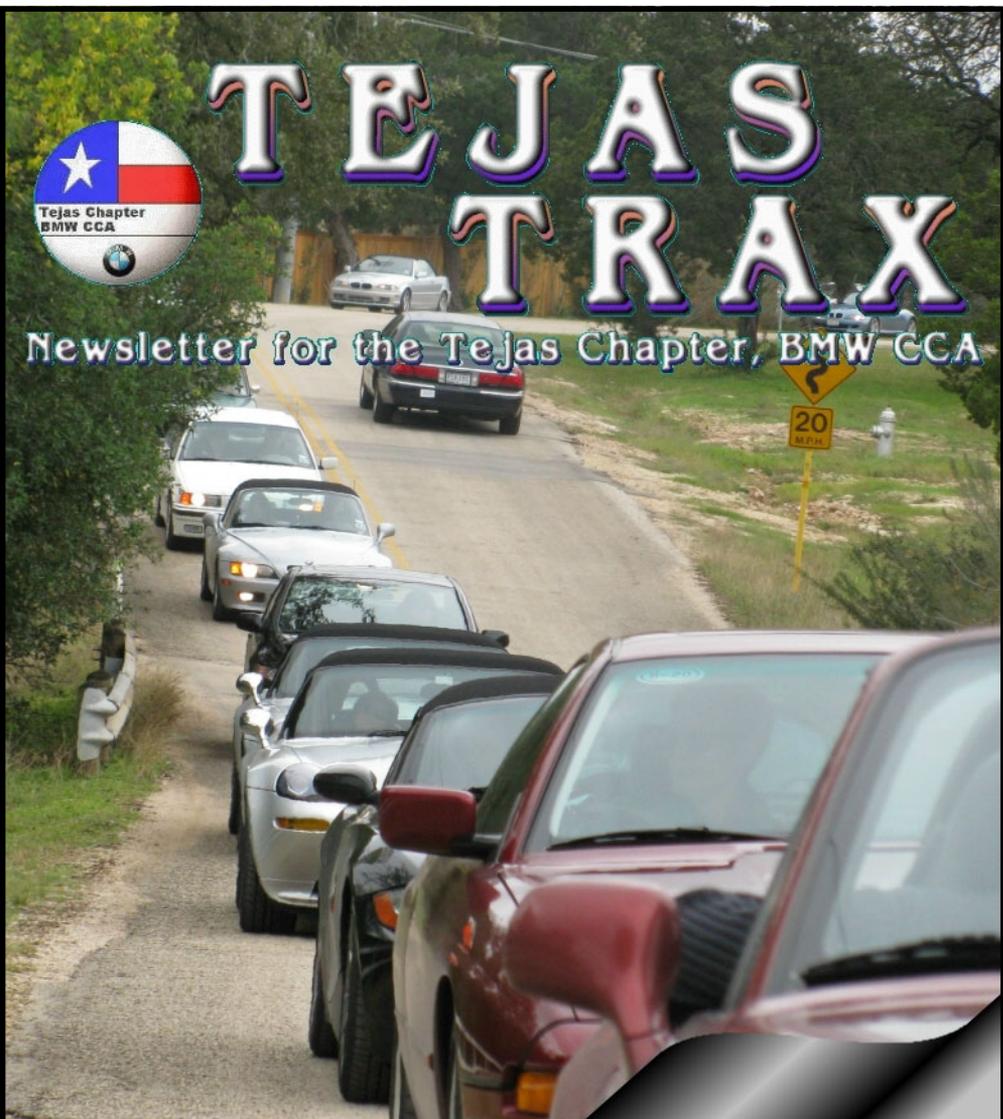




# TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



**On the Road - Classic Cars & BBQ**

Photo by Sandy McConnell

**January 2010**



**Inside  
This Issue**

**2009 Charity Review  
Flap About Run Flats  
Classic Cars & BBQ Review**

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**The Tejas Trax is printed monthly by Kinko's of Austin**

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## *From The President*

**Happy New Year 2010.....**

It is hard to believe that we are beginning another new year. For me, 2009 was probably my most enjoyable Tejas Chapter year, with many great friends made and some of the best events we have had in the 26+ years that I have been associated with the chapter.

Since the association seems to get better every year, I am really looking forward to what is in store for 2010.

This year, we are starting it off right, as we always do, with the Post-Holiday party (see page 5). This event is usually the best attended event of the year and is a great opportunity for members to bring out the whole family for a evening of fun, food, frivolity, and friendships. It is a chance for socializing on a level that we don't normally get at our monthly events and the white elephant gift exchange always brings out a side of people that is not usually revealed :)

In addition, we will be rewarding

those that have contributed the most to the chapter by presenting the 2009 Incentive Points Challenge awards. This year we will also be announcing the results of the 2010-2011 Chapter Officer elections (see page 25). The 2008-2009 board of officers has been a real joy to be a part of and they have done an outstanding job. In particular, I would like to thank Kathy Eltringham for the extraordinary role that she played as our Events Coordinator for the last two years. Unfortunately, due to conditions beyond her control, she is unable to continue in that position. Thank you, Kathy!!

No matter how the election turns out, you can have every confidence that the new board, will be dedicated to making the Tejas Chapter one that you can be proud to be a part of and will strive to make the next two years even better than the last two.

So, why not start your new year out with a great evening and join us for the Post-Holiday Party in San Marcos on Saturday, January 23rd? We would love to see you there to begin the Tejas Chapter year on a roll!

**Until next time ....**

**Glenn McConnell**

### *Welcome New Members*

**Austin**

*Mark Borskey  
Phillip Cook  
Daniel Elizalde  
Jimbo Gullely  
Ulf Habermann  
Michael Lambert*

*Dan Mandelstein  
Don Sartain  
Drew Sartain  
Victor Trac  
Christopher Tsay*

**Helotes**

*Janette Inman*

**Round Rock**

*Brian Cook  
Hunter Dodson  
Connie Stried*

**Leander**

*Shannon Billik  
Larry Targosh*

**San Antonio**

*Marcella Banks  
Robert Flores*

**McAllen**

*Jordan Sinclair*

**Cedar Park**

*Carl Nybro*

**Lago Vista**

*Gilbert Hawkins*

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*Art Smith*

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# Tejas Chapter Post-Holiday Party 2010

Saturday  
January 23, 2010  
6:00pm - 11:00pm



**Place:** Texas Reds Steakhouse, 120 W Grove Street, San Marcos. This is a comfortable Texas-style steakhouse featuring charbroiled beef steaks, roasted prime rib, buffalo burgers, chicken, lobster, shrimp, lamb, quail, and pork. This award-winning steakhouse, with a fun and friendly atmosphere, is housed in a beautifully restored historic cotton gin that will interest history buffs and novices alike.

**Menu:** choice of charbroiled rib-eye, charbroiled cajun shrimp or charbroiled chicken breasts (fajita or teriyaki), served with crisp green salad, baked potato, fresh baked bread, non-alcoholic beverages, and your choice of desserts.

**Cost:** \$25.00 per person (includes tax and gratuity) Cash bar available.

**What:** An evening of fun, white elephant gift exchange\* (free-for-all), door prizes, Incentive Points Challenge Awards and great food.

\*Bring a new or used (good/working condition) BMW or auto-related white elephant gift for exchange!!

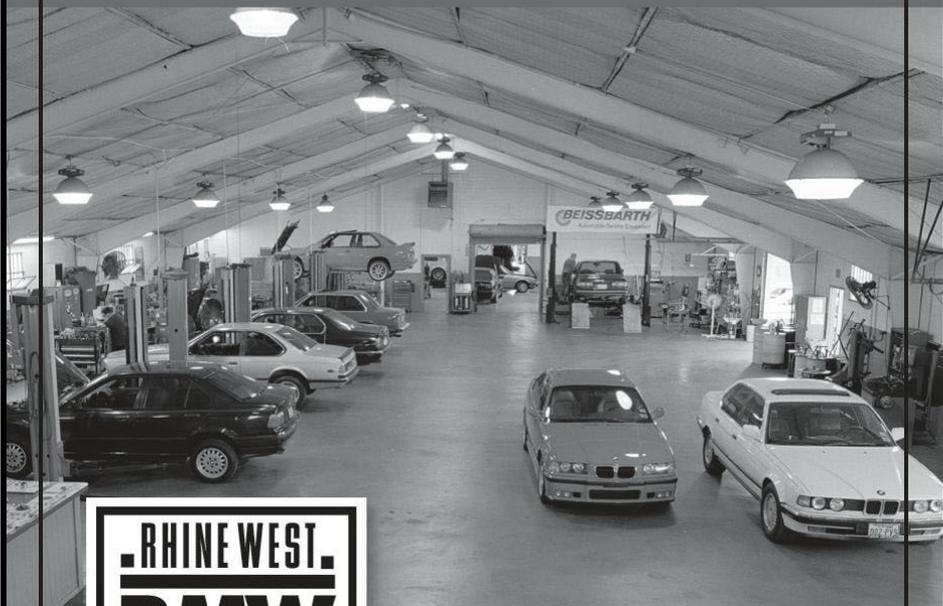
**Who:** Tejas Chapter members, spouses, friends, and family.

**Why:** Traditional Tejas Chapter start to a new year. To get together after the holiday rush is over, exchange holiday stories and plans for the new year, have some good food, and have a great time!!!

**Door Prizes generously provided by chapter sponsors**

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# The Flap about Run Flats

By D.L. Yule

Maybe it's just me, but when we were researching the options that were available before we purchased our first BMW, I thought that having run flat tires (aka zero pressure tires) was brilliant. In one phase of my life I spent several years in the tire and industrial rubber products manufacturing industry and I was especially keen on the run flat idea given all of the leading edge engineering and design work that's gone into this product line over the past couple of decades. I remember thinking – finally, someone gets it. Funny thing though, eighteen months of pure joy later and all I read or hear about are gripes and complaints about run flat tires. That they have a harsh ride; that they don't handle as well as non run flats; that they're overly expensive; and that finding a replacement should you need one in Mobeetie Texas, to say the least, is elusive. Pretty depressing.

So I started thinking, out of all of this, what's fiction, what's fact, and really how much of this is just good old opinion (not that anyone I know who owns a BMW has an opinion). Based on discussions that I've had with our Tejas chapter members and commentary that I've read, there's really no obvious consensus. So let's take a closer look at this subject...

## Everything Old is New Again

First patented in 1892, current run-flat tire designs were introduced in 1978 and offered as an option in the 1990s, mainly for two-seat sports cars with little room for spare tires and jacks. Sounds pretty familiar right? But zero pressure tires are not a new idea. *In 1958 Chrysler*

*and US Royal Tire Company offered run flats using an inter lining to carry the cars weight should the tire decompress. Fortunately or unfortunately these never really caught on.*

## And Then There Was One

Two kinds of zero-pressure tires systems exist in the market today, however only one is still currently in production. Both types require the usual amount of air to provide day-to-day performance.

Self-supporting tires (SSTs) are the original and most common run-flat type and are the kind found on a variety of BMW models today. Heavily reinforced sidewalls support the vehicle after air makes its exit. This sort of run-flat is designed to fit on normal wheels with no modifications.

Michelin's PAX auxiliary support run-flat system (now gone the way of the Dodo bird), is different but more like the US Royal design than the SST variety. PAX sidewalls, while still stiffer than normal tires, are not as rigid as SSTs. Instead Michelin designed a unique wheel that positions a semi-rigid "support ring" inside the tire to hold the car up when the air goes bye-bye. A non-standard bead design is necessary where wheel and tire meet. This reminds me of a 1982 Ford Escort GT that I once owned that came with the Michelin TRX metric wheel and tire system. This combo (and the car in general) was such an abysmal failure I was forced to put this king of the lemons on waivers. Caveat emptor!

## Do You Take American Express?

There is no debating the fact that run-flats cost more to replace. Compared

continued on page 8

## Run Flats

continued from page 7

to standard tires, simply expect to pay more. At the time of this writing, Internet prices from The Tire Rack for a staggered set of Bridgestone Potenza run flats for our 335i was about eleven hundred dollars, sans any mounting or balancing. Roughly a third more than a standard set of performance tires. But this is to be expected as there are significantly fewer run flats in production. Once manufacturing levels increase these prices should come down. Now when folks start carping about price, and please don't get me wrong on this, price is important - but what I find extremely amusing are those who purchase a BMW (which even at their least expensive are still a highly engineered piece of high performance driving machinery) are always deer-in-the-headlights stunned at the cost of ownership. This would include the shoes, run flat or otherwise. What are they thinking? Hey, if you want cheap go buy a Kia.

### Don't harsh my ride dude!

Other arguments against run flats include poor tread life, that they can have a harsh ride and that they do not

handle as well as standard high performance tires. The empirical data does provide some fairly strong validation that ride quality and handling are impacted in some applications. My take is that both are potentially more related to suspension design than the tires themselves, although tread, sidewall and bead design can have a major impact on a cars handling and ride. Current production BMW's equipped with standard run flats have been specifically engineered with this tire application in mind and should ride and handle exceptionally well, which has been my experience. Of course standardization is another point of contention. Why are they not optional instead of standard equipment? Being one who's all about having choice, this is a bit off putting. However, with the current design line up, there is little choice since there is simply no room for a spare. And of course there is the weight consideration. As we cram more and more doodads into our vehicles, bloat is undoubtedly a major concern for the Bimmer design team.

### Bald is Beautiful

So what about tread wear? While I'm not an engineer, from my perspective there is nothing inherent in a run flat

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tires design that would cause it to wear any differently than any other tire built with the same compound. Since a tire's compound is the actual building block that makes a tire a tire, it's nearly the most important factor in a tire's service life. Air pressure is numero uno. Compound (as it's referred to in the rubber biz) is usually a mix of carbon black (long or short chain carbon molecules) mixed with neoprene (synthetic rubber) and natural gum rubber (natural rubber derived from the rubber tree) sulfur and other chemicals which are then calendered (mashed together between two huge heated steel rollers). Every tire has a specific recipe for its compound. Those recipes range from very hard to very soft. The hardness of which is determined by its durometer (the hardness of a material – in this case rubber). The wear rating that you see on the sidewall of any tire is essentially a very broad (and I do mean broad) indicator of a tires wear ability which is directly related to its durometer. A tire of any construction with the same wear rating should typically wear at the same rate depending on how you drive and how your cars suspension is set up (alignment, caster and camber angles are very critical factors in how evenly a tire wears) so my opinion is that there are far too many variables to really determine why certain tires wear a certain way. As an example, I have 26k miles on my original set of run flats and I've probably got another 10k miles left on them. I've heard many club members complain that they've gotten say 15 thousand out of their first set and they were completely worn out. So why is that? Yes Glenn, I know that I drive like I'm heading to the old folks home, so maybe that's it.

### **If it Ain't Broke, Don't Fix It – That's Unless I'm Stranded in the Hood**

Poor grammar aside, much of the anti run flat bias comes in the form of “if it ain't broke, don't fix it”, which at its core truly demonstrates how resistant to change we humans are. We all suffer from it. But to be fair, it's a logical point of view. What is wrong with simple, right? Tire goes flat, get out jack, lift car, remove said tire, replace said tire with spare, lower car, stow jack, drive car. But If you've ever been stuck in the middle of nowhere due to a flat tire, you already know how frustrating and depending on the location (you almost never get a flat outside of the Dairy Queen or Church), dangerous it can be. If you've ever changed a flat tire in the rain, after dark, or on the shoulder of a busy highway, well you get the picture. So while the spare and jack method may be simpler, the run flat solution is certainly more convenient. And in a pinch a much safer alternative since you're able to continue down the road hopefully to a safer location or to your final destination.

### **It's Not Over Until it's Over Done**

My guess is that as car design and engineering continues to advance that many concepts will undoubtedly come with no spare and will more readily rely on self supporting tires. Another certainty is that this debate pro and con will continue. And just wait; there is a whole new idea that a car's wheel should be integrated into the tire itself. Anyone heard of the Tweel?

Until next time...

# 2009 Charity Review

by Allan Gazza

Tejas Members,

I want to say Thank You to Kathy and Wayne Eltringham for organizing the Charity event for the children at Guadalupe Community Center and all the members that gave donations and their time to make this event a success.

This is one of those events that the Tejas Chapter gives back to the community and children in so many ways. I wish everyone from our club would have the opportunity to be present at this event as it is always one that is memorable. Not only do the children get to pick out great gifts for their families, but the interaction with the members of the BMW club is something they will not forget.

Members share insight into how to get the most for your money, spend accordingly, and the importance of the holiday season with the children involved. Some of these children are shy at first, but quickly warm up to spending the time with the members and the shopping experience.

Super Target was very accommodating to the BMW Club and children. It is amazing the customer experience they provided to this event

since Kathy had to ask them at the last minute due to Walmart not being supportive of reservations made last year. All the employees were very helpful, and the manager went out of her way to make sure the wrapping process offered everyone the supplies needed to make this as efficient and productive as possible. They also had juice and cookies for the children.

I feel the members of Tejas Chapter made a difference in these childrens lives, in more ways than just the presents. Thank You everyone.

*Editor's Note: Thanks to approximately 30 of our 850 members, we were able to raise \$3,455 for the Charity event. This allowed us to sponsor 32 kids and pay for the transportation costs. Thanks to everyone who contributed!!*





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**Charity Event - December 5, 2009**

**Many thanks to Wayne & Kathy Eltringham - Many more great photos are available on the chapter website**





**A very happy group after Christmas shopping at Target!**



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# Classic Cars & BBQ Review

By Allan Gazza

If you were one of the lucky ones to join us for the Classic Cars and BBQ event, you know the fun we had during this event planned by Mike Sevel. We met at Dick's Classic Cars



in San Marcos, where we were brought back in time with an amazing display of restored vintage cars. Many of the club members were thinking if they



had kept their cars from their younger days of driving, and restored them to look like many of these cars in this



museum, it would have been great. What an idea if we had only known this in our younger days.

There were quite a few cars in this museum that I wish I could have in my own garage. Mike had arranged with the owner to get a look in their back room where some of the final restoration takes place. Among some of the classic cars was a New Bentley that was owned by the owner's wife.



It was mentioned that she had the car in the shop to get waxed, and did not want to take it out due to the inclement weather. Wow, that is real appreciation for that car, which is sometimes hard to find as sometimes people think of cars as transportation only. This was a very nice display of cars and only a portion of what is on display. He had mentioned they also own the Central Texas Museum of Automotive History in Rosanky Texas that we visited last year on the Shakespeare event drive. They also provided us with coffee and donuts and a meeting room which was a great place for our drivers meeting.

After leaving Mike took us through some of the back roads around San Marcos/New Braunfels to AutoMania which is located on IH35 in New Braunfels. I am sure that Mike was hoping all the low water crossings

continued on page 16



**Classic Car  
November**  
Many thanks  
Many more great photos are a





# Members & BBQ

October 21, 2009

Hosted by Mike Sevel

Photos available on the chapter website



## Classic Cars and BBQ Review

continued from page 13

would be passable after the recent rains. But knowing Mike and his thoroughness in planning, he would have a back-up route to follow.



Though AutoMania specializes in selling, consigning, and restoration of classic cars, the experience of seeing and viewing their collection of cars was a great experience. The owners were very welcoming to their facility and offered a tour through their area where they complete the restorations of the vehicles. For many years I had driven by this facility and never stopped, thinking of it as only a car sales lot.

This was not just a cars sales lot,



but an experience to see some really neat classic and muscle cars. This place made me think what my 1968 AMC Javelin, 1964 ½ Mustang Coupe, and 1969 Mercury Cougar would be worth today, if I still had them.



Our final destination was Coopers BBQ for lunch. They had come out to the parking lot to greet us, and even said we could park all the BMW's in the motorcycle parking for additional space. They had the Banquet room for us, and were well prepared to serve the group right away. The amount of food they served for the price was a great deal. The brisket, chicken and sausage, I believe, are some of the best I have tasted. They also gave away a few door prizes, which included a \$25 gift certificate that Sri Kamma won. After lunch was done, some headed home, while others followed Mike Sevel for an afternoon of Christmas shopping.

I would like to say Thank You Mike for this event and the last minute planning you did to make this event one that everyone enjoyed and had a great time.



# BMW Concept ActiveE

By BMW Press Club

- Concept study of a purely electrically powered model based on the BMW 1 Series Coupé. The BMW Concept ActiveE represents a consistent continuation of the research and development activities of the BMW Group relating to electromobility as part of project i. A concept which realizes CO<sub>2</sub>-free mobility in BMW style is presented.
- The BMW Concept ActiveE is the BMW Group's second vehicle after the MINI E to be developed as part of project i. After the successful launch of the pilot project MINI E, the BMW Group announces the development of another field test of electric vehicles for private and selected fleet users. The aim is to test the use of electric drive for everyday purposes in a vehicle which offers the driving pleasure which is characteristic of BMW automobiles.
- The specific features of the BMW Concept ActiveE include rear-wheel drive as is characteristic of BMW, a powerful drive system for dynamic acceleration maneuvers and a high level of efficiency to enable the vehicle to be used for purposes which go beyond urban mobility.
- The vehicle concept also comprises an extended range of functions with a



high level of practical relevance. The intelligent arrangement of the drive components makes it possible to provide four full-size seats and a luggage compartment volume of some 200 liters (7 cubic feet).

- On the way to achieving CO<sub>2</sub>-free mobility, the BMW Group continues to develop electric drive as an additional mainstay of BMW EfficientDynamics. Electric drive provides an additional option for a lasting form of individual mobility alongside the ongoing optimization of all models with a pure combustion engine, the market launch of BMW ActiveHybrid technology in serial production vehicles and the BMW Hydrogen 7 as evidence of the suitability of hydrogen drive for everyday use.

## Technology:

- The BMW Concept ActiveE is powered by a new synchronous electric motor specially developed for this vehicle. Its maximum output is 125 kW/ 170 bhp, the maximum torque of 250 Nm / 184 lb-ft is available from standing as is typical for electric motors and remains available over an unusually broad load range.
- For the first time, electrical energy is stored in a lithium-ion battery pack developed jointly by BMW and the co-operation partner SB LiMotive especially for the BMW Concept ActiveE. A new stable temperature regulation function optimizes the battery pack's performance.
- Other characteristics of the drive technology used in the BMW Concept ActiveE are the weight-reduced construction and the package-optimized arrangement of all components. The electric motor is completely integrated

continued on page 18

## BMW Concept ActiveE

continued from page 17

in the rear axle, the power electronics is positioned above the motor. Space is used for energy storage which in vehicles powered by a combustion engine would be taken up by the conventional drivetrain and fuel tank. With a weight of some 1,800 kilograms / 3900 lbs (unladen weight according to DIN), a low center of gravity and an axle load distribution which is typical of a BMW, the vehicle has everything it requires to provide the dynamic driving properties and agile handling in the style of the BMW 1 Series.

- Predicted driving performance figures: acceleration from zero to 60 km/h (37mph) in less than 4.5 seconds and from zero to 100 km/h (62mph) in less than 9 seconds, maximum speed: approx. 145 km/h (90 mph, electronically limited). As with the MINI E, the real-world range is expected to be about 160

km / 100 miles on a single charge, depending on conditions (FTP72 cycle range is calculated to be 240 km / 150 miles in simulation).

- Flexible charging technology enables the lithium-ion battery pack to be recharged by a conventional power outlet at public charging stations or at a special wall box. On the European grid, the battery pack can be fully charged at a high-current power outlet (50 ampere) in as little as 3 hours. In North America, using a high-current (32 ampere continuous) residential wall box, the charge time is about 4.5 hours.

- The drive components used in the BMW Concept ActiveE have been developed as part of project i. The objectives on which this is based are derived from the requirements for the serial production development of a Megacity Vehicle.

- In the BMW Concept ActiveE, new BMW ConnectedDrive services are



presented which have been designed exclusively for use in an electric vehicle. This includes specific remote functions which enable the use of a mobile phone to check the charge status of the battery, search for public charging stations and activate the vehicle's auxiliary heating and air conditioning functions.

**Design:**

- The BMW Concept ActiveE is based on the BMW 1 Series Coupe. It embodies a new interpretation of the agility which is characteristic of the 1 Series. For the first time, CO2-free mobility and the driving pleasure characteristic of BMW are combined for up to four vehicle occupants in an electric vehicle concept.
- There is a clearly recognizable differentiation from the serial production model of the BMW 1 Series Coupe with the body finish in Liquid White metallic, as well as graphic elements derived from printed

circuits in Electric Blue on the hood, doors, roof and trunk lid, as well as the lettering “ActiveE”, “eDrive” and “EfficientDynamics” on the doors and side panels. Specific light-alloy wheel wheels, the lack of an exhaust system and blue illuminated elements such as the roof fin and charging connection highlight the special character of this electrically powered concept vehicle.

- The interior of the BMW Concept ActiveE includes specific leather seats with embossed graphic elements and blue accentuated seams as well as interior strips in Liquid White with rear-lit three-dimensional graphics. The instrument panel and the central display have been enhanced to include display items specific to electric drive. The use of innovative remote functions as part of BMW ConnectedDrive is shown with the example of a smartphone connection which is fully linked into the vehicle infotainment system.



# The New BMW 5 Series Sedan

by BMW Press Club

The world debut of the new BMW 5 Series Sedan once again marks the epitome of aesthetic design and supreme driving pleasure in the upper midrange segment. Through its sporting and elegant looks, driving dynamics typical of the brand, outstanding efficiency as well as innovative comfort and safety features, the sixth generation of BMW's executive express convincingly reflects the supreme standard of the world's most successful manufacturer of premium cars throughout the entire process of development.

**Design: charismatic, elegant, sporting.**

With the longest wheelbase in the segment, a long and sleek engine compartment lid, short overhangs

front and rear and a coupé-like, graceful roofline, the new BMW 5 Series Sedan stands out clearly from the competition.

Overall, the aesthetic looks of the car are clearly determined by perfectly balanced proportions. Design features typical of the brand are to be found both at the front with its BMW kidney grille inclined slightly forward and on the strikingly chiselled engine compartment lid, in the stylish and elegant side view of the car, and on the muscular rear end.

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The most advanced drivetrain and suspension technologies ensure supreme sportiness and an even higher





standard of motoring comfort all in one.

At the same time optional Dynamic Driving Control enables the driver to set the suspension individually to his personal requirements. The new BMW 5 Series Sedan is available with Adaptive Drive encompassing Dynamic Damper Control and Dynamic Drive stability control, as well as BMW's Integral Active Steering.

The new BMW 5 Series Sedan is making its debut with one eight-cylinder and three six-cylinder petrol engines as well as two six-cylinder diesels.

The range is rounded off by a four-cylinder turbodiesel with an aluminium crankcase and common-rail direct injection. Maximum output in this case of 135 kW/184 hp makes the BMW 520d fitted as standard with Auto Start Stop the new efficiency benchmark in its segment. Average fuel consumption in the EU5 test cycle is just 5.0 litres/100 kilometres (equal to 56.5 mpg imp), the CO<sub>2</sub> emission rating is 132 g/km (provisional figures).

The top-of-the-range BMW 550i comes with an eight-cylinder boasting

BMW TwinPower Turbo Technology and High Precision Injection for maximum output of 300 kW/407 hp. The straight-six with BMW TwinPower Turbo, High Precision Injection and VALVETRONIC in the BMW 535i delivers maximum output of 225 kW/306 hp, while the two straight-six power units featuring High Precision Injection and lean-burn

operation develop 190 kW/258 hp in the BMW 528i and, respectively, 150 kW/204 hp in the BMW 523i.

Straight-six diesels with the most advanced technology give the BMW 530d maximum output of 180 kW/245 hp and the BMW 525d an equally impressive 150 kW/204 hp. Fitted with optional BMW BluePerformance technology, the BMW 530d fulfils the EU6 emission standard. And it almost goes without saying that all versions of the new BMW 5 Series Sedan comply in full with the EU5 standard in Europe.

### **BMW EfficientDynamics: BMW 5 Series increasing the lead.**

All versions of the new BMW 5 Series Sedan are available as an option with BMW's new eight-speed automatic transmission. The BMW 550i comes as standard with BMW's automatic transmission optimised for efficiency, just like EPS Electric Power Steering featured on all models.

BMW EfficientDynamics technologies are naturally featured as standard in appropriate combinations on each model, with features such as Brake Energy Regeneration, a

continued on page 22

## **The New BMW 5 Series Sedan** continued from page 21

gearshift point indicator, active air flap control, and on-demand operation of ancillary units including a detachable a/c compressor. Intelligent lightweight construction, finally, is ensured by features such as the doors, engine compartment lid, front side panels and suspension components made of aluminium.

### **Innovative driver assistance systems with BMW ConnectedDrive.**

The driver assistance systems offered for the first time in the context of BMW ConnectedDrive include a Parking Assistant, Surround View, collision warning with application of the brakes in conjunction with Active Cruise Control plus Stop & Go, and a new Speed Limit Device. Further features also available are Lane Change Warning, Lane Departure

Warning, Speed Limit Info, a Head-Up Display, BMW Night Vision with detection of individual persons, and a back-up camera.

### **Joint development and production together with the BMW 7 Series.**

The world debut of the new BMW 5 Series Sedan opens up the latest chapter in a truly impressive story of success. In the course of five model generations, overall sales of the BMW 5 Series already amount to more than 5.5 million units. Now the new model is based on a newly developed vehicle architecture also featured in the BMW 7 Series luxury sedans.

Joint production of the BMW 5 Series Sedan and the BMW 7 Series at BMW Plant Dingolfing, together with the extensive use of shared components, ensures highly efficient production with a supreme standard of quality following the most demanding benchmarks in the market.



**Calendar of Tejas Chapter  
and Related Events**



Date	Event	Meet Location
January 23, 2010	Post-Holiday Party at Texas Red's see page 5	San Marcos
October 2010	Annual Utopia Weekend	Kerrville
December 2010	Annual Charity Event	TBD

**Web Site Info**

**<http://www.tejaschapter.org> for the most up-to-date  
information about the TejasChapter.**

**Tejas Chapter Patches**

Display your Tejas Chapter membership with a high-quality embroidered patch. May be sewn or glued to anything from shirts to bags to notebooks.

To get yours, send \$5.00 for each patch to the Tejas Chapter mailbox or get one at the next chapter event.



***Tejas Chapter Merchandise***

Are you interested in getting shirts with the Tejas Chapter logo? Do you need a good BMW related gift for someone? A Denim Shirt, Polo Shirt, or a T-Shirt perhaps? Long sleeve, short sleeve, or maybe sleeveless. Perhaps a tote bag or ball cap would be of interest to you.

Chapter members Jose & Cathy Alejo of ALEJO USA, can make this happen for you. They have our Tejas Chapter logo and can apply it on almost anything they carry in their catalogs. Embroidered and screen print logos are available. Seen in the picture below, the Denim shirts have embroidered logos and the T-Shirts have color screen print logos.

You may contact Jose or Cathy by calling (254) 527-4060.

You may also go online to [www.alejousa.com](http://www.alejousa.com). or email [alejousa@alejousa.com](mailto:alejousa@alejousa.com).



## Tejas Chapter Incentive Points Challenge for 2009

To encourage participation, the successful Incentive Points Challenge began in 1998. The members or associate 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 2010. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on Incentive 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)	30
Original Article published in the Trax (less than 500 words)	15
Recruitment of a commercial ad for Trax	20% of ad cost

**Note: 2009 Incentive Points are up-to-date, but to have some element of surprise during the Incentive Points Awards at the Post-Holiday Party in January, they will not be published on the website or in this issue of the Tejas Trax. The final 2009 Incentive Points will be published in the February issue of the Tejas Trax.**



**2009  
Incentive  
Points  
Challenge  
Awards**

**January  
23rd  
2010**

see page 5

# It's That Time of Year Again!

Please take a moment to fill out the ballot below.

To be counted, ballot  
must be received by January 20, 2010

## Tejas Chapter, BMW CCA 2010-11 Officer Election Ballot

Name and membership number are required to validate ballot

Name:

Membership Number:

In the boxes below, indicate your choice for each office. Candidates with an asterick (\*) by their name are the incumbent.

Note:

Area Project Coordinators are selected by the elected board from volunteers. Project coordinators serve as non-voting members of the Tejas Chapter board.

President:

Glenn McConnell\*

Project Coordinators are selected for the following areas:

Vice President:

Herb Looney\*

Linda Cook

Austin  
Corpus Christi  
Kerrville  
San Antonio  
San Marcos

Secretary/Treasurer:

Sandy McConnell\*

Driving Events:

Linda Cavazos\*

If you are interested in being a Project Coordinator in one of these areas, please use the Comments block below to indicate your desire.

Events Chairman:

Allan Gazza

Membership Chairman:

Mike Sevel

Gina Silvestri\*

Comments:

Mail this ballot to the Tejas Chapter post office box or bring the ballot to the Post-Holiday Party or submit the online ballot available at the Tejas Chapter web site, under the Officers Section (<http://www.tejaschapter.org>)

# Classified Ads



2nd owner by BMWCCA Member (#106598), 10/95 production date, clear title, no accidents, owned since 9/2001 @ 133,260 miles, currently 210,200 miles, matching engine/chassis numbers, stock 3.0 liter x 6 cylinder DOHC, super strong engine, no oil usage, engine oil/filter changes every 3,000 miles, no track, no racing engine: Recent Fluidyne aluminum heavy duty radiator (\$860), new coolant expansion tank w/new updated tank cap, new coolant tank level sensor, hoses/clamps, new dual low temp radiator sensor (80-88 Degrees C), new upper/lower radiator hoses, recent steel impeller water pump & profile gasket, recent aluminum thermostat housing & profile gasket, recent low temp thermostat & profile gasket, new fan clutch, new BMP brass coolant tank bleed screw/o-ring, new expansion tank level sensor, recent alternator (80 amp changed in 9/2005), new a/c drive belt & deflection roller, new alternator/water pump drive belt & deflection roller, recent complete valve cover gaskets/spark plug hole gaskets, BMP magnetic oil pan drain plug, Recent New Sachs OEM Clutch/Pressure Plate/Throw-Out

Bearing/Pivot Pin/Clutch Bolts/Shifter Guide Pin Suspension: H & R springs with Bilstein Gas Sport Shocks, all new spring perch rubbers, BMW Motorsport upper shock tower reinforcement plates (5mm), OEM lower xX-bracex, Racing Dynamics front/rear sway bars & bushings, Racing Dynamics upper shock tower brace, Active Autoworks rear shock tower brace, BMP alum/red urethane rear upper shock mounts, BMP adjustable rear trailing arms, Ireland Engineering urethane rear control arm bushings, recent OEM steel lower control arms w/bushings Exhaust: Super Sprint DTM stainless steel rear muffler, new (4) exhaust flange bolts/nuts & (2) new metal exhaust donut seals (at time of SS rear muffler install) Brakes: New Brembo cross drilled & slotted front brake rotors/pads, stainless steel brake lines, Tires/Wheels: After market M3 CSL replicas 17x (fair condition) w/stainless steel valve stems mounted on Yokohama ES 100 - 235/40/ZR17 performance tires, excellent condition (9 out of 10) Best Offer!! Contact John Coates, Jr. at 985-285-0973 or send email to fahrenm3@aol.com. **More details on this car on the Tejas Chapter website.**

## 1991 318is

LOOKING FOR: 1991 318is in either silver or white. Will pay top \$\$ for the right one. Dennis.....860-598-8770 & ddnomad@msn.com

# Classified Ads



## Steering Wheel

E46, BMW Euro Sports Steering Wheel with airbag (new), fits all E46 incl. M3, Steering wheel is new and covered with black leather (2 different leather - on the top and bottom - plain leather and at the sides - perforated leather) and with 3-color M-Stitching and never installed in a car. It comes complete with a new 2-stage Airbag and new black "SRS Airbag" bracket - no other parts needed. Mint Condition, you will get a unique steering wheel, Made in Germany, Outside Diameter is 370 mm, Please note: the wheel fits only e46, not e36 or other models. Contact Claudio Sanchez at 512-627-3499 or send email to [claudio3@swbell.net](mailto:claudio3@swbell.net).



## Wheels/tires for Sale

17"x8" wheel+tire package from 2000 540i Sport - \$1150. Perfect condition, no scratches or curb rash. These wheels came stock on my friend's 2000 540i Sport (e39). They are an excellent performance and appearance upgrade for other BMW's as shown on my 1989 535i (e34) in the Members' Cars section. All 4 are the same size so can be rotated (i.e.- not staggered). Include 4 nice 235/45ZR-17 Kumho ECSTA SPT tires (2 new, 2 ~one year old). Also include proper lug bolts. Can include hubcentric rings if you want to use them on an e34.. Only reason I am selling them is I have now sold this car. . Contact Doug Norton at 512-413-1222 or send email to [dougn@att.net](mailto:dougn@att.net)

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.

  
**Tejas Chapter  
BMW CCA, Inc.  
P.O. Box 17216  
Austin, TX 78760**

  
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