

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On The Bluebonnet Drive

Photo by David Jurkowski

May 2011

BMW Car Club
of America



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

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

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From The President

HPDE - Harris Hill - A Recap

Good news to all. After all the dust settled on the Track Day at Harris Hill Road, **we made \$905.11 in profit**. Yes, I said profit. This really turned out better than we thought or it looked like it was going to. The EMS charged us less than the estimate; the track fee was less, because they didn't charge us for the corner workers and bought our leftover lunches; our event insurance was \$500 less than expected; and we had a few last minute sign ups.

I would like to publicly thank again those who contributed coffee, tea, and water, saving that expense. Also, many thanks to all those who contributed their time to help make this a successful event. Most of all, thanks to Linda Cavozos, our Driving Events Coordinator (DEC) and Jeff Conner, our Chief Driving Instructor (CDI) for their tireless efforts that ensured a successful event.

We **will** do this again and plans are already in motion for next year's HPDE. With our rookie year under the belt and with lessons learned, we hope the next one will be even better!

As per BMW CCA direction, the financial statement for the HPDE is posted below.

This month's event is another one of Mike Sevel's day with a theme. The theme this time is Historic Texas Railways Journey and it sounds like an interesting and fun event. Hopefully, you will join us for this one.

Until next time

Glenn McConnell

Harris Hill Road HPDE Financial Report

The Expenses and Income are as follows:

Expenses:

Track Rental:	\$4,530.63
EMT/Ambulance	480.00
BMW CCA Insurance	900.00
Food	706.33
Motorsport Reg fees	335.43
Membership Reimbursement	400.00
50% Cancellation - 1 driver	<u>97.50</u>
	\$7,449.89

Income:

Drivers, Motorsport Reg	\$7,450.00
Drivers, Paid day of	390.00
Parade lap & Drive-alongs	425.00
Lunches	<u>90.00</u>
	\$8,355.00

Profit **\$ 905.11**

Welcome New Members

Austin

James Cornell

Baris Gul

John Hughan

Mark Jacks

David Jurkowski

Kari Potts

BMW Car Club
of America
Tejas Chapter



Columbus

Walter Christensen

Round Rock

Tom Holt

San Antonio

Antonio Jajou

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Austin special offers, schedule test-drive appointments, discuss details on any
vehicle/trade-in or to research the finance/lease options on your next BMW.



Historic Texas Railways Journey Saturday May 21, 2011

Meet at 8:30 at the Exxon gas station, 3208 Hwy. 71E at Hwy 973 (east of the Austin airport). Depart at 9:00.

TRIP TO SMITHVILLE - Approximately one hour scenic drive to the James H. Long Railroad Park and Museum. They have a small park with restrooms, antique Katy Railroad cabooses, depot and one room rail museum. Museum also has restroom. Layover 25-30 minutes. Museum includes artifacts and photos including the 1911 steam loco that exploded in the local repair shop and killed 10 men and injured several others. They have a glass jug for donations.



SMITHVILLE TO NEW BRAUNFELS - Appx. two hours, mixture of scenery. We will arrive at the New Braunfels Railroad Museum appx 12:45pm. The museum's rolling stock includes a steam engine, box car, caboose and of course the dining car. We will have lunch in the 1922 Pullman rail passenger car that we restored from a junk heap into an elegant dining car. It will seat 56. Overflow will be accommodated in the spartan but charming caboose. Lunch will be catered by Granzin's BBQ - buffet style, to include 1/4# of brisket, one piece of chicken, 1/2 link of thick sausage, bread, cole slaw, potato salad, onions, pickles, extra sauce, ice tea, water, utensils and light desserts.

TOTAL COST ONLY \$10. No extra tax or tipping!

After lunch, the members will be encouraged to visit the main front (guide on duty) 1900s museum which has a rail oriented retail store, a large/scenic operating HO model train layout, rail communications equipment and an art gallery. A donation of \$2 - \$3 dollars would be appreciated as they barely cover their maintenance costs, lacking outside subsidies. The chapter members will view (not usually shown to the general public) the gorgeous 1950s now defunct Joske's Department Store alpine style model rail layout that they are restoring in their supply room.



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



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, Linda Cavazos at racegirl330@yahoo.com, if you have a contact for a location in the Central Texas area.

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Check it out at blog.BavAuto.com...

Tejas Chapter Incentive Points Challenge for 2011

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 2012. 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

2011 Incentive Points Challenge Leader Board As of April 30, 2011

<u>300 Pts</u>	<u>130 Pts</u>	Tom Dawson	<u>30 Pts</u>	Bill Leisey
Alan Greene	Jeff Conner	Allan Gazza	Mike Anderson	Margie Mann
<u>230 Pts</u>	<u>120 Pts</u>	David Jurkowski	Craig Bennion	Marc Marshall
Herb Looney	Jonna Clark	Sridhar Kamma	Dawn Bissell	Daniel Mazza
<u>220 Pts</u>	<u>110 Pts</u>	Mary Lou Katchen	Daniel Briggs	Blake McIntyre
Linda Cavazos	Connie Stried	Jack Laumer	Klaus Brown	Brian McKinney
<u>210 Pts</u>	<u>90 Pts</u>	Bob Lewandowski	Rob Brown	David Meads
Linda Cook	Mohammed Abusalih	David Mann	Pierre Bulhon	James Millard
Tim Cook	Don Bishop	Brad Mitchell	Mike Byrd	Johnny Mitchell
<u>200 Pts</u>	Marco Cordon	Sergio Murillo	James Casto	Scott Mokry
Roger Williams	Gregg Peterson	Carl Nybro	Spencer Cubage	Clint Morgan
<u>190 Pts</u>	Martie Peterson	Philip Nybro	Joel Dolisy	Dorothy Morgan
Susan Yule	Jim Shaw	Aldas Ridgley	Steven Dortch	Brian Patton
<u>180 Pts</u>	Jay West	Karl Van Shellenbeck	Timothy Doucette	Ken Rebers
Eric Chang	<u>85 Pts</u>	Mike Van Shellenbeck	Tim Ehrhart	Dwight Richter
<u>170 Pts</u>	Steve Pedersen	<u>50 Pts</u>	Lisa Foight	Ron Romonosky
David Elyea	<u>80 Pts</u>	Andre Denais	Tad Goodwin	John Russell
Paul Goldfine	Tom Brown	Todd Maker	Bill Hayes	Wyatt Shanks
Don Yule	Bill Hoch	Brian Peterson	Wendy Hoch	William Soja
<u>145 Pts</u>	Joe Lamping	Gina Silvestri Barker	Antonio Jajou	John Swann
Mike Sevel	Jacy Legault	Sandy Whitley	Christian Knaak	Steve Tatro
<u>140 Pts</u>	<u>60 Pts</u>	<u>40 Pts</u>	Tom Kolnowski	Javier Torres
Josh Butts	Bob Ashenbrenner	Tom Goodwin	Mike Krup	Christopher Tsay
Ken Carson	Gay Dawson		Ray Landry	

2011 Incentive Points Challenge Rookies Leader Board As of April 30, 2011

<u>6.89 Pts</u>	<u>3.35 Pts</u>	<u>2.82 Pts</u>	
David Jurkowski	Antonio Jajou	James Casto	

Unique: BMW M GmbH develops the world's fastest pickup

By BMW Press Club

Drive and suspension technology from the BMW M3 – comprehensive testing completed on the Nürburgring-Nordschleife – 420 hp and 450 kg load capacity – world premiere on 1 April 2011.

Following the BMW M3 Coupé, BMW M3 Convertible and BMW M3 Sedan, a fourth body variant of this globally successful high-performance sports car is about to cause a stir. Under the strictest secrecy, the world's first high-performance pickup has been created at the BMW M GmbH development centre. The sportiest example by far in this vehicle category, the BMW M3 Pickup will fire

the imaginations of all motorists with a deep appreciation of top performance matched by a keen practical bent. 309 kW/ 420 hp under the bonnet and a rear-axle load capacity of up to 450 kilos take the hallmark BMW M relationship between race-oriented driving pleasure and everyday utility to an entirely new level. This unique vehicle has already completed extensive test and set-up drives on the Nürburgring's Nordschleife in advance of its global unveiling on 1 April 2011.

With this vehicle, BMW M GmbH once again furnishes evidence of its exceptional competence in developing and building high-grade, individual dream cars. With a high-revving V8 engine at the front, a generously sized load area behind and a removable Targa roof above, driver and passengers in the BMW M3 Pickup will relish an unprecedented take on the familiar M feeling. Yet this spectacular

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new development is unmistakably recognisable as a member of the BMW M3 model family. Corroborating this kinship are not just the inimitable power of the engine, but also fine-tuned aerodynamics and a tailored suspension set-up. Measurements in the wind tunnel at the BMW Group's Aerodynamic Test Centre showed a Cd factor on a par with that of the BMW M3 Coupé. Like every BMW M model, the BMW M3 Pickup has also demonstrated its dynamic potential on the North Loop of the Nürburgring. Official lap times have not yet been released, but the needle in the dial vouched for a top speed of 300 km/h.

The curb weight of the world's fastest pickup undercuts that of the BMW M3 Convertible by around 50 kilograms. Removing the Targa roof shaves off a further 20 kg while at the same time lowering the car's centre of gravity. This most unusual experience of top-down driving pleasure in a BMW M3 thus goes hand in hand with further optimised dynamic handling. The practical features of the BMW M3 Pickup are no less impressive. Maximum load capacity has



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World's Fastest Pickup

continued from page 9

been raised to 450 kilograms. The load bed of the BMW M3 Pickup is clad in high-grade structured aluminium sheeting and provides the biggest cargo capacity ever offered on a BMW M vehicle. In terms of the unit of measurement generally applied to premium automobiles, that gives the loading area of the BMW M3 Pickup the capacity to carry up to 20 standard 46-inch golf bags. What's more, the BMW M3 Pickup is the first BMW M3 variant in the 25-year-plus history of this model range to come with a trailer tow hitch.

Notwithstanding these unquestionable stand-out qualities, the BMW M3 Pickup will not be heading for the golf course or series development, but will retain its status as an exclusive one-off. It is

earmarked for use as a workshop transport vehicle for BMW M GmbH. With this in mind, the current BMW M3 Pickup – unlike a similar predecessor built back in the 1980s – has gone through the requisite procedures to earn its road certification. Which makes it officially a truck – but one that puts a whole new spin on the meaning of the word.

Editors note: I don't think it is just a coincidence that BMW chose April 1st as the announcement date for this vehicle.

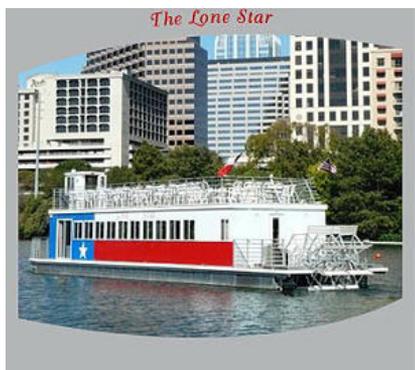


Texas World Speedway 2011 Driving Events

<h3>TWS PERFORMANCE DRIVING SCHOOL</h3> <p>January 15-16 August 27-28 February 19-20 September 24-25 June 25-26 November 19-20 July 30-31 December 10-11</p> <p>-Open to all driving levels -Each day provides four 25 minute sessions on track</p> <p>\$210 for one day PDS \$295 for two days (weekend) \$25 garages/day</p>	<h3>OPEN TRACK DAY EVENTS</h3> <p>January 14 June 24 February 4 July 15 March 11 July 22 March 25 August 26 April 15 September 16 May 6 October 28 June 10 November 18 December 2</p> <p>-Open to Blue Solo & Advanced Drivers -4 Hours of Open Track -See website for more details</p> <p>\$150 for Open Track Day Events (includes garages)</p>	<h3>TEST & TUNE EVENTS</h3> <p>March 3 - Open to SCCA Drivers March 17 - Open to Blue Solo & Advanced Drivers April 29 - Open to NASA & Yellow Drivers May 27 - Open to SCCA Drivers July 22 - Blue Solo and Advanced Sept 2 - Blue Solo and Advanced Nov 11 - SCCA Drivers Nov 25 - NASA & Yellow Drivers</p> <p>\$215 for Test & Tune Events \$25 for garages</p>
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 www.TexasWorldSpeedway.com

An Invitation From Mercedes-Benz Club of America | Lone Star Section



Saturday, June 4, 2011
8:00 PM - 10:00 PM (7:30 PM boarding)
Lady Bird Lake, Austin, Texas

The Mercedes-Benz Club of America Lone Star Section would like to invite you to join us as we kick off summer with a beautiful sunset cruise atop "The Lone Star" one of the largest, most luxurious, all electric double-decked, paddle wheel riverboats in the Nation.

The 2 hour private tour will consist of a narrated sightseeing tour of Lady Bird Lake, the opportunity to experience the exhilaration of the outdoors, the natural beauty of the ever changing Austin skyline, the abundance of waterfowl, and the spectacular emergence of the world famous Mexican free tail bats.

Price will be \$20 per person.

Due to capacity limits. You're RSVP is required to MBCALoneStar@aol.com and payments must be received no later than Friday May 27, 2011

Please mail checks payable to MBCA-Lone Star Section to:
Joyce Melugin-Treasurer, 4205 Bluff Ridge Dr. Austin, Texas 78759

Please bring you're favorite beverage, soda, beer or wine
and an appetizer to share.

Enjoy the cruise from the roof top deck or lounge in the air conditioned lower level area.

Please see the following website for directions and parking information: www.lonestarriverboat.com

Tejas Bluebonnet Drive

by Sandy McConnell

Saturday, April 23rd, was a pleasant morning to begin our annual Bluebonnet Drive, however not a typical day for a Tejas spring outing, because of the dry conditions and unseasonably warm temperatures for a Central Texas spring. Our Bluebonnet drive, fondly nicknamed the B3 Drive (BMW Bluebonnet Byway Drive) is always a popular event because of the beauty of our Hill Country, it's inviting roads, for those who love to drive, and because of the varying abundance and charm of Texas wild flowers.

Almost sixty Tejas Chapter members, family and friends, gathered at Planet Fitness at the "Y" in Oak Hill that morning, greeting each other warmly, as one would greet extended family, special friends and welcome new comers. After this time of catching up on the news and taking care of last minute details for hitting the road, Tim and Linda Cook handed out route maps and instructions and gathered everyone together for our drive briefing. Mike Sevel, our "gregarious" membership officer, welcomed and introduced all the new comers and Tim and Linda, our B3 event planners, filled us in on important information concerning the day's drive and activities. Then, as if she's always wanted a chance to say it, Linda gave the go ahead with "*Gentlemen, start your engines!*"

With great anticipation, our train of thirty-three driving machines - M3s and 3 Series cousins, Z3s, Z4s, Z4 Coupes and M Roadsters, a Mini, a 530i, an X3, a 645CI and several new 128 and 135s, headed out. What an amazing sight to behold as we added rhythm and intrigue

to the uniqueness and beauty of all those country roads. See for yourself in the pictures in this Tejas Trax and the web site scrap book!



Our route took us out HWY 290, west through Dripping Springs, past Henly and then North on RR 3232, near the Pedernales State Park. At the "T" we headed West again on RR 2766 to LBJ's home of Johnson City for a break



at HWY 281. After a brief rest and meeting up with Tejas members Jonna and Brad, we headed out again, this time north on Hwy 281 to a left on RR 1323, past the not-so-fragrant sheep folds and on west to the famed *Willow City Loop*.



Glenn's and my year would never be complete without a trip to the Willow City Loop. We love the entire 13 miles and are grateful that the local property owners allow all of us to invade *their space*, as we enjoy the varying vantage points that the loop offers. For those who've never been... this is a drive that begins (from the south end) up close in typical hill country juniper scrub and cactus terrain, on intimate, winding, curvy

finally out into open pasture lands and distant hills almost as far as one can see, nestled in along the North end of the route at Hwy 16. Along the way you can almost always get up close and "friendly" with the local flora and fauna - mostly cattle - and at this time of year - cute, little babies, not always well behaved....



roads. Then all of a sudden, you break out of the comfortable closeness into openness and see miles of our world spread out before you, cliff-sides drop

At Hwy 16, we continued our scenic drive, heading south to the city of Fredericksburg, lunch and some idle time to enjoy the attractions and/or shopping opportunities there.



off into deep valleys on one side and sweeping rocky hill sides raise above you on the other side. Then, as if that wasn't enough variety, you descend into a pleasing tree lined canyon along a creek and low water crossings (when there's been rain, of course) and

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Annual Blue
April 2
Many thanks to T
Many more great photos are a





Donnet Drive
3, 2011
Jim & Linda Cook
 Available on the chapter website



Tejas Bluebonnet Drive

continued from page 13

Mamacitas was a good choice, as we had good food, good service, and a comfortable time to compare notes from the day.



After the leisurely time around lunch and Fredericksburg, we gathered together again for a trip out to the Wildflower Seed Farm, just out of town to the south on HWY 290. The Wildflower Farm is a really interesting place, with a wide number of things to do and see, so that almost anyone



visiting will find something of interest. They have fields of beautiful, colorfully cultivated wild flowers and their seeds for sale. They have garden decorations and toll painted bird houses and kitchen trivets and all kinds of items from candles to pictures to fragrances. They even have wine tasting and a variety of local and foreign wines for sale. It was a very

pleasant place to wind down and end the organized events of the day.

You've probably noticed by now that this review has an obvious lack of description of the wild flowers seen over the course of the day. That would be because there weren't many... although some folks did report that they saw *the* Bluebonnet along the way. With the lack of the rains this year the flowers just didn't have the opportunity to burst forth in their usual splendor - like they did last year. The most prestigious of the flowers on this drive were the yellow cactus flowers, which were gorgeous and I believe "in their element," with no need for the same amounts of rain. We need not fear, however, as the genetics in the Bluebonnets, will allow them to sleep this year and then awaken again in all their glory, hopefully next year, when the rains return. The drive was still a pleasure and the company still special... a winning combination that is always a key reason we keep coming back to the wonderful Tejas Chapter events!



Many thanks to Tim and Linda Cook for planning this event. As always, it was really well-planned and a pleasure for all who attended.

Past with future: Everything about BMW Group Classic

By BMW Press Club

“Quality in automobile construction can only be created where tradition and progress are combined.” The idea of BMW Group Classic can hardly be expressed any better. And even this idea has already developed into a tradition. The concept originates from a BMW advertisement to celebrate the 75th anniversary of the automobile – 50 years ago.

BMW Group Classic coordinates all the activities of the BMW Group which are associated with the history of the company, its products and three brands. The relevant classic activities of BMW, MINI and Rolls-Royce are unified under the auspices of BMW Group Classic. The platform is formed by the classic mainstays of museum, archives, club support and the BMW Centre, as well as event organisation and specific classic communication. Classics from the BMW Group’s own collection are not simply housed in the museum, they are on the road at events throughout the world.

BMW Group Classic succeeded BMW Group Mobile Tradition in 2008.

When this department was originally established in 1994, it focused on the preservation of historic cars and motorcycles as mobile testimonies to eras in the history of the BMW brand. As the global boom in classic vehicles developed, new fields of activity opened up, such as technical support, organisation and participation in events, and contemporary communication of historic information.

BMW Group Classic is directed towards growth and adopts a customer-centric approach with a flexible range of offerings. We are already in a position to forecast that the portfolio of BMW automobiles and motorcycles will increase disproportionately to the general market development over the coming years. The number of historic cars with the white-and-blue emblem amounts to an estimated 600,000 – it is however very uncertain how many such cars actually exist. There are additionally some 70,000 motorcycles with classic status. This means that approximately every tenth BMW machine built up until the 1980s is still on the roads today. And every year, the number of BMW classics increases significantly. One key reason for this development is the strong sales growth

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BMW Group Classic

continued from page 17

of the BMW brand since the 1980s. Rising figures are also projected for the other two brands MINI and Rolls-Royce.

While MINI and Rolls-Royce form the focus of building up the classic vehicle collection and the database of historic information, the activities surrounding the BMW brand are set to be more extensive. The international perspective we are seeking to create involves the creation of a BMW Classic Centre network with service bases in all the key markets. Intensive cooperation with the dealer organisations and the BMW Clubs provides an important platform for this endeavour. Some 200,000 club members are important brand ambassadors and multipliers for this concept and BMW Classic reciprocates with special offers in return for their commitment.

Making dreams come true: The BMW Classic Centre

BMW Group Classic is also acknowledging the desire of many enthusiasts to own a vehicle as close to the original as possible and in absolutely immaculate condition – this is evinced by the burgeoning interest in classic BMW and Rolls-Royce vehicles. The BMW Classic Centre has been available for friends of the BMW brand since autumn 2008. The big advantage for customers who take their vehicle to the original manufacturer is complete service from a single source. The Classic Centre possesses the theoretical knowledge of the vehicles, the technical know-how, the original BMW parts and the infrastructure necessary to integrate all these aspects systematically. Classics in immaculate condition have been sold since autumn 2010 alongside the service and restoration activities.

The challenges are as varied as the



vehicles. These aspirations are seldom simple. For example, the owner of the 3.0 CSI wants to have an automatic transmission as a replacement for the manual gearbox originally installed in his coupé dating from the 1970s. Because this combination was never marketed, independent service centres were unable to meet this requirement. The BMW Classic Centre saw the situation rather differently. In February 1972, BMW had fitted the high-powered coupé with an automatic transmission as a pilot project. However, this version never got beyond the prototype stage. The BMW restorers had rapid and unrestricted access to documents in the Group Archives, giving them the capability to reproduce this version – true to the original. However, a project like this takes time because some components have to be purpose-built.

As is the case with new vehicles, the different operations are carried out by the appropriate specialist divisions. At BMW Classic, this takes place primarily in the manufacturing network of the BMW Group. Specialists in Munich take care of the mechanical and electrical components. The BMW Plant in Dingolfing looks after any work necessary on car bodies through to paintwork. Motor-sport vehicles go directly to BMW Motorsport GmbH and the specialists of M GmbH, come into play for BMW M vehicles.

The capacity of the Classic Centre is limited. BMW Classic set up the project “Customer Workshop” in order to meet the rising demand. The aim was to make the new services and products more local and less centralised. The first partners are already on board. In 2009, the BMW Classic Centre launched its first joint venture in Switzerland. The

BMW dealership in Zurich Dielsdorf has been servicing a growing number of BMW classics in its catchment area for some time.

This has resulted in increased demand to provide a professional service for the vehicles. The BMW dealership in Düsseldorf then followed suit with the BMW Classic Centre North Rhine-Westphalia providing support for a large portfolio of BMW Classics in the region. More national joint-venture partners joined up in 2010. The BMW dealerships in Hanover, Hamburg and Nuremberg, and BMW Automag in Munich signed up. A suitable partner was also identified in the founding country of classic vehicles – the United Kingdom. The BMW Park Lane dealership in London has been established for classic cars as “BMW Classic at BMW Park Lane” since 2010.

The “Customer Service Centre” project is gradually being extended to other regions in Germany and to other countries with potential for classic cars and “youngtimers”. The BMW Car Club of America alone now has more than 70,000 members while the BMW Motorcycle Owners of America numbers some 50,000 members, who are each estimated to have between three and four vehicles of their own. BMW Classic wants to meet the interests of this large group of customers in a strategic approach.

Parts supply: focus on post-war classics.

An extensive parts service has existed for Rolls-Royce, MINI and BMW for decades. While customers’ requirements for the two British heritage brands have been primarily catered for

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by independent providers, BMW Classic has been the first point of contact for decades when customers have wanted to procure original spare parts for the BMW brand. The range of original BMW parts for classic vehicles has been undergoing a continual process of expansion. The inventory of parts currently numbers around 40,000 components – most of them are parts for classic cars that came on the road after 1948. Starting with the BMW R 24, the parts list is becoming more and more complete as the models became more recent. This single-cylinder motorcycle was the first BMW vehicle to be produced after the end of the war, and series production started up again with this model.

The latest offspring from BMW series production to be taken under the wing of the experts at BMW Group Classic is the third generation of the 5 Series, which rolled off the assembly line until 1995. Intensive contacts with brand clubs, drivers of BMW classics and market analysis provide the experts with the knowledge they require in order to identify the needs.

Generally the responsibility for supplying motorcycle parts is transferred to BMW Classic 20 years after production comes to an end, and BMW Classic takes over responsibility for automobile parts when a model series comes to an end depending on the volume. The easiest part in this process is relocation of the existing stock of components. Physically, they remain in the central BMW Dynamic Centre in Dingolfing and only the organisation is transferred to BMW Group Classic. However, this also entails responsibility for the tools and production machinery used to manufacture the parts. And the decision on the future of these resources needs to be considered very carefully. When the means of production are scrapped, it is no longer possible to readily manufacture parts to original specifications. This not only affects tools with which BMW itself manufactured the parts. The experts at BMW are also in a position to determine the fate of important production facilities at suppliers. Pressing tools for bodywork parts and highly complex shapes for model-specific components are right at the top of the list of priorities for production facilities that are worth preserving. All the tools relevant to re-



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Vehicle expertise: first-hand certificate of authenticity.

BMW is one of the few manufacturers to offer comprehensive and detailed vehicle expertise for classic BMW automobiles and motorcycles. The vehicle expertise provides information about the originality and status of classic vehicles. Frequently, modifications that have been carried out over the years during repairs or restorations are difficult to identify. BMW Classic has the expertise to check historic BMW automobiles and motorcycles for their originality. The experts at the BMW Classic Centre work closely together with their colleagues from the BMW Group Archives to develop BMW vehicle expertise. Important key data on a vehicle's history can frequently be reconstructed there. BMW vehicle expertise is an important tool for correctly assessing the market value of a classic BMW. It gives the client correct information about the value of their prized possession and provides a reliable basis for negotiating a sale or purchase.



Pit stop with the professionals: The BMW Group Classic Motor Sport Department

Motor sport with historic vehicles is experiencing an unbridled boom. More and more competitions are

attracting competitors and the public alike with their magic. One or more vehicles from the BMW and Mini model ranges almost always take part in the competition. BMW Group Classic set up its own Motor Sport Department in 2010 to make sure that the vehicles are always ready to take to the race track. This department provides the same comprehensive service for classic racing cars as BMW Classic already offers for road vehicles.



The specialists regard their main customers as owners of racing cars from the 1960s, 1970s and 1980s. Anyone who owns such a powerful car also wants to drive it. The drivers develop ambitions to match the event and these aspirations hardly fall short of those held by the racing drivers from the heyday of these classics on the race track. And the situation today is no different to yesteryear because a component can still fail or break when subjected to the rigours of racing conditions. Obtaining spare parts to the required quality is not

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an easy matter for highly specialised racing vehicles. This is where the specialists at BMW Group Classic Motorsport are pleased to help, even to the extent of remanufacturing special components. If damage to the vehicles or wear and tear is more extensive, BMW Group Classic also offers maintenance, repair or reconstruction.

Experience history at first hand: The BMW Museum.

More than 120 original exhibits in 25 exhibition areas are the central focus of the BMW Museum redesigned in 2008. Development lines highlight the dynamic performance and innovative force of the BMW brand in a history spanning more than 90 years. The concept for the exhibition is not based on history as a closed chronology but progresses in the form of development lines which start in the past, lead to the present and facilitate forecasts. Media and dramatisations highlight these development trajectories and transform them into a meaningful experience.



The concept enshrined in the interior architectural concept of the museum is based on a system of ramps sweeping dynamically and weightlessly through the space. The ramps connect 25 exhibition areas encompassing seven main thematic areas. This provides visitors with a continuum of illuminating insights into a specific subject. Visitors move forward on this system of ramps in the same way as they would move along a road. The ramp takes them through time and space and provides the setting for dramatic presentations extending across areas and pointing forward to the individual exhibitions. However, nobody is compelled to view the exhibition in a particular sequence. Visitors are given the opportunity to structure their own individual pathway through the museum.

One kilometre of horizontal and vertical museum experience.

The tour through the museum is about one kilometre long. It starts in the low-level extension where the permanent exhibitions are located, and ends in the top section of the world-famous "Museum Bowl". This is where

temporary exhibitions on a variety of different subjects are staged. Visitors already encounter the facades of the “BMW Square” in the foyer. These are configured with satinised glass panels and are 13 metres high. LED technology with more than 1.7 million light-emitting diodes is deployed behind these facades, bathing this central square in bright light. Selected film sequences and images are screened on the 706 m² area of facade which relate thematically to typical BMW “Sheer driving pleasure” and create a monumental table of contents for the entire museum.

Specific houses are dedicated to the overarching themes of design, engineering, model series, motor sport, motorcycle history and brands. The houses consist of various rooms at different levels presenting different aspects of a subject. For example, the “Engineering House” is divided into the rooms “Engines”, “Lightweight Construction” and “Aerodynamics”. Each house has its own identity, which is also highlighted by a dedicated design appearance.

Concentrated knowledge of a century: the BMW Group Archives.

The BMW Group Archives provide a centre of competence on all issues relating to the history of the company, brand and product. The core function is the systematic collection, presentation and academic evaluation of all documents which are important for the company history.

Documents include manuals, brochures and spare parts lists on all the products manufactured, and they combine with a comprehensive collection of files to form the main focus of the archive material. There is also a

portfolio of some 200,000 photographs and 5,000 films which are professionally administered in the Historic Media Archives. The BMW Group Archives also have a comprehensive portfolio of literature with some 4,000 books and 1,000 magazines dating from 1891 to the present day. The Archive Library also contains a stock of non-fiction books and journals on business, engineering and mobility history, as well as BMW plant magazines and customer magazines. The entire literature archive can be researched online in the Archive Database. Around 4,000 documents such as all BMW Annual Reports, employee magazines, early customer magazines and selected items of product material are also digitised and accessible to anyone for viewing online by going to <http://www.bmw-grouparchiv.de/>

The BMW Group Archives also offer a service tailored to individual requirements. Anyone interested in particular aspects of the product and company history of the BMW Group will find the most important documents when they visit the archives and they will receive expert advice. The library stocks can also be studied in the reading room. The BMW Archives can be accessed by visitors after advance registration has taken place.

Owners of classic vehicles can obtain information on the origins of their vehicle from the archive. Delivery documents dating back to 1923 allow virtually any BMW car and motorcycle built to date to be traced back to its origins. The manufacturer’s certificate and the certificate providing this information in a handsome presentation document are very popular with vehicle collectors. Reprints of original car

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manuals from the pre-war period through to cars and motorcycles up to the 1970s also provide helpful information. In addition, the BMW Group Archives also hold remainders of original car manuals and brochures from the 1950s to the 1990s. Original car manuals, reprints, films, various print products and accessories can be ordered from the Online Shop.

Multiplying sheer driving pleasure: communication and events.

The most attractive functions of BMW Group Classic include communicating the fascination of historic automobiles and motorcycles throughout the world. A key aspect of this task is therefore communication in all its facets. The most important

partners include around 640 brand clubs with some 200,000 members across the world. In numerical terms, each of them has a BMW dating from past decades – the number of historic cars bearing the white-and-blue emblem amounts to at least 200,000 – and it is very uncertain how many such cars actually exist. There are additionally some 70,000 motorcycles with classic status. This means that every tenth BMW machine built up until the 1980s is still on the roads today. And every year, the number of BMW classics increases significantly. The BMW 3 Series, 5 Series and 7 Series from the first and second generations with their big production runs already number among the “youngtimers”.

BMW Group Classic fosters intensive individual contacts with clubs, owners and fans. It also issues the



magazine BMW Classic live twice a year, supplemented by special issues focusing on specific subject areas. Various book projects are also part of the mix. Numerous books have already been published on vehicles, engines, company history and the BMW Tower - known locally as the “Four-cylinder”. Moreover, the online service from BMW Classic is a permanent source of information that can be called up at any time. The information is continually being updated and can be accessed under the address www.bmw-classic.com.

The Techno Classica in April 2010 sounded the starting signal for the successful campaign “Joy never ends”. BMW advertised for its cars and motorcycles from the 1970s and 1980s on posters, in advertisements and with film clips. In a viral film series, BMW also gives an entertaining and amusing presentation showing the everyday performance of the legendary BMW 3.0 CSi on a five-day trip from Munich

to Marseille. The aim of the campaign was to foreground BMW recent classics to a young, style-conscious target group as an exciting alternative. The other focus was to present the range of services provided by the new BMW Classic Centre for the restoration of BMW classic cars and “youngtimers”.

Re-opening the BMW Museum after a period of refurbishment created an event venue with a unique atmosphere. BMW Classic hosts concert series here as well as offering various rooms in the BMW Museum as an atmospheric and unforgettable venue for a wide variety of outside events. The capacity of the rooms ranges from small groups in the Café M1 to the BMW Square with space to accommodate up to 340 people. Individual expert guided tours transform the events into a cultural experience in an environment populated by original exhibits.



**Calendar of Tejas Chapter
and Related Events**



2011

Date	Event	Meet Location
May 21, 2011	Historic Texas Railways Journey see page 5	Austin
June 2011	BMW Arts Tour	TBD
July 2011	TBD	TBD
August 2011	TBD	TBD
September 1-3, 2011	ZSCCA ZFest 2011	Greenville, SC
September 2011	TBD	TBD
October 2011	Annual Utopia Weekend	Kerrville
November 2011	TBD	TBD
December 2011	Annual Charity Event	TBD

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



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 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.



Classified Ads

1988 M6

Black with gray interior. 98,000 miles. Original. \$10,900. 830-990-2463 Fredericksburg. Contact Jim Averett at 830-990-2463 or send email to flyinga@dishmail.net.

Parts for Sale E30

BMW E30 Black leather factory Recaro style sport seats. Kinda worn but decent enough to consider use or good for a rebuild. \$75. Contact Chris Hintz at 210-651-0323 or send email to erinchris99@yahoo.com.

Parts for Sale X3

BMW X3 factory sun/window visor. Nice condition. Comes in carrying case. \$30. Contact Chris Hintz at 210-651-0323 or email erinchris99@yahoo.com.

Parts for Sale X3

BMW X3 tail lights. New in the box. These are the sections that fit in the tailgate. Both sides. \$50. Contact Chris Hintz at 210-651-0323 or email erinchris99@yahoo.com.

2009 M3

Hard Top Convertible with Melbourne Red Metallic Exterior and Fox Red Extended Novillo Leather Interior.

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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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