



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Bluebonnet Drive

Photo by Eric Chang

May 2010



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Victory of Passion and Precision
Elegance and Dynamic Performance**

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Commercial Advertising Rates for Tejas Trax

Full Page Per Year - \$500 Per Month - \$50	Centerfold Per Year - \$900 Per Month - N/A	Half Page Per Year - \$300 Per Month - \$30	Quarter Page Per Year - \$200 Per Month - \$20
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The Tejas Trax is printed monthly by Kinko's of Austin

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From The President

The “Joys” of being a passenger - Part 2

For those who pay any attention to this column and maybe even read it, you might remember that last month I wrote about the joys of being a passenger. This was precipitated by having broken my left foot and being unable to drive. I bemoaned the fact that I was doomed to the passenger side for both the upcoming Z-series drive weekend and the Tejas Chapter Bluebonnet Drive!!

I made it through the Z-Series weekend as a passenger and, believe it or not, I actually enjoyed the weekend. Well, now I must admit that you really must be careful when you start to complain. It reminds me of the old “joke” about cheering up because things could be worse and then cheering up to only find things get worse. Did I get to do the Bluebonnet Drive as a passenger? Nooo .. I spent the time in the hospital with pneumonia!! Okay, okay. I would really rather be a passenger.

Last month I closed by asking “Did

I mention that I am NOT a good passenger?” Actually, I am a much better passenger than I am a patient.

Why all the Press Club articles?

I have mentioned this before and I am sure that I will mention it again, but we constantly get comments on the Member Surveys about liking the BMW Press Club articles the least of the articles in the *Tejas Trax*, with comments like “I don’t need articles that I can read anywhere” or “we need more member articles”.

First, in defense of the Press Club articles, I will say that I always pick articles that I hope will be of general interest and are less than a couple weeks old. Due to the lead time of major magazines, including the *Roundel*, you will see these articles in the newsletter several months before you see them elsewhere. Second, I couldn’t agree more about the need for more member articles. The problem is that we cannot manufacture them - they must come from you, the member. Maybe this month, you could be part of the solution, instead of the problem by submitting an article. Hope so.

Until next time

Glenn McConnell

Welcome New Members

Austin

Debra Smith-Brinkley

Joe Udell

Karl Van Shellenbeck

Michael Van Shellenbeck



Schertz

Christopher Hintz

Erin Hintz

Midland

Michelle Green

William Green

Pharr

Anatoliy Ilizarov

Yelena Ilizarov

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Memorial Bimmer Drive Saturday May 22, 2010

Event Planned by
Sridhar Kamma



Our Memorial Bimmer drive event is being hosted in May as part of the Memorial Day remembrance. The tour includes museums that display artifacts from the world wars and some of greatest innovations in artillery and machinery that paved the way for building some of the finest engines and cars that we drive today, and the BMW marquee itself that was born from the world war era from building engines for war planes.

We will meet at Walmart Super Center in San Marcos at **8:00am**
Walmart Address: San Marcos Hwy, San Marcos, TX 78666
Drivers meeting: **8:30am**
Leave Walmart parking lot: **8:45am**
Arrive at Commemorative Air Force Museum at **9:00am**

We will leave at 11:00am from the CAF Museum and will take the scenic roads across hill country and arrive at Sisterdale Café in Sisterdale about 12:30pm. Sisterdale Café is owned by Donna Browne who is a renowned chef from Central Texas, and her hamburgers were listed as one of the best in Texas in the Texas Monthly magazine.

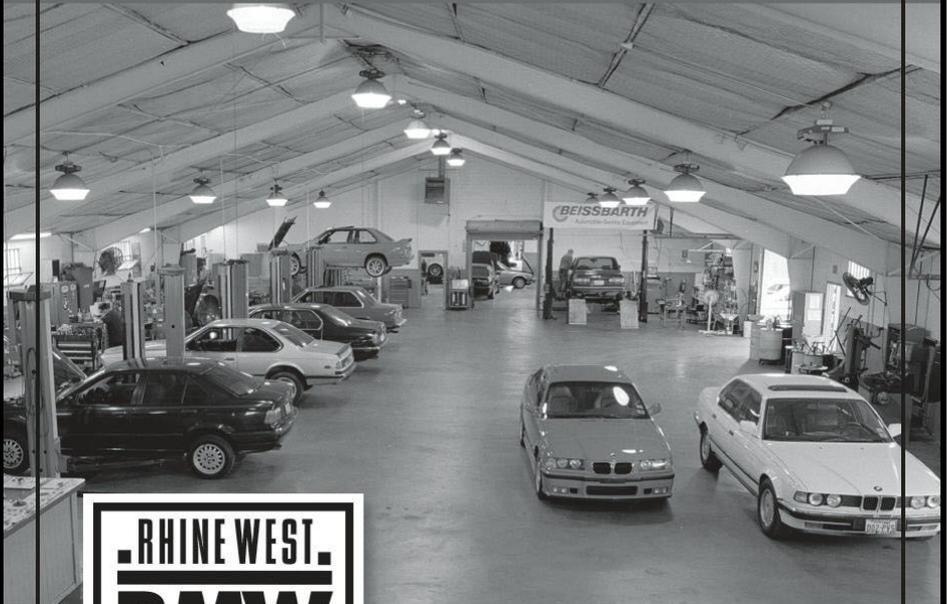


After lunch, at 1:30pm we will drive to the National Museum of Pacific War (more info) in Fredericksburg. The museum boasts an impressive display of Allied and Japanese aircraft, tanks, guns and other large artifacts made famous during the Pacific War campaigns. The museum will be open till 5.00pm. **Admission fee: \$8.00**

The memorial bimmer tour ends at the museum and you are free to stay and browse the artifacts in the museum until close, or take a tour on the main street in Fredericksburg.

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

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Elegance and Dynamic Performance

by BMW Press Club

With an exclusive Design Night on the evening of the first press day at Auto China in Beijing (April 23rd to May 2nd 2010), BMW provides an in-depth insight into its design philosophy and development strategy. The program of the BMW Design Night is modular in structure and presents extensive background information on the premium automobile manufacturer's innovative design culture. In addition to highlighting the long versions of the BMW 5 Series developed specially for the Chinese market, the main focus is on an elegant 4-door vehicle with striking dynamic proportions: the BMW Concept Gran Coupé.

The concept study on display symbolises the outstanding design expertise of BMW. The BMW Concept Gran Coupé concentrates the fundamental values of the brand. Its body design authentically captures a sense of superior dynamic performance and high-quality elegance. The shaping style, which follows a coherent pattern down to the last detail, convincingly visualises BMW's philosophy as an automobile manufacturer. As with the Concept CS 2007, BMW once again sets new benchmarks in the design of 4-door coupes with a distinctive sporty character.

Based on a powerful tradition in this segment, the BMW Concept Gran Coupé carries the essence of brand values and the genes of BMW design into the future. The concept shows the

classic features of all BMW coupes: the long wheelbase, the vaulted bonnet with forward-pointing lines, the set-back greenhouse, the flat silhouette, the coupe-style roof line and the short front overhang reflect the dynamic potential of the vehicle. The surface structures and the fact that the design quality is geared towards perfection illustrate the aspiration of the brand BMW to build 4-door high-performance coupes with the sportiest proportions and the most elegant design.

In the BMW Concept Gran Coupé, BMW presents the vision of a 4-door vehicle which combines the exclusivity of a Gran Turismo with the fascination of a high-performance sports car. The design of the concept study underscores the expertise of the brand BMW in the development of vehicles with a distinctive sporty character which offer space for more than two occupants. This reflects the particular quality of the BMW Group design philosophy, which consists in precisely and authentically translating the specific values of product substance into an aesthetically convincing shaping style. The design process is set through with a passion for aesthetic appeal and dynamic performance, precision and perfection. This is how the uncompromising premium aspiration of a BMW Group product, the unmistakable style of the brand BMW and the precisely defined character of each model are given concrete form.

The body design of the BMW Concept Gran Coupé expresses sporty flair in its ultimate form. The 4-door vehicle clearly signals the very highest

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Elegance and Dynamic Performance

continued from page 7

level of dynamic performance with its extremely elegant, flat and coupe-like proportions. Stretching the entire length of the vehicle and therefore measuring almost 5 metres, flowing lines dominate the design, giving rise to outstanding aerodynamic levels, just as the low centre of gravity reflects an agile driving response.

The front section is defined by the BMW kidney grille characteristic of the brand - an icon of body design which is not just central but also a dominating element of front design. The kidney grille of the BMW Concept Gran Coupé has a flat appearance, with an asymmetrical side view which emphasises the close attention to detail. The central section with the kidney grille is formally separated from other BMW icons such as the headlights and air inlets. The clarity of the LED front lights highlights the vehicle's precision and premium aspirations. The air inlet runs back an extremely long way into the side section, making the front section



appear particularly wide. All elements of the front section appear to merge to form a single, elegantly curved movement.

The sporty, flat silhouette provides an impressive body height of just under 1.40 metres. This makes the BMW Concept Gran Coupé up to 100 millimetres flatter than the BMW 5 Series or the BMW 7 Series Sedan. The roof line tapers off gently into the rear, thereby elongating the vehicle's proportions. The forward-tilted shark nose visually extends the bonnet and creates characteristic BMW proportions with its forward-pointing dynamism. This stretched character is also highlighted by the side lines, where there is a deliberate avoidance of the typical sill line. The flat proportions make the window graphics appear extremely narrow and dynamic at the same time. Another BMW design icon, the Hofmeister kink, is especially strikingly formed - additionally emphasising the exclusive character of the vehicle. The frameless doors give the BMW Concept Gran Coupé a modern character since the glass surfaces appear to merge seamlessly without being interrupted by columns.

At the rear, only design elements such as the lights and tailpipe trim appear to be visible at first sight. The entire rear section appears slimmer and lighter at the centre, though still exuding power and dynamic performance since the volume is reinforced towards the

sides. The L-shaped light banks feature a slight, almost subtle curve and the entire design of the lines and surfaces highlights the vehicle's elegant overall appearance. The third brake light, positioned in the rear window, is also fitted with LED technology. It takes up the kink in the roof and illuminates the entire width of the rear window. The powerfully flared wheel arches above the rear axle highlight the particularly sporty character of the BMW Concept Gran Coupé.

Another highly sporty and also elegant feature is the rim concept in



which the individual spokes extend deep into the centre of the rim towards the hub, giving the rim a striking three-dimensional quality. The spokes themselves are not solid but relief-milled, giving them a visual lightness.

The sculptural shaping style characteristic of the entire body design of the BMW Concept Gran Coupé permits a unique interaction between concave and convex surfaces. It also enables the light to be selectively reflected and channelled. Thus the exterior mirrors integrated in the window shaft appear very light, blending harmoniously into the side

view since their shape assimilates the entire line styling. The BMW Concept Gran Coupé is a further development of the classic design of a notchback sedan in which the individual body sections merge harmoniously into a flat, elongated and at the same time dynamic overall image. The effect of this 4-door vehicle derives not just from specific highlights but from its overall appearance, which authentically reflects its character. The car's dynamic potential is embodied in its proportions and lines, signalling power but also elegance and forward thrust.

Tejas Chapter Patches

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

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



Tejas Chapter Merchandise

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

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

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

You may also go online to www.alejousa.com. or email alejousa@alejousa.com.



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Tejas Chapter Incentive Points Challenge for 2010

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 2011. 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

2010 Incentive Points Challenge Leader Board As of April 28, 2010

<u>395 Pts</u>	<u>140 Pts</u>	<u>Connie Stried</u>	<u>Alice Villarreal</u>	<u>Mary Lou Katchen</u>
Allan Gazza	Jeff Franklin	Steve Tatro	<u>30 Pts</u>	Jack Laumer
<u>340 Pts</u>	Javier Torres	<u>70 Pts</u>	Jose Alejo	Joe LeFevre
Herb Looney	<u>120 Pts</u>	Brian Cook	Mike Alewine	Bill Leisey
<u>300 Pts</u>	Tom Brown	Brandin Lea	Jose Amador	Brian McKinney
Donald Yule	Eric Chang	<u>60 Pts</u>	Donna Bogan	Carl Nybro
<u>270 Pts</u>	Marco Cordon	Chip Beaudette	Francisco Cruz	Kurt Schwerdtfeger
Linda Cavazos	<u>110 Pts</u>	Fred Brinkley	Daryl Cunningham	Amanda Shanks
<u>240 Pts</u>	Mike Anderson	Herb Carey	Gay Dawson	Wyatt Shanks
Sridhar Kamma	Sam Love	Bill Craig	Tim Ehrhart	Robin Stein
<u>230 Pts</u>	<u>100 Pts</u>	Spencer Cubage	Kathy Eltringham	Duke Stevens
Gregg Peterson	Josh Butts	Tom Dawson	Wayne Eltringham	Francis Terway
Martie Peterson	<u>90 Pts</u>	Brad Mitchell	Hugh Fisher	<u>20 Pts</u>
<u>220 Pts</u>	Jonna Clark	Ronald Romonosky	Nancy Fisher	James Blue
Mike Sevel	Linda Cook	Brad Thompson	Robert Flores	Michael Lambert
<u>180 Pts</u>	Tim Cook	Roger Williams	Dennis Freiheit	<u>10 Pts</u>
Gina Silvestri	Johnny Mitchell	<u>50 Pts</u>	Kathy Freiheit	Donald Sloan
Susan Yule	<u>80 Pts</u>	Christopher Code	Bennett Hall	
<u>170 Pts</u>	Ken Carson	Kevin Duffy	Billy Harris	
Paul Goldfine	Alan Greene	Nathan Fong	Stephen Heyman	
Philip Nybro	John Russell	Blake McIntyre	Derrick Houghton	

2010 Incentive Points Challenge Rookies Leader Board As of April 28, 2010

<u>6.07 Pts</u>	<u>4.59 Pts</u>	<u>2.72 Pts</u>
Brandin Lea	Blake McIntyre	Francisco Cruz
<u>5.48 Pts</u>	<u>2.84 Pts</u>	
Bill Craig	Jose Amador	

Bluebonnet Drive Review

by Sandy McConnell

Glorious! is one way to describe our 2010 B3 drive. All those Bluebonnets; All those BMWs; All those hill country Bi-Ways!

Saturday morning, April 24th, almost 70 people and approximately 40 BMWs gathered at the "Y" in Oak Hill. Spirits were high in anticipation of this annual event, which has become a traditional favorite for a great many of Tejas Chapter members, because of the opportunity to see an abundance of heart warming Bluebonnets and other wild flowers. It's also a very satisfying beginning to any of our events when we get to greet our returning BMW comrades and also meet new members out for their first event. Mike Sevel, membership chairman, introduced and welcomed the newcomers. Then, Allan

Gazza, our events chairman, readied us with maps and briefed us on tips, like how to keep the large group together (as much as possible) along the drive route. We learned we were in for a scenic drive, which would satisfy our sense of sight and smell, a tasty lunch which would satisfy our sense of taste and last but not least, a stop for dessert, which would no doubt, satisfy our sweet tooth.

To me, our Texas hill country has a special beauty and character that is all it's own. In spring the Texas hill country has the potential of being dramatically gorgeous and awe inspiring when it's a good year for the flowers. This year was not a disappointment, as we were able to observe throughout the day, how the more drab colors of winter had been replaced with all the colors of the rainbow in new leafy growth and colorful wild flowers.

We began our tour with Allan lead



Texas World Speedway 2010 Driving Events

TWS Performance Driving School	Open Track Day Events	Test & Tune Events
FEB 13-14	FEB 5	MAR 4 - Open to SCCA Drivers
APRIL 3	MAR 26	MAR 18 - Blue Solo & Advanced
MAY 15-16	APRIL 2	APRIL 23 - NASA Drivers/Yellow & Advanced
JUNE 26-27	APRIL 16	MAY 21 - Blue Solo & Advanced
JULY 24-25	APRIL 30	MAY 28 - Open to SCCA Drivers
AUG 28-29	MAY 7	JULY 30 - NASA Drivers/Yellow & Advanced
SEPT 19	MAY 14	SEPT 24 - Blue Solo & Advanced
OCT 17	JUNE 4	NOV 19 - Open to SCCA Drivers
NOV 28	JUNE 11	
DEC 12	JUNE 25	
	JULY 16	
	JULY 23	
	AUG 6	
	AUG 27	
	SEPT 10	
	SEPT 17	
	OCT 15	
	OCT 22	
	NOV 12	
	NOV 26	
	DEC 3	

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-4 Hours of Open Track
-See website for more details
\$125 for Open Track Day Events
(includes garages)

Test & Tune Events
\$215 for Test & Tune Events
\$25 for garages

 **www.TexasWorldSpeedway.com**

ing us west on Hwy 290 in the direction of Johnson City. Since it is hard to keep a large group together, through the traffic out of town, he wisely took the time to gather us all together at a rural location outside of Henley, Texas. We were soon on our way and exhilarated, because the sun was shining and all kinds of wild flowers danced in the breeze as we swished by.

We left Hwy 290 to head north on FM 3232 toward Pedernales Falls State Park, then west again on FM 2766 toward Johnson City and an appreciated rest stop. Then, just north of Johnson City, we took a left on FM 1323 towards the Willow City Loop.

It seemed like the flowers got better and better as we continued along our route. FM 1323 could be nicknamed the "cattle guard trail" because there are many, many of them along this particular stretch. I can remember in years past taking this road in the rain. It's an eery feeling as you cross a cattle guard, mid turn, and feel the little momentary scoot that is inevitable.

Willow City Loop is one of my very favorite places to go for the scenery and variety of landscapes seen there. It's becoming better known all the time, so we were not the only ones there that day, enjoying this special place. The Bluebonnet's, Indian Paint Brush, Brown Eyed Susans, Antelope Horns, Cactus and Prickly Poppies were phenomenal and in some cases, spread across fields as far as one could see. We also saw other interesting transportation - the one horsepower type - for a few we saw on horseback and this is the first time ever, that I remember, seeing a police car along the loop - I don't think he was there to see the flowers....

After the Willow City Loop we turned again, this time going north of Frederickburg on Hwy 16, to Llano, Texas and the famed *Cooper's Old Time Pit Bar-*

B-Que. Though the line looked especially long, we've found they can really move people pretty quickly and the food is well worth the wait. By all accounts, the lunch was wonderful.

After the tasty lunch, the group continued on toward Park Road 4, near Inks Lake. This is another place of great beauty, as it takes you along side the lake, around graceful curves and scenic vantage points, and by Long Horn Caverns State Park. Again, the flowers were in abundance, thrilling and fragrant. There is a magical moment that one can experience, as you head east along Park Road 4. For a fleeting moment you can see a castle... a grand edifice like ones seen in Germany. But, you have to be looking in your rear view mirror, at just the right moment, around just the right curve, to catch sight of it! It is in fact the Falkenstein Castle, which was built by a rich couple in 1996, based on drawings of Mad King Ludvig's lost castle. Research indicates it's nine stories tall and a private residence. It's not open to the public, but it's chapel can be rented for weddings.

The last stop of the day was in Marble Falls at the Bluebonnet Cafe, where most enjoyed their famous pie for dessert. It was a sweet and satisfying end to a special event... one that tickled all our senses.

Many thanks to Allan Gazza who lead this event. He did a great job, especially since he took on the responsibility at a late date, due to unforeseen circumstances that kept the original planner from being able to come. Thanks also, to all who signed Glenn's card - it was a bright spot in the middle of his discouragement at having to miss the event. I guess we can't say enough.... "It's the cars that bring us together, but it's the people that bring us back!"



Triple R
March 3
Many thanks to Allan
Many more great photos are a

Important photo notes The w
unfortunately do not show up in
all the great wildflower photos!!



hunch Tour
0, 2010
Gazza & Gina Silvestri
available on the chapter website



A Victory of Passion and Precision

BMW Press Kit

70 years ago the racing department at BMW had only one thing on its mind: the 1st Gran Premio Brescia delle Mille Miglia. Five cars from Munich were registered for the big race, but preparations were not exactly worry-free. Indeed, the team ultimately faced a battle to get the cars ready in time. However, as the BMWs crossed the finish line one by one in Brescia on 28 April, they had achieved what few had dared to expect: overall victory, team victory, and third, fifth and sixth place in the rankings. That April day witnessed BMW's greatest racing success so far on four wheels – and one which continues to define the character of the brand today. “The victory in the 1940 Mille Miglia remains a milestone in the history of the BMW brand,” says Dr Klaus Draeger, member of the BMW Group Board of Management responsible for development. “It is evidence not only of extraordinary technical expertise but also of the passion shared by all those involved at BMW.”

The 1940 Mille Miglia was the cli-



max of a journey that had begun with the design and presentation of the BMW 328. The BMW 328 was not only one of the most beautiful sports cars of the prewar era, it was also the most successful sports car on the race tracks of Europe in the 1930s. A combination of outstanding roadholding and impressive engine power made it an object of desire for many racing drivers and offered private customers a taste of what undiluted roadster driving was all about.

A small brochure circulated among a select group of people in late 1935 revealed the existence of a new 2-litre sports car to be known as the “Typ 328”. The description of the car was deliberately low-key and avoided giving any performance or speed figures. The brochure was intended purely as an appetiser for “friends of the company”; there was no announcement in the press.

Journalists were left open-mouthed when they set eyes on the car for the first time in the Nürburgring paddock on 13 June 1936. There, Ernst Henne was preparing to race the 328 in the International Eifel Race the following day. The motorcycle world record holder roared away from his rivals off the start line and soon left the rest of the field trailing in his wake

with a phenomenal average speed of 101.5 km/h. This show of strength from the 328 had commentators purring about the future of the German sports car. However, few could have guessed that they were witnessing the dawn of a new era.

Few observers are likely to have fully grasped what was unfolding in front of them that day. In an earlier

press release BMW had itself downplayed the new model as a “2-litre sports car with a slightly more streamlined body”, lulling some journalists – who referred only to its “2-litre V engine with twin camshafts” – into a misplaced sense of the ordinary. The understated approach might well have been a tactic on BMW’s part to avoid raising hopes too high, too quickly; after all, by that point only three prototypes had been built.

The second victory for the 328 arrived in August, with British BMW importer H.J. Aldington sweeping all before him in the Schleißheimer Dreiecksrennen race. Aldington then persuaded the powers-that-be at BMW to give the car another run outside Germany. The three prototypes duly made their way to Ireland for the Tourist Trophy sporting green Frazer-Nash-BMW livery – and cantered to a 1-2-3. The 328 had got the ball rolling and several more victories followed over the ensuing months. However, it was still the three pre-production cars taking it in turns to rack up the wins, with various drivers at the wheel.

Private customers were forced to play the waiting game, as production was slow to get off the ground; the first cars were not delivered to customers until late April 1937. And so it was exactly a year since Henne’s debut outing before the first private owner of a BMW 328 had the chance to test his new purchase in race action.

At the 1937 Eifel Race it was left to the nine BMW 328 racers on the grid to fight it out for victory. Over the years that followed only a handful of cowed attempts were made by other cars to take on the hot-heeled BMWs. These intrepid lone rangers were doomed to failure as the BMW 328 quickly took Germany’s race tracks by storm.

Reports of victories continued to rain

into Munich from every corner of Europe. And it wasn’t only class wins that the car was amassing so effortlessly, as much more powerfully-engined cars also succumbed to its irresistible will. The small 2-litre sports car was building a handsome collection of overall victories over once superior rivals.

1937 had been a hugely successful year for BMW and its new sports car. The BMW 328 had run out of rivals in the 2-litre class in Germany, and it had also put itself on the radar of sports car drivers in other countries with a string of successes abroad, mostly with Ernst Henne at the wheel. Now BMW needed the big international breakthrough, a triumph on foreign soil that would make headlines far and wide.

While central Europe remained firmly in winter’s grip, south of the Alps the motor sports community was priming itself for a race which had, over many years, become one of the most famous on the calendar: the Mille Miglia. On 3 April 1938 this legendary road race, starting for the 12th time from Brescia and leading through half of Italy, would send a whole nation into an unimaginable frenzy of enthusiasm. Preparations had been under way for months already, garages humming to the sound of racing cars flexing their muscles. At the Munich racing department, too, the engineers were hard at work, readying a brace of works cars for action.

The race organisers had revised the class boundaries for the 1938 event. The national sports car class was joined by categories for international sports cars with and without a supercharger. Of the 155 drivers entered for the race, 119 lined up in the national class, highlighting the Mille Miglia’s status as first and foremost an Italian national event. The smallest class in

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A Victory of Passion and Precision

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which international drivers could compete was therefore the 2-litre sports car class.

In 1938 the organisers set out to encourage more foreign, i.e. German, drivers to take part. However, only four drivers responded to the appeal, all entering BMW 328 racers. The NSKK (National Socialist Motoring Corps) registered Prince Max zu Schaumburg-Lippe as its driver and – as a manifestation of the German-Italian friendship – the experienced Mille Miglia campaigner Count Giovanni Lurani as co-driver. BMW sent two works cars to the race, one manned by privateer drivers Uli Richter and Dr Fritz Werneck, the other piloted by Britain's A.F.P. Fane with William James alongside as his mechanic and navigator.

These three cars made up a team managed by Ernst Loof, head of the BMW racing department, and they were joined by the privately-entered driver/mechanic pairing of Heinrich Graf von der Mühle-Eckart and Theodor Holzschuh, an employee at the BMW sports car repairs department. Also on the start list were a Fiat, a Riley and an Aston Martin.

The weather for the race could hardly have been more perfect. Brescia had been basking in spring warmth for several days already, and only at the start of the race was there a slight chill in the air.

The centre of Brescia was alive with anticipation over the night from 2–3 April. Thousands of excited onlookers had gathered at the start and lined the roads leading into the city to witness the unfolding of this extraordinary event. At 2.00 a.m. the first cars in the smallest-capacity section of the national class were waved on



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their way. The cars started at 30-second or one-minute intervals, according to the class. The long list of entrants meant that the first test for the drivers of the larger cars was one of patience. At least they could relax in the knowledge that they would be driving in daylight, although that also meant they would have a lot of overtaking to do.

By contrast, darkness had yet to yield when the cars in the 2-litre class were called to the starting line. Prince Schaumburg was the first to set off into the Italian night, on the stroke of 4.30 a.m., followed by Uli Richter, the three non-BMW cars, Fane and von der Mühle-Eckart. The BMW racers wasted no time in setting a withering pace, showing enviable confidence in the durability of their beautifully prepared race engines. By the time they reached Rome they had already seen off the challenge of two of the other manufacturers in their category, and the third was forced to retire shortly afterwards. But the BMWs were not about to slow down to celebrate. Quite the opposite, in fact. With their class rivals out of the picture, they were free to launch an attack on the more powerful cars. The Germans were driving with clockwork precision, and only a few minutes separated them at any one time.

The fastest drivers arrived back in Brescia in the late afternoon. Less than 12 hours after crossing the start line, the powerful supercharged Alfa Romeos, the Delahayes and the Talbots were back at base, as expected. The big surprise, though, was still to come; Fane steered his BMW 328 to eighth place in the overall classification, winning the 2-litre class and leaving a considerable number of supercharged cars in his wake in the process. Fane's fellow-BMW 328s followed him home in 10th, 11th and 12th overall, se-

curing 2nd, 3rd and 4th places in their class and rounding off a spectacular race for BMW. Added to which, they also won the team prize for consistency and the award for the best foreign entrant.

BMW's pride in claiming the biggest win in the company's history was obvious. The 328 had proved that it was capable of sustaining incredibly high speeds over long distances without complaint. The car's combination of impressive output and flawless roadholding had shown that it was possible to defeat the challenge of far more powerful rivals. For BMW this success represented the international breakthrough in European motor sport.

In the 1930s the regulations governing motor sport in Germany decreed that a racing sports car had to be open-topped. The BMW 328 was a roadster in the classical mould, but there were also a few hard-top examples of the 328 in circulation, and for a short while two of these found themselves very much in the public glare.

Since its maiden outing in the 1936 Eifel Race, the BMW 328 had quickly established an iron grip over Europe's race tracks. For the engineers in Munich, however, this was no reason to rest on their laurels. Instead, they were working flat out on increasing the car's original output of 80 hp. Rival manufacturers had already boosted their engines to something close to 110 hp, but a significant rise from that level was not expected. There was certainly little scope to further reduce the weight of what was hardly a heavy car in standard production form. The only way to increase its speed was to reduce drag. The curvaceous form of the 328, with its prominent front wings, may have been a masterstroke of engineering and design, but it was less than ideal aerodynamically.

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The BMW engineers were therefore charged with designing a totally new body based on the latest knowledge from aerodynamics research.

Tests had shown that an enclosed saloon, despite its larger cross-sectional area, could outperform an open sports car using airflow optimisation measures. Convincing performances in the Le Mans 24-hour race in 1937 and 1938 allowed the Frankfurt-based firm Adler, who introduced the first “racing saloons” to competitive action, to demonstrate clearly how streamlined bodies could balance out a deficit in engine power.

BMW had been investigating this area of car development at the same time, but it was Professor Wunibald Kamm, head of the Research Institute of Automotive Engineering and Vehicle Engines at the Technische Hochschule Stuttgart (FKFS), who conducted the first wind tunnel tests with BMW models.

The BMW engineers were now working under considerable pressure. As a celebration of the Berlin-Rome Axis, the



German and Italian racing authorities had decided to organise a high-speed race in October 1938 on the newly built motorways between the two capitals of fascism. For BMW and the other manufacturers involved, this meant developing a high-performance sports car in double-quick time, one which could not only hold its own in race competition, but also had a realistic chance of overall victory.

Rudolf Flemming, who had played a major role in the design of the 328, was instructed to make the car with a closed roof in order to use all the benefits of streamlined design. However, this ruled it out of sports car races in Germany as closed cars were not permitted. Guided squarely by the principles of lightweight design, Flemming designed an intricate space frame for the 328 chassis and covered it in a thin aluminium skin.

However, the car known internally as Project AM 1007 was far from convincing. The Eisenach-built body fell short of the mark in terms of workmanship, and the car’s handling left a great deal to be desired. While the car achieved previously undreamt-of speeds on test runs, it was so unstable that it needed the full width of the motorway to do so. A huge amount of development work was still required to turn this into a racing car worthy of the name.

The efforts of BMW to get a fast car up and running had not gone unnoticed outside the company. Back in the spring of 1938 the NSKK had founded its own racing operation, a self-styled German na

tional team for sports car racing. Its aim was to fly the German flag at events abroad with its own trio of BMW 328 racing cars. The BMW factory had a contractual obligation to keep the NSKK cars up to the latest stage of development, but its new racing saloon represented a potential rival to the NSKK team – one that had to be taken seriously. Under no circumstances could a works driver be allowed to jeopardise the victory the NSKK team had set its sights on. However, when Prince Max zu Schaumburg-Lippe, the team’s leading driver, demanded he also be given a racing saloon, BMW responded that they had no spare capacity to built one.



The Touring Coupé

Schaumburg-Lippe was therefore left with no other option than to shop around among his allies. The Mille Miglia had offered clear evidence that smaller-engined cars could achieve extremely high speeds through the use of lightweight, streamlined bodies. Now, a year later, Germany’s good relations with Italy helped to prompt an offer from Carrozzeria Touring to produce a streamlined body. The Milan-based coachbuilder was already working on a similar project for Alfa Romeo and could call on previous experience for the job, having built a body of the same type a year previously. This

streamlined construction in patented superleggera form could be adapted to the standard 328 chassis with no great trouble, and the Italian craftsmen came up with the finished article in just four weeks.

With no wind tunnel testing available at Touring, the engineers successfully relied on instincts and empirical methods to give the car the right form. The Coupé weighed in at just 780 kg and looked resplendent in German racing white, but it was far more than just a pretty face. Test runs had shown that it was capable of exceeding the 200 km/h mark – and holding a relatively straight line in the process. The Touring Coupé lined up for its debut race at Le Mans on 17 June 1939 with Prince Schaumburg and BMW engineer Hans Wencher entrusted with the driving duties. After 24 hours and 3,188 kilometres, the pairing emerged triumphant in the 2-litre class with a sensational average speed of 132.8 km/h. They even managed an outstanding fifth position in the overall classification, getting the better of much larger-engined cars along the way.



The Kamm Coupé

The success of the “Cinderella” Touring Coupé was greeted with mixed feelings at BMW. However, the engineers at the development department had not been idle themselves. Extensive wind tunnel testing had revealed that the Project AM

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1007 streamlined body did not fit the chassis. The newly formed “Künstlerische Gestaltung” design department headed by Wilhelm Meyerhuber was therefore asked to draw up a new streamlined body under project number AM 1008.

In order to improve the car’s straightline stability, the chassis was extended by 20 centimetres. The newly developed space frame, made from Elektron, weighed just 30 kilograms. Taken as a whole with the aluminium outer skin, this meant BMW now also had a “superlight” body in its arsenal.

The Kamm Coupé was significantly larger than the comparable Touring variant, but a rigorous adherence to lightweight design principles meant it was also 20 kilos lighter. It took several months to put the car together due to restricted capacity in the prototype construction department. But, in contrast to their Italian counterparts, BMW engineers were able to put their works racing saloon through extensive testing. In late summer 1939 the car was given a thorough examination on the Munich to Salzburg autobahn and further improvements were made to a host of details.

The investment of time and effort was to pay dividends. The Kamm Coupé had much better directional stability and proved to be far less sensitive to side winds. A Cd of approximately 0.25 (measured using a model) was well below the Touring Coupé’s figure of approx. 0.35. The works car also set a new benchmark in terms of speed, hitting a maximum 230 km/h. However, with the outbreak of war nobody knew whether it would ever get the chance to show off its talents.



The Roadster

There were also advances in streamlined design to report in open car construction. The design team headed by Wilhelm Meyerhuber tabled designs for a streamlined Roadster whose sweeping body created the impression of dynamic performance and speed even before a wheel was turned. Models were also made of the Roadster and subjected to intensive testing in the Stuttgart wind tunnel. Then, in autumn 1939, a space frame was fixed to the standard chassis of the previous year’s Mille Miglia class winner and covered with a thin aluminium skin. The prominent edging of its front wings soon earned the car its nickname: the “Trouser Crease” Roadster.

The next step was to optimise the car’s chassis tuning. To this end, Munich-based racing driver Uli Richter was handed the task of taking the finished car out in the icy cold for a series of high-speed runs along the autobahns outside Munich. However, the streamlined roadster required only minimal improvements. Another two space frames had already been mounted to the requisite chassis, but the clock was starting to tick. The body department in Munich was understaffed for the job in hand, as BMW only built cars in Eisenach at the time, and there were fears that the two racers would not be ready to meet the spring deadline. If ever there was a time

to tap into those good relations with Milan again, this was it. The two half-finished racing cars were duly transported over to Touring, and the experienced Italian coachbuilder had no problem in finishing off the cars in a short space of time. Willy Huber, the racing department's very own master of all trades and a gifted metalworker, travelled with the cars to Milan and was on hand to advise his Italian colleagues when it came to working with the aluminium sheeting.

Spring 1940. In Italy all attentions are focused on bringing the Mille Miglia back to life. The legendary race had last been run over the historic course in 1938. However, after a rash of accidents it had been temporarily suspended. Now, two years later, the Mille Miglia was back in business, but the original route had been dropped in favour of a 167 km triangular course between Brescia, Cremona and Mantua. The drivers would complete nine laps of the new circuit, a move warmly welcomed by the watching public, who only saw the cars fly by once when the race followed its original route.

The new route was not as spectacular, though. It followed well-surfaced roads through flat countryside and included a lot of long straight sections which were expected to lead to high average speeds. In a nod to tradition, the race was once again billed the 1st Gran Premio Brescia delle Mille Miglia.

Planning for the German entry got under way with military precision in March 1940. BMW racing boss Ernst Loof travelled to Italy with a group of drivers, the two Coupés and a single Roadster to familiarise themselves with the route, work out a race strategy and organise the building of their garage. Working according to average fuel consumption of 20 litres per 100 km, the course was split into three 500

km sections. On this basis, the ideal location for a garage turned out to be Castiglione, some 25 km outside Brescia. This would be the topping-up point for fuel and oil, and Loof could take the opportunity to pass on any necessary instructions to his drivers here.

In the final three days before the race the drivers gathered with their cars for technical inspection at the Piazza della Vittoria in the centre of Brescia. Among them were the five German BMWs with their silver paintwork. The starting field was dominated in traditional fashion by the red cars of the local contenders. 70 Italian driver teams would line up for the race in FIATs, Lancias and Alfa Romeos. They would be joined by two blue cars from French manufacturer Delage, also with Italian drivers at the wheel.

The members of the NSKK team were entered to drive the three streamlined Roadsters, having represented Germany with great success in races abroad over the previous two years. Car number 71, the first streamlined Roadster, was piloted by Hans Wencher and Rudolf Scholz, the two other Roadsters – car numbers 72 and 74 – were crewed by Willi Briem/Uli Richter and Adolph Brudes/Ralph Roesse respectively. The three teams were under instructions not to push too hard, but to maintain a good speed and look after their machinery. Although the aim was to finish as high up the standings as possible, the main priority was to complete the race and win the team prize.

The two Coupés, meanwhile, were entered by the ONS (the highest-ranking national sports authority in Germany at the time). Fritz Huschke von Hanstein and Walter Bäumer would drive the Touring Coupé, while two outstanding Italian drivers – Count Giovanni Lurani Cernuschi

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and Franco Cortese – had been recruited to pilot the works Kamm Coupé. While the target for these two Coupés was overall victory, tradition suggested that the Alfa Romeo team was a far more likely winner. BMW's Italian driver pairing were certainly in with a chance, though, the Kamm Coupé having displayed superior handling in testing and reached much higher speeds than the Touring Coupé.

28 April, 4.00 a.m. The cars are sent on their way at one-minute intervals. Von Hanstein/Bäumer – in the first BMW – entered the fray at 6.40 a.m., followed by their team-mates and the Italian drivers in the largest-capacity class. The youngster von Hanstein set out his stall from the off, covering the first lap at a speed nobody present had thought possible. Already, the gap between the BMW driver and his closest pursuer in a Delage was one and a half minutes. Lurani/Cortese, meanwhile, were lying third in the second BMW Coupé, followed by one of the highly fancied Alfa Romeos. The three Roadsters were biding their time in seventh, eighth and ninth positions.

On the second lap the two BMW Coupés led the way, with the Italians locked in a battle with the charging streamlined Roadsters. However, the Kamm Coupé could not keep up such a breakneck pace for long. It was hit by problems first with the carburettor, then with the oil supply, and on lap 7 the hugely disappointed driver pairing were forced to retire from the race.

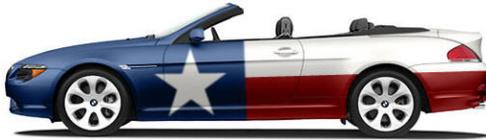
The Touring Coupé, meanwhile, was continuing to reel off the fast laps undeterred. Indeed, von Hanstein set the fastest time ever recorded in a

sports car race with an average speed of 174 km/h. However, there was the odd difference of opinion between von Hanstein and his co-driver Bäumer, as the ambitious baron was determined to win the race and ignored the pre-arranged driver changeover. In the end, Bäumer had to be persuaded to settle for the role of co-driver in order to make sure of the win. The Coupé was gradually building up an unsailable advantage over the chasing pack, though, and the two men finally swapped seats a few kilometres from the finish. In the end, it was Walter Bäumer who had the privilege of driving the Touring Coupé across the line to claim overall victory.

Unsurprisingly, celebrations were decidedly muted among the Italian crowd. Instead, the packed stands were immersed in a collective sense of bewilderment. What had happened to the red cars? Over 15 minutes passed before the Alfa Romeo of Farina/Mambelli came home in second place, followed by Brudes/Roese in third, Biondetti/Stefani in fourth, Briem/Richter in fifth and Wencher/Scholz in sixth place. BMW had topped both the team and overall standings, and great shows of excitement awaited the crew on their return to Munich. Odeonsplatz and the Residenz (Royal Palace) provided an impressive setting in which to display the winning car to the people of Munich.



**Calendar of Tejas Chapter
and Related Events**



Date	Event	Meet Location
May 22, 2010	Memorial Bimmer Drive see page 5	San Marcos
June 19, 2010	Fun Rally	TBD
July 2010	TBD	TBD
August 2010	TBD	TBD
August 23-29, 2010	BMW CCA Oktoberfest	Elkhart Lake, WI
September 2010	Tri-Marque Concours	TBD
October 22-24, 2010	Annual Utopia Weekend	Kerrville
November 2010	TBD	TBD
December 2010	Annual Charity Event	TBD

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