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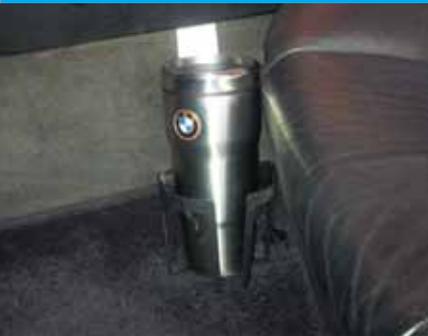
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ON THE COVER:

**Austin
Schnell Fest**





ITS ALIIIIIIIVE!!!!

**Blake Lagrone
President - Houston Chapter**

After a lot of research, hard work, blood, sweat and a few tears the 1999 M3 is running again and running well. By the time I am completely done I will have an almost new E36 M3. I am about halfway through a 1200 mile run in on the new Calico coated connecting rod bearings and so far all is well. I have no nasty knockings and a car that is just begging to be turned loose. The original fault was an oil pressure failure on turn 9 at **Laguna Seca** racetrack in Monterey last summer. I wasn't able to get to the car until about



mid-May.
Here's a shot of the little bugger that started it all

It's a picture of the oil pump shaft nut in the bottom of my oil pan. It had backed off of the shaft and allowed the pump sprocket to free wheel, therefore, no oil pressure.

About 3 weeks ago I had finished the install of the new bearings, refurbished oil pump, new rear main seal, new starter, new transmission and motor mounts, and new oil pan gasket. I had taken the front suspension subframe down twice by myself and it was difficult. Fortunately my son **Dustin** had offered to come out and help me with the third and final assembly and I gratefully accepted. So Dustin and I went at it and got everything in its place and ready to run. It all

went well until it was time to fire the engine and it would start but not idle. Ran great at 3-5000 rpm but it was running very rich and I could not get the idle to settle down. It kept oscillating as the computer kept looking for an air/fuel mixture that would work. I did all I could to diagnose what sounded like tuning problems. It appeared that I may have multiple tuning issues...

After exhausting my diagnostic skills and equipment I went looking for a shop that deals with

modified European cars. I found a few but one stood out as a BMW shop and had great reviews for good work and customer service. That shop is **TMJ Bimmers** run by **Todd Farley** and **Chief mechanic Jimmie**. I had AAA deliver the car to the shop and I went over the next day to talk to Todd and Jimmie and let them know the history of the car and what it was doing. Turns out I had met Todd a few years ago on a drive in my 5 series with him, **Sherman Watters, James and Priscilla Saynay** and a few other folks. I won't go into detail, but that was a very "memorable" drive!!! Todd and Jimmie went to work and found several tuning issues that were plaguing the car including some corrupted files in the programming to the ECU. We replaced the MAF harness (and an essential resistor in that harness), fuel pump, fuel filter, fuel regulator, they also performed some other nice upgrades that

cleaned up the engine bay and improved the overall performance. Things like removing the ASC and secondary air pump and doing it without setting a check engine light on the dash! I have a few other things I want to do to get this car ready for the road and **O'Fest in New Orleans!** TMJ Bimmers will be working with me to finish the M3 renovation. Thanks Todd/Jimmie!!!

She is still in her Monterey O'Fest numbers; I will replace them with the New Orleans O'Fest numbers!

There is still some work to do including some cosmetic stuff but the main mechanical issues have been addressed, the bearings are working well, oil pressure is great, no leaking rear main seal or anything else, and all temps are normal. Thanks to the help of my son Dustin, Jeff Otten (who loaned me a couple of essential tools and let me bend his ear!), and TMJ Bimmers this car is working great!



Recently we held a **Wash Wax and Tune** hosted by **Mike Williams** and **BMW of Houston North**. Mike and the dealership did an awesome job of hosting this event. It was a first class effort!



Here she is outside of TMJ BIMMERS running sweet and ready for the OPEN ROAD!



Here's our Host Mike Williams and member Art Yee looking over Art's E39 M5

great coffee.

After lunch it was time to give away the raffle prizes we collected from BMW of Houston North, our own Ken/Vicky Finley, and Griots Garage. Here Chris and I are announcing what will be given away; you can see the bags lined up beneath the table and the bigger items on top of the table.

We were able to wash our cars outside at a nice setup by the dealership at this recently renovated facility. Once washed, we moved them into the New and Air Conditioned Maintenance facility. We each had a stall and Mike had arranged for some of the maintenance Technicians to be available to help us with mechanical issues we may be having.



There really were some awesome gifts...You should have been there ...Just Sayin...



This was a very well supplied and well run event at a new facility.



Griot's Garage Representative John Keeling (middle) John Galbraith (left) and Gerald Anderson (right) Galbraith's E30 M3 in the foreground

Mike Williams donated several items including two BMW watches, one men's and one women's watch, a great gear bag. There were several vouchers for wheel repair, a really nice set of headphones (which Chris won...), and Griots gave a fancy wash bucket with a variety of their waxes, polishes, cleaners and towels (which Leanne won...), and a whole bunch of other nice gifts. There were a bunch of neat items donated by Ken/Vicky Finley, including collectible Hot Wheels cars signed by BMW's top race drivers. There were hats and shirts also autographed.

Mike tells us that the new management at **BMW of Houston North** is committed to being generous to our club members. He announced that in addition to the normal 15% discount that club members enjoy in the Parts Department. We will now be given a 15% discount on any maintenance that we have them do. They have also offered to host other events like the WWT that we just had, perhaps a coffee event or something else. In other words, they are offering their facility for just about anything we can think of to do for a gathering! It's a refreshing attitude I have to say!!!



This is the lineup of the products from Griots Garage



Looks like Leanne, Gerald and Art did real well at the raffle!

I would like to give a big thanks to; Vice President Chris Stokes, Social Events chairperson Christine Hsui, Technical Advisor Jeff Otten, Mike Williams; Manager Part's dept. BMW of Houston North, and the our volunteers who made this possible!

I think everyone will agree this event was worthwhile for all who attended.

We got to try these ourselves or have them demonstrated. And we got to take some home as well! Their microfiber drying towels are awesome!

And to those who didn't... well... don't miss the next one!!!



After we got a chance to get our cars nice and clean we sat down to lunch



I believe in this picture both Chris and Dan are accusing each other of fixing the drawing! Mike Williams, I and Jim Iden look on and cheer them on!

Deli Sandwiches, chips and a Big cookie provided by Mike Williams and the dealership. Oh, they also provided breakfast, Kolaches, Danishes, Muffins and some

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The Lone Star, Hill Country, and Maverick Porsche Club of America (PCA) Regions joined forces with the Lone Star and Houston BMW CCA Chapters to host independently branded high performance driver's education (HPDE) events held at the Circuit of the Americas (COTA). With the imminent closing of the Texas World Speedway (TWS) in College Station, we have teamed up with the Texas PCA Regions to make COTA our clubs' premier venue for HPDEs. Teaming up with the local PCA regions allows us to reduce the financial risks involved in renting the most expensive race track in the U.S.

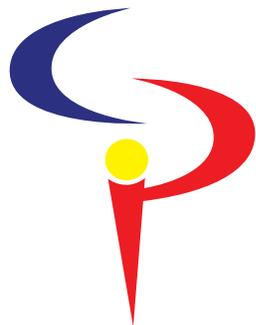
2017 Inaugural Austin Schnell Fest



Planning for the spring event began in early January. Coordinating with four other clubs, three of whom we have never worked with, was no small feat, but the common goals of providing our members the safest, best value, and highest quality driving events at COTA quickly fostered a respectful, trusting, and collaborative relationship that was key to making our spring event a success.

At first choosing a name for the event seemed to be a daunting task. Several German play on words were being tossed around until **Austin Schnell Fest** (Speed Fest in English) quickly gained traction and was unanimously approved by everyone. Convertibles are always a controversial topic when it comes to **BMW CCA HPDEs** because they are currently not allowed to participate without a roll cage or in other words only race prepped convertibles are allowed and BMW factory roll-over protection does not qualify. **PCA** policies allow any make convertibles with factory-installed roll-over protection to run on track, so we chose to insure the event under PCA's insurance policy. This decision technically made the Spring Schnell Fest a PCA event; however, all clubs agreed that every Schnell Fest will be marketed as an independent event. We will continue to run all Schnell Fest with this approach as it allows for the inclusion of the majority of our members.





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Our spring event offered three days of driving for all skill levels. Drivers were assigned to one of four run groups (green for novice, blue for intermediate, yellow for advance, and white for advance plus). Each run group had four 20 minute sessions on track plus two classroom sessions per day. Surprisingly, both two-day driving schools for novice and intermediates quickly sold out. The weather was quite mild for Austin in May and was welcomed by all that attended. We only encounter one thunderstorm on Saturday morning which resulted in a brief lightning delay. Parade laps were offered during the lunch hour on Saturday and Sunday for a suggested donation of \$20 which benefited each club's designated charity. Our chapter's charity was **Homes for Our Troops**. The parade laps were a great way to allow spectators and family members of participants to drive the track and help local charities at the same time. Approximately 100 cars participated each day and each session consisted of 3 laps at highway speeds.

Sideline Sports Photography (SSP), official photographers of Audi Sports USA and Lexus Racing, provided on track photography services to all participants. Their production truck/mobile studio was onsite which allowed for near instantaneous viewing of photos. SSP has committed to be at all future Schnell Fests.

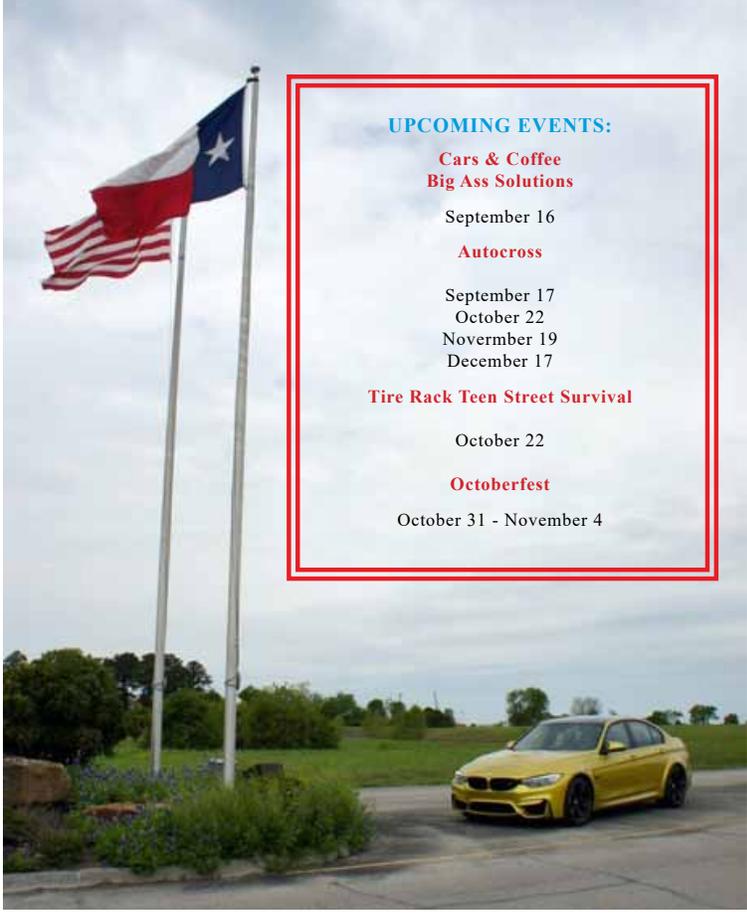
On Sunday afternoon, I personally received several compliments from participants at all levels. This was a good indication that our event was a success. Our work does not stop here. We have already identified areas we need to improve and we are seeking feedback from participants. At the end of the weekend we also realized that when we put aside the whole Bavaria versus Baden-Württemberg thing, our clubs and members are very similar. We love our German engineered cars and love talking about them.

Do not worry if you missed our spring event as our **Fall Schnell Fest** is scheduled for **November 17-19**. Additional details will be released in the coming months. If you have any questions regarding the Austin Schnell Fest or HPDEs, please email me at DEC@Houston-BMWCCA.com.

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DIY “The Ultimate” Cup Holder

Many BMW's have poor cup holders or maybe none at all. The E34 5 Series, is one that had none from the factory. There was an optional two (2) cup holder that fit on the passenger side of the console but it really was too small and kind of gets in the way for the passenger. When I got my E34, I searched the internet and came across the “Ultimate Cup Holder”. It was made from a stainless steel plate cut to shape, and rolled into a conical cylinder. An extension allowed it to fit under the edge of the console and sit on the floor just in front of the seat. Thus the cup would at floor level providing a low center gravity and easily picked up by the driver or passenger. To protect the cup it was lined with felt. The E34 model was long ended by the time I bought mine, so by the time I contacted the manufacturer, he no longer made them.

So I thought about how to make something that would have the same function and be light weight and less expensive.



“Floor” Cup Holder fit at driver's seat.

The upper part is aluminum flat bar and the lower cup part is made from a plastic “window hanger” style cup holder. The flat bar is 1/8” x 1.5” wide. The flat bar can be bought at stores like Home Depot, Lowes, or Ace Hardware. To attach the cup holder to the aluminum, a pop rivet and zip ties were used.

The plastic cup holder portion was available at Wal Mart, and was the Bell brand. They come four (4) to a package for about \$3 and I found them in Gray or Black. A 36” long aluminum flat 1/8 x 1.5 is about \$8.50 at Home Depot.

To make the cup holder, cut the hanging tab off the plastic cup holder. A hacksaw or diagonal pliers will cut it easily. Radius the corners to improve the appearance with a bench grinder (best) or file.



Window tab removed

Drill pop rivet hole in the plastic. A 5/32 x 3/8” aluminum pop rivet works well, so drill a 5/32 hole. Just center in the remaining section.

Bend the flat bar to a curve. This is easy with a bench vise and if you do it with the long length before cutting. The one I like the best looks like this from the side:



Side view of completed cup holder

Cut the flat bar to an estimated length about 10”. Radius and sharp edges with a grinder or file. Then test fit to your car. Check that the edge will fit under the console easily, but is snug. Drill a matching hole through the aluminum by matching the plastic holder flush

to the bottom. Drill a second hole about 3/8” from the bottom.



Hole locations

One pop rivet holds the upper portion. Then put a 4” zip tie around the plastic and through the hole on each side to retain the bottom.



Zip ties to retain bottom section

Test fit again and try a travel cup. Cut the top of a little more if it is too tight or tweak the curvature. It does not need to be super tight, it should be easy to fit and remove.



Finished length about 9 3/4"



Finished cup holder with BMW travel cup

The cup holder will actually be more stable with the weight of the cup and contents. I have found this works well with a wide variety of cup diameters, including up to the 44oz foam cup from gas stations. It also works well with the popular Yeti cup and water

I have used this in many different cars, E30, E34, E36, Z3, and E88. It is really better than the original "Ultimate Cup Holder". It should work in most BMW's, and easily moves to different cars. The only problem is accidentally stepping on the edge getting out of the car, which will break the plastic. It's easy to replace though. The cup holder can also be used on the passenger side, in most cars the driver can reach it easily enough.

Questions? Email

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Jeff Otten



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Track Days - Austin



The M Track Days event is part of a traveling event put on by the BMW Performance Center. They have five (5) events on the 2017 calendar. The Austin event was the third of the series, was held at the F1 track, Circuit of the Americas (COTA). The Austin event was held July 26 to Aug. 2. The event is a ½ day format so there is one morning session and one afternoon session for each day.

My son and I went the last day, morning session, thinking it might be more comfortable due to summer heat. We found out about this event from a BMW email, then went to the website www.mtrackdays.bmwusa.com for additional information.

BMW doesn't necessarily do this event every year, I don't think they did this last year, at least in Austin. If you are interested to go, sign up early, it fills up fast, and preregistration is required. By the time I called most of the openings were already full. The event costs \$250 per entrant.

The event consisted of:

- ▶ Check in, breakfast, displays
- ▶ Classroom session
- ▶ Drag race and stop box event
- ▶ Track driving in M3 and M4
- ▶ M2 autocross and stop box
- ▶ Hot Lap with instructor in M3
- ▶ Lunch and trophy presentation.

The head instructor for the event was Derek Leonard, from the Performance Center in California. He did an amazing job presenting the day, and basic driving skills, covering seat position, hand position, eye position, traction, and cornering lines. His presentation was both informative and entertaining.

The graphics on screen were excellent and he really covered a lot of material in about 45 minutes. I never rode in a car with him, but my guess is he drives pretty well. He was very complimentary of the Michelin Pilot Sport 4S tire, better dry and wet traction and

remarkably – longer life as well.

M Track Days is part of the Ultimate Driver Competition. The fastest time for all days of the Austin event gets an expense paid trip to California for a final.

The drag race event used 550, M6 and X5M. It is really about a 0-60mph and then stopping in a short stop box. Blow through the last cone, and you DNF. The cars are all automatic or DCT transmissions. You are not allowed to shift, or turn off DSC completely. You are allowed to try launch control on the 550. Two (2) to a car, you alternate each run and then move back to the next car. This keeps the line moving so you get about 2 runs in each car. WOW! That X5M can really launch!

Next up for us was the M3 and M4 track driving. The M2 was not used on the track. Two students get in each car. Helmets are required, you can bring your own or they have loaners.

We got in the M3, with my son driving first. The instructor drives at the front with a group of 4 or 5 cars behind him. They call it "Follow the Leader". There is a radio in the driver door so you can hear him. He says follow his line exactly and about 2 car lengths behind his car. If the group keeps up with him, he goes faster, if it drops back he goes slower. Then he rotates the line at the pit straight so you get a chance to follow the instructor to see his lines clearly. I really liked the format. On the back straight we hit about 140mph, the brakes, power, and grip is amazing. On his second lap, my son said "this is nothing



Derek presents the day and driving skills

like a video game...this car goes wherever you want!"

Next it was my turn in the M3. Then we pull in and switch to the M4. Back to the track. We had a different instructor for "follow the leader" drive. We both drive the M4 and come away very happy, again about 140mph on the back straight. COTA is truly a great track and has great grip. Helped no doubt by the Michelin 4S tires.



Next up for us was the M2 autocross. They had a bunch of M2 Blue M2's outside the pit garage we jumped in and drove slowly up the hill and did a slow lap through the autocross. It is complicated by a stop box. If you blow through the second cone your run is DNF. The best time for Austin was 16.27 so far, we were the last day, could we beat that?

I drove first, you only get 2 runs. I noticed on the slow lap the last turn of the course was to trick you into turning too late and the start straight had just enough kink to trick into upsetting the car on the 1st to 2nd shift. For this event you could shift manually. I had never driven M2 before and blew my first run by over rev off the line. But I thought, now I can really push the rest of the course, because I have already blown this run... My second run was much better, but still .4 second too slow.

My son took off and shifted a little late, and over shot the stop box. His second run I suggested earlier shift and line through the last bend. His braking was perfect, just inside the last cone. His time was .05 second better than mine! The strategy of running second paid off for him. In retrospect, overshooting the stop box on the first run, probably helps you get it right on the second run.

Next we went back to the track and filled the M3's, three students to a car, with the instructors at the wheel. The instructors took off following each other shifting manually and using a lot more curb on the track. So you got to feel the car and see the lines at higher speed. In the earlier exercise the instructor drove a less aggressive line to help

control the speed of the group.

Next was a great lunch upstairs from the pit garage, and a trophy presentation. Everyone was given and cooler bag and water bottle. My son made the podium, with 3rd for our session. Results from the all Austin sessions are on the web at <https://www.bmwusa.com/ude-leaderboard/> then select M Track Days and the track. Overall my son was 12th for Austin of 932 entrants. Not bad for his first drive in the M2.

Derek offered discounts for Performance Center driving schools by pre-purchasing certificates. He said they are the lowest prices ever offered. Go to <https://bmwperformancecenter.com/> for more information.

Overall this was a great event. Consider it the Ultimate Test Drive. Sign up for event notifications on the BMW USA site, and check the web site to see if it runs again next year. If it does, sign up early. Or there's still two (2) events for 2017 left...

Many thanks to BMW, the Performance Center, Michelin, and Shell for promoting this exciting event. Also thanks to COTA for allowing us to experience this amazing track. This type event really separates BMW from all other car companies.

Jeff Otten



Nolan's Trophy



Re-fueling the M4's

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Houston BMW CCA Board Meeting Saturday, August 19, 2017

**In Attendance: Blake LaGrone , Chris Stokes, Bill Krupowicz , Jeff Otten.
Chris Augustine.**

Treasurers Report Bill Krupowicz

We are in great shape. Discussion re savings account balance. Suggesting change to laddered CD? Bill to check...

Social Events Chris Stokes

WWT sign ups 35, should get more today. Bring banners, tickets, hoses, gifts?
Big Ass fans event re scheduled, folks need to sign up again for new date.

Annual Dinner Christine Hsui

Checking into reserving the same place (Omni hotel). Mid February date....somewhere either before or after Valentines day. We need the data that Christine got from the surveys that were filled out at last dinner.
Performance center event (South Carolina BMW center).....see about scheduling an event for our club, maybe next spring. See about costs and discounts for like 10 people.

Autocross Report Chris Augustine

Gearing up for the new season, next event September 17th. We voted to drop the awards dinner registration fee to \$5 and no drink tickets. Chis to buy some Extended range antennae's for the AutoX timing equipment.
Oktoberfest. NOLA Autox... cones available on site From SCCA. Bayou Chapter will not be participating (No people). Discussion re buying a club trailer for equipment and control booth. Tabled for now. We are pretty well prepared for the Autox at New Orleans.

Discussion re COTA SchnellFesst subsidy for Houston BMW CCA members.
I will ask David Gross (Hill Country PCA President) about setting up a two day event. Perhaps if we don't have a full roster by the beginning of Oct open it up for a two day event. If that's not going to work for everyone then we see about a subsidy for our members.

Subsidy idea is tabled for now ... I will talk to David and see what we can work out, maybe \$400 a day for 2 days (class room instructors?). Talk to David about opening the registration to a two day event 30 days prior to COTA event. This probably won't be a palatable idea to them as the registration fills up pretty quickly. The only slow sign ups were White and Yellow group. Tim Strehl of PCA was not happy with our proposing a subsidy for our members as PCA has nothing like that and couldn't afford to do it anyway. He feels that the BMW subsidy will put PCA in an awkward situation. How can we work this out in a way that meets our member's needs and doesn't put PCA in a bad light...???

Tentative Board Meeting October 14th?

Meeting adjourned 1:30pm

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2018 M5

As you've likely already seen, here's the sixth generation M5. Baically it doesn't look much different from the fifth generation. However, it's has more power. The upgraded 4.4 liter twin-turbo V8 puts out 600hp and 553 lb-ft of torque.

The 4.4-liter twin-turbocharged V8 from the previous model now puts out 600 horsepower (40 more) and 553 lb-ft of torque (up 53 lb-ft). Much to the dismay of the purist that would prefer to shift gears personally the new M5 is only offered with the new M-specific all-wheel-drive system or M xDrive, 4WD. Of course it has various driving modes including RWD. BMW claims zero to 60 mph in 3.2 seconds, making it the quickest M car to date. I suppose that only happens when you take it out of the startup configuration which includes all wheel drive and traction control. I've heard it said lately that a stick-shift is now considered an anti-theft device. You'd think they'd offer a stick-shift for those reasons.

Available in the spring, BMW hasn't announced pricing yet but you can expect it to be around \$140k. Okay, being old school I'd still like to see the return of the normally aspirated V10. I guess it's too much to ask for a V12 M5. But there's talk of putting a V12 in the new 8 Series.

Jim Robinson



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Wash Wax & Tech at BMW North

The WWT (Wash and Wax, Tech), held August 20, has achieved 15 events as of 2017. Thanks to support from **Houston BMW North** and in particular **Mike Williams** (Parts Manager) we had another productive and informative event.

Essentially the event is focused on bringing your dirty car, and vacuum, wash and then detail in the comfort of the BMW North service bays. They have service techs working to provide operation of the lifts allowing inspection or minor maintenance of your vehicle.

This year we had **John Keeling**, a representative from **Griot's Garage** attend to provide products for sampling and instructions for properly maintaining automobile finishes. John also explained the products that he would use to maintain a BMW finish. Of particular interest was the demo of the pwer buffer. These guys continue to develop new products that really enhance care of your car's finish.

The newly enlarged service area of BMW North provide a comfortable atmosphere to dry and then wax our cars. I was particularly fortunate to have **Kenneth Whitton, 5 Star Recon Paintless Dent Repair**, correct waviness on the rear of our 128i. He did an amazing job on our car. Kenneth does regular work at BMW North.

Other members were able to have radio codes reset, flush brakes, inspect their cars on the lifts, and do diagnostics on their cars. Thanks to the support from the BMW service techs. The BMW North parts department was open and available for any needed parts and all departments were represented.

We had a good selection of Door Prizes from BMW North (including Wheel repair certificates, BMW clothing, watches), Griot's Garage (products and buffing tool), and Shell (oil and gas). I think all the attendee's came away very content.

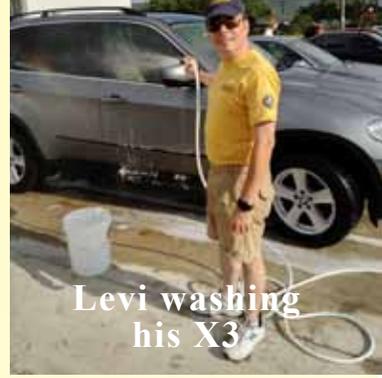
Thanks also to BMW North for breakfast and lunch. Mike also let us know that BMW North has now extended its long standing 15% parts discount offered to BMWCCA club members to service work. BMW North is also actively suppling BMW Performance and Dinan upgrades. Give them consideration next time you need your BMW serviced or for upgrades.

If you missed it this year, we hope to see you there next year!

Jeff Otten



Blake washing his E36 M3, and Yes it is back on the road!



Levi washing his X3



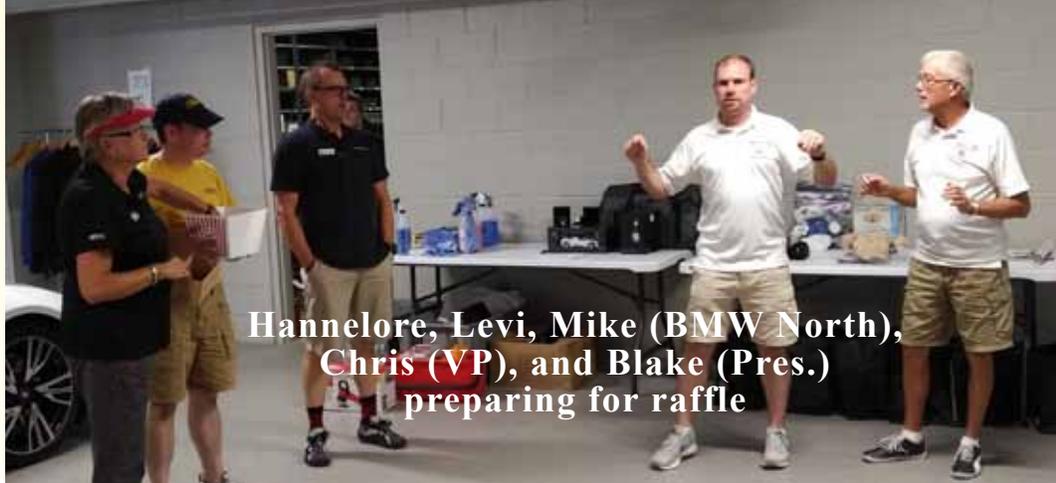
John (Griot's rep) demo's the Orbital Buffer on Mike's M4



Some happy club members!



Griot's product descriptions and application advice



Hannelore, Levi, Mike (BMW North), Chris (VP), and Blake (Pres.) preparing for raffle



Hello VTs,

Who would have thought it, having space for 30 - 32 students, 62 registered for April's Easter Weekend Teen Survivor School (TSS). Thinking people would be traveling and/or busy with family activities, as it turned out our magic number of 25 volunteers (VTs) for the event was reached resulting in one of "The Best" run events we have had.

CONGRATULATIONS TEAM on a job well done. Here's a big well deserved THANK YOU! This event could not be pulled off without you consistently coming through.

FYI, our long distance award goes out to Asbjørn L. Johansen who flew in from his work in Denver, Colorado to participate in the event.

Also noteworthy, our appreciation goes out to those who have assembled family teams, bring friends and neighbors and those who volunteered but could not attend, sending a replacement. Let's not forget a special thanks to the parents who helped. All added to the enjoyment of the day.

Additionally, we had a Photo Mister, David Leung, attend the event. David provided us with a number of great shots of the day's activities. David we thank you for coming out and documenting the event and hope you will join us again.

The feedback testimonials from students and parents clearly show they appreciate TSS and are receiving value for their investment.

Here are a few of the many comments given as feedback on your efforts and results:

Guys - Many thanks....really a great event & very well organized..!

Good job Ken! My girls are still talking about the event.

Wes has already mentioned taking the class again and making his friends go too....so I think his overall experience was a very positive experience.

VTs, your continued support to our younger generation and helping them develop solid driving skill fundamentals is appreciated.

Okay, no surprise, registration opening a few weeks ago for October 21, 2017 TSS. As the norm, the event is filling fast. Good news is, by then there should be a break from the warmth of summer. Thank you Houston-BMWCCA for scheduling our TSS events in the spring and fall and avoiding these 103 - 105 heat index days.

Knowing the fall school will be another sell out, we will be needing the 25 volunteer number to ensure the event runs successfully. Our roles include, morning prep, setting up the exercise courses, registration, directing the students, cars and parents to their proper locations and maintaining the course set ups to maximize the number of skill training runs the students receive.

Oh yea, relief breaks are another reason why having 25 volunteers makes the event run smooth.

Please mark your calendars and be thinking who of your friends and family to invite/recruit to join us for an action packed day. As a reminder, non-Club members are welcome to participate on TSS days.

Stay tuned, updates on the October 14th event will be coming soon. Let me know if you have any questions or thoughts to improve our program.

Cheers,

Jim Iden



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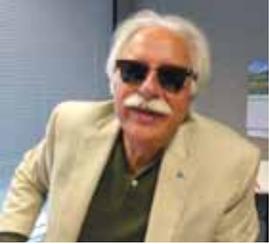
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Editors Corner

Jim Robinson



Thursday August 19, Blake Lagrone and I went to Studio Movie Grill to see **McLaren** the movie about Bruce McLaren; The man who left a legacy that lives on today. Upon arrival we found parked outside the theater three of McLaren's latest; two 570s and a 720s models. SMG offers a unique movie experience combining big screen movies with great a sound system and a wide variety of gourmet meals, comfortable seating with tray tables and wait-staff to take your drinks and meals while you relax and enjoy the movie.

The movie is comprised of original B & W film, still images with interviews with team members and up and coming legends of the track such as **Mario Andretti, Dan Gurney, Jack Brabham** (before he was Sir Jack) and **John Cooper** and many others.

Born Auckland, New Zealand, as a 10 year-old boy Bruce battled with Perthes Disease, a rare childhood condition that affects the hip. Bruce's cheerful personality and leadership qualities and determination quickly took him to the pinnacle of the racing world from Europe and the United States. As a teenager Bruce worked in his dad's garage where he had a chance visit with Jack Brabham when he came to use the garage as headquarters for his participation in the New Zealand Grand Prix. Bruce raced the 1957 New Zealand Grand Prix at age 20 where he began his rise to the upper ranks of motor racing and car design. Another big influence was John Cooper, while working for Cooper he started winning races around the world. Taking what he learned from Cooper, he started his own company in 1964, Team McLaren, which is still going strong today building race cars for other teams to the venerable McLaren F1 and the new models seen here. Team McLaren became the most successful team in world auto racing with

victories in the Tasman Series, Formula One, Indianapolis 500, Le Mans and Can Am racing series and championships.

At 22, He became the youngest Formula 1 race winner at the **United States Grand Prix**. Team McLaren attracted the attention of Henry Ford II while pursuing his dream to beat Ferrari at the 24 Hours of Le Mans, Ford turned to McLaren and compatriot **Chris Amon** to engineer and drive their Ford GT40 racing cars.

The story of Bruce McLaren and Team McLaren is a history of a man that spanned the globe; from the United States and Canada, where he drove the fastest racing cars on earth, to the French countryside to the Tasman series which attracted the world's best drivers, and then on to the glamor of Monaco.

Bruce McLaren crashed his M8D on the Lavant straight Goodwood Circuit in England on 2 June 1970. He had been testing his new M8D when the rear bodywork came loose the loss of downforce destabilized the car causing it to spin and leave the track hitting an old flag station which had been scheduled for removal. Bruce McLaren lost his life in the accident. He was only 32 years old but in his shortened lifespan became one of auto racing's most respected and revered driver / car builders in history.



Bruce McLaren



M8B Can-Am car carried Bruce to 6 victories in 1969



McLaren M2B the team's first Formula One racing car



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