

**BMW Car Club
of America
Tejas Chapter**



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Three Dudes Tour

Photo by Wayne Eltringham

March 2012

**BMW Car Club
of America**



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**New Editorial Column
Three Dudes Tour Review
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BMW xDrive 6-Series Coupe**

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

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From The President

On Progress and Congress

I am sure that most of you have heard the old question that goes something like “if pro means for something and the opposite is con, then what is the opposite of progress?” Congress is the answer. Well, sometimes I am not so sure about the U.S. Congress, but I know for a fact that it is not true about the BMW CCA Chapter Congress.

We just spent the past weekend at the Westin DFW at the Chapter Congress and, as usual, it was a great event. The Chapter Congress is an event that begins on Friday afternoon and ends on Sunday noon. Almost 300 BMW CCA members were involved. The Congress is for chapter presidents, treasurers, and other chapter board members - up to four per chapter. This year, they also held the Driving Events Coordinator (DEC) conference and the Club Racing conference at the same time and location. Since the national board members attend all conferences, combining the three conferences into one weekend at the same place will provide

a great cost savings to CCA.

I attended as the president and Sandy attended the treasurer sessions. Our new VP, Linda Cavazos also attended, as did Josh Butts our new DEC. We all came away from the conferences with a very positive outlook for CCA and the chapter.

These congresses provide a great amount of information flow both vertical (CCA down and chapters up) as well as a great deal of horizontal networking between chapter board members. On Sunday, we even had a regional breakout sessions where the board members from all the chapters in a particular region met as a group. For us that meant meeting with Dan Baker our RVP for South Central Region.

As I said, we came away with some positive vibes and as a result of the congress, you may see more joint events with the other two Texas chapters. The most positive part is that while we learned some new things and saw some places for improvement, we also learned that the Tejas Chapter is doing alot of things right!

See Sandy's article on page 8 that covers the Chapter Congress in more detail.

Until next time

Glenn McConnell

Welcome New Members

Austin

Brandin Lea
Conleth O'Connell
Arria Owlia
James Puryear

Georgetown

Marc Schubert

Round Rock

Emil Pimentelli

Fayetteville

Coleman Cubage

Helotes

Steve Baker

**BMW Car Club
of America
Tejas Chapter**



San Antonio

Marc Bhogte
Ross Miles

Volente

Marshall Long
Michael Long

BMW of Austin

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

High Performance Driver Education

Saturday, March 31, 2012

8:00am - 5:00pm

Join the Tejas Chapter at Harris Hill Road (H2R) in San Marcos, TX! H2R is an engaging and challenging race track, making it a great place to learn

the skill of high-performance driving from the dedicated team of experienced instructors. You'll go home with skills you can use on the roads every day as well as some great memories of laps at this wonderful racetrack.

When: March 31, 2012

7:00am - Gates and registration open (registration must be completed by 8:30am)

8:00am - All hands meeting

8:30am - Instructor meeting

8:30am - All driver's meeting - led by classroom instructor. (If you miss the meeting, you don't drive)

9:00am to 12:00pm - Track hot

9:00am - Novice student classroom session (instructors reconnaissance on track)

12:00pm to 1:00pm - Lunch - no one on the track

1:00pm to 5:00 - Track Hot

Where: The track is in San Marcos, Texas. Take I-35 26 miles south of Austin and 55 miles north of San Antonio to exit 210, go east on Yarrington Road for 1.5 miles, then right on Harris Hill Road. H2R is down the road one mile on the left.

Registration Requirements:

Last day to register online: Friday, Mar 30, 2012. On track participants (students) will be limited to the first 45 registrants. Register early to ensure your spot.

School requirements:

To participate on track, your car must be registered, have a tech inspection. You must be a licensed driver, 18 years of age or older.

Cost: \$205 - Lunch and water are included in the cost.

Helmets: The current Snell requirements are SA/K2005, SA/K2010, M2005, M2010 or newer.

Convertibles: See web site

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 Hugan

I think it would be fun to start a monthly question that could spark an Editorial section, similar to what Roundel does. For example, an issue of the *Tejas Trax* could say “For next issue, send in responses to the following question: Should BMW be expanding their portfolio or improving its existing line?” This would allow members who do not wish to write entire articles to contribute to the *Tejas Trax* via short responses to that question, all of which would be aggregated into a brand new Editorial section and printed in the subsequent issue. The idea is for member contributions to increase; a new section would be born; and hopefully it would provoke discussion among the members.

Here is the Editorial question for the next issue of the *Tejas Trax*:

On January 20, BMW started accepting applications in select

coastal test markets for the first 700 leases of its 1 Series ActiveE fully electric vehicle. The vehicle has a 100-mile range, gets from 0-60 in 9 seconds, recharges in 5 hours, and weighs 4000 pounds (800 more than 135i and almost exactly between a 3 Series and 5 Series). The 24-month lease will cost \$499/month with \$2250 down. BMW has also separately announced that they are considering expanding their diesel offerings in the US as their various model lines are redesigned.

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?

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

Thanks, John



BMW CCA

Chapter Congress

“Bring Your Brand to Life”

by Sandy McConnell

As you’ve read previously in our president’s column, BMW CCA held it’s Chapter Congress this last weekend in Irving, Texas.

Friday, Glenn and I left Austin around noon, with good weather, but faced the usual traffic. I heard one of the other Texas conference attendees describe this particular section of road, as *always under construction but never improved*. Those two issues put quite a damper on our trip “fun factor”. What a contrast to the pleasure we experience on a typical Tejas Chapter hill country drive!

The theme of this year’s conference was “Bring Your Brand To Life,” and the



purpose of the Chapter Congress is for BMW CCA to disseminate important, necessary information to it’s chapters, make us aware of available technical support from CCA and offer

encouragement and stimulation for healthy chapter life. To accomplish these goals, we attended a variety of well organized presentations. We had whole group sessions with guest speakers, such as Matt Russell, the (young) M manager from BMW NA and another by Bill Wade with his passionate and detailed insight into the Teen Survival program.

We also had interesting break out groups to attend, such as a special session for the treasurers with Louis Goldsman, our CCA treasurer, who had detailed information about nonprofit organizations and tax issues we (all) need to be aware of to keep us legal and in good standing. Another group focused on I.T. and event support available for chapters from the national office, which was presented by Stephen Elliott and John Haverland of BMW CCA. A third option was a Social media and web tips session presented by Brian Ghidinelli, who happens to be one of the founders of MotorSport Reg. Our final break out session was a Recruitment and Retention presentation by a CCA team comprised of members from several chapters. Each of us had a chance to attend three of the four sessions and each session was extremely helpful.

In addition to these, we also spent Saturday afternoon in mixed, interactive working groups, for role playing and idea



sharing that could help in resolving

common challenges that most chapters face.

A key goal in BMW CCA, is to increase membership and hand in hand with that, to retain it's members. 52% of chapters loose more than they gain in membership. Tejas Chapter has pretty much stayed even.

One of the new plans to increase membership is through BMW NA and a CPO mailings initiative. Starting soon, they plan to send letters and a copy of a sample *ROUNDEL* to new CPO owners. Approximately 6,000 - 8,000 magazines are expected to go out each month! Naturally, it's also very important for the chapters to make great efforts to retain their members.

Glenn and I got to see a long time friend, Leo Newland, from the Fort Worth area. Leo is currently the president of the BMW CCA Foundation and also very

involved in the Teen Survival program. It was good to see him again, but funny thing, though I'm sure he's still very brand loyal, we were sure surprised by his choice of rides to the conference! My lips are sealed, but it's a beauty.



I am continually impressed with the high quality of this organization, but then I'm also impressed with the quality of the automobiles.... I'm sure you are also. "Bring your brand to life" We all share in this passion, don't you think?

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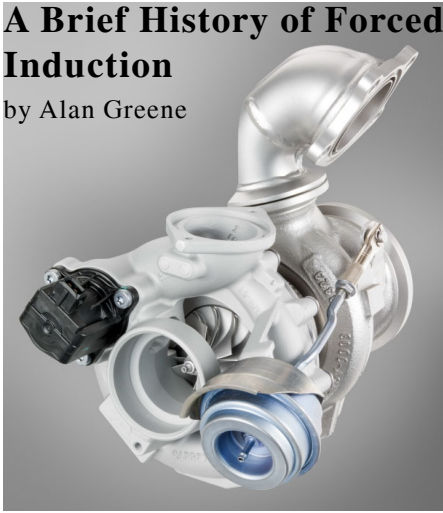


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A Brief History of Forced Induction

by Alan Greene



With the introduction of the new F30 3-series, BMW enters a new era where whichever engine you choose, it's going to be equipped with Forced Induction. No, not the same thing as back during the Vietnam war when a judge gave you a choice of serving time in the military instead of jail if you ran afoul of the law. It's just that you can't get a normally-aspirated engine (without a turbocharger) no matter which option box you check. So whether you like it or not, your new F30 will literally be getting its air rammed down its throat. Whether 6-cylinder (gas or diesel) or 4-cylinder (gas), there will be whirling compressors and turbines hard at work.

Yes, there was a 2002 Turbo, and several E21 and E30 racing models equipped with turbochargers back in the day, and even a turbocharged BMW F1 car in 1983. Since then, we've been introduced to both single- and twin-turbo six- and four-cylinder gasoline powerplants within the past few years. So where did this whole "turbo" thing get started, anyway?

Further back than you might think, and on a completely different kind of engine. In fact, the first exhaust-driven turbocharger was developed by a Swiss engineer circa 1912 to boost the power of a diesel engine – but nobody thought much about it at the time. It was only after General Electric began further developing the concept in the late 19-teens that the concept began to take hold, with the first application on a Liberty aircraft engine in 1920.

Forced induction became very important to aircraft engines in the 1930s and 40s as commercial air travel, air racing, and World War II begat the development of larger and more powerful aircraft. Airplanes became heavier, demanding more power and operational ceilings increased to where the air became very thin, resulting in significant power loss. Aircraft engines of the day produced enormous amounts of pressure and heat energy generated by the engine's exhaust, creating a high-pressure stream of gases that were going to waste. The concept of those expanding gases driving a turbine wheel connected to a centrifugal compressor removed the parasitic loss problem inherent in mechanically-driven superchargers. Engines could produce more power without increasing their interior size (displacement) which would also increase their fuel consumption. Not a good thing when you're flying a long ways into enemy territory and still have to fly home again.

Turbocharging really began to take off (no pun intended) in WWII-era aircraft engines, particularly the later-model fighters and heavy

bombers (like the B-17) - especially after a clever guy named Garrett developed what was then called an “aftercooler” to cool down the intake charge before it reached the engine. Today, this device is known as an “intercooler” and is necessary to reduce the heat transfer from the exhaust-driven turbocharger (hot, hot hot!) to the intake air and the heating effect of compression. Just like most of us, engines like cooler air to breathe and besides, if it gets too hot, the fuel is just going to ignite when it hits that superheated air. That just is not a good thing – often resulting in melted pistons and the mechanical chaos that follows. So what we have here is a case of delicately-balanced thermodynamics. Earlier turbocharger applications weren’t able to balance things very well which often resulted in reliability problems for the turbos themselves as well as the engines they were bolted to. Turbine shaft bearings got so hot that they “coked” the oil that lubricated them, not a great thing when you’re spinning at 30,000+ RPM. Still...there were some redeeming values.

And so, in the early 1960s, guess what cars became the very first to hit the road with a turbocharger under the hood? A BMW? No. Not even a Porsche. It was the lowly GM Corvair and the Oldsmobile Jetfire (which connotes all sorts of crash-landing images) that started it all. But without anything to manage all that thermodynamic whatnot, their reliability (and in the Corvair’s case, Ralph Nader) killed them. It wasn’t until a few years later that the Porsche guys figured out how to make better use of this marvelous concept in its

legendary 911 Turbo models (street and race) and later the almighty 917 racing car. BMW began to experiment with turbocharging in the mid-1970s, producing the 2002 Turbo for a short time, but again, the availability was limited and there were lots of negatives to live with, such as having to control pre-ignition (detonation) and the dreaded turbo lag (several heartbeats from pedal-to-the-metal until power delivery while the turbo spooled up).

At that point the first oil “crisis” had occurred, emissions regulations began to get tougher, and turbochargers were mostly used on relatively constant-speed diesel powerplants, such as locomotives and heavy trucks, where the increased fuel economy made the investment worthwhile. In 1978, Mercedes produced the 300SD turbodiesel model, the first real breakthrough in turbocharging for passenger cars. This was then followed by the VW Rabbit turbodiesel in 1981. Note that both of these were diesel applications, where at the time, turbocharging produced usable results without reducing reliability due to the stouter nature of compression-ignition powerplants.

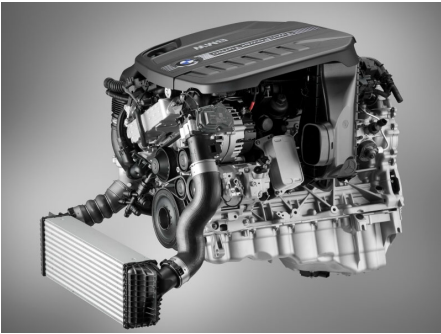
Turbocharged gasoline engines in passenger cars began to proliferate in the mid- to late 1980s when emissions regulations really got tough. Most of us know of the Buick Regal Turbo and the follow-on Grand National from the 80s, both of which had 3.8 liter V-6 engines that were more powerful than V8s of considerably larger displacement. By that time, electronic engine-control systems were beginning to appear, and the problems plaguing earlier turbocharging efforts

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Forced Induction

continued from page 11

began to disappear. The early ECUs could sense a variety of inputs (engine load, rpm, coolant temperature, even sniffing the exhaust for rich/lean conditions) and were able to do things like retarding the timing and adjusting the fuel pressure and air/fuel ratio by controlling the fuel-injection systems of the day. Performance increases were astounding, although there were still issues with turbo lag and linear power delivery. And gobs of heat to deal with.



Fast forward to the 21st Century and the proliferation of digital wizardry we live with on a daily basis, made necessary in cars due to increasing emissions and fuel-economy regulations. With breakthroughs like direct injection (where fuel is sprayed directly into the combustion chamber) and variable valve timing, it's now possible to equip an engine with a turbocharger not just for performance, but for increased efficiency. BMW's new N20 2-liter 4-cylinder turbocharged gas engine, produces 10 more horsepower (and a lot more torque) than the N52 non-turbo 3-liter 6-cylinder it replaces. By using smaller turbos and constantly monitoring their output to adjust the amount of "boost" (manifold pressure), turbo lag

is a thing of the past. Like modern fighter aircraft (and even some passenger planes), these cars wouldn't be able to function without their computers constantly monitoring and adjusting various systems. Fortunately, these computers don't run on software from Microsoft or Apple, making them less likely to balk at user input and shut down. Not a good thing on the commute to work.

However...as much as this technology has evolved, it still has a few drawbacks. There are those of us who remember the famous hot-rodding adage of "there ain't no substitute for cubic inches", and while that wailing small-displacement turbo 4- or 6-cylinder mill has got some stones, it's not quite like the effect of a 7-liter V8 (which nowadays are sporting superchargers to stay ahead of the horsepower curve) at full song (fuel economy notwithstanding). More to the point...it used to be easy to figure out what model and engine a BMW had by the numbers on its decklid. A 330i was a 3-series with a 3.0 liter inline 6; a 540i was a 5-series with a 4.0 liter V8. Today, a 740i is a 7-series with a 3.0-liter turbocharged inline 6 and a 550i has a 4.4-liter turbo V8. How do we keep up with all this "virtual displacement" nomenclature?

Oh...that's right. You can always look it up on your turbocharged smartphone or tablet.



Three Dudes Tour

By Paul Goldfine

The day started grey, windy and damp but everyone's spirits were warm and sunny. We met in the parking lot of Cabelas and spent the first few minutes greeting old friends and looking at new cars. Well, not all were new but we did have a wide variety to look over ranging from Wayne Eltringham's 1970 1600 to Sri Kamma's 2012 M3.



We headed out around 10 o'clock and started on the first half of the drive. The drive took us west through Hays county. Traffic was light and, although we saw plenty of water, it was all either on the side of the road or out in the fields. As we got closer to San Marcos, several people were surprised to see the amount of growth in that area. At one point, we came across a park near a new development where several teams of young children were playing lacrosse. I guess the rain

didn't scare them off either.

Our route took us into San Marcos and past the Saltgrass Steakhouse where our post holiday party was. We then skirted the back side of Texas State University and, very shortly came to our rest stop. Once again, we mingled and looked over each other's cars again. I was looking very closely at a certain M3, after Jonna Clark



pulled out a for sale sign, but my wife was having none of that. For some reason, she thinks there's a three BMW rule or some such nonsense.



After everyone was refreshed, we headed out again. The route took us out RR-12 where we turned onto Hugo Road. Those of you who attended Sri's

continued on page 16



Three Du
February
Many thanks to
Many more great photos are av





des Tour 18, 2012 Paul Goldfine

available on the chapter website



Three Dudes Tour

continued from page 13

event where they demonstrated the glass blowing will know exactly where the turn was. This was the first part of the drive that had me concerned. I knew that some areas had received heavy rain the previous night and this road had three or four low water crossings to negotiate. Fortunately, there wasn't any sign of water on the road, at least for now.

We arrived at the restaurant and were immediately seated in the bar



area and greeted by the kitchen manager. He explained the buffet, which had soup, salad, potatoes, vegetables, three meat choices and dessert. Needless to say, no one went away from lunch feeling the least bit hungry.

After lunch, we were greeted by large, cold rain drops as we left the restaurant. As soon as we left, I called the winery and was told that they were experiencing nothing more than a light

mist, so we pressed on. I was looking forward to the second part of the drive. We would be following some very rural roads that I'm certain no one in the group had ever taken before. As we turned onto the first true country road, I got a little nervous knowing that there was a very low spot about a mile or so in. That spot passed without incident, so I started to feel better.

As we climbed back up again, we rounded quick right and left turns, where we came across water flowing over the road. Being unusually cautious, for me, I got out and stuck

my finger in the water. Since it was only about an inch deep, we pressed on. We got on a main road for a short distance and then turned onto another country road. As we came around the second curve, we encountered warning signs and more water across the road. This time, I didn't bother checking. Even if we could pass, I was worried about what came next. So, in what looked like the result of a huge pile-up, we turned around on this one and



a half lane road and took the main roads to the winery.

As we got there, the clouds actually broke for a short time and lit up the river view just for us. The wife



of one of the Three Dudes was our hostess and gave us the history of the winery and their wines. She also mentioned that they'll soon be bottling a port, which excited some members. Those who wished got a chance to sample some of their wines and a few left with a new addition to their cellars. Unfortunately, the sun didn't

last long and the wind continued to blow so, before too long, everyone headed back to their cars and made the drive home.



Tejas Chapter Merchandise

T-shirts, denim shirts, polos, visors and caps offered by Alejo USA are decorated with the officially approved BMW CCA Car Club of America Tejas Chapter logos in accordance with the International Council of BMW Clubs.

Are you interested in getting shirts with the Tejas Chapter logo? 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 can apply our Tejas Chapter logo 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. or email alejousa@alejousa.com.

BMW CCA TEJAS CHAPTER

FINANCIAL STATEMENT

	<u>Current Fiscal Year -2011</u>	<u>Prior Fiscal Year-2010</u>
BEGINNING EQUITY	\$ 5,272.33	\$ 5,958.12
(Last Year Ending Equity)		
 INCOME		
Membership Dues	\$11,107.35	\$10,940.31
Newsletter Advertising	\$ 1,520.00	\$ 1,640.00
Driving School Fees	\$ 8,069.57	
Other Event Fees	\$ 3,136.00	\$ 6,041.75
National Rebates	\$ 1,240.00	\$ 1,240.00
Merchandise Sales	\$ 00.00	\$ 25.00
Miscellaneous	\$ <u>3,150.00</u>	\$ <u>3,405.00</u>
 TOTAL	 <u>\$28,222.92</u>	 <u>\$23,292.06</u>
 EXPENSES:		
Newsletter Printing	\$ 6,479.14	\$ 6,393.26
Newsletter Postage	\$ 4,170.74	\$ 3,987.76
Insurance	\$ 1,240.00	\$ 1,395.00
Driving School Expenses	\$ 7,135.41	
Other Event Expense	\$ 3,228.82	\$ 3,826.10
Meeting Expenses/Awards	\$ 2,302.38	\$ 2,302.38
Miscellaneous	\$ <u>4,174.39</u>	\$ <u>6,073.35</u>
 TOTAL:	 <u>\$28,730.88</u>	 <u>\$23,977.85</u>
 NET INCOME:		
(Income Less Expenses)	\$ <u>(507.96)</u>	\$ <u>(685.79)</u>
 ASSETS:		
Cash	\$ 4,764.37	\$ 5,272.33
Inventory	\$ 0.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Accounts Receivable	\$ 0.00	\$ 0.00
Deposits	\$ <u>0.00</u>	\$ <u>0.00</u>
 TOTAL:	 \$ 4,764.37	 \$ 5,272.33
 ENDING EQUITY:	 \$ 4,764.37	 \$ 5,272.33
(Beginning Equity Plus Income)		

Prepared by: Sandra D. McConnell (512)282-3077 Title: Sec./Treas. Date: 02/29/2012
Term of Chapter's fiscal year: January 01, 2011 - December 31, 2011

*Miscellaneous - Income includes Charity Contributions; Expenses include Charity/
Christmas Shopping \$\$, PO Box rental & other postage, Bank Fees, Annual Web Hosting
fees.

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 February 28, 2012

<u>320 Pts</u> Alan Greene	<u>120 Pts</u> Herb Looney	Josh Butts Ken Carson	<u>30 Pts</u> Mohammed Abusalih	Jack Laumer Brad Mitchell
<u>300 Pts</u> Paul Goldfine	<u>110 Pts</u> Wayne Eltringham	Eric Chang Jonna Clark	Scott Bowman Tom Brown	Philip Nybro Cathy St. Martin
<u>170 Pts</u> John Hughan	<u>90 Pts</u> Roger Williams	Tim Cook Marco Cordon	Lori Burns Linda Cavazos	Jay West Susan Yule
Sridhar Kamma	<u>80 Pts</u> Hector Sanchez	Mike Sevel Connie Stried	Gay Dawson Tom Dawson	Trent Zou
<u>160 Pts</u> Linda Cook	Don Yule	<u>50 Pts</u> Bill Hoch	Tim Ehrhart Allan Gazza	
<u>140 Pts</u> Jan Greene	<u>60 Pts</u> Rob Brown		Pat Jamail	



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The BMW 6 Series Coupe with xDrive and six-cylinder in-line diesel engine.

BMW is set to add another variant of the Coupe and Convertible to the BMW 6 Series line-up with the arrival of the BMW 640d xDrive Coupe and Convertible in spring 2012. Intelligent all-wheel drive – making its debut in the BMW 6 Series – teams up with a six-cylinder in-line diesel engine featuring BMW TwinPower Turbo technology to take driving pleasure to another new level. The combination of a diesel engine and BMW xDrive all-wheel drive, which will also be found in the BMW 640d xDrive Convertible, gives the BMW 6 Series a spread of abilities none of its rivals can match.



The new BMW 640d xDrive Coupe accelerates from 0 to 100 km/h (62 mph) in just 5.2 seconds. The 230 kW/313 hp diesel powerplant uses BMW TwinPower Turbo technology to ensure outstanding efficiency, and joins forces with the standard-fitted eight-speed Sports automatic gearbox to deliver exceptionally low fuel consumption and emissions. The xDrive system distributes the power generated by the engine precisely between the front and rear wheels as the situation demands. Pulling the strings behind the scenes is an electronic control unit which links xDrive up with the DSC (Dynamic Stability Control) system to ensure unbeatable traction, maximum safety, top-class handling and optimum power development in all weather and road

conditions. The average fuel consumption of the BMW 640d xDrive Coupe stands at 5.7 – 5.8 litres per 100 kilometres / 48.7 – 49.6 mpg imp (in the EU test cycle, depending on the tyre format), while CO₂ emissions are 149 – 153 grams per kilometre.

Six-cylinder in-line diesel engine with BMW TwinPower Turbo technology in the BMW 6 Series.

The instantaneous responses and pulling power of the diesel unit fitted in the BMW 6 Series enable it to do everything required of an engine fitted in a car with a sharp sporting focus. The output characteristics, acoustic profile, low vibrations and efficiency of the six-cylinder unit offer clear evidence of BMW's expertise in the development of diesel engines.

Rewinding a generation, the introduction – for the first time – of a diesel variant into the previous BMW 6 Series likewise lent an extra dimension to the range. The new BMW 6 Series adds further lustre to the alluring profile of the exclusive and sporty, yet also economical, premium-class Coupe by taking performance and efficiency to new heights and, for the first time, offering the additional benefits of xDrive.

The latest generation of the most powerful diesel engine boasts displacement of 3.0 litres, a low-weight all-aluminium crankcase and the latest development of BMW TwinPower Turbo technology. This package of technology comprises multi-stage turbocharging and common-rail direct injection whose piezo injectors work with maximum pressure of 2,000 bar. The car's two-stage turbocharging generates instantaneous and forceful power delivery, while the injection system sprays the fuel into the cylinders in precisely measured quantities to ensure clean and efficient combustion.

Two-stage turbocharging with optimised

efficiency.

The latest multi-stage turbocharging technology responds more precisely than ever to the demands of different driving situations. At low revs a smaller turbocharger is activated, its low moment of inertia allowing it to go to work extremely rapidly. The compressed air from this small charger is sent directly to the combustion chambers via a bypass line. As the air no longer flows through the large charger, loss-free development of charge pressure is assured. Only when the driver asks for more power do the electronics prompt the bypass unit to bring the larger turbo into play. Added to which, variable turbine geometry for the smaller of the two turbos optimises the effectiveness of the turbocharging system in responding to the power requirement at any one time.

The result is an ultra-fast response to every movement of the accelerator. The engine delivers its peak torque of 630 Newton metres (465 lb-ft) as low down as 1,500–2,500 rpm, with maximum output generated at 4,400 rpm. Powerful acceleration from a standstill and dynamic mid-range sprints are therefore dispatched with equal ease. The eight-speed Sports automatic gearbox is tuned precisely to the performance characteristics of the engine, and so allows the driver to exploit its

impressive torque – maintained across a high rev band – to the full, for a sporty yet smooth driving experience. By contrast, in ECO PRO mode (likewise standard) the power reserves of the sporty diesel engine play a prominent role in ensuring a relaxed and extremely efficient driving style at low engine speeds.

BMW EfficientDynamics package of technology and Driving Experience Control come as standard.

ECO PRO mode, which is activated via the standard-fitted Driving Experience Control switch, carries out adjustments to the engine management, accelerator mapping and the shift characteristics of the automatic transmission. In addition, the output of electrically operated functions such as the climate control system, as well as the seat and exterior mirror heating are carefully regulated to ensure extremely efficient energy management. Special displays inform the driver of the extra range, in kilometres, achieved as a result. The BMW EfficientDynamics technologies fitted as standard on board the BMW 640d xDrive Coupe also include Brake Energy Regeneration, the Auto Start-Stop function, need-based operation of ancillary units and active air flap control.

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BMW 6 Series Coupe

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The Driving Experience Control switch can also be used to call up SPORT, SPORT+ and COMFORT modes, and – if the optional Dynamic Damper Control or Adaptive Drive are selected – COMFORT+. As well as the accelerator progression, engine responses, power steering characteristics, intervention thresholds of the DSC stability control system and shift dynamics of the automatic transmission, this also allows the driver to adjust the damper settings and anti-roll control. Whichever mode he chooses, the driver is activating a pre-configured and coherent overall set-up which includes reproduction of the engine sound. Here, a sound module is used to enhance the engine's natural acoustic components to suit the driving situation and the Driving Experience Control mode selected, and this soundtrack is then transferred into the interior. The system's digital signal processing technology exchanges data directly with the engine management and adjusts its output to the engine's revs, the amount of torque being produced and the car's speed over the road. This gives the driver an impressively accurate impression of how hard the engine is currently working and of the power being unleashed, and provides an even clearer window into the car's responses on the road.

Intelligent all-wheel drive raises driving pleasure another notch.

The introduction of the BMW xDrive all-wheel-drive system into the BMW 6 Series range adds another alluring dimension to the driving experience on board a top-class premium coupe. The BMW 640d xDrive Coupe showcases the latest incarnation of the intelligent all-wheel-drive system. In addition to the variable transfer of power to the front and

rear wheels, this technology also includes Performance Control, which divides drive between the right and left-hand rear wheels to suit the situation at hand.

In contrast to conventional all-wheel-drive systems, the electronically controlled BMW xDrive is set up not only to optimise traction on low-grip surfaces, but also to enhance dynamic performance through corners. The link-up of the all-wheel-drive system with the DSC (Dynamic Stability Control) function within the ICM (Integrated Chassis Management) system enables all situations on the road to be identified and evaluated to allow the necessary control interventions to be made at an early stage. These can be carried out by xDrive either on its own or in combination with Dynamic Stability Control or Performance Control. The power is distributed quickly and with great precision to where it is needed, ensuring that the driver enjoys the handling characteristics expected of a BMW – even under extremely dynamic cornering.



The xDrive system has been specially tuned for service in the BMW 6 Series, taking into account the car's specific properties and characteristics. This bespoke set-up is underpinned by the principle of blending the traditional rear-wheel-drive qualities of BMW cars harmoniously with the benefits of distributing power between all four wheels. As with every all-wheel-drive BMW, 60 per cent of the engine's power is sent to the rear axle in normal conditions and 40 per cent to the front wheels. This torque split can be adjusted in an instant to suit changing conditions.

Linking up to allow proactive analysis and precise interventions.

Identifying the risk of traction loss at a very early stage allows wheel spin to be prevented at one or more wheels by varying power distribution. xDrive can therefore be described as an “intelligent” all-wheel-drive system. This proactive analysis of the driving situation takes into account the data from the engine management system and information on accelerator position, steering angle, wheel speeds and lateral acceleration stored in the ICM system. Based on this extensive information, xDrive is able to finely control the distribution of power between the front and rear wheels to ensure that engine output is fully utilised at all times. This allows xDrive to nip oversteer or understeer in the bud – unlike conventional all-wheel-drive systems, which only react when at least one wheel is already spinning. If the car is threatening to understeer, a greater proportion of drive power is immediately sent to the rear wheels. This makes for sharper turn-in on the entry to a corner; in other words, xDrive improves stability before the driver is even aware of the need. Similarly, the system’s proactive capabilities allow it to correct oversteer tendencies at the earliest possible stage by directing surplus power to the front wheels. That means the benefits of all-wheel drive can be enlisted even before traction loss actually occurs.

Intelligently varied power distribution also has benefits for ride comfort; due to the stabilising effect of xDrive, DSC now only needs to intervene in extreme situations. Only when optimal drive power distribution alone is insufficient to keep the vehicle on track does DSC intervene by reducing engine power and selectively braking individual wheels.

Electronic control enables extremely rapid reactions.

The xDrive system’s electronic control system allows the power split between the front and rear wheels to be altered almost instantly to suit changing driving conditions. It does this by adjusting the multi-plate clutch in the central transfer case, using a stepper motor. The higher the pressure on the clutch plates, the more power is transferred to the front wheels via a gear system. Conversely, when the clutch is completely open, all power goes to the rear wheels. The electronic control system is capable of varying the torque distribution in record-quick time: it takes just 100 milliseconds to fully open or fully close the clutch.

Performance Control improves these driving dynamics even further. Working with the xDrive control function, this electronic system uses precisely controlled braking and variable torque distribution to counteract the onset of understeer on low-traction surfaces and under particularly dynamic cornering, thereby improving agility. As soon as understeer is detected, the integrated electronic control functions of xDrive and DSC selectively brake the rear wheel on the inside of the corner. The resultant loss of propulsion is compensated for by an increase in drive power.

BMW xDrive now also destined for success in the BMW 6 Series.

BMW has offered its customers all-wheel-drive vehicles for more than 25 years. From the outset, BMW used the transfer of power to both axles not only to optimise traction on loose surfaces and in adverse weather conditions, but also to enhance dynamic performance through corners. Over the years, all-wheel drive has developed from an option initially limited to selected models to a growth driver for the ongoing expansion of the model range.

The worldwide success of xDrive has

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BMW 6 Series Coupe

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also been aided by the introduction of the BMW X models. With the BMW X5, BMW X6, BMW X3 and BMW X1, the range now includes four models which set the benchmark in their segments in terms of agility and driving pleasure. In these models, as elsewhere in the BMW range, the all-wheel-drive system not only gives drivers a traction and stability advantage, but also plays a key role in delivering stand-out dynamic performance. Alongside the triumphant progress of the BMW X models, the number of all-wheel-drive variants in other model series has also grown consistently. Today, xDrive models can be found in the BMW 3 Series, BMW 5 Series,

BMW 7 Series and now, for the first time, the BMW 6 Series range.

The new BMW 640d xDrive Coupe injects an extra dose of variety into the BMW 6 Series, and the intelligent all-wheel-drive system is also fitted in the BMW 650i xDrive Coupe. In this model, xDrive divides the power generated by a V8 engine with BMW TwinPower Turbo technology between the front and rear wheels. The power unit underneath the bonnet of the BMW 650i xDrive Coupe develops maximum output of 300 kW/407 hp and peak torque of 600 Newton metres (443 lb-ft), and again links up with the eight-speed Sports automatic gearbox. With the added benefits of xDrive on board, the car can sprint from 0 to 100 km/h (62 mph) in 4.8 seconds.

Calendar of Tejas Chapter and Related Events		
		
2012		
Date	Event	Meet Location
March 31, 2012	HPDE Track Event see page 5	San Marcos
April 21, 2012	Bluebonnet Drive	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.		



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 2010 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 2011.

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.

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Classified Ads



2003 M3

This 1-owner Carbon Black over black Nappa leather 2003 BMW M3 has been meticulously cared for. Mileage: 77,000 on Feb. 18th (avg. 8,282 annually). Options include: *DESIRABLE 6-SPEED TRANSMISSION; *BMW OEM light alloy CSL 19x wheels; *Premium Package; *Harmon-Kardon sound; *Rain sensing wipers; *Xenon headlights; *Fog light bulbs replaced with Hoen xenon-match bulbs (hands down better match than PIAA); *Turn-signal bulbs replaced with clear/amber flash bulbs on rear & front; *Body-color painted front corner reflector replacements; *i-Pod adapter; *M floor mats & trunk mat; *Dealer installed burled walnut wood (In place of standard xTitan Shadowx or optional Brushed Aluminum); *Light tinted windows; *Recent tires: F@63K, R@70K; *New battery in 11/2011. The car has ALWAYS been garaged (work @ home) and has never been smoked in. All Maintenance records are available (from the 1,200 mi. break-in service to present). Original in-service date was October 30, 2002,

September 23, 2002 build date. I ordered the car and have loved it ever since day 1. Asking \$20,950. Contact Jonna Clark by email at jonnakc@gmail.com or call 210.601.7919. Serious inquiries only please.



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 or other cars requiring a +ET20 offset.. \$795 o.b.o. Contact Jeff Adolph at 5129347672 or send email to jladolph@yahoo.com.

Classified Ads



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 T'erre Williams at 512 800 2421 or send email to terre328@gmail.com.



Wheels & Tires for Sale

4 OZ Racing Wheels with Kumho Ecsta ASX tires. Wheels are 8 1/2 x 17 with 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 amason@austin.rr.com



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