapter**



Movie Night: “Two Thumbs Up!”

By: James Weaver

The Reviews are in....BMW Movie Night is a Hit.. Two Thumbs up....

Our incredible social committee has done again with the sequel to “Bowling for Bimmers” with the instant classic “BMWCCA Movie Night”

The premier was Sunday Feb 13, 2011 at the Alamo Cinema and Draffthouse in Katy.

Patrons were welcomed by a pair of classic BMW's at the box office window and a private screening theater inside.

Non-stop pizza was served up during the pre show gathering while the latest installment of BMW “Unscripted” played on the big screen. From Isettas to the Blue Max and the “Queen of the Ring” were some of the features in this episode.

Then our feature presentation of the night. The 2007 thriller, “Fracture” with Anthony Hopkins was aired. More twists and turns in this one then the “Tail of the Dragon”.

The Alamo Draffthouse is a great place to take in a film. You are served at your seat, and a large choice of food and beverages are just a minute away via one of the very attentive wait staff.

Comments overheard from the crowd about the night, “Neat”, “Cool”, “A Blast”, “It was dark in there”....

It was a great time,,,Y'all come and have fun with us at the next event !!





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CLASS
PROFESSIONALS

Quality Services:

- Exotic/ Highline Customizations
- Auto paint & body repair
- Framework
- Auto glass
- Window tint
- Auto detailing

Auto Accessories:

- Alarms
- Stereos
- Body Kits, etc.

Collision Plus Inc.
7628 Bellaire Blvd.
Houston, TX 77036
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Torque of the Town



MOMENTUM BMW **Service** **SOUTHWEST**

Factory Trained Technicians
State Inspections
Window Tint
Paintless Dent Repair
Interior
Rock chip/Windshield Repair
Cafe
Wheel and Rim Repair
EZ Care Car Ready
Late Night Drop-off
24hr Roadside Assistance
State of the art Body Shop
Detail Service Staff on Hand
Complimentary Car Wash

Coffee/Latte Machine
Wi-Fi
Comfortable Waiting Area
Shuttle Service w/15 mile radius
Cab Service
Loaner Cars
Rental Car Service
Covered Service Drive
Valet Service
Retail Parts Boutique
Magazine/Newspaper
Online Appointments
Early Bird Drop-off

Appointment Confirmation
Mobile Technician
Fastlane 2-Hour Service
Towing Service
\$17 Million New
and CPO Inventory
Largest Parts Inventory in TX
72 Technicians
14 Service Advisors
Meal Vouchers
Computer Center
Service Clinics
New Car Clinics
BMW Certified Tire Center

