

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



A Day at Harris Hill Road Track
Photos by Wayne Eltringham & Alan Greene

April 2012

BMW Car Club
of America



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

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From The President

Harris Hill in the rearview

Yesterday's HPDE at the Harris Hill Road track was a winner on so many levels.

While our members enjoy participating in the regular monthly events that the chapter does, an HPDE provides many benefits that those events cannot. The ability to wring the available performance out of your car that is not allowed or possible on public roads, while receiving expert instruction on becoming a better and safer driver, is something that cannot be achieved at our other events. The need for many volunteers to execute this type of event - from flaggers to registrars to food servers - and watching members step up to meet the challenge is also very rewarding.

As I mingled with the participants during the event, I constantly pushed for feedback and it was all positive. As Josh Butts mentions in his article on pages 13-17 of this issue, it was all about the smiles.

"Wonderful turnout and great fun!!" said one member. "I do intend on becoming a CCA member, but the grad student budget has me on a bit of a leash. In the mean time,

I thought to volunteer my help with flagging," commented another. Everyone that was asked if they got their \$200 worth responded that they got more.

But one member explained the day in terms that all participants could agree with - "Thanks for a great day. The event was smoothly run; a learning experience; and great fun. I definitely learned to extend my E92 M3's legs more in the manner that the engineers intended. I think for this one event it's worth being a BMW CCA member. Instruction was informative - and confirmed one thing I had thought about on my daily commute at 75-80 about the need to look well-ahead - but I learned that I need to train my mind more. And I will. I was asked by a friend whether I had an adrenaline rush and while there were some nerves at the start, once underway I think the during day the concentration produces endorphins. A sense of well being. A slowing of time & motion."

None of this experience happens by chance. Month's of planning, hard work and attention to detail during the event are required for a successful HPDE. The tireless efforts of Josh Butts and Jeff Conner cannot be praised enough. Many, many thanks to both of them and all that they did.

Until next time ...

Glenn McConnell

Welcome New Members

Austin

*Eddie Aslanian
Jon Barag
Kathryn Butts
Max Dean
Chris Spencer*

Cedar Park

Carl Nybro

San Antonio

*Anatolio Cruz
Robert Soto*

San Marcos

*Amy Marchut
Ted Marchut*

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Texas Chapter



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 *Jeff Anderson-Lester*

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*James Lee
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vehicle/trade-in or to research the finance/lease options on your next BMW.

Tejas Chapter Annual Bluebonnet Drive

Saturday, April 21, 2012

Planned by John Hughan



Mark your calendars for our annual Texas Bluebonnet Drive! This cruise will take us through the famous Willow City Loop, home to the lovely Texas Bluebonnet flower. The Willow City Loop also features fantastic vistas thanks to its unique geology. Nearby Fredericksburg, where we will have lunch, is a step into Texas' German history. This is one of our most popular events, don't miss out!



9:00am - Meet at the "Y" in Oakhill (US 290 and SH 71), in the parking lot in front of Gatti's; Driver meeting at 9:15am; Take off driving at 9:30am. Coffee and bathrooms are available at several locations nearby.

Then take a nice drive on 290 and hill country back roads to Johnson City for a coffee/bathroom break.

From there we will turn northwest, bound for the Willow City Loop.

After the Loop we'll make our way to the historic city of Fredericksburg, arriving around 12:15, where lunch will await us at Hondo's. The cost for lunch will be \$15.



The event will conclude with lunch, leaving you free to walk along historic Main St and browse its wide variety of shops. Just 2 miles east on 290 from Hondo's there's also the Texas Rock Art Company, which features all manner of custom engraved rocks. Or finally, 8 miles east on 290 from Hondo's you will find the Texas Wildseed Farms, which will be celebrating final day of their 2012 Wildflower Celebration, offering Chuckwagon-style dutch oven biscuits for sampling their jams and jellies all day.

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

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Member's Voice

by John Hughan

I got a total of 3 responses to my last question (counting my own) — not what I'd hoped for

Last Month's Question(s):

Would you be interested in owning either an all-electric or diesel BMW? Does the 1 Series ActiveE lease offering or the current diesel lineup appeal to you? If not, what would get you considering all-electric or diesel?

Responses:

I wouldn't purchase the all-electric model for several reasons. I don't think the infrastructure is widespread enough, the limited mileage would require keeping a second car for just about any drive outside of town or careful planning for multiple in-town errands and I'm not convinced the reduction of gas usage and emissions completely offsets the emissions of the plants required to produce the electricity. I'd opt for the diesel. - Paul Goldfine

I would definitely be interested in owning a diesel-powered BMW, but I'm not interested in the electric models yet. The 1-Series ActiveE lease is too high and the car has far too many limitations for our lifestyle here in Central Texas. We'd not be able to drive on on nearly any of our club tours, not to mention the infrastructure needed to charge the car. I would definitely consider a 335d, but would also be interested in a 5-series 6-cylinder diesel or a 1-series 4-cylinder diesel, particularly if it was available as a convertible! - Alan Greene

I see the ActiveE only as a viable option for a second car, or for an owner

who drives long distances so infrequently that renting a car for each of those occasions would be acceptable — which certainly doesn't describe the members who attend our events! I also don't see an electric charging infrastructure of meaningful size any time soon. The diesel options though, especially the new M Performance diesels, might appeal to me in a smaller car and if I had a higher ratio of commuting to fun driving than I do now. However, I think the middle-term winning architecture may prove to be the one used in the Chevy Volt and Fisker Karma — a vehicle capable of running completely on electricity, but with a gas engine whose sole purpose is to run at its peak efficiency level to charge the batteries whenever necessary. Once the performance and cost of that design reach appropriate levels, I see being able to run on cheap electric power most of the time while avoiding the range limitation as an easy sell — though I might miss the sound of a smooth gasoline engine. -John Hughan

For next month's Trax:

BMW recently began testing autonomous driving technology on the autobahn. The system uses radar, cameras, lasers, and ultrasonic sensors to “see” the road surface, lane markers, and surrounding vehicles, and in its current iteration is capable of braking and accelerating with traffic and even changing lanes to pass other cars – they are working on improving it to handle intersections and construction areas. BMW, other carmakers, and even Google are also developing vehicle-to-vehicle (V2V) communication technologies, which for example could

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The Teen Street Survival Program is supported and organized by the BMWCCA to provide defensive driving techniques and actual experience for teenagers with a driving permit or license.

The Tejas Chapter would like to have its 1st event. A small team of Tejas Chapter members had been putting the plans together for a 2011 event, but have run into a roadblock, “the location.” The location has to be a large parking lot with minimal obstructions, such as light poles. Several locations have been contacted with no success. Due to this roadblock, the new target to hold an event will be in 2012.

Please let the Driving Events Coordinator, Josh Butts at josh@joshbutts.com, if you have a contact for a location in the Central Texas area.



**well at least
 a small part of it.**

The Library, Archives, and Museum Program (LAM) has created a repository for BMW-related historical documents, literature, and paraphernalia, providing the public with access to rare and interesting BMW artifacts while ensuring their continued existence. This archive is housed in Greenville, South Carolina near the BMW CCA National Office and BMW Manufacturing.

Our growing Archives, Library, and Museum needs your tax-deductible donations. See our website for more info.

Join the Drive to Donate!



www.bmwccafoundation.org
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Member's Voice

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warn you if another car seems about to run a red light through a blind intersection you're about to cross, thereby potentially avoiding an accident. V2V could also allow traffic to run more smoothly and closer together, both safely and at higher speeds. Combining these two technologies could enable a whole new level of safety, convenience, and efficiency possibilities in our cars.

Question(s):

Assuming these technologies could be made sufficiently sophisticated and could always be defeated when you wanted to drive for fun or needed to take control, what do you think of autonomous driving and V2V? Would you welcome technology that allowed

you to do other things while being electronically chauffeured through a boring commute and appreciate the safety benefits of your car being able to know and respond to what's happening with the cars around it? Or would you never feel comfortable trusting a computer to drive and lament that these would be yet more technologies to add unnecessary weight, complexity, and potential unreliability and hefty repair costs to our cars? In short, are you excited for this possible future or do you feel BMW should reallocate its R&D budget for autonomous driving and V2V elsewhere?

Send your short responses to TraxEditorials@gmail.com for 15 Incentive Points and publication in the next issue of the *Tejas Trax*!

Thanks, John

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Getting Track Ready

By Paul Goldfine

When it was announced we were going to have another High Performance Driving Event (HPDE) this year, I got really excited. I attended some of the planning sessions for the HPDE last year but circumstances prevented me from attending. This was going to be my chance to get out on a real race track and hone my skills. Of course, it's not always that easy.

I had a big decision to make, which car would be my ride of choice. My 1991 318is is underpowered and would need an infusion of cash but has a manual and is a hoot to drive. My 2011 128i is much more powerful and poised and would require no investment but it also takes some of the seat-of-the-pants fun away and has, forgive me, an automatic. In the end, I realized the goal of this exercise was to improve my skills as a driver. That only left one choice, the 318is with its low power and manual transmission would force me to drive with more skill and teach me much more about my abilities and limits.

I knew there were some issues to address with my car from old brake lines, tires, fluids and that odd rumble



from the rear end when I turned right.

So, armed with a new set of stainless steel brake lines, it was off to the shop. What I didn't anticipate was the list of other things that turned up during the tech inspection.

First, a little bit about my car's history. I bought it about three years ago and it was in pretty good shape. It had a recent paint job and seemed to only need some new shocks and springs to bring it back to life. That is, until I had an accident with a pickup truck five days after buying the car. It was at low speed and probably wouldn't have done much damage except for one thing. I found the previous owner also had a front end collision and, instead of replacing the bumper shock absorbers, had drilled holes in them and put the bumper back on.

What that meant was, instead of the bumper absorbing the impact, the frame did. Once it got to the shop, it was determined the repairs would be about three times the insurance value of the car. A sane person would have walked away at that point but sanity has never been in my toolbox. Three months of scrounging body panels and other assorted bits and pieces had me back on the road again.

Fast forward three years and it's time for my tech inspection. What was found surprised me. It appeared that age, aided by the accident, had cracked the rubber motor mounts. Over time, the motor shifted forward and to the left about a half an inch. This, of course, had detrimental effects all the way down the driveline. It turns out not only the motor mounts but the transmission mounts were also broken. In addition, the flex disk was cracked, the differential mount needed



With the addition of some new wheels and tires, it's like driving a whole new car. Previously, the car rattled, shook and was a handful to drive on dry pavement. On more than one occasion, the rear wheels attempted to pass me. When rounding a corner recently, I ran into a patch of oil. All I experienced was a little wheel hop and then was easily able to keep the nose pointed in the right direction. What a difference!

I'd like to say my thanks to Lee Rector and everyone else at Black Forest Werkshop for taking care of my car, suffering through my insanity and bringing us both out the other side in one piece.

replacement and the muffler hangers had deteriorated over time.

To think, I went in figuring on brake lines, fluids and tires. Once again, a sane person would walk away. Do you see a trend here? I left the car at the shop for two weeks while I was away on business and came back to a nearly new vehicle.



Tejas Chapter Incentive Points Challenge for 2012

To encourage participation, the successful Incentive Points Challenge began in 1998. The members who earn the highest number of points by the end of the year (up to 10th place) receive valuable prizes at the Post-Holiday Party in January 2012. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on points earned divided by the time as a member during the year.

Activity	Points
Return Survey Form (form available on request or at website)	50
Attend a meeting or event	30
Organize a monthly event, (social/technical etc.)	100
Assist with a monthly event (credited by organizer)	50
Each new member recruited (credited by CCA)	30
Original photo(s) published in the Trax (30 pts max/issue)	10
Original photo(s) published on the website (30 pts max/event)	10
Original Tech Tip published in the Trax	15
Original Article published in the Trax (500 words or more)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

2012 Incentive Points Challenge Leader Board As of April 1, 2012

<u>445 Pts</u> Alan Greene	<u>130 Pts</u> Jeff Conner	Javier Torres Don Yule	Dawn Bissell Lori Burns	Brad Mitchell Dorothy Morgan
<u>435 Pts</u> Paul Goldfine	<u>110 Pts</u> Scott Bowman	<u>60 Pts</u> Mohammed Abusalih	David Cloyd Robert Craig-Gray	Carl Nybro Joe Robson
<u>325 Pts</u> John Hughan	Ken Carson	Rob Brown	Gay Dawson	Terry Sayther
<u>250 Pts</u> Josh Butts	Linda Cavazos	Eric Chang	Tom Dawson	Marc Schubert
<u>230 Pts</u> Herb Looney	Allan Gazza	Jonna Clark	Max Dean	Chris Spencer
<u>220 Pts</u> Jan Greene	<u>90 Pts</u> Marco Cordon	Tim Cook	Joel Dolisy	Cathy St. Martin
<u>180 Pts</u> Hector Sanchez	Roger Williams	Jack Laumer	Tim Ehrhart	Nicholas Steinour
<u>170 Pts</u> Sridhar Kamma	<u>80 Pts</u> Tom Brown	Philip Nybro	Daniel Elizalde	Brad Theriot
Wayne Eltringham	Kathryn Butts	Mike Sevel	John Garvish	Brad Thompson
<u>160 Pts</u> Linda Cook	Brian Gavron	Connie Stried	Bert Hernandez	Karl Van Shellenbeck
	Joe Lamping	Jay West	Kristopher Hicks-Green	Michael Van Shellenbeck
	<u>50 Pts</u> Jacy Legault	Bill Hoch	Pat Jamail	Philip White
	Tim Master	<u>30 Pts</u> Bob Ashenbrenner	James Lee	Susan Yule
	Frazier Newlin	Kimberlee Augustine	Jeri Lee	Trent Zou
	Steve Pedersen	Mike Bassert	Robert Lewallen	<u>10 Pts</u>
	Steve Tatro	Don Bishop	Ben Littler	Joe Sylvester
			Amy Marchut	Terre Williams
			Ted Marchut	

2012 Incentive Points Challenge Rookies Leader Board As of April 1, 2012

<u>7.87 Pts</u> Kathryn Butts	Ben Littler	<u>2.88 Pts</u> Chris Spencer	<u>2.81 Pts</u> James Lee	<u>2.77 Pts</u> Ted Marchut
<u>3.31 Pts</u> Daniel Elizalde	Joe Robson	<u>2.87 Pts</u> Max Dean	<u>2.79 Pts</u> Amy Marchut	<u>2.68 Pts</u> Marc Schubert
Jeri Lee	Carl Nybro			

Points for Accuracy

By Josh Butts

I recently saw a picture of an E46 M3 waiting in line at what appeared to be the registration area of a track day. It was fairly dark and the owner was taping numbers on the door by the light of someone else's headlights. The picture was captioned "If you're going to ask me to get up THAT early, it'd better well be to go around a race track." Before dawn on Saturday, March 31st, that's just what a bunch



of driving enthusiasts from the Tejas Chapter (and other chapters) were preparing to do.

As cars arrived at Harris Hill Road, they were met at the gate by Kathryn Butts, who handled getting ALL attendees to sign the required insurance waiver, and assigned color-coded wristbands for drivers, spectators and instructors. Sandy McConnell, Allan Greene, Allan



Gazza and others helped finish registration, which included handing out packets, collecting money for lunch, tech inspections, and making sure all the right paperwork was in place. Our team was able to register over 80 volunteers drivers, spectators and instructors in just over an hour.

Once everyone had arrived, we had a group meeting to discuss schedule, procedures, and to introduce all our participants to our staff and instructors. Jeff Conner, our chief instructor, reminded everyone that this was not a race, and if there were any "points" to be had, you'd get them for accuracy, not speed. Jeff finished off his introduction by telling everyone to plan on leaving with less gas, less brake pad and less tire tread than they came with, but that they'd be leaving with a huge smile on their faces.

While the drivers and volunteers were partaking of coffee and donuts provided by Rhine West and BMW of San Antonio, I had the privilege of sitting in on the instructors' meeting. Jeff led a group discussion that covered ground rules, procedures for passing and flagging, and spots to



watch out for on the track. Having listened in on their discussions from the back of the room, I can say that without exception, these guys are experts. All our instructors work on a

continued on page 16



HPDE at Harris
March 3
Many thanks to Josh
Many more great photos are av





Hill Road track
1, 2012
Butts and Jeff Conner
available on the chapter website



Points for Accuracy

continued from page 13

purely volunteer basis. They receive some time on the track throughout the day, but in general, they do it because they have a passion for driving and want to share it with others.

While the instructors were on the track doing some reconnaissance, Jeff conducted a mandatory drivers meeting, where all participants were shown some basics about the track, and also taught what all the various different flags they might see meant



and how to behave accordingly. There was definitely a sense of excitement in the room, and everyone was ready to get on the track as soon as possible. However, one of the great parts about BMW CCA driving events is that all levels of skill have required classroom instruction as well as on-track instruction. For our novice students, that's how their day began - in the classroom, learning the fundamentals.

The rest of the day was spent alternating between on-track sessions and classroom instruction for our three main run groups, Novice, Novice+, and Intermediate / Advanced. With each additional session, students drove faster, and more importantly, smoother around the 1.8 mile circuit. Several instructors noted that at the next event, their students should be promoted up to the next skill group. A

few instructors came back slightly pale after having found them selves sideways in the grass in a cloud of tire smoke. Even though a few folks ended up a bit dizzy, the instructors patiently reminded their students that sometimes the best way to find out the limit of your car's performance is to exceed that limit. This seemed to be a successful tactic, as no one went off-track more than once.

During lunch, Jeff Conner led a small group of folks on some parade laps. Parade laps were limited to 50mph, and had no helmet or



convertible restrictions. Most of the people participating in the parade laps just wanted to get a more controlled introduction to on-track driving, and we expect many of them to be students at future events, judging from the smiles we saw as they came back to the clubhouse.

At various points in the day, instructors took out some students and a few spectators for laps in their personal cars. If you have never experienced "The Ultimate Driving Machine" at speed in the hands of a skilled driver, you may not fully realize the potential of your car. Even our higher skilled students were amazed after some time in the passenger seat with an instructor, and it definitely gave them something to strive for.

Jeff and the instructor corps delivered on their promises of gas, brake pads, tires and smiles. This



would not have been possible without the support of our volunteers. They are truly invaluable in making complex events like this run as smoothly as possible, from serving lunch to running flag stations on the track, to making sure everyone stays



well-hydrated and covered in sunscreen. We all owe Jeff Conner a big thanks for his hard work and dedication to making this event a success, both on the day of the event, and during the multiple months of planning. Finally, a big thank-you goes out to Lee Rector and Black



Forest Motorwerks. They graciously agreed to help make this event happen by becoming a sponsor.

In all, I would definitely judge this event a success. As people pulled back onto the grid after their sessions, it was easy to tell that everyone had an absolute blast, and we can't ask for much more than that. Until next time, remember, you only get points for accuracy.



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BMW i8 Concept Spyder

Excerpt from BMW Press Release

Following the presentation of the BMW i3 Concept and BMW i8 Concept, the BMW Group introduces the BMW i8 Concept Spyder to the mix. This third BMW i model embodies the future of cutting-edge and emotionally appealing mobility concepts. Its sporting design headlines the qualities of an open-top two-seater blending lightness, dynamic capability and efficiency with a very special aesthetic allure.

The combination of intelligent lightweight design and state-of-the-art hybrid technology imbues the BMW i8 Concept Spyder with genuine sports car performance, yet its fuel consumption is no higher than you would expect from a small car.

Among the most eye-catching features of the BMW i8 Concept Spyder are the upward-swivelling, windowless doors and a range of purpose-oriented on-board equipment including electric kickboards stowed under a transparent tailgate. The sports car is based around the innovative LifeDrive architecture, itself underpinned by a lightweight modular construction and the use of high-quality high-tech materials. The BMW i8 Concept Spyder is a plug-in hybrid powered by an eDrive drivetrain combining a high-performance electric motor and petrol combustion engine. The lithium-ion battery supplying the motor with power can be recharged in an extremely short space of time from any domestic power socket. Together, the car's minimised weight, low centre of gravity and finely judged balance, coupled with a combined system

output of up to 260 kW (354 hp), promise unbeatable dynamic capability, exceptional efficiency and unbridled driving pleasure.

Barely a year after the unveiling of the 2+2-seater BMW i8 Concept, BMW i is presenting the second variant of this innovative hybrid sports car, a machine designed to light up the path to compelling and purpose-oriented mobility. Like its Coupe sibling, the emotionally charged BMW i8 Concept Spyder combines intelligent lightweight design with the leading-edge drivetrain technology eDrive, while its open-top two-seater construction delivers an even more intense driving experience. This is a car in which outstanding performance potential goes hand-in-hand with extremely low fuel consumption and emissions.

Compared with the Coupe variant of the BMW i8 Concept, the BMW i8 Concept Spyder has a slightly shorter wheelbase and overall length. With its compact dimensions and distinctive exterior paintwork, the sports car exudes a feeling of dynamism before it so much as turns a wheel, while striking features of its design include upward-swivelling, windowless doors and a transparent glass panel at the rear. Underneath this cover two electric kickboards are stowed, providing a visual showcase for the fun factor in mobility and adding another layer to the car's recreational appeal. Inside, a revised material and colour concept provides an extra dose of sportiness. Like the Coupe, the BMW i8 Concept Spyder with eDrive is a high-performance plug-in hybrid, and it fuses the specific advantages of an electric motor and combustion

engine to optimum effect. Exceptional efficiency and dynamic capability are the upshot.

Like the Coupe, the BMW i8 Concept Spyder is also built around the innovative LifeDrive architecture, a fusion of independent functional units. For example, the carbon-fibre-reinforced plastic (CFRP) Life module gives the car an extremely lightweight passenger cell, while the Drive modules – made primarily from aluminium components – bring together all the car’s operational driving functions, such as the powertrain, chassis and safety structure. Impressively extensive use of high-tech materials allows this innovative concept to chart new territory in terms of weight minimisation, structural rigidity and crash safety. This is good news not only for the car’s dynamic performance, but also for its range and fuel economy. Intelligent lightweight design, encompassing the use of

innovative materials, has allowed the unavoidable additional weight of the high-output hybrid drivetrain to be cancelled out in full. Plus, the LifeDrive architecture has been carefully adapted to the sports car character of the BMW i8 Concept Spyder. The front and rear axle modules are connected by an “energy tunnel”, which houses the hybrid battery. This allows the engineers to give the car a low centre of gravity and ideal balance.

The distinctive two-way split of the LifeDrive concept is also reflected in the car’s design, which renders the basic elements of the body clearly distinguishable. Expressive surfaces and precise lines create a harmonious transition from one module into another. This overlap and interlocking of surfaces and lines – “layering” in BMW i speak – is displayed both on the body and in the interior of the new car.



Vision meets fascination. The design process at the BMW Group.

The design process enjoys a high profile at the BMW Group. Ideas and visions for the future of mobility are proffered by the company as a whole before being turned into reality within a clearly structured framework. To this end, the Group has established a highly circumspect process aimed at achieving outstanding collaboration among all those involved. The ultimate goal is to create emotional products that hold an enduring fascination.

From initial concept to design to finished model.

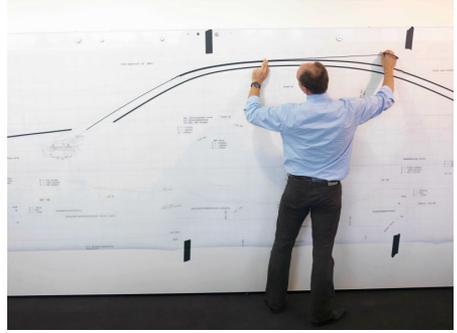
The product development process for a new model extends over a period of some five years and is divided into three phases. It starts with the company commissioning a design for a new



automobile. Adrian van Hooydonk, Senior Vice President BMW Group Design, and his interdisciplinary team jointly draw up a briefing for everyone involved in the design process. This conceptual framework gives the designers, developers and engineers the greatest possible creative scope for designing the new car.

Phase 1: Fundamentals.

At the start of the initial project phase, the critical attributes are laid down. Based on these, the designers then produce the first proportional models for the new vehicle. Determining the



proportions is a highly important aspect of the design process. As with any product, so with the car, too, perfect proportions are seen as the key to aesthetics and harmony. The designers start out by drawing the silhouette and the characteristic lines of the incipient vehicle. After the initial sketches they produce so-called tape drawings on a package plan – a kind of grid map of the vehicle on a 1:1 scale and including all its technical and structural constituents. Using flexible tape, the designers attach the main proportional lines onto the package to accentuate them. In the finished tape drawing, the silhouette and contours already convey the character of the completed vehicle. In the ensuing dialogue between the designer and CAD modeller a virtual 3D proportional model of the new car is created.

The aim of this first phase is to gain a mutual understanding of all the factors influencing a proposed design and their impact on it. Already at this early stage, key components such as the wheelbase, luggage compartment volume, range of

engines, interior width and safety stipulations are fixed as part of the design brief. At this point, a closely integrated design-technology



convergence is essential since all the available technical innovations must be implemented in a way which the ultimate user will experience as functionally perfect, expedient and visually compelling.

Phase 2: Competition.

A key aspect of the form-finding process for BMW Group Design – and

unique of its kind within the motor industry – is the internal, highly creative contest for the design of the exterior and interior of a vehicle, in which the designers compete against one another. The entire Exterior and Interior Design team under the baton of the relevant head of design develops its diverse ideas through sketches and virtual representations, which are then rendered as three-dimensional physical clay models. In adherence to the agreed proportions, the distinctive design language of each particular concept then emerges. The brief is to create innovative design drafts and highly aesthetic proportions and surfaces.

The work on clay models is very time and cost-intensive. Only few car manufacturers place so much value on 1:1 models made of clay – a special type used by designers – and refine them in such faithful detail. Covering the model in a special foil that resembles Titanium

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Vision meets fascination

continued from page 21

Silver Metallic paintwork allows the lines, surfaces and proportions of each model to be realistically assessed in varying light conditions. Clay models



allow for the continuous development of the design since any desired modification can be rapidly implemented and realistically visualised on the 1:1 model.

During this phase the number of clay models is gradually whittled down based on decisions by the Board of Management. As part of the process, the designers' image of the perfect appearance of the exterior and interior of the new model takes on definitive shape. The ultimate decision as to which design will be implemented is made around three years before the scheduled production launch in a final showdown



between two contenders. For one – potentially very young – designer, this special moment means his or her design has won the contest and will be turned into reality.

Phase 3: Detail work.

Once the final design proposal has been selected by the Board of Management, it is time for precision work on the details that are crucially important to the series development process. For this phase, BMW Group Design has lined up a special Detail Design team whose task is to fine-tune all the exterior and interior elements to a state of design perfection. Extremely close coordination between the designers, engineers and manufacturing specialists also forms part of this phase, aimed at the precise definition of each individual detail down to hundredths of millimetres. In this way the BMW Group ensures that every product lives up to its premium claim – from surface quality right down to the micro-level. Only then is the sculpture which was perfected by human hand transformed into a product capable of being reproduced by machine. In a CAD (Computer Aided Design) process, laser scanning turns the model into a three-dimensional feasibility model, i.e. a technical reference model for all further developments. In parallel with this, various virtual technologies are specifically employed to optimise efficiency in the development process and ensure precision in execution.

During this phase, the designers intensely turn their attention to those aspects which the eventual owner will experience when using the vehicle and which will guarantee its enduring fascination, even after many years. But the passion for aesthetics and dynamics,

precision and perfection is evinced through all three phases of the design process – from the inception through the



competition all the way to the detail work. The upshot is automobiles that boast an unmistakable, authentic, hallmark brand character.

“In the design process I aim to coax the maximum creativity from my team.

That is why I keep the briefings as open as possible. Every single designer is invited to deliver their own take on the brand or the relevant project, in words and images. My job is then to select the best of the numerous opinions and proposals. For me that’s one of the most exciting moments in the entire design process.” Adrian van Hooydonk, Senior Vice President BMW Group Design.



Calendar of Tejas Chapter and Related Events		
2012		
Date	Event	Meet Location
April 21, 2012	Bluebonnet Drive see page 5	Austin
May 2012	TBD	TBD
June 2012	Fun Rally	TBD
July 2012	XPEL Tech Session	San Antonio
August 2012	TBD	TBD
September 2012	Tri-Marque Concours	Austin
October 19-21, 2012	Utopia Weekend	TBD
November 10, 2012	BMW of Austin Tech Session	Austin
December 2012	Annual Charity Event	TBD
http://www.tejaschapter.org for the most up-to-date information about the TejasChapter.		



By Linda Cavazos

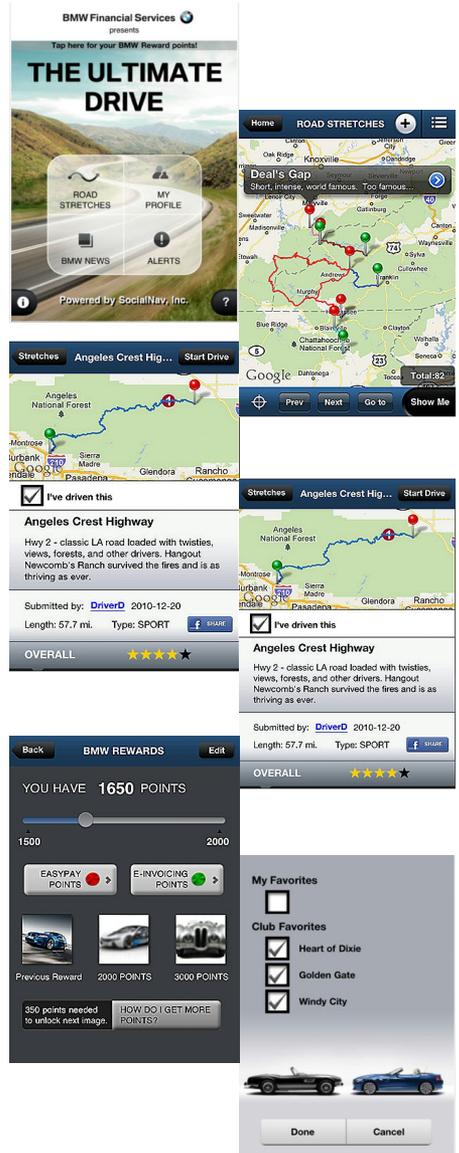
I was recently introduced to a new smartphone app titled The Ultimate Drive for iPhone or Android. It is for the driving enthusiast wanting to discover roads by BMW Financial Services SocialNav, Inc. The Ultimate Drive helps you discover the best roads as found and rated by other drivers all over the world. For customers of BMW Financial Services North America, it allows you to earn points by adding drives, commenting, and trading with others. The rewards points earn you access to astounding photos from the BMW private collection. If you are not a customer of BMW Financial Services North America, you can still use all the functionality of the app provides, but you won't receive points or the cool pictures.

When you find a drive that someone has already uploaded and you want to take the same drive, the app provides the option to email a link to load into Google Maps or a standalone GPS device. To share your favorite drive, there is a function that will track it as you drive it.

There is a tutorial that shows the major screens that you will be accessing or you can just experience each screen on your own. It is an easy app to use. I have enjoyed it and have found that most of my hill country

roads I like to drive are already uploaded. I know this will be handy when I am in a different area and want to find some fun roads to drive. This is a Free app.

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2006 Z4M

This is BMW 2006 Z4M roadster is a 6spd manual which was purchased in May 2011 from Northern Dealership and re-located to sunny Texas. Am currently the 2nd Owner car has been cared for with post purchase inspection and servicing by Rhine West, San Antonio Texas in July 2011. 30k Servicing done at that time to include Valves, brake pads and updated stainless steel brake lines. Full fluid flush and updated with new fluids and oil change at that time. Upgraded exhaust with SuperSprint Sport Free Flow Performance exhaust (OEM exhaust is available also) as well as updated Auflugen 19" Wheel and new Yokohama Advan Sport tires on all 4 wheels. (Original OEM wheels with Bridgestone OEM tires are also available) Bluetooth and BWM Assist along with Navigation (BMW 2011 Nav DVD maps included) makes this a real beauty. Black leather Interior in great condidion with aluminum finish. Mediabridge Ipod adapter and Sirius Radio added also. Top is in excellent condition. Car runs great otherwise and currently car has 34,535 miles on it. Military member moving overseas therefore must part with it as need room for family travels. Asking

\$27,500. Contact Rob @202-549-9961 or mdrobc1213@me.com.



Wheels for Sale

4 BBS light alloy wheels w/center caps, 14"x6.5", ET30, 4x100 bolt pattern. OEM for a 1991 318is. Wheels are in excellent condition and have about 20k miles on them since powder coating black. \$350. Contact Paul Goldfine at 512-788-3797 or send email to goldfinep@gmail.com.



Wheels & Tires for Sale

4 OZ Racing Wheels with Kumho Ecsta ASX tires. Wheels are 8 1/2 x 17 with

Classified Ads

5x120 bolt pattern and center caps. Wheels are in excellent condition. The tires are 235/45/17 with about 25% tread left. The set was on my 1988 M6. Ask \$475 OBO. Contact Bruce Mason at 512-502-9066 or send email to amazon@austin.rr.com



Wheels & tires for Sale

4 BBS RX wheels wrapped with a set of Dunlop Direzza DZ101 tires, wheels come with all authentic BBS center caps and BBS valve stem covers. Wheels size : 17x8 et 38 Bolt Pattern: 5x120. Tires 225/45r17 front and 245/40r17. Front and rear tires have no more than 1,500 miles on them. I'm asking \$800 obo. Contact Terre Williams at 512 800 2421 or send email to terre328@gmail.com.



Wheels & tires for Sale

Up for sale is a set of four pristine 15X8 TR Motorsports wheels with Nitto NT01 DOT track tires. I used this set up just one track day on my e30 BMW and have since sold that car. Wheels are in perfect condition with no curb rash, dings, scraps, etc. Tires are in great shape and are perfect for many more track weekends to come. This is the perfect set up for an e30 BMW

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Selling my base roof rack + (1) bicycle mount. Will fit all e46 sedans and wagons I believe, but e46 coupes may be different. Please verify fitment for your vehicle just to be safe. Asking \$100 OBO. Contact Tad Goodwin at 5127792489 or send email to tadgoodwin@gmail.com.



2008 BMW 650i Convertible

This car is truly one of a kind. It was first registered to the BMW corporate fleet as a loaner for pro golfer Zack Johnson. Zack Johnson won the Masters in 2007 and soon after was sponsored by BMW. My wife and I (both 50+ nonsmokers) have driven it carefully since March 2010. The car is loaded with many special order

options too numerous to mention here, but including a special Merino leather interior and pearl white exterior paint. BMW "individual" emblems are displayed throughout. Details and photos available, including the original sticker. Original factory warranty is valid until 2 October 2012. Mileage on 20 March 2012 is 41089 miles. \$49,950 firm. Contact Ken Fischer at (713) 501-9555 or email 2008bmw650i@gmail.com.



1989 535i

Purchased new in Germany in 1989. Federalized in U.S. in 1990 and remained with original owner in Dallas next 19 years. Last 3 years in La Grange. 88.6K miles. 3.5L, 5 speed. New radio and Michelins. Polaris white with med gray cloth Recaro style interior. New Michelins and audio. Outstanding and unique car. \$16,000. Contact Frank Singer at 979.968.6198 or send email to franksinger68@gmail.com

Classified ads FOR PERSONAL USE items are printed free for current members of BMW CCA. Ads will run for three issues, unless stopped earlier. Ads may be extended by a request in writing to the Tejas Chapter mailbox or by email. Members are limited to five (5) classified ads running at a time. The ad rate for non-member ads or member ads of a COMMERCIAL nature is \$10.00 per issue. These ads will be accepted on a monthly basis and payment must be received before ad is printed. Classified ads submitted for publication in the Tejas Trax are also placed on the Tejas Chapter's website.

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