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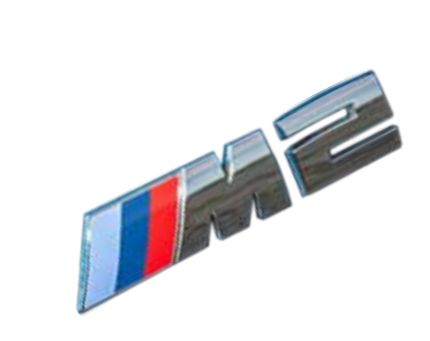


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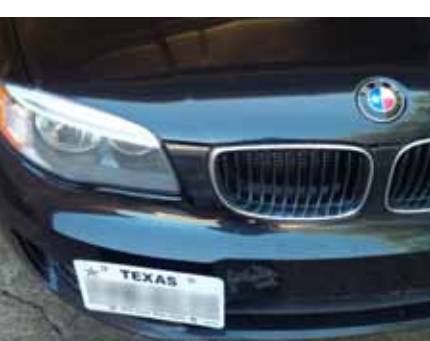
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### ON THE COVER:

*Performance  
Center  
Delivery*





# Open Roads

## Ahhh spring is in the air!

Sort of, or maybe it's just a teaser and we are looking at more hard freezes before Spring is really present. If you believe the fat ground hog in Pennsylvania (Punxsutawney Phil), we are in for another 6 weeks of Old Man Winter. We will see. In any case I've been using the time to do some work on my 5 series while the temp in my garage is below 120 degrees. I've been ignoring that grand Lady while dealing with the M3 issues.

Since our last issue we have had some interesting experiences. The Annual **HOD** (Hair of the Dog) drive took place the morning of January 1st and we had about 40 participants, a nice turnout. **Adriana Diesen** and **Chris Stokes** did the legwork to get this setup. Chris was unable to attend due to a death in his family. His Step Father passed away suddenly. Our condolences Chris... Adriana hosted a party the night before so her attendance was iffy....but she did show up and didn't look any the worse for wear! Thank you both for your work to setup this Annual tour through the Texas country side. (see page 9)

We have negotiated a joint participation **Circuit of the Americas** (COTA) HPDE with the Porsche CCA (3 chapters are involved) and Lonestar BMW CCA that will occur on May 19-21st and November 17-19th. All expenses and proceeds will be shared equally by the 5 clubs involved. Presently this will be a 3 day event; however you won't have to sign up for all 3 days when registration opens. Friday will be dedicated to Instructors and Advanced driver classes, Saturday, Sunday to all other classes. This should make this event much more financially palatable than we have previously experienced. It has been a pleasure working with the Porsche Club chapter Presidents. Richard Lo our DEC, Chris Stokes and our Board were all involved in the drafting of the Profit and Loss Sharing Agreement. Thank you all for your work making this happen!

## We Came, We Saw, We Conquered!!!

A couple of months ago the Mercedes CCA Houston Chapter challenged us to a **Bowling Tournament**. I don't know about the rest of the folks that participated but I hadn't swung a bowling ball in about 35 years! So, naturally I go and bowl for 2-3 hours. My right hand didn't function the next day!

In the process of coordinating this we got to know their President, Joseph Middleton. He was a pleasure to work with and we will be working together on other joint events in the future. Christine Hsui (Social Events Chairwoman) set this up and did a fantastic job. We had a great turnout and it was fun to watch Chris Stokes, Bill Krupowicz and Richard Lo compete to see who had the fastest ball speed. The speeds kept increasing every time the waitress delivered a fresh pitcher of Beer! Our Treasure Bill Krupowicz was easily the most graceful of our Team. I bet you're a great dancer too Bill! It took some cajoling but I was finally able to talk Dan Baker into bowling for our team. He did fantastic. I think he threw 2 strikes in a row on his first two balls! Christine set this up so that family members could play on an extra lane available. The kids that came had a blast and I could see us doing this as a social event in the future. At the end of the night BMW won by a comfortable margin and we took home the "German Car Bowling Champions" trophy! Mercedes had been hanging onto this since 2012, it's now sitting on my fireplace mantle. Now I need suggestions as to what we should inscribe on the trophy plaque that we (the club) have taken possession of! Let me hear your suggestions! (more pictures on page 10)

We have some great events coming up. **The 3rd Annual Charity Golf Tournament** benefiting "Homes for Our Troops" will be happening on May 6th. It's a shotgun start, scramble (best ball format), lunch and registration will be at 11:00am and tee off time of 12:30pm. I mentioned that the Mercedes CCA

will be working with us on another joint project and this is it. In addition to Mercedes club, the local Audi Club (Lonestar Chapter) will also be joining us and we are waiting to hear back from the Porsche club (also the Lonestar Chapter) as to whether they will participate as well. So, this will be a German car sponsored charity tournament! This year we have our Social Events Chair Christine and her partner Nic Yu helping in this effort and I really appreciate them. There is a fair amount of work leading up to the actual Tournament. The economy is up some and the course we play (Cypress Lakes Golf Club) says their tournament season has already started and they have 60 tournaments booked for April and May. With the uptick in the economy and our collaboration with the other car clubs we hope to greatly increase the amount of players we have this year. Come join us for a day on the links for a good cause! (see flyer on page 12)

The **Rudi Lechner** dinner is March 31st, great food! Come enjoy some traditional German food, drink and great company. Our annual "**Blue Bonnet**" Drive will be occurring in April, we will be announcing the date soon. This is one of my favorite drives so come on out and join us on (you know what comes next)

...those Open Roads!

Blake LaGrone





## Jeff Thomson

Credit where it's due; **Dan and Valerie Baker** put their **M2** deposit down roughly a year before we did. As buzz about the car began to build, we decided to do the same. At one point, we were hoping to be able to do European Delivery as well as Performance Center Delivery along with the Bakers, the **Finleys**, and several other couples.

Unfortunately, it was not to be. Although the existence of the M2 was known in the enthusiast community well in advance of its introduction, the timing of deliveries and the number of cars to be built was something of a mystery, even to BMW dealers. We weren't certain if or when we would be able to get a car until early October of 2016, after several other people who had placed deposits before us dropped out. It was learned that if we took European Delivery, it would take place in December or January.

This presented several problems. The first was that given the weather in Germany at that time of year, we would be required to take delivery of the car with winter tires which we would have to change to summer high-performance tires once the car was in the U.S. The second problem was that because of the weather, we wouldn't be able to explore the car's performance to the extent we might like. On that basis, we decided to opt out of European Delivery and just do Performance Center Delivery.

This posed a new problem. Due to the time frame being close to Christmas, the Bakers were unable to join us. On the plus side, the Finleys were able to make the trip with us.

We flew from Houston to Greenville on a Wednesday. BMW put us up in a Marriott near the Performance Center.

Not only did the hotel send a pair of X5s to pick us up at the airport, but provided dinner that evening and breakfast in the morning. They also provided a shuttle bus to take us to the Performance Center in the morning. When we arrived, we were delighted to see our new cars front and center in the lobby.

The Performance Center Delivery experience consists of three main phases: track driving, the museum and factory tour, and vehicle delivery. The track driving portion of the experience consists of several exercises. These exercises are conducted in a car similar to the one you are taking delivery of:

### A PANIC BRAKING EXERCISE

In this exercise, the driver accelerates up to a designated speed, and then applies the brakes as aggressively as possible. The idea is to trigger the antilock brakes. As the target speed increases, the braking distance increases,

eventually reaching a point where it becomes necessary to negotiate a turn while braking. It is a testament to the effectiveness of the ABS that one can brake at the limits of the tire's traction and still have directional control.

### A WET SKID PAD EXERCISE

This exercise is conducted on a skid pad made from polished concrete. Initially, the car is driven with all stability control aids turned off. The driver begins by establishing a steady speed around the skid pad. The instructor then tells the driver to floor the accelerator. This causes the rear of the car to step out, spinning the car around. This is repeated a second time, again with stability control off. On the third repetition, the stability control is turned on, and the car maintains its course instead of spinning. This constitutes a simple yet effective demonstration of the power of BMW's stability control systems.

### A MINI-AUTOCROSS EXERCISE

In this exercise, the driver is required to negotiate the slalom, followed by a U-turn, and several slight curves connected by short straightaways. This was familiar territory for me, since I autocross several times a month. I was given the opportunity to run the car with and without stability control engaged, in order to feel the difference.

After these exercises, our instructor took us for a lap of the track in a new M3, much of the lap being conducted with the tires smoking and the car sideways. I think I may have enjoyed that part more than Diane did!



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After the track driving portion of the day was completed, we got into a fleet of X3s and drove to the museum adjacent to the factory where all of BMW's SAVs are built. Ordinarily, we would have been able to take a tour of the factory, but it was shut down during our visit. Speculation was that it was being readied for the manufacture of the new X7. The museum contains a variety of BMWs both old and new. They included a Z1, an i8 and i3, the fabled "Elvis" 507 (which we also got to see at the Oktoberfest concours at Monterey last year) and an Isetta.

Following the museum visit, we were given an opportunity to take the X3s on the off-road course. This course contains a variety of elements, including a water crossing, large bumps that put diagonally opposite corners of the vehicle in the air at the same time, driving up and down a 45-degree incline and driving along a 45-degree incline. This last exercise was probably the most disconcerting of all. You can't escape the feeling that the vehicle is on the verge of tipping over (to the best of my recollection, it didn't!).

Following the off-road exercises, we had lunch at the performance center cafeteria. During lunch, we got acquainted with the delivery specialist who would later be explaining our car's features to us.

Finally, it was time to get acquainted with our new car. A delivery specialist spent the better part of two hours familiarizing us with the features of our car. This included everything from basics like opening and closing the hood to pairing smartphones and using the navigation system.

And then it was time to leave. Our delivery specialist drove the car through the front doors of the performance center, and then we were off. We drove down to the museum to take a picture of Diane with her new car in front of the entrance. After that, we headed to North Carolina to spend the weekend with several of Diane's brothers and sisters. When Monday arrived, we hit the road back to Houston.

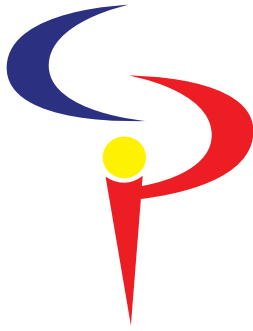
We spent three days getting back, stopping at several old haunts along the way.

The first stop on Monday night was the **Renaissance Ross Bridge** hotel and resort near Birmingham, AL. This was the host hotel for our first **Oktoberfest in 2011**. The next day, we stopped for lunch at a run-down gas station in Meridian, MS and had some of the best seafood we've ever tasted. Tuesday night, we stayed at **Nottoway Plantation** in White Castle, LA. This was one of the places that Valerie Baker found for us on the 2011 Oktoberfest road trip, and it has been a favorite place to visit for us since then. Wednesday morning, we began our last day on the road. For lunch, we stopped at **Shuck's** in Abbeville, LA. This is one of our favorite restaurants anywhere. We had duck and andouille gumbo and grilled oysters, both of which were delicious. From Abbeville, we followed the coast to Cameron, LA to catch the ferry to the other side. Several members of the ferry crew took an interest in the car.

Everybody seemed to want to know how much it cost! When we got off the ferry, we followed the coast to Port Arthur and then headed up to Winnie to pick up I-10 for the remainder of the trip home.

In summary, **Performance Center Delivery** is a terrific way to take delivery of a new BMW. I highly recommend it if you have the time. Allow a day to travel to Greenville, a day for the delivery itself, and at least two days to drive back to Houston. A fringe benefit of PCD is that when you get back, your new car will be broken in and ready for more "enthusiastic" driving.





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# HAIR OF THE DOG 2017



## Jim Moffitt

Now this “Hair of the Dog” drive on New Years Day deal has a long and (in)famous history in the Houston Chapter. It comes around every year and lots of members look forward to it. Maybe it’s ac-quired a comfort level that can create some “opportunities.” Started back in the previous millennium by DougM and FredR, ramrodded by WarrenC for many years, the event has been a constant, a pole star, for our annual calendar. Mostly. This year travel and family threw a few hitches into the smooth flow of “Annual Hair of the Dog Drive.” (HoD) but HoD must happen and it did.

With the route set, the route maps could be prepared and shared. Kind of. I learned that mak-ing changes to existing maps will soon get me “Deep in the weeds” of on-line mapping tools. After a round of creating and linking and shrinking and mailing and testing and printing a set of fairly accurate maps and directions were completed before the actual start of the drive.

Roughly 40 people roused themselves early enough on New Year’s Day to join the caravan.

Once again Adrianna had made arrangements for lunch at Ransom’s Steakhouse in Mont-gomery. This may be one of the best facilities for a large group. Easy access. Plenty of parking. Lots of tables all set up for our group and sufficient staff to handle the crowd.

Although we always lose a number of folks after lunch, those who were able to continue en-joyed a tour of the familiar loop through the Sam Houston National Forest, Richards, the traditional loop around the old Grimes



County Courthouse in Anderson, then back toward Hou-ston and a well-earned nap. Driving down FM 2 after passing by Navasota brought 2 ques-tions to my mind: Who do we thank for the statues of animals from around the world and How well connected did you have to be to get the 2nd Farm to Market road build past your door?

**Mark your calendars for next year. Suggest a new route or a new restaurant.**

**See you then!**



Last year Adrianna presented us with novel route that went EAST of I45 and this year we chose to go with that one again. Mostly.

A pre-run of the route is always a good idea. Our group’s not big on flooded roads, closed roads, mud roads, sketchy break stops, or unprepared restaurants. It turns out that by skip-ping one short section of Forest Service dirt road we could tack on another pleasant rolling cruise through rural East Texas. No club drive is ever complete without rest stops and the march of progress sometimes works in our favor. This year a brand new shining clean Stripes C store popped up in beautiful downtown Willis.





**UPCOMING EVENTS:**

**Board Meeting**  
March 11

**Rudi Lechner's German Dinner**  
6:30pm - 10pm  
March 31

**3rd Annual Golf Tournament**  
May 6

**COTA HPDE**  
May 19 -21

**Tire Rack Street Survival**  
Houston Police Academy  
April 15

**Autocross**  
Houston Police Academy  
8:30am - 3:30pm  
March 19, 2017  
April 16, 2017  
May 21, 2017  
June 18, 2017



**The Champions!!!  
Our Team, less Michael Anastasia and Richard Lo**



**DanthrowingaStrike!**



**Mercedes Team on the left. That's Joseph on my right  
President of the Mercedes Car Club.**



**Watching Chris sling another fast ball!**



**Ed Solymosy and Pam Johnson resting from their efforts..**

# Houston BMW CCA Points System



BMW Car Club  
of America  
Houston Chapter



Activity	Points
Attend a meeting or event (coffees, socials, autocross, cota, drives, and annual dinner)	30
Organize a monthly event (social/technical/track etc.)	100
Original Article published in the "Torque" (technical, recent trip, member spotlight, etc.)	60
Recruitment of a commercial ad for the "Torque" (Advertising rates available on the website)	20% of ad cost in points

\*Board members may win points if not part of regular duties

## Ready to win some greate prizes?

All you have to do is participate. That's right! Just by attending events, you earn points, which can earn you valuable prizes.

When you attend an event, make sure to sign the sign-in sheet with the requested information.

Throughout the year, points are added up. We will announce the top 10 winners at the annual dinner.

So come on out to some events, have a great time, and on top of it all add points just for being there! If you want to go that extra mile, chair an event or write an article for our newsletter to earn more points.

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## Surviving the Streets of Houston

### Nikola Dragojlovic

Automobile accidents are a leading cause of death and disability for teenage drivers. The statistics are staggering. Six teens aged 16-19 years old die every day in motor vehicle collisions. Sixteen- and seventeen-year-old drivers are three times more likely to have an accident than eighteen- or nineteen-year-olds. Distracted driving, excess speed, following too closely, improper corrective action, or driving under the influence can change a teenager's life in an instant. Furthermore, the majority of new drivers across our country do not have the benefit of a comprehensive drivers' education curriculum that focuses on vehicle control skills. The current system offers good delivery of legal knowledge surrounding driving, but simply cannot offer valuable in-seat experiences like activating anti-lock braking systems, learning to look ahead, or recovering from a skid.

Fifteen years ago, the BMW Car Club of America Foundation started the Street Survival program to address these deficits in driver education. Since its inception, tens of thousands of teenage drivers have received formal classroom and in-car instruction from qualified instructors to recognize and avoid hazardous situations.

Through alliances with **BMW CCA**, **Porsche Club of America**, and **Sports Car Club of America** chapters, and major corporate sponsorship from **Tire Rack®**, **Michelin®**, and **Enterprise®**, the program has grown exponentially. **BMW North America** felt so strongly about our beloved marque's involvement that they offered up a 2015 **BMW M5 "30 Jahre" special edition**, one of just 30 imported into the United States, for auction at **Barret-Jackson** to benefit the program. The vehicle sold for \$700,000 to famed NASCAR team owner and BMW dealer **Rick Hendrick**.

At a Street Survival school, students receive instruction in their own cars, learning the strengths and limitation of their own vehicles. They are put through a series of skill challenges including evasive maneuvers, slalom, effective braking, and skid recovery. Instructors ride shotgun and provide immediate feedback, enhancing retention and building confidence on the spot. Students also attend classroom sessions on vehicle dynamics and proper driving technique. Over 2,800 students participated in schools last year, and over 800 schools have been held to date. When you consider how many vehicles those students drive, and how many vehicles are driven within vicinity of those students on a daily basis, it is easy to see the value and impact of such training. However, in 2016, fewer BMW CCA chapters conducted schools than in previous years.

Our local chapter has been hosting Street Survival schools for many years, but over the last few years, popularity has skyrocketed. We now host 2 schools per year, with 35 students per event. Events now sell out within weeks of registration opening, with just as many students on the waiting list as registered drivers. Clearly, the community beyond our club recognizes the value of this program.

When I first volunteered for a Street Survival school two years ago, I was just happy to get a lunch and free t-shirt. But throughout the day, I saw teenagers – who had gotten up too early on a Saturday – change from moribund to thrilled. They were besting each other on braking exercises, laughing heartily when their car spun out on the skid pad, and high-fiving their instructor after navigating the slalom successfully at speed. An even more gratifying aspect was seeing young men and women from vary different parts of our city, who had never met before, come together and encourage one another.

Volunteerism is critical to making this program effective and sustain-

able. As the only club in the Houston area organizing Street Survival events, we bear a collective responsibility in ensuring their success and proliferation. Not only does this program fill a large void in the education of our newest drivers, but it makes our roadways safer and provides our chapter a wonderful opportunity to give back to the community. If BMW North America can offer up its most powerful production car to auction, certainly we can donate our time and energy!

Our next Street Survival event is scheduled for April 15, 2017 at the Houston Police Academy, and is already sold out with a growing wait list. To volunteer, please contact **Jim Iden** at [streetsurvivalvolunteers@houston-bmwcca.com](mailto:streetsurvivalvolunteers@houston-bmwcca.com). To volunteer as a driving instructor, contact **Walt Phillips** at [streetsurvivalinstructors@houston-bmwcca.com](mailto:streetsurvivalinstructors@houston-bmwcca.com). All volunteers will receive lunch and a TSS t-shirt. **Thank you all for your help!**



# BMWCCA Houston

## Annual Dinner 2017

The Omni Houston Hotel



### Highlights from the Annual Dinner Jim Robinson

Special thanks to **Social Events Chair Christine Husi** for all her work and providing an excellent setting for us at the **Omni Hotel**. We corralled our cars on the top level of the parking garage, they all looked great in the twilight as I arrived. **Art Yee** rumbled in ahead of me with his **M2** going into the garage and I couldn't help but notice that there was a guy in an Audi that seemed to tremble hearing the M2 rumbled by on the way up. I told Art I thought I saw the guy tear up. As we walked from the garage there was a red **i8** parked out front; I never found out who it belonged to.



Everyone gathered for drinks and chat before entering the dining room. It was a good time to see friends and make new friends. A "prom-date" style photo booth available for those more photogenic. A lot of people partook of this and I've added a few pictures on page 16.

**Blake LaGrone**, our chapter president, welcomed everyone as dinner was being served. This year seating was assigned in the dining room which turned out well allowing us to meet new people rather than in the past where we huddled with our "cronies". The food was excellent. After dinner and conversation we had several speakers. **Dave Davis** – Shell GM of finance for commercial fuels and lubricants talked about the link between BMW and Shell's V-Power products and everyone got a gift card from Shell in our gift bags.



**Chris Stokes** gave us an update on autocross. And **Dan Baker** gave us an overview of "The Road Monkeys". They can easily stretch a 500 mile trip to 1,500 taking every opportunity to explore the roads less traveled. And apparently they travel those roads with vigor with stops along the route for lunch and lodging at unique places along the way. Dan also enscended a new Road Monkey – **Ky Exezidis** received her induction T-shirt.



We had a lot of prizes to give a way thanks to our supporters. These included car models, oil changes, tires, travel cups (some with hidden prizes inside), duffle bags, car cleaning aids just to name a few. I think everyone went away with something.

As you can see from the pictures provided by Jeff Thomson everyone had a great time. I encourage our members to join us next year.



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## Tow Hook License Plate Holder

Many people don't like the look of BMW factory front license plates. In Texas the law actually requires them, but many people don't put them on, preferring the look of their cars without them.

One solution to stay legal but improve the look is to use a tow hook front plate holder. Some people cobble these together from an actual tow hook bolt. There is available an aftermarket solution from U.S. Millworks. A fellow club member told me about this product. This product can be used with most cars that have a front threaded tow hook.

I actually bought this a while back for a 2000 Z3 and never installed it. This part was originally designed for Porsche cars and the bumper curvature allows simply turning the plate to remove. I thought this would be great for auto-cross events.

However for most BMW's the angle set on the plate does not allow simply turning to remove as the plate will hit the bumper. Since the only way to get it off was to unbolt the license plate then turn it, it was not what I wanted.

Now I wanted to install it on a 2012 128 convertible. Going to the website ([www.usmillworks.com](http://www.usmillworks.com)), under replacement parts I found the main bolt was shorter for the 128 than a Z3. Also I found a new part, the quick release, which allows the plate to be removed by pulling two (2) spring clips. This is ideal if the curvature of the bumper does not allow simply turning the plate to release. Now you can have a fairly quick release for track days, autocross, or car washes.



**Figure 1 Hardware components of the kit**

The website is very comprehensive has videos to illustrate the product and installation.

The main plate is offered in a standard version and a lightened version. I never add any excess weight to a vehicle if I can avoid so paid the \$20 premium for the "lightened" version. The lightened

version also offers additional mounting holes so the best fit to your car can be selected.



**Figure 2 Plate bracket installed on the 128**

All parts are 6061 aluminum and black anodized which improves corrosion resistance and appearance.

### Installation is pretty simple:

- ▶ Start by removing the tow hook cover. Use a plastic trim tool or protect a small screwdriver with body tape or duct tape to avoid scratches.



**Figure 3 Back of tow hook cover, the catches are at the top on the 128**

- ▶ Use some WD-40 to spray and clean the tow hook thread.
- ▶ Use some silver anti-seize (Permatex is a good brand available at Autozone) on the bolt thread, and test fit the bolt threads all the way in easily.
- ▶ Bolt the QR plate and spherical to the bolt, and test fit for alignment.
- ▶ Loosen the screws and adjust the position to be square with a small amount (5°-10°) counter clockwise. Once the plate is on the thread will turn further so it make take a couple tries.



**Figure 4 Bolt and QD plate adjusted**

- ▶ Bolt up the plate to the "socket" side of the QR. Select the holes the look the best on your car.
- ▶ Position the angle, then tighten using the plate and check alignment. Loosen the sphere bolts and re-adjust if necessary. If the horizontal position or vertical position are not clearing the fog lights or vents, unbolt and try another location in the main plate.
- ▶ If the position looks good, bolt up the front plate. On mine black nylon washers were added under the bolts which are not part of the kit.
- ▶ Install the plate and the two (2) spring clips.



**Figure 5 Looking down at plate, QR clips, and pivot mount**

One thing not on the web site is the weight of the assembly. Here's the break down for the 128 parts:

Stem with pivot and QD plate	107g
Plate with QD receiver	373g
Total w/TX plate	598g
Tow hook cover (removed)	15g

So the net weight installed with the TX plate is 583 grams or 1.29 lb. Most of the weight is the plate which is about .155 in thick. A nice feature is the milled down edge which allows the formed edge of the license plate to sit in.

Further weight could be reduced by drilling out the mounting holes that are not needed. The density of 6061 aluminum is .0975 lb/cu in. Subtracting the countersunk holes and drilling twelve holes out to .81 in diameter, only saves 33g. Probably not worth the trouble.

Our car has been running this for over a year and no issues. The plate has stick out a little, but so far have not had a problem with people walking near the car and bumping into it.

One concern is that the plate is easier to steal with this system. There are comments on this on the US Mill Works website that this does not seem to be a problem.

Overall this is nice well-made product, which relocates the plate to a more aesthetically pleasing location and allows quick removal.



**Figure 6 Plate mount and front of 128i**

**If you have any comments or questions contact:**

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## Editor's Corner Jim Robinson

In the Spring 2014 issue of our newsletter **Frank Henderson** submitted a DIY article about HID (Xenon) lighting. Recently I heard back from Frank's personal BMW website and thought our readers might enjoy taking a look at what he's accomplished. Here's Frank's been up to lately.

[www.frankies-bmw.com](http://www.frankies-bmw.com) is devoted to sharing DIY procedures and related information for enthusiasts.

Later, some of these procedures proved popular worldwide and I began to receive numerous emails. My website also began to exceed monthly bandwidth limits. I therefore moved to a full scale hosting account with matching domain name in November 2009, and gave the site an updated look.

### DIYs of particular interest are:



#### Steering Wheel Retrofit & Upgrade

- for E36 3-series, but widely applicable (replace ugly non-badged airbag wheels with nicer badged airbag wheels).



**Sunroof Rebuild** – for E31 8 series (dealing with the 8's problematic roof).



## Frankie's BMW

my personal BMW website



The DIY procedures detail experiences gained from working on or fixing these cars, and focus on topics not normally mentioned in official literature. Unlike some enthusiasts, I'm not interested in performance-oriented modifications of engines and suspension. Here, I prefer factory set-ups. My interests are instead on keeping BMWs from the modern classic era (1988 thru the early '00s) on the road while improving their utility and comfort with tasteful, modern upgrades.

**Disclaimer:** While carefully written, my DIYs are to be used at your own risk. My site is not legally affiliated with BMW N.A. in any way and solely represents my own experiences.

This site compiles data collected since 1994 with my first BMW purchase: a 1987 325is. I began chronicling my experiences online in 1998 after developing my first personal website. From my participation in online discussion forums, I decided to share DIY procedures with fellow BMW enthusiasts.



**Factory Bluetooth Retrofit** – for E38 7 series, but widely applicable (integrates with existing onboard electronics).

### My Background

I also have a guest book and site tracker to help record feedback and visitor data.

I was born in Florida but grew up in Houston, Texas. After high school I planned to become a professional pilot but my interests were too broad to commit to a single career. After finishing two

(useless) college degrees with experiences in banking, engineering, music and politics, I moved to Austin, Texas in 1996, where I ran a home business as a web designer and kept a generic day job in sales.

Then in 2012, a great job opportunity called for a move to southeast Texas. Now, when I'm not playing with my BMW's or fixing up my house, I work in website administration.

### Frank Henderson Willis, Texas

Frank's website is filled with well written DIY articles which are photographed with notations giving step-by-step instructions regarding upgrade / retrofit for various BMW models. You'll see that he's spent a lot of time and effort to share his knowledge and experience with other enthusiasts.

Visit [www.frankies-bmw.com](http://www.frankies-bmw.com) to find out more.



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