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The Voice of the Houston Chapter BMW Car Club of America

SUMMER 2018



Teens improve their
car control skills

How to prepare your car
for a summer road trip





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COVER PHOTO

Photo By: Chris Stokes

Finding the limits of adhesion on the skid pad, a teen driver learns how to control their car in wet conditions. The skid pad is just one of 4 different exercises that Teen Street students study and drive while attending the clinic.

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Willkommen to our New Club President for the 2018 year

President Chris Stokes lays out goals and expectations for the new year

chris stokes **president**

Thank you to the membership for allowing me the chance to take the helm of such a dynamic organization. As I step into this new role, I want to express my gratitude to Blake LaGrone for all his time and energy that he put into the club over his tenure as President and Vice-President and as a member. Blake has always had a special place in his heart for BMWs and I'm sure I speak on behalf of the membership to say that we have a place in our hearts for Blake.

It is not easy to steer the ship of a large membership organization as I'm sure several of you reading have experienced and can attest to. I am very fortunate to be acquainted with many of you that have volunteered your time to help this organization grow into the amazing Chapter that it is today. I want 2018 to be the year of membership growth. We've had a great start with amazing and fun membership events that you'll read more about in this issue.

As a reminder, the mission of the BMW Car Club of America is to enhance the BMW experience for our members by providing services, support, information, and activities that promote camaraderie and encourage social awareness and responsibility. We couldn't exist without a strong membership. It is you that makes the Houston Chapter special. If you have an idea for an event, please reach out to me via Email (president@houston-bmwcca.com).

Speaking of club events, I would like to thank all the members that came out and supported the club at the bowling event. While we did not walk away with the trophy this year, everyone who attended had a great time and plan to return again next year for a rematch.

Looking forward towards the end of June, the club will be hosting the first Kart Prix event. I invite all club members to come out and check it out. This is great opportunity to have a great time with fellow gear heads. Lunch will be provided as well as some great raffle items from our local BMW dealerships.

For members that are preparing for the upcoming Oktoberfest, I say safe travels!

I look forward to 2018 and beyond and hope you do as well!



Club Calendar of Events

A list of upcoming driving opportunities and social events.

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June

- 6.9 Coffee Meet @ Cedar Creek Cafe
- 6.30 Kart Prix @ Houston Karting Complex

July & August

- 7.9 - 15 Oktoberfest @ Pittsburgh, PA
- 7.21 Coffee Meet @ Cedar Creek Cafe
- 8.11 Coffee Meet @ Cedar Creek Cafe

September

- 9.7-9 Schnell Fest @ Circuit of the Americas Austin, TX
- 9.8 Coffee Meet @ Cedar Creek Cafe
- 8.16 Autocross @ Houston Police Academy

October

- 10.13 Coffee Meet
- 10.20 Teen Street Survival @ Houston Police Academy
- 10. 21 Autocross @ Houston Police Academy

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POINTER CONES

*Fasten your seat belt
and get ready to drive*



Houston traffic got you down? Excitement is available at club Autocross events

katie otten

newsletter editor

Driving around Houston leaves much to be desired. Commuter traffic waves (or tsunamis) creates nothing but stop and go conditions that make the posted speed a dream rather than a restriction. Fortunately, the driver's seat of my beautifully designed BMW awards the pleasures of satellite radio, comfy leather seats, anti-lock brakes and climate control. Then I recalculate the number of days until the next BMW Club Autocross day, that wonderful third Sunday of the month, when club members get to experience the mechanical magnificence (or maleficence) of the engine. Hear my engine ROAR.

"Vat es das AUTOCROSS?" you ask.

According to Wikipedia, autocross is a timed competition in which drivers navigate one at a time through a defined course on either a sealed or an unsealed surface. It is a form of motorsports that emphasizes safe competition and active participation. Any car, from economy to tricked out, can participate. Cars of similar build and horsepower are grouped into classes minimizing any mechanical performance edge placing the focus on driver control and car handling. The daemon of autocross is the timing clock. Each driver gets multiple opportunity to BEAT THE CLOCK, making the competition about personal best in addition to best of class. To find out what class your car is in check out the autocross section of the club website. Most BMW models are competitive with their stock build. Just one more benefit to being a BMW owner.

How to attend autocross:

Current club members interested in participating in an upcoming event need to sign up via the club website. During sign up pay attention to picking a number as it will be your car's permanent and unique identification. If the driver has a learner's permit, participation is possible. One car can be shared with multiple drivers.

Before you arrive at the event:

The only piece of equipment needed, is an auto helmet which can be purchased from local and online retailers. Drivers need to clean out all removable objects. That means empty the glove box, center console and door cubbies, cup holders, floor mats, garage door openers, phone holders, trunk items including spare tires and tools. Last but not least, get some painters tape to make your car's ID number you picked during sign up. Regular autocrossers order magnetic vinyl and cut out their numbers. The number should be visible on both the driver and passenger side of the car and about four inches high. Bring WATER, sun block, chairs, umbrellas, snacks/food, water, and hand sanitizer and if rain is headed our way a rain coat.

Attend an Event:

Houston Club events start at 8:30 am unless noted in the web site calendar. Participants are encouraged to show up promptly. Prior to starting runs, several safety procedures take place. During check in, each driver will be assigned a drive and work group. All cars need to pass the tech inspection. The tech inspector's job is to verify each car is safe to participate in the event, that it is emptied of all removable items, check the tires, etc. Each driver should then walk the course, with an experienced driver if this is your first event. After Tech verifies all cars are cleared, the Autocross Chair will call the Driver's Meeting where safety is emphasized, all questions answered and it's the last opportunity to walk the course before the course gets hot. That means cars are on the course; however, it's Houston hot as well. Remember to bring WATER, sun block, chairs, umbrellas, snacks/food, water, and hand sanitizer.

The Course Is Hot!

After the driver's meeting it's time to start driving or working! To assure the best possible first-time experience, ride or drive with an instructor. The Houston club has several experienced, patient, instructors who WANT to ride along and give rides to new participants. Instructors will calmly point out the best driving line, when to break or accelerate through turns to help you go two glorious tenths - of a second - faster.

Come Out and Take It to the Limit

Autocross. Unleash the awesome internal combustion power that's hibernating under the hood of your ultimate driving machine. Let your engine roar. Houston Club Autocross registration link will redirect to the DBL Racing web site which manages registration for multiple autocross events. Scroll the list to find the Houston Chapter events held at Houston Police Academy - 17000 Aldine Westfield - Spring, TX 77073. Chris Augustine, Autocross Chair is available to answer any questions not addressed on the Club's Autocross Information page or on the DBL Racing registration site. Contact Chris: autocross@houston-bmwcca.com.



Houston BMW CCA Annual Banquet Dinner

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6 Series Enthusiasts Take a Swim to Spartanburg to Attend Sharkfest

Collectors receive special invitation to preview the 2002 collection for Oktoberfest

David Milner

Club Member

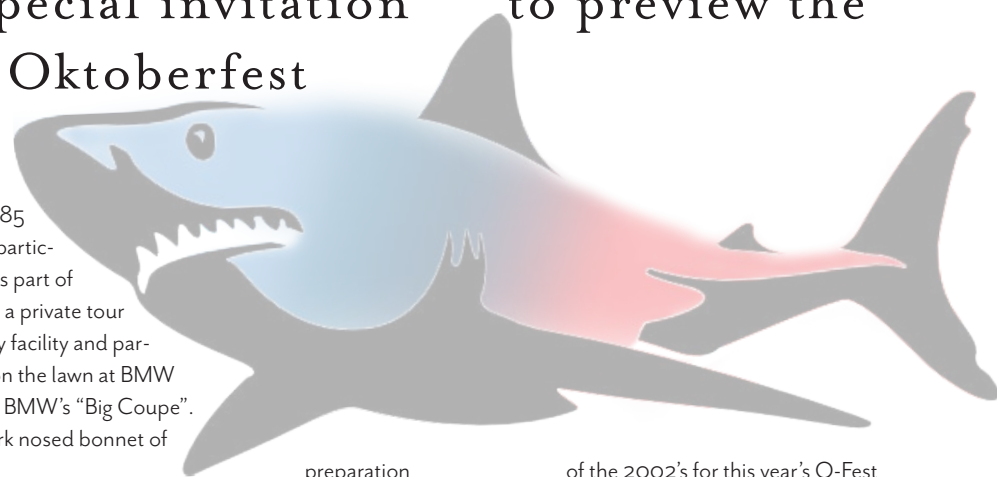
Claudette and I drove our newly acquired 1985 635csi to Spartanburg, South Carolina to participate in this year's 3-day Sharkfest event. As part of the weekend activities, the event included a private tour of BMC CCA Foundation, BMW Assembly facility and participation in a panorama photo of all participants taken on the lawn at BMW Zentrum were among the highlights of the celebration of BMW's "Big Coupe".

The nick name of "shark" comes from the shark nosed bonnet of the first 6 series, the e9.

Our 2947-mile round trip journey began early Tuesday (April 24th), leaving our Houston Heights home for a three-day drive to Spartanburg, South Carolina. Our first stop in Natchitoches, Louisiana included lunch, and then moving on for the night in West Monroe, Louisiana.

For the next two days, the drive east along IH20 and then north on IH85 included being significantly "delayed by rain and heavy traffic event" trip through Atlanta in order to make Sharkfest registration on Thursday afternoon, the 26th. Check-in and hotel accommodations for the event were at the Spartanburg Marriott, which included an underground garage to keep the "Sharks" together in a sheltered tank. Over 80 - e24's, a few e9s and even some e28's participated.

On Friday morning, the group conveyed by police escort out of Spartanburg and the BMW CCA Foundation facility in Greer, S.C. This event, by invitation only afforded the Shark group an opportunity to better understand the purpose of the foundation, including an opportunity to witness the



preparation of the 2002's for this year's O-Fest Celebration: the 50-year birthday of this iconic vehicle. After the program, the group moved onto the Centrum for lunch followed by vehicle assembly plant tours. Friday evening, the group had a great meal together at a local steak house in Spartanburg.

Bright and early Saturday morning, final detailing of the "6-r" was done in preparation of the Concourse event and the panorama photo shoot of the cars. All the different colors of the vintage cars situated on the Centrum lawn was an impressive picture. In addition to the normal panorama photo shot, a droid was used to provide an intimate flyover and overview of the cars and participants.

Saturday ended with the group dinner held at the host hotel. Awards for Concourse event as well as door prizes were awarded. Claudette and I were awarded the "Longest Swimmer Award", for traveling the longest distance to the event.

SHARKFEST 2018

Hosted by:
Southeast Sharkfest

What is it?

Southeast Sharkfest began as an annual, weekend-long BMW gathering, focused primarily on one of BMW's most beautiful, classic automobiles: The BMW 6 series. With a production run of 13 years, the 6-series was the premier touring coupe of the 1980's (produced from 1976 to 1989). The 6 series body was offered in various forms ranging from the original carbureted 630Cs to the M6 and M635CSi supercars (of their time). The full e24 model lineup includes the 628CSi, 630Cs, 633CSi, 635CSi, L6, M6 and Euro M635CSi. In 2004, the 6-series was re-introduced with all the form and function of a modern luxury vehicle. With a sexy redesign for 2013, the modern iteration of the big coupe is still produced to this day.

Who is invited?

Historically the meet ups are "six-centric" but the meets are open to all models of BMWs and BMW motorcycles.



PHOTO COURTESY OF: BENJAMIN PORTER PHOTOGRAPHY



Southeast Sharkfest 2018 at BMW Manufacturing
Greer, S.C. ~ April 28, 2018

© Benjamin Porter Photography
1-828-281-1825

RIGHT: Making their first stop, Houston Chapter members take in the view of the fields of bluebonnets.



SPRING FLINGS AND *blue things*

article by katie otten photos by chris stokes



One of the many blessings we get living in Texas each spring, are bluebonnets.

These lovely blue pigmented wild flowers sprout up during the first few weeks of spring and do not last long. This year due to the early spring these blue flowers made their appearance early.

With some quick organizing, the board sprung to action organizing the Bluebonnet drive this year for club members to go out in search of these beauties. Take a look at the flowing pictures and see what they found. This popular event attracts many club members. Just as the flowers come back every year club members can depend on the

club repeating this event next year just as soon as we get notice these lovely flowers have sprouted.

This year, club members met up at Buckey's at 290 to get organized before setting off on their search. Jim Moffit did a wonderful job of planning an interesting drive for members to enjoy.

After everyone had a chance to get a cup of coffee, members set off down 290 to find some bluebonnets. Leaving Northwest Houston in their rearview mirror club members saw the first patches of bluebonnets when the drive took their first turn onto the back roads. Drive organizer Jim Moffit tries to find the road less traveled when mapping out club drives. The

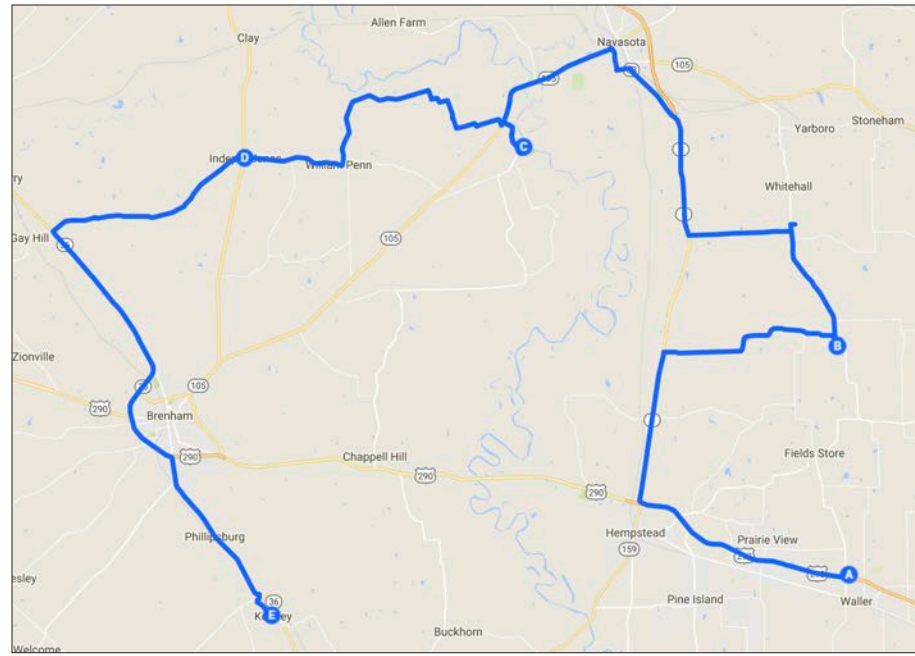
patches along the back roads was just a small appetizer compared to the whole field of flowers they would see at Washington-On-The-Brazos State Park.

No matter what year, the best places to find bluebonnets are usually the wide open fields that fill the sides of the highway as drivers head towards Austin.

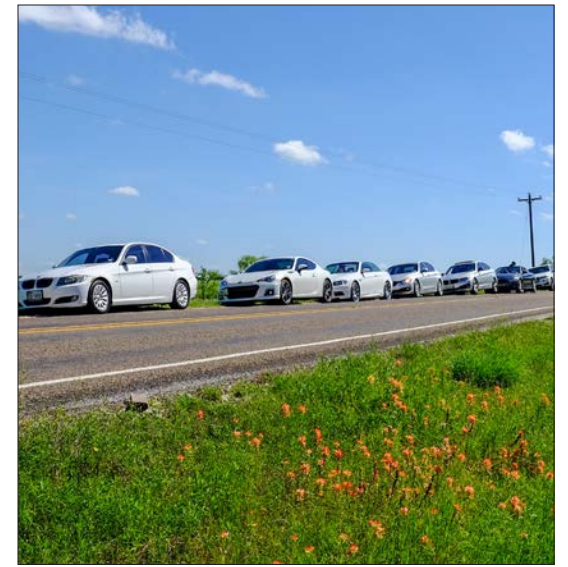
This year the fields at the state park provided great scenery for everyone's photos.

After walking around the field, everyone was ready to get back in their cars and head for lunch. The Kenney Store, in Kenney, was a great way to end the drive.





RIGHT: The map of the route taken for the blue bonnet driver. Each year, the event organizers work on finding interesting and new roads for club members to enjoy with their cars.



COME DRIVE WITH ME

Keep your next road trip moving by leaving some space for a few tools

article by: jeff otten photos by: katie otten

Packing a few key items can make a road trip much more enjoyable. If you are planning a cross country trip you already know to have your car serviced and check you tire condition to confirm there is enough life left in them. The biggest headaches come from problems that completely disable the car. Some of these may be simple to repair, others will require towing the car. Depending on how modern your car is, I suggest carrying a code reader to make diagnosing problems easier. iCarly is the app that i use, I use and recommend

AAA plus membership which will give you flatbed towing (on request) for 100 miles, up to three (3) times a year. If you own a modern BMW, then you likely don't have a spare, and may have run flat tires. If you drive a later M car or a car originally manufactured with run flat tires, then a tire puncture can be a headache. However, if you are prepared, the inconvenience can normally be minor.

My experience with punctures are that they usually from nails or screws that puncture the tread. The accepted best practice is to only

to repair a puncture with a patch after removing the tire. However, this is not possible on the side of the road. I encourage drivers who have BMW assistance enabled on their car, to use their towing service or other motorist assistance program. This is the easiest option.

However, if you are stuck and do not have cell service or are too far from town, for example in the middle of I-10 somewhere between New Mexico and Texas, an alternative is needed.

Second, solution is a tire sealant. BMW provides a sealant and a



AN ICEY SITUATION. When planning a road trip, drivers should take into consideration different types of weather that may develop during the trip. This photo was taken on I 10 the day after a surprise snow storm while headed to Phoenix, Arizona.

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DISCLAIMER:

This procedure is strictly an example of what has worked for the author. It does not represent the opinion of the Houston Chapter, the BMW CCA, or BMW. If you decide to use this approach you do so at your sole responsibility. If you do not have the necessary skill to install this repair correctly, chose another solution.

Before heading off on your next roadtrip, make sure your beloved Beemer is also packed and ready

portable tire pump with current M cars, and provides cautions about how fast to drive after this type repair. There are also sealants available from the auto parts stores. Typically, my wife and I carry a can of Fix a Flat (see figure) in our cars. This product has a hose which makes it easier to connect to the valve stem. This type product is a fairly thin sealant, but I have seen it work several times. Another sealant widely available is Slime, a green liquid. For slime you must remove the valve stem or you cannot get the fluid in the tire. All sealants require you to drive the car soon after installing to spread the link so they can "find the leak". Once you drive a mile or so, stop and pump more air into the tire again.

Remember, if you use a sealant, your tire guy is not going to happy cleaning up the wheel afterwards. I have used Slime on off road

motorcycle tires and quit using it due to the mess. Also, be aware that slime has the potential to loosen tube patches.

If you are unlucky to get a puncture, the first thing to do is stop in a safe area as soon as notice the tire deflating and assess the damage. Newer cars with pressure sensors may tell you which tire it is. If you can find a nail or screw in the tire, then a possible repair is often to simply plug the puncture. This can be done in about 20 minutes, often leaving the tire mounted on the car. The tools need to plug a puncture are listed below, to the right.

The pictures bellow, illustrate the process. For this example, the wheel was taken off the car using a jack. Contained within the small zip lock bag in the tools and supplies photo is a valve stem core remover and spare valve cores.



LEFT: The F80 "M Mobility Kit" which includes a tire pump and tire sealant.

RIGHT: Sealant, tools, and air pump stowed in the E88 128i trunk base, a much less expensive "M mobility kit"



All items are readily available at Wal-Mart or auto parts stores. The pliers are a Harbor Freight vise grip clone. Note that the tire plugs are no longer sold marked for cars, only quad vehicles, tractors, and small trailers. This is likely due to litigation over the years.

REPAIRING THE TIRE WITH A PLUG

When the object is located, it is usually pressed tight against the tread, so a screwdriver and then pliers are needed to remove. In this case it was a nail, when pulling it out note the angle it comes out. Try to follow the angle when inserting the reamer.

Some tools are twisted profiles, the tools like this one with knurled surface work better. Also note these are the T handle type tools, the straight handle tools are too difficult to get enough force for car tires. When inserting the reamer, feel for catching on the tire belt cords, and try to move them to one side if it catches. Pull the reamer in and out about 4 or 5 times.

The tire plug tool has a split at the end to release the plug, the plugs are messy and sticky but squeeze one end down and pull the plug through the eye until it is half way.

Apply the rubber cement and push plug into tire. The rubber cement actually helps the plug slide in, so apply and then push in the tire quickly. Try to follow the reamed angle. If the installation tool catches a cord it may not go all the way in, pull it back and try again or ream a little more. If the plug is damaged take it out and insert another one.

The plug must go in until only about 1/4" is left sticking out. If the plug loop is not full inside the tire it may push out when you air the tire.

With the tire aired up the plug can then be driven on. The accessory plug may not be rated for sufficient amperage so consider allowing cool down every few minutes. Also, the battery can be depleted so usually good to run the engine. Whatever tire pump you use, test it ahead of time. If it is elected to try a sealant, then you will have to decide to remove or leave a nail in place. If a nail is left in place however, it is possible it will come out while driving.

If you are heading to a driving event, then you may be driving on track wheels. In that case a standard wheel can be carried as a spare. Remember you will need a suitable jack, lug wrench, and correct lug bolts and possible spacers depending on your track wheel setup. Also consider the tire diameter so the spare is close to the outer diameter of the other wheels on the cars. You can calculate the tire diameter from the size, or just look it up on the Tire Rack site under tire specs.

If you have run flat tires and you drive very far, the wheel will likely be damaged. Current run flats are only rated at driving at a max speed of 50mph for 50 miles. To minimize risk of wheel damage I suggest stopping to use a sealant or plug and then continue to garage or dealership for a more permanent solution.

Also carry a good tire gauge at all times. Pencil type gauges are better than nothing, but I highly recommend spending the \$40-90 for a decent gauge with a hose. Club Members can order online or pick up locally at Performance Stop.

Listed are additional tools and supplies a

motorist should keep on had in case of auto troubles.

ADDITIONAL SUPPLIES

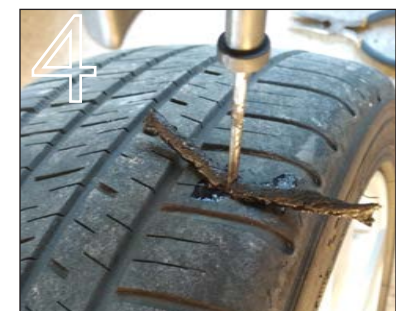
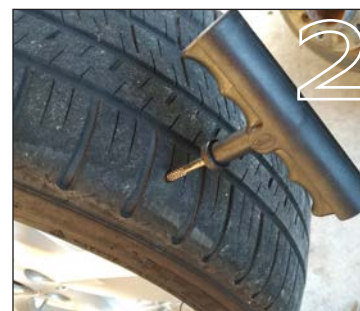
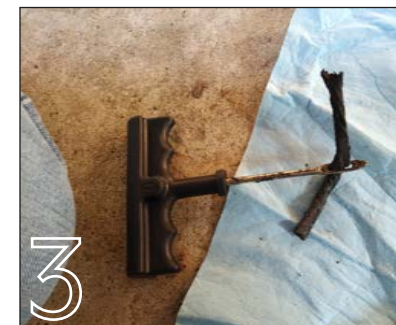
- Water blade or window squeegee
- Griot's Speed shine & Spray on wax 8 oz. bottles
- About 10 Scott garage paper towels
- About 8 microfiber towels
- 1 quart of motor oil (pack in zip lock bag to prevent messy leaks)
- 1 16.9/20 oz. plastic bottle of BMW coolant (remove drink bottle label and clearly mark XXX)
- Large trash bag, can be used to protect your clothes for tire change or getting under car, or to pack damaged tire if no spare well.

TOOL KIT

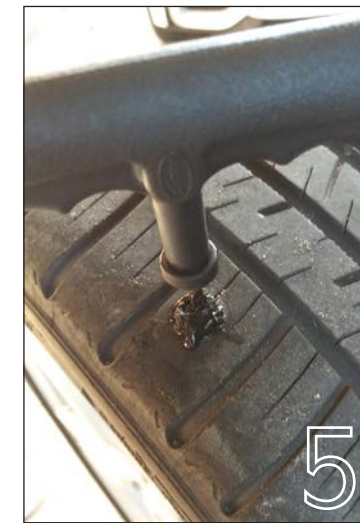
- 1/4" socket set
- 10mm, 13mm, 14 mm, 17 mm and 19mm combination wrenches
- 6" combination wrench
- 12" combination wrench
- Philips and flat large and small screwdrivers
- Diagonal pliers and needle nose pliers (in addition to the small vise grips, above)
- Spark plug wrench or socket
- Allen key set
- Torx bit adapters for the 1/4" ratchet (especially if newer BMW)
- Electrical tape
- Small piece of safety wire (about 3-4 ft.)
- Zip ties, small and long ones
- 1/2" torque wrench and socket for wheel bolts (especially if doing track days or no lug wrench in your car)

tools & supplies

- Pliers or small vice grips
- Reaming tool
- Tire plug insertion tool
- Tire plugs
- Rubber cement
- Sharp blade or diagonal cutting pliers
- Air pump
- Towels
- Rubber Gloves
- Small Race Jack or E53 x5 jack, if one is not included in your car



step by step



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Surviving the Open Road

story by: nikola dragojlovic photos by: chris stokes



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.

Fifteen years ago, the BMW Car Club of America Foundation started the Teen 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.

Our local chapter has been hosting Teen 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.

This past April, we hosted our latest Street Survival school. It was another sold out event and we were graced with great weather and an enthusiastic group of young drivers. Our club had

record volunteer turn out for both course workers and driving instructors. The instructors also had the back up of Houston Porsche club and SCCA instructors to meet the needs of our diverse group. We also owe a debt of gratitude to the Houston Police Academy and the Spring Fire Department for their ongoing support of these events.

Feedback from parents and students was overwhelmingly positive. The trainees managed to have some fun too. The morning wake-up – a now ceremonial air bag explosion demonstration – got everyone's heart racing. It didn't take long for them to start besting each other on braking exercises, laugh when their car spun out on the skid pad, and high-fiving their instructors after navigating the

slalom successfully at speed.

Our next Street Survival event is scheduled for October 2018 at the Houston Police Academy. Volunteerism is critical to making this program effective and sustainable. As the only club in the Houston area organizing Street Survival events, we bear a collective responsibility in ensuring their success and proliferation. To volunteer, please contact Nikola Dragojlovic at streetsurvival-volunteers@houston-bmwcca.com. To volunteer as a driving instructor, contact Walt Phillips at streetsurvival-instructors@houston-bmwcca.com. All volunteers will receive lunch and a TSS t-shirt, with some goodies from Michelin or Griot's Garage thrown in too!



TOP LEFT: Picking up a downed cone, a help volunteer helps maintain the slalom exercise. Without the help from all the volunteers this event would not exist. This event takes many volunteers to run.

TOP RIGHT: There are two parts to this event, half of the day students spend their time driving their cars, the other half of their time is spent reinforcing these skills in the classroom.



POP QUIZ

1. Where on the car can we find the manufacturer's recommended tire pressures?
2. What should tire temperature be when we set them?
3. How much pressure is lost in a month for the average car tire?
4. How far does a car traveling 60 mph in 1 second?
5. How far behind a car in front of us should we be, traveling down the road?
6. When stopping at a stop light behind another car, what is a simple way to know how far back to stop?
7. How many hands should be on the steering wheel except for manual shifting?
8. Where should your hands be?
9. Why should your hands be there?
10. Which car handling characteristic is typical of most road cars?
11. What is the most important thing to do while driving?
12. What is the most dangerous thing to do while driving that is commonly done?

ANSWERS

- | | |
|---|---|
| 1. Driver door jamb | 7. 2 |
| 2. Cold | 8. At 9 and 3. |
| 3. 2 psi | 9. It is the only way to turn the steering wheel up to 200 degrees without removing a hand. |
| 4. 88 feet | 10. Tendency to understeer. |
| 5. 2 - 3 seconds | 11. Look ahead. |
| 6. The car in front should have the rear tires visible on the road. | 12. Use a cell phone. |

TOP: Students are encouraged to bring their daily driver, not their parents fancy fully loaded sedan. Students need to get a feel for how their vehicle will behave in all road conditions.

MIDDLE: Gerald Anderson, instructs one of the students on the skid pad.

BOTTOM: A 135i heads down the slalom exercise. The slalom exercise helps teach students the importance of weight transfer.

Legends and their Legacies

What made me a car enthusiast and a fan of BMW

kotie otten

newsletter editor

Once upon a time, there were two cars. Now these two cars came into the world at different times and under different circumstances. The first car started the trend of building sporty sedans and created a trend that continues today, which lead to the creation of the second car. Both cars found success in the hearts of owners and drivers for many years to come.

The story starts with the first car at a time just before computers became the new hot thing and Watkins Glen was still hosting the US Grand Prix. People wanted something with some spunk but still practical. This opened the door for BMW to create the 2002.

The 2002 would come to set new expectations for car enthusiasts to want style, performance, and practicality all in the same car. After the success of the Neue Klasse of cars: the 1500 and the 1800, both large 4 door sedans lacking agility and nimbleness, BMW realized there was a market for a "sporty" sedan. Taking the best parts of the Neue Klasse and reducing the number of doors, and reducing the over weight of the car, the 2002 was born.

Drivers in the late 1960's that were looking for an alternative to the muscle cars coming from Detroit, found a smaller more resourceful, dependable, and sporty option from the German car company in Munich. However, the 2002 did more than just provide an alternative to American muscle it also gave rise to Alpina to begin their relationship as a BMW after-market tuner.

Since the 1950s American car owners of American cars had the option to purchase performance upgrades or aftermarket car parts from various "hot-rod" tuning companies. There were very few options for the German imports prior to the partnership with Alpina. These two factors

came together and created a third product. The BMW Car Club.

But before we continue, I must introduce the second car. This car came into the world after computers had become personal and BMW had just finished producing the M10 engine which gave the BMW Formula 1 team victory in 1983.

Throughout the 1980s BMW found successes in racing both motor bikes and the second generation of the 3 series, the e30. The e30 the grandchild of the 2002, would continue to grow the popularity of the BMW brand in much the same way the 2002 had in early 1970's. The racing accomplishments added to the popularity and desirability of the 3 series and the BMW brand.

This is where my story starts. In 2005, at 17, I was fortunate enough to receive the keys to my first BMW, my father's 1987 325is. BMW had established themselves as the ultimate driving machine for over 20 years due the success of cars like 2002, the M3, z3, and the M5. BMW had returned to racing in Formula 1 with a partnership with Williams. For me, the keys to my e30 unlocked my passion for cars and motorsport.

A car enthusiast is defined as someone who encourages creativity and learning in the world of automobiles. Growing up with my Dad, Jeff Otten (our local tech advisor) he definitely laid the ground work for setting me on a path to be a car girl. I spent many nights (against my mother's wishes) sitting on the 1000 watching him change the oil or work on the brakes of the same e30 that would eventually become mine. My knowledge of the car and the BMW brand did not always come willing, my Dad definitely, made sure I could change my own tire if the time ever came.

Some of my knowledge I did pursue on my own, like studying German for five years and learning to autocross. My own motorsport career started when my Dad signed us both up for a car control school (which I'm sure he read about in this very magazine).

Now over 10 years after participating in months and months of events my Dad and I have many fond memories of racing with the Houston Chapter of the BMW CCA. The car club helped bring my father and I closer together, which is what the 2002 did for BMW fans all over the country. Their love of cars brought the fans of the 2002 together to start the BMW CCA. The 2002 was not the sportiest or the fastest or even the most glamorous but the 2002 inspired enthusiasm and passion in BMW owners that continues to this day. For this reason I will forever appreciate and be thankful to the 2002.

For me, BMW means spending time with family and friends and my goal as editor is to share those stories.



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