

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



Historic Texas Railroad Journey

Photo by Ken Carson

June 2011

BMW Car Club
of America



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Tejas Chapter Officers

	<p align="center">President</p> <p align="center">Glenn McConnell Austin gmconn535@aol.com</p>	<p align="center">Vice President</p> <p align="center">Herb Looney San Antonio loonjak@swbell.net</p>	<p align="center">Secretary/Treasurer</p> <p align="center">Sandy McConnell Austin ZeeYa3@aol.com</p>
<p align="center">Membership</p> <p align="center">Mike Sevel New Braunfels mikesevel@hotmail.com</p>	<p align="center">Driving Events</p> <p align="center">Linda Cavazos Austin racegir1330@yahoo.com</p>	<p align="center">Events Coordinator</p> <p align="center">Allan Gazza Austin agazza2@gmail.com</p>	<p align="center">Driving Instructor</p> <p align="center">Jeff Conner Austin jeff.conner@yahoo.com</p>

Project Coordinators, Chapter Email and Newsletter

<p align="center">Corpus Christi Area</p> <p align="center">Donna Bogan Corpus Christi dblrddonna@yahoo.com</p>	<p align="center">San Antonio Area</p> <p align="center">Vacant</p>	<p align="center">Kerrville Area</p> <p align="center">John Swann Kerrville swannzee@swannzee.com</p>	<p align="center">San Marcos Area</p> <p align="center">Jack Laumer San Marcos jacklaumer@yahoo.com</p>
<p align="center">Chapter Mail</p> <p align="center">P.O. Box 17216 Austin, Tx 78760</p>	<p align="center">Chapter Email</p> <p align="center">TejasChapter@aol.com</p>	<p align="center">Tejas Trax Newsletter Editor</p> <p align="center">Glenn McConnell Austin gmconn535@aol.com</p>	

BMW CCA

	<p align="center">Vice Pres. South Central Zone</p> <p align="center">Mark Doran 1777 South Harrison St Denver, CO 80210 303-758-4200</p>	<p align="center">South Central Tech Tips Rep</p> <p align="center">Terry Sayther Austin, Tx 512-442-1361 (8am-5pm Central Time)</p>	<p align="center">Membership Information</p> <p align="center">\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
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The Tejas Trax is printed monthly by Kinko's of Austin

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From The President

On Motivation or More Incentive

If you don't normally read the *Tejas Trax* from cover to cover and don't care if the articles are written by Sam Jones or Yosemite Sam, then this column is probably not for you. If you are one of those who does read the articles and are also one who complains about too many BMW Press Club articles and not enough member articles, then please read on.

I would like to see more member articles in this newsletter and from time to time have put in my "sales pitch" for increased member participation in the newsletter. As a result, the Tejas Chapter board has approved doubling the Incentive Points for article submission. This is effective immediately and retroactive for 2011 submissions. Members can now earn up to 60 points for an article and up to 90 points for an article with photos.

We recently had a member define the Incentive Points program as "bribing" members to participate and

support the Tejas Chapter. I personally like to think of it as a reward for support and not a bribe. However you look at it, we have doubled the points.

With almost 900 members in the chapter, it would be hard to have articles that appealed to everyone. Some people really like the Press Club articles and since I only publish ones that are less than two weeks old, you get the info long before it is in the *Roundel* or in major automotive magazines due to their press lead times. Having said that, however, there is nothing better than articles from our members that share their experiences with their BMWs. Members want to know about the things you've done to or with your BMW - the things that you liked and the ones that you didn't.

Just one last appeal and I will get off of my personal articles soapbox for a while. Won't you please consider submitting an article for the newsletter and share your experiences with other members? Even if you don't want the Incentive Points, we want your articles.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Timothy Alderman
James Euler
Brian Gustafson
Graham Jones
Baxter Lawrence
Burton Meador
Lisa Moore*

BMW Car Club
of America
Tejas Chapter



Corpus Christi

Larry Lee

San Antonio

*Erwin Cook
James Johnson
Dennis Oliver*

Edinburg

Nataniel Cantu

Midland

Kevin Sipes

Round Rock

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



BMW Arts Tour

Saturday
June 18, 2011

STARTING POINT

Meet at the Dick's Classic Garage in San Marcos, at 9:30am.

Dick's Classic Garage is a part of the Central Texas Museum of Automotive History. Founded in 1980, both museums are dedicated to the preservation and display of the history of the automobile. They have a nice collection of fine artistic automobiles from the 1950s.



Dick's Classic Garage
120 Stagecoach Trail San Marcos, TX.

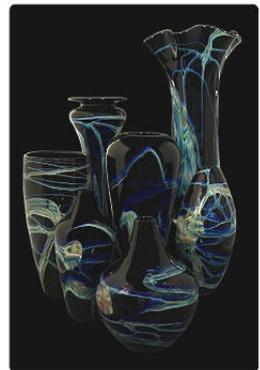
Entry fee: \$8.00 per person

Our group will be provided access to the conference room, where coffee and donuts are served. All the members will gather back in the conference room at 10:45 for wrap up at the museum.

We will leave at 11:00 from the museum, will head for lunch at Casa Maria Mexican restaurant, and should arrive there by 11:30. Parking will be either be in front of the restaurant or will be provided at their overflow car park across the street.

We will leave the restaurant at 1:00pm and will drive along RR12 towards Wimberley Glassworks.

We should arrive at the Glassworks by 2:00pm. Our group will have tours of the glassworks and at 2:30 will be demonstrations of the glassmaking process. (\$3 per person). The demonstration takes about 45 to 60 minutes. Phone: (512) 393-3316



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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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)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

2011 Incentive Points Challenge Leader Board As of May 27, 2011

<u>360 Pts</u>	<u>130 Pts</u>	<u>60 Pts</u>	<u>30 Pts</u>	Margie Mann
Alan Greene	Jeff Conner	Bob Ashenbrenner	Jose Alejo	Marc Marshall
<u>335 Pts</u>	<u>120 Pts</u>	Rob Brown	Mike Anderson	Blake McIntyre
Mike Sevel	Jonna Clark	Wendy Hoch	Craig Bennion	David Meads
<u>290 Pts</u>	Marco Cordon	David Jurkowski	Dawn Bissell	James Millard
Herb Looney	Tom Dawson	Sridhar Kamma	Daniel Briggs	Shearon Mitchell
<u>260 Pts</u>	Jim Shaw	Jack Laumer	Klaus Brown	Scott Mokry
Roger Williams	<u>110 Pts</u>	Bob Lewandowski	Pierre Bulhon	Lisa Moore
<u>240 Pts</u>	Tom Brown	David Mann	Mike Byrd	Clint Morgan
Linda Cook	Bill Hoch	Daniel Mazza	James Casto	Dorothy Morgan
Tim Cook	<u>90 Pts</u>	Brian McKinney	Spencer Cubage	Ken Patton
<u>230 Pts</u>	Mohammed Abusalih	Brad Mitchell	Joel Dolisy	Ken Rebers
Paul Goldfine	Don Bishop	Johnny Mitchell	Steven Dortch	Dwight Richter
<u>220 Pts</u>	Gay Dawson	Sergio Murillo	Timothy Doucette	Ron Romonosky
Linda Cavazos	Allan Gazza	Aldas Ridgley	Tim Ehrhart	John Russell
Susan Yule	Mary Lou Katchen	Steve Tatro	Lisa Foight	Wyatt Shanks
<u>200 Pts</u>	Carl Nybro	Karl Van Shellenbeck	Tad Goodwin	William Soja
Ken Carson	Philip Nybro	Mike Van Shellenbeck	Bill Hayes	John Swann
David Elyea	Gregg Peterson	<u>50 Pts</u>	John HUGHAN	Javier Torres
<u>180 Pts</u>	Martie Peterson	Andre Denais	Antonio Jajou	Christopher Tsay
Eric Chang	Jay West	Todd Maker	Pat Jamail	<u>20 Pts</u>
<u>170 Pts</u>	Steve Pedersen	Brian Peterson	Christian Knaak	Larry Martin
Josh Butts	Steve Pedersen	Gina Silvestri Barker	Tom Kolnowski	
Don Yule	<u>80 Pts</u>	Sandy Whitley	Mike Krup	
<u>160 Pts</u>	Joe Lamping	<u>40 Pts</u>	Ray Landry	
Connie Stried	Jacy Legault	Tom Goodwin	Bill Leisey	

2011 Incentive Points Challenge Rookies Leader Board

As of May 27, 2011

<u>6.89 Pts</u> David Jurkowski	<u>3.35 Pts</u> Antonio Jajou	<u>2.99 Pts</u> Pat Jamail	
<u>3.74 Pts</u> Lisa Moore	<u>3.33 Pts</u> John Hughan	<u>2.82 Pts</u> James Casto	

2011 “Engine of the Year Award”

by BMW Press Club

Four titles for the BMW Group. Engines featuring four, six and eight cylinders prevail in their respective displacement classes – BMW Group most successful manufacturer in the most significant international competition.

With four class victories in the competition “International Engine of the Year Award” 2011, the BMW Group repeated last year’s success, whilst at the same time strengthening its position as the most successful manufacturer to take part in the competition. Four, six and eight-cylinder petrol and diesel engines prevailed in their respective displacement classes. The award-winning engines are featured in a number of current models of the BMW and MINI brands. In addition to the V8 power unit of the BMW M3 and the straight six-cylinder petrol engine with BMW TwinPower Turbo technology, the four-cylinder diesel with BMW TwinPower Turbo technology and the new four-cylinder power unit under the bonnet of the MINI Cooper S also received an Engine of the Year award. The commendation of the award-winners took place during the trade fair “Engine Expo” in Stuttgart.

The success in four of the eight capacity classes in the world’s most renowned engine competition underscores yet again the BMW Group’s outstanding expertise in the field of engine development. Thanks to Efficient Dynamics there is a choice of exceptionally powerful and at the same time remarkably efficient engines available for all models of the BMW and MINI brands. Since 1999, the company has been able to claim more than 50 class and overall victories in the “Engine of the Year Award” competition.

Commendation for the awards is decided by an international jury, which consisted this year of 65 car journalists from 32 countries. In the capacity class 1.4 to 1.8 litres an award went to the engine featured in the new MINI Cooper S. The 1.6-litres four-cylinder engine is equipped with a Twin Scroll turbocharger, direct petrol injection as well as variable valve control based on the BMW-patented VALVETRONIC system. This combination renders the 135 kW/184 bhp engine the world’s most efficient power unit of its type and size. It assumes the title from the predecessor engine used in the MINI Cooper S, which was able to seize the class victory in the “Engine of the Year Award” competition four times in a row.

The second victory in succession went to the four-cylinder diesel engine

with TwinPower Turbo technology. Like last year, the 2-litre power unit featured in the BMW 123d and the BMW X1 xDrive23d was also



successful in the engine category 1.8 to 2 litres. With its impressive pulling power and exceptionally low fuel consumption and emission levels, the 150 kW/204 bhp engine still sets the benchmark in its class.

A BMW engine was able to repeat last year's victory in the capacity class 2.5 to 3 litres as well. The jury voted once again for the 3-litre, 225 kW/306



bhp straight six-cylinder engine with BMW TwinPower Turbo technology, which is also featured in the new BMW 5 Series, in the new BMW X3 as well as in a 235 kW/320 bhp version of the new BMW 6 Series Convertible and the new BMW 6 Series Coupé. Its unique technology package comprising a Twin Scroll

turbocharger, direct injection technology High Precision Injection and VALVETRONIC valve control ensures a particularly favourable relation between driving pleasure and fuel consumption. In this area, it even surpasses its predecessor, which was not only able to win the class valuation in the "Engine of the Year Award" competition three times, but also claim overall victory spanning several categories in 2007 and 2008.

The only naturally aspirated engine amongst the four award-winners is responsible for the currently most impressive series of victories. For the fourth time in succession the V8 power unit featured in the BMW M3 was triumphant in the 3 to 4-litre capacity class. The 309 kW/420 bhp, 4-litre engine convinced the



jury yet again with the exceptional pulling power generated by the characteristic high-revving concept utilised on this power unit. The engine under the bonnets of the high-performance sports cars BMW M3 Coupé, BMW M3 Saloon and BMW M3 Convertible combines its outstanding performance characteristics with remarkable efficiency, which is attributable among other things to the Auto Start Stop function, brake energy regeneration and further Efficient Dynamics technologies.

The BMW 328 turns 75

by BMW Press Club

Few cars can claim to hold as much fascination in the eyes of the public 75 years after their premiere as the BMW 328. Built between 1936 and 1940, the BMW 328 laid down a milestone in automotive history and was the most successful sports car of the 1930s on the racing scene. Agility, acceleration, reliability and lightweight construction – the BMW designers focused on the essentials in the development of the 328, ushering in a new era in the process. Indeed, at a time when powerful supercharged “Kompressor” machines ruled the racing roost, the BMW 328 Roadster – weighing just 780 kilograms and developing a modest 80 horsepower in series production form – was a genuine sensation. And sure enough, the new Roadster wasted no time in putting its burly supercharged rivals firmly in their place in its debut outing at the Nürburgring on 14 June 1936.

The success of the BMW 328 lay in the sum of its parts: rigorously applied lightweight design, ideal weight distribution, aerodynamic lines, the perfect engine and a meticulously tuned chassis delivering flawless roadholding. All of which allowed it to underpin a fresh understanding of what a car could

be, one which saw the engine’s output teaming up with the optimum interplay of all the car’s component parts – and complemented by maximum efficiency – to achieve success. These qualities enabled the BMW 328 to embody the values that still underpin the BMW brand today: dynamics, aesthetic appeal and a high degree of innovation.

Having started life as a racing car midway through 1936, series production of the road-going BMW 328 began in spring 1937. However, the high-performance sports car did not remain the preserve of works drivers; while it was a fine racing machine, it was also equally as impressive in everyday use. This meant that private customers could also enjoy the unadulterated Roadster experience laid on by a high-output engine and unimpeachable roadholding. On the road, its top speed of 155 km/h made it one of the quickest cars around. And, with only 464 examples ever made, the BMW 328 is today one of the most sought-after collector’s items on the market. Its allure lies in the timelessly beauty of an open-top two-seater, its still convincing engineering and the aura that countless racing victories had created around it. After all, the BMW 328 was not only one of the most visually appealing sports cars of the pre-war period, in the 1930s it was also the most successful racing machine in Europe.



BMW Z4 with new 2-litre TwinPowerTurbo engine for the first time

by BMW Press Club

With its athletic design, agile handling and powerful engine, the BMW Z4 has achieved outstanding success in the class of premium roadsters, having been the worldwide segment leader in 2009 and 2010. Towards the end of the year, the BMW Z4 is to feature another technological highlight: a completely newly developed 2-litre engine with TwinPower Turbo technology and an output of 176 kW/240 bhp. Its name is BMW Z4sDrive28i.

Thanks to TwinPower Turbo technology, the new supercharged 4-cylinder petrol engine with all-aluminium crankcase, already available in the BMW X1 xDrive28i, provides increased torque, improved

performance and much reduced fuel consumption and emission levels as compared to the existing 6-cylinder induction engine model BMW Z4 sDrive30. The absolute figures, including those for the driving performance of the new BMW Roadster, are expected to be finalised mid-year.

This newly developed engine in the BMW Z4 sDrive 28i uses the globally unique BMW TwinPower Turbo technology. In other words it is fitted with High Precision Injection as well as a turbocharger powered via two exhaust ducts. Other elements of this progressive engine package include the variable camshaft control system double VANOS and the fully variable valve control system VALVETRONIC.

The new 2-litre petrol engine with BMW TwinPower Turbo technology in the BMW Z4 sDrive28i thus sets a further milestone in the BMW EfficientDynamics strategy.

Texas World Speedway 2011 Driving Events

<h3>TWS PERFORMANCE DRIVING SCHOOL</h3> <table style="width: 100%;"> <tr> <td>January 15-16</td> <td>August 27-28</td> </tr> <tr> <td>February 19-20</td> <td>September 24-25</td> </tr> <tr> <td>June 25-26</td> <td>November 19-20</td> </tr> <tr> <td>July 30-31</td> <td>December 10-11</td> </tr> </table> <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> 	January 15-16	August 27-28	February 19-20	September 24-25	June 25-26	November 19-20	July 30-31	December 10-11	<h3>OPEN TRACK DAY EVENTS</h3> <table style="width: 100%;"> <tr> <td>January 14</td> <td>June 24</td> </tr> <tr> <td>February 4</td> <td>July 15</td> </tr> <tr> <td>March 11</td> <td>July 22</td> </tr> <tr> <td>March 25</td> <td>August 26</td> </tr> <tr> <td>April 15</td> <td>September 16</td> </tr> <tr> <td>May 6</td> <td>October 28</td> </tr> <tr> <td>June 10</td> <td>November 18</td> </tr> <tr> <td colspan="2" style="text-align: center;">December 2</td> </tr> </table> <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>	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		<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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December 2																										

www.TexasWorldSpeedway.com

Historic Texas Railways Journey Review

by Mike Sevel

Misty rain and high humidity did not deter 30+ cars from joining us for the Historic Texas Railways Journey. We



departed from Austin and travelled route 535 which was more scenic than in the past few months due to the greening



effect of recent light rains. We arrived in the charming city of Smithville with it's array of antique shops and fine old homes. Our destination was the H.L. Long railroad park and museum. Upon arrival we were warmly welcomed by museum volunteer, Bruce Blaylock.

In 1886, Smithville's population was 65 residents when the Bastrop and

Houston Railroad laid down their first track through the town. In 1891, the Katy (MKT) railroad took over and established a maintenance yard. Unfortunately the yard was rocked by an tragedy in 1911 in the repair shop when a steam engine exploded due to a worker failing to connect a relief valve. This mistake resulted in 10 workers being killed and several others seriously injured. The museum displays included rare photos and artifacts of early steam train days. The adjacent park included restored MKT and Union Pacific cabooses. The depot was actually a small former freight depot as the nearby and grand 1890's era passenger depot, a two-story architectural gem, burned to the ground decades ago.

After we had a drivers meeting (which I once again summoned by my



annoying train whistle), we travelled to New Braunfels via Route 95 (I missed the small Jeddo Road turn off and had to backtrack) and routes 713, 20, etc. The scenery varied, mostly ranchland and plenty of horses, cows and goats.

Driving through New Braunfels necessarily slowed us down due to lower speed limits and busy saturday traffic, especially in the Schlitterbahn water park area. We had ample parking next to the rail museum and gathered near the steam loco. The museum complex includes a 1900's era passenger station,

baggage room, open freight vestibule and workshops. The railroad rolling stock includes a loco, box car, caboose



and of course our newest addition of a passenger car that we restored in to a dining car. New Braunfels was first served by the International and Great Northern Railroad in the 1800's. Eventually financial hard times led to the



absorption by the Katy (MKT) Railroad which was further absorbed by the Union Pacific.



Four trains passed through at various times during our event which prompted one member to ask me if I had arranged the drive-bys for an enhanced effect. I smiled and said, "Of course", but my wink could have been overlooked.

I introduced our museum president, Dave Albright, to the club and pointed out the various museum attractions. After a delay, our caterer, Granzin's BBQ arrived and we enjoyed our lunch. Our museum president entertained us by



relating some railroad facts and fiction. Regarding desserts, the brownies went well but the cupcakes stalled. I passed out the remainder to the several museum volunteers. A few found their way in to my car and I consumed them with a smile until Jean said "You have icing all over your face".

continued on page 16



Historic Texas R
May 2
Many thanks to M
Many more great photos are a





Our Railways Journey
2011
Mike & Jean Sevel
Available on the chapter website



Historic Texas Railways Journey Review

continued from page 13

Our museum is a mecca for model train enthusiasts as our main museum has an elaborate HO layout; the workshop has the Joske's Department Store



donated alpine-style layout and in our box car we are restoring a vintage N (tiny) scale layout. Regarding the HO

layout in the museum, one of our German born members has a goofy kind of humour (my kind of guy) and he created a convoluted quasi-german notice which is posted for all to see "Achtung. Das Machine Ist Nicht Fur Gerfingerpoken Und Mittengrabben. Ist Easy Schnappen Der Springen, Blowen Der Fusen Und Poppencorken Mit Spritzensparken. Ist Nicht Fur Gewerken By Das Dummkopfen. Das Rubbernecken Sightseeren; Keepen Die Hands In Das Pockets, Relaxen Und Watchen Das Blinken Lights".

Jean and I hope everyone had a good time and thanks for the cash donations to both museums. If you become aware of anyone who would like to donate vintage model railroad equipment or train memorabilia to our museum, please advise me and I will arrange to pick them up.

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*Discounts and savings are available where state laws and regulations allow, and may vary by state. Certain discounts apply to specific coverages only. To the extent permitted by law, applicants are individually underwritten; not all applicants may qualify. **Original BMW Replacement Parts available except where prohibited by state laws. Does not apply to all mechanical parts. ***Towing applies within mileage and coverage limit. Please consult Liberty Mutual specialist or see policy for specific coverages, terms, conditions, exclusions, and limitations. †Figure based on a February 2009 sample of auto policyholder savings when comparing their former premium with those of the Liberty Mutual Advantage program. Individual premiums and savings will vary. Coverage provided and underwritten by Liberty County Mutual Insurance Company and its affiliates, 2100 Walnut Hill Lane, Irving, TX. ©2009Liberty Mutual Insurance Company. All Rights Reserved.



BMW 328 Hommage

by BMW Press Club

The BMW 328 is considered the most successful and best-looking sports car of the 1930s. The BMW 328's success was the result of its design parameters – through the use of systematic lightweight construction, aerodynamic lines, optimum engine types and outstanding suspension technology, it laid the foundation stone for a new vehicle concept, by which performance only leads to success if combined with perfect harmonisation of all parameters and maximum efficiency. With these characteristics, the BMW 328 was even then the embodiment of what the BMW brand still stands for today – dynamics, aesthetics and a high level of innovation.

This year, the dream sports car is celebrating its 75th birthday. The festivities will begin near Lake Como at the Mille Miglia. There, the main focus will be on the fascination of the BMW 328 racing car. To this day, the award-

winning vehicle BMW 328 Touring Coupé still holds the record for the highest average speed on the Mille Miglia circuit and, in 2010, was again able to win the historic revival of the race. A week later at the Concorso d'Eleganza Villa d'Este, the two-seater's functional aesthetics will be the focus of attention. In this area of conflict between tradition and modernity, the BMW Group is paying tribute to the BMW 328 on the occasion of its anniversary with a special model – the BMW 328 Hommage. “With the BMW 328 Hommage, we wish to pay homage to the passion and inventiveness of the fathers of the BMW 328”, explains Karl Bäumer, CEO of BMW Group Classic. “They created an icon, which is considered a milestone in the history of the automobile.” The BMW 328 Hommage translates the principles and the character of the vehicle of that time into present times and offers a possible interpretation of how the designers of

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BMW 328 Hommage

continued from page 17

that time, Fritz Fiedler and Rudolf Schleicher, might have built the BMW 328 in the present day using current technology.

The BMW 328 – lightweight construction as a principle.

The BMW 328 was also a special BMW insofar as the lightweight construction principle was systematically implemented on a BMW



automobile for the very first time. Wherever possible, the lightest and at the same time most robust materials were used, thereby keeping the gross vehicle weight down to just 780 kilograms. In order to translate the idea of lightweight construction into this day and age, major parts of the exterior and interior of the BMW 328 Hommage are made of carbon fibre reinforced plastic (CFRP). Whilst in the old days they favoured the materials aluminium and magnesium, CFRP is now considered to offer the best ratio between weight and stability. The high-strength fibre fabric is lighter than aluminium, but also more stable. Wherever the material has been used on the BMW 328 Hommage, it is also visible. In this way, the BMW 328 Hommage not only reflects the lightweight construction principle

functionally, but also visually. The BMW Group leads the way in the production and use of CFRP in automotive construction and already possesses many years of experience in the series production of CFRP roofs and structural components for the BMW M6 as well as CFRP roofs for the BMW M3.

Not only do the exterior and interior CFRP elements of the BMW 328 make an exceptional statement. The up-to-date implementation of the original vehicle character is also expressed in the choice of other materials used on the inside and outside of the vehicle. Fine leather, matt and high-gloss black polished aluminium as well as the CFRP interior visualise in the BMW 328 Hommage the pure and functional roadster character of the sports car of that day. Inside the vehicle there are also numerous details derived from motor racing, offering a hint of the BMW 328's most successful motor sports career. For instance, the premiere of the vehicle in 1936 did not take place at a motor show, but on the racetrack. In its first race, the BMW 328 declassified the entire higher-powered competition and dominated the racetracks of Europe during the years that followed.



Dynamics and lightness in the interior.

The expressive exterior design of the BMW 328 Hommage depicts the modern interpretation of a highly emotional and dynamic two-seater Roadster – just like the BMW 328 75

years ago. “Homage cars have a long tradition in the BMW Group. Based on our design philosophy “Rooted in history, moving forward in design”, they demonstrate the significance of history for the present. Even 75 years ago, the BMW 328 stood for sportiness and agility through lightweight construction. The BMW 328 Hommage Car pays tribute to this past and shows how BMW lightweight construction will develop. Carbon is the material of the future.” (Adrian van Hooydonk) In keeping with its role model, the BMW 328 Hommage has a streamlined design and is clearly recognisable as a sports car. Precise lines run across all of the car body’s taut surfaces. As a result, a subtle contrast between the tense surfaces and the sharp edges is created within the flat, dynamic silhouette. The strong wedge shape accelerates the vehicle even when it is at a standstill, the scoops behind the seats take up the lines coming from the bonnet, guiding them dynamically into the rear end. The structure of the CFRP mats gives the vehicle an appearance of depth, the diagonal lines of the woven

CFRP additionally underscoring the dynamic design vocabulary of the roadster. Thanks to concise weaving, the carbon structure is clearly visible, optically emphasising the lightweight construction principle. Like the first BMW 328 test vehicles, with which the model celebrated its triumphant debut on the racetrack in 1938, then going on to gain a number of further successes, the BMW 328 Hommage has no doors. Then as now, deep recesses allow access to the inside of the car. The extremely wide and flat front end is strongly three-dimensional, generous surfaces and concise lines give the front end a powerful appearance. Viewed from the front, the CFRP bonnet appears to encompass the vehicle from above. It embraces the vehicle, framing the slightly set back front end in a very distinctive downward sweep. Due to the almost vertical, low-reaching sidewalls, it simultaneously emphasises the BMW 328 Hommage’s excellent stability on the road. As a result, the vehicle appears

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BMW 328 Hommage

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to be even flatter and more dynamic as a whole. Under the bonnet, further surfaces rise to embed the top and bottom of the distinctive kidney grille, whilst folding themselves around it to shape the adjacent air intakes. Openings and large air intakes create visual lightness at the front, simultaneously demonstrating the high air requirement of the powerful three-litre, six-cylinder engine. Three-dimensionally designed lattices inside the front vents form a connection between the headlamps and the kidney grille, with the three-dimensional lattice structure acting as an accentuating feature.

Characteristic kidney shape.

The vertically positioned double kidney grille imitates the slim, vertical kidney design of the early BMW models. In those days, the BMW 328 was one of the first BMWs to feature it, after which it became further established with later

BMW models. On the BMW 328 Hommage, the vertically mounted kidney grille is dynamically incorporated into the flat silhouette. It slants back roughly in the middle, thus blending in with the bonnet and the dynamic silhouette when viewed from the side. On the other hand, from the front it appears to be standing upright. The kidney grille bars are more prominently curved than the kidney grille surround itself. The vehicle displays the extremely round and appealing design of the original BMW 328 kidney grille when viewed from the side. The kidney grille surround is also distinctively three-dimensional, appearing to continue inside the vehicle. Its front surface is finished in polished high-gloss, whilst the side surfaces have a matt finish. This detail gives the kidney grille a very high-class and up-to-date appearance. Behind the kidney grille bars, black horizontal fins obstruct the view into the engine compartment – just like on the 328 of 75 years ago.



Athletic rear end.

The rear end takes on the design vocabulary featured on the front of the vehicle. Similar to the front end, sections of the sidewall form the framework for



the design elements that appear to protrude from the rear end. Between them, located far to the outside, are two clearly and concisely designed taillights sporting the characteristic BMW L shape. Two filigree luminous elements reflect a strongly curved interpretation of the typical BMW L shape, whilst a concisely constructed bar fitted to the outside of the lamp is directed vertically downward, separating the lamps towards the outside. The modern functional design of the taillights underlines the technical appeal of the vehicle.

The powerful sculpturing of the rear end also visually conveys the BMW 328 Hommage's lightness. Large vents and openings characterise the rear end, giving it a light appearance. The distinctively horizontal section below the taillights forms a counterpoint to the intense sculpturing, emphasising the width of the vehicle. Below that, the rear of the car is strongly arched, a concise line partitions the surface, thereby providing an air of lightness. This large sculptural element adopts the form language of the front-end design surrounding the kidney grille. The wing-

shaped element tapers both upward and downward, thus revealing two large latticed air outlets. The circular tailpipes are located inside these two openings. They protrude prominently out of the lattice and, combined with the distinctively designed wing shape of the lower air intake edges, underscore the power of the straight six-cylinder engine.



Details derived from motor racing.

The interior design of the BMW 328 Hommage comprises a number of details that are reminiscent of the successful motor racing history of the BMW 328. For example, the slightly asymmetrically designed windscreen has a recess in the middle, similar to the windscreen design of earlier racing cars. Simultaneously, it marks the areas in which the driver and co-driver sit. Moreover, four wide leather straps run across the bonnet, which appear to dive under the side shoulder surfaces to be continued on the side. This detail, which used to be considered an extremely sporty attribute, is also featured on the BMW 328 Hommage. Combined with the high-gloss aluminium safety buckles, the leather straps provide a touch of class in contrast to the very technical-looking carbon fibre. The modern quick-release fasteners for securing the bonnet bring

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BMW 328 Hommage

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racing of the past into the present. On the driver's scoop a large silver "75" as well as a small logo below it signify the reason for the BMW 328 Hommage. Next to it, the integrated tank filler neck protruding from the right-hand side is a striking detail. Whilst it protrudes prominently from the body of the BMW 328, the BMW 328 Hommage features a version that is integrated slightly more into the bodywork.

The large, prominently designed individual round headlights of the BMW 328 Hommage are reminiscent of the headlamps featured on the BMW 328, which were integrated into the wings for the first time. The three-dimensional interpretation of these round headlights is divided into four transparent, cylindrical elements, these being backlit by LEDs. Between them, setback black concave surfaces symbolise the typical tape cross used on headlights in motor racing. Around the four reflectors an illuminated ring emphasises the circular design of each individual headlamp.

The two-part light alloy wheels featured on the BMW 328 Hommage are a very special interpretation of the characteristic hole pattern of the original rims. The extremely concave high-gloss black aluminium rim boasts a contrasting silver-grey cover made of glass fibre. The insides of the angular milled holes have a high-gloss finish and are distinctively accentuated by a matt overlay. A black chrome butterfly nut bearing the BMW emblem completes the contemporary version of the wheel.

Clear and functional – the interior.

The interior of the BMW 328 Hommage visualises the functional passion the BMW 328 exuded already back then. Thus the design of the interior is also pure and functional today. The entire interior structure is made of CFRP, conveying the lightweight construction concept of the BMW 328 into the inside of the car both visually and functionally. Due to the special application of materials, openings and freely suspended elements, the surfaces and different levels create an all-embracing feeling of lightness.

Through the use of CFRP inside the BMW 328, the "layering" design principle, with which shapes take on clear functions, adopts a completely new form of expression. Due to its exceptional characteristics, CFRP is in itself robust and can be shaped into self-supporting structures. Hence, only two large surface areas – so-called layers – define the interior of the BMW 328 Hommage. Both of them start at the bonnet and protrude into the interior. One of the layers extends towards the driver, reveals the entire driver's workplace comprising steering wheel, control elements and scoop, thereby separating the driver and co-driver areas from each other. This spatial separation is indicated by a further material: the elegant, brown leather interior extends from the entrance across the driver's area, over the seats to the scoop, thus becoming an integral part of the design vocabulary of the first layer. At the same time, the surrounding graphics comprising material and geometry create a link with the co-driver. On the driver's scoop, a silver-coloured logo bearing the number 75 also gives indication inside the car of the festive occasion in honour of the BMW 328 Hommage.

The second layer begins next to the scoop, making a sweep towards the co-driver, then to float freely in front of him. This gesture creates a sporty but light sense of spaciousness, opening out a functional area in front of the co-driver. Between the driver and co-driver a multitude of recesses in the instrument panel and centre console create an airy and harmonious spatial experience, bringing the driver and the co-driver slightly closer to each other again in a sweeping gesture. The lines of the woven carbon fibres complement the interior design vocabulary perfectly.

Viewed from above, a slightly asymmetrical design of the bonnet and windscreen underscores the driver-orientated construction of the BMW 328 Hommage. The windscreen is larger within the driver's area, so the lines of the powerdome are of different length. Behind the windscreen they continue in the inside of the car, so that at this point both the interior and the exterior appear to be intertwined.

Authentic materials.

Apart from CFRP, leather and aluminium, the interior deliberately features very few other materials. But every material that has been used is also

visible. This provides the BMW 328 with a special authenticity. The contrast between the cool and technical-looking carbon fibre and the high-quality, warm brown of the leather characterises the interior. The exceptionally soft saddle tan leather has a fine grain and a slightly antique finish. On the seats the high-quality seam pattern enhances the appearance of the leather-covered seats even further. The seams in the centre of the sitting area of the seats and the silver-grey double-felled outer seams are a modern interpretation of the sports seats featured in earlier models, giving the seats additional character and depth. Aluminium is only seldom featured and, depending on where it is used, has a high-gloss or a matt satin finish.

Instruments and tripmaster.

The instruments featured in the BMW 328 Hommage are both sporty and functional to an equal extent. The sparse instrument panel is dominated by the only round instrument - the prominently designed rev counter. Like the cockpit of the BMW 328 and typical of a sports car, the instrument cluster indicates in addition to engine speed only the oil

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temperature, oil pressure and water temperature. To the right of the rev counter, control lamps and a gearshift point indicator complete the instrument cluster. The instrument surrounds are finished in black chrome and made to the highest standards.

The puristic instrument cluster is complemented by the so-called tripmaster. The instrument panel of the BMW 328 Hommage is fitted with two iPhones located in special holders and which assume additional display functions for the driver and co-driver. They are integrated into the self-supporting structure of the co-driver layer and, like the instrument cluster, are accommodated in a high-grade aluminium housing. The shape of the housing itself imitates the design of classic stopwatches, the two functions of the tripmaster being accessible through

two further openings. Firstly, the iPhones function as stopwatches for measuring lap times and secondly as GPS roadbooks. Using two iPhones the driver and front-seat passenger/co-driver respectively can use both functions at the same time. After a journey, the iPhones can also be taken away in their holders.

Apart from the instruments and the tripmaster, the BMW 328 Hommage is also fitted with further features taken from motor racing. In addition to being equipped with just the bare essentials in order to save weight, the BMW 328 Hommage is also fitted with modern 4-point seat belts, ergonomic seats and the “bone”, a kind of emergency switch-off for the vehicle electronics, which is located between the two seats. The brushed aluminium belt retainers located next to the headrests ensure optimal guidance of the belts. These high-class, functional details are concealed behind the headrests, blending in harmoniously with the overall concept.



**Calendar of Tejas Chapter
and Related Events**



2011

Date	Event	Meet Location
June 18, 2011	BMW Arts Tour see page 5	San Marcos
July 2011	TBD	TBD
August 2011	TBD	TBD
September 1-3, 2011	ZSCCA ZFest 2011	Greenville, SC
September 2011	TBD	TBD
October 10-16, 2011	BMW CCA Oktoberfest 2011	Birmingham, AL
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



1990 325is

Adult driven car in nice condition. California/Texas car with rust free body and excellent mechanicals. E30 chassis BMWs are getting hard to find in this condition. A lot of time and money has gone into making this an extremely fun, fast and reliable car. It gets good mileage as well. Lots of receipts from the past 8 years of maintenance. Odometer indicates 247K but has been broken for some time. I estimate mileage closer to 260K. The car has the original m20 inline 6 engine, and has been outfitted with an oil and coolant cooled T3/T4 Garrett turbocharger. Compression has been lowered via a Cometic head gasket (.12"). The head was rebuilt by the previous owner. Larger fuel injectors (24 lb) and a rising rate FPR provide ample fuel. There is a custom intercooler and exhaust 2.5x setup with a Magnaflow muffler. The suspension has been upgraded with H&R Sport springs, Bilstein Sport shocks and Suspension Techniques swaybars. A Hartge strut brace tie the strut

towers together. I have replaced the front control arms/bushings (m3 offset), tie rod assemblies and sway bar links (front and rear). Rear shock mounts have been replaced with Bimmerworld mounts. It is very streetable but also comfortable on the track. Bimmerworld brake cooling ducts have also been added. \$7,900 o.b.o. Much much more... I can provide complete details upon request. More pics: https://picasaweb.google.com/113520982897541155299/FS_Pics_2011#. Contact Jeff Adolph at 5129347672 or send email to jladolph@yahoo.com.

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 erinchriss99@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 erinchriss99@yahoo.com.

Classified Ads

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. Loaded with Cold Weather Package (Throughloading System, Heated front seats, Retractable headlight washers), Premium Package (power folding mirrors, Universal Garage Door Opener, Sycamore anthracite Wood Trim, Digital compass mirror, BMW Assist), Technology Package (M Drive, Comfort Access system, Navigation system, HD radio), M Double-clutch Transmission, 19" wheels w/performance tires, Park Distance Control(rear), iPod and USB adapter, Smartphone integration, Satellite radio, 13 speaker Enhanced Premium Sound.

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