

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Berli's Body
Auto Finish

Newsletter for the Tejas Chapter, BMW CCA



Berli's and BBQ Event

Photos by Eric Chang & Alan Greene

BMW Car Club
of America



March
April
2013

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From The President

On Whatever Comes to Mind

In last month's column, I delightfully mentioned that I didn't have much room for my column, because we had so many new members. For those who have seen more than this issue of the *Tejas Trax*, you know that the new members list normally appears at the bottom of this page. The fact that the list is missing from this page in this issue is both a good news and bad news story.

The good news is that it does not mean there are no new members, but means we have so many new members this time that welcoming them required a complete page of its own (see page 8).

The bad news is that it left an entire page for the President's column at a time when what is in my head might fill a thimble, so I will just discuss whatever comes to mind.

From an event perspective, we have started 2013 on a very high note. Both the Post-Holiday Party planned

by Linda Cook and the Berli's & BBQ event planned by Scott Bowman were quality events and thoroughly enjoyed by those who attended. Reviews of these two events can be found elsewhere in this issue. We still have some open dates for events for 2013 and need members to step up and plan an event. If you are interested, please contact our events chairman, Paul Goldfine, at the email shown on page 2.

By far, the biggest event this year will be the Texas Trifecta in June. This is an inaugural event for the three Texas chapters of BMW CCA and is quite an undertaking. Also, the latest is that BMW has come on board with some big bucks to sponsor the event. I am sure that we will get more details later.

As I write this, I think about the BMW teams coming to Austin this weekend for the Grand Am race at Circuit of the Americas. That leaves me with one last bit of good news. I will fill up the page with a picture of Bobby Rahal's new BMW Z4 GTE and spare you any more talk from the Prez.

Until next time

Glenn McConnell



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Tejas Chapter Annual Bluebonnet Drive

Saturday, March 23, 2013
Planned by John Hughan



Mark your calendars for our annual Texas Bluebonnet Drive! This cruise will take us through the famous Willow City Loop, home to the lovely Texas Bluebonnet flower. Last year we arrived too late for the bluebonnets, so this year we're having this event a month earlier! But whatever happens, the Willow City Loop also features fantastic vistas thanks to its unique geology. Nearby Fredericksburg, where we will have lunch, is a step into Texas' German history. This is one of our most popular events, don't miss out!



9:00am - Meet at the "Y" in Oakhill (US 290 and SH 71), in the parking lot in front of Gatti's; Driver meeting at **9:15am**; Take off driving at **9:30am**. Coffee and bathrooms are available at several locations nearby.

Then take a nice drive on 290 and hill country back roads to Johnson City for a coffee/bathroom break. From there we will turn northwest, bound for the Willow City Loop.

After the Loop we'll make our way to the historic city of Fredericksburg, arriving around 12:15, where lunch will await us at Hondo's. Best known for their Donut Burgers (a patty shaped like a donut, not a donut in a bun!), Hondo's will have a menu just for us featuring some of their most popular specialties. Weather-permitting we will even be able to dine in their outdoor area, which has both open and covered seating available. **The cost for lunch will be \$18.** All orders are placed inside at the counter.



The event will conclude with lunch, leaving you free to walk along historic Main St and browse its wide variety of shops. Just 2 miles east on 290 from Hondo's there's also the Texas Rock Art Company, which features all manner of custom engraved rocks. Or finally, 8 miles east on 290 from Hondo's you will find the Texas Wildseed Farms.

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Member's Voice

by John Hughan

Last issue's topic focused on BMW's many recent announcements around future products, including a dramatic expansion of their diesel portfolio in the US, a potential successor to the M1, and the possible demises of the Z2 project and the V12 engine except in the Rolls-Royce brand. Here's what members had to say when asked whether the upcoming diesels might change any of their future vehicle plans and whether they thought a new M1 and a continued BMW V12 offering were important brand assets or whether they were not appropriate choices given today's auto climate:

Regarding the arrival of diesel engines for more than just the 3 Series sedan and X5, I couldn't be happier. If I hadn't already ordered a 2013 M Sport Line 335i Sedan, I'd definitely have chosen a BMW high-tech diesel. Having driven the E90 335d, I was duly impressed with the performance, the quietness, the lack of any diesel smell, and of course, the fuel economy — despite the fact that diesel seems to have floated to the top in cost per gallon. That should easily be compensated for by the greatly increased mileage that these engines are capable of. The only downside is the "blue" urea-based exhaust fluid that has to be refilled periodically to comply with exhaust emissions standards. In a recent trip to AutoZone, I noticed that it is now sold by the gallon there and other places, so it won't be necessary to visit the dealer for refills unless they're free during warranty [Ed. note: They're covered under Ultimate Service.] Regarding the dropping of certain models, both current

and expected, my impression is that BMW responds to the market and produces vehicles that it feels will meet the demands of the buying public. There probably is a very tiny market for the very expensive V12 760 models, but there will be demand for the M1 successor, albeit a smaller audience. The Z2 that BMW has dangled in front of us would be a competitor for the Subaru/Toyota 2-seater that appears to be doing well, so that may get resurrected. —Alan Greene

I have yet to get behind the wheel of any diesel vehicle, not for lack of interest but rather their sheer scarcity. I'm definitely curious to experience this wall of torque that I keep reading about, but I'm not sure that I'd want to own one. At the moment they only seem to be available with automatic transmissions, but more importantly I fall in love with my M3 all over again every time I hear its engine wail at its 8400 RPM redline, so losing that thrill (not to mention the fact that BMW doesn't offer any diesel models anywhere that are particularly suited to the track) would probably keep me away from diesels for now. Or maybe I just need to get my wife interested in one for her car.... I think it's important to BMW's brand to retain a V12, especially given that Mercedes-Benz has two V12 engines (one of them an AMG mill) deployed across multiple models, and I desperately hope to see an M1 successor — but given that I likely would not be interested in the models BMW would equip with a V12 nor expect to be able to afford a BMW supercar any time soon, I suppose BMW shouldn't be listening to me very closely. I think a Z2 in the vein of the Scion FR-S/Subaru BRZ would be spectacular, and if I ever

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We had so many new members since the last issue that they get their own page this time!! Growth is a wonderful thing for the Tejas Chapter and we hope we have this many new members every two months.

Welcome New Members

BMW Car Club
of America
Tejas Chapter



Austin

<i>Blaise Baldeschwiller</i>	<i>Lourdes Nicholopoulos</i>
<i>Paul Batrice</i>	<i>Todd Nix</i>
<i>Brett Bendele</i>	<i>Peter Nixon</i>
<i>Hisham Besheer</i>	<i>Clay Norton</i>
<i>Mike Buchanan</i>	<i>Douglas Norton</i>
<i>Erik Cornet</i>	<i>Scott Register</i>
<i>Paul Crews</i>	<i>Steve Robertson</i>
<i>Norbert Cszaszar</i>	<i>Thomas Robson</i>
<i>Todd Ditmire</i>	<i>Cameron Rocke</i>
<i>Arturo Espinoza</i>	<i>Stephanie Schrader</i>
<i>Stan Graham</i>	<i>Van Short</i>
<i>Neeraj Gupta</i>	<i>Laurence Shumake</i>
<i>Adam Houghton</i>	<i>Jeff Simpson</i>
<i>Michael Hsu</i>	<i>John Skinner</i>
<i>Ivan Jackson</i>	<i>Jesse Smasal</i>
<i>Gene Janulis</i>	<i>Douglas Soltau</i>
<i>Michael Johnson</i>	<i>Richard Soule</i>
<i>Chi Lee</i>	<i>Darren Strunk</i>
<i>Terry Marquis</i>	<i>Lisa Tuerff</i>
<i>Alton Mays</i>	<i>Reese Williams</i>
<i>Barry McConachi</i>	<i>Ling Zhou</i>
<i>James Misage</i>	<i>Kathleen Zuelch</i>
<i>James Nicholopoulos</i>	

Leander

Dustin Dorrance-Bowman

West Lake Hills

Larry Clark
Dave Claunch
Stephan Godevais

Spicewood

Hershel Cunningham

San Diego

Mike Bassart

Converse

Robert Rejefski

Corpus Christi

Andrea Robertson

Coupland

Brent Samuelson

Fredericksburg

Bill Rogers

San Antonio

Michael Brint
Russell Dalziel
Andrew Fisher
Anastasio Guerra
Michael Hall
Ryan Ingalls
Mike Powell
Leonides Ramirez
Jeffrey Simonton

Cedar Park

Payton Aldridge
David Francis
David Lucia
Chris Petersen

Schertz

Craig Schryver

Helotes

Richard Watson

Killeen

Alex Habeger
Kelvin Matthias
Janice Punter

Lakeway

Tamala Duran

Midland

Hilary Coder

New Braunfels

Alan Wolfe

Round Rock

Kevin Ashworth
Deja Beechum
Brian Cook
Michael Friedman

John Major

Alicia Reich

David Squires

Weslaco

Allison Summersett
Jim Summersett

Blanco

Rob Wayne

Member's Voice

continued from page 7

needed a more economical vehicle and scaled back or drop my track habit, I definitely WOULD consider that car — unless of course I become tempted by the next Z4, which was just rumored to be developed on a beefed up version of the FR-S/BRZ platform that will be shared with the next-generation Supra. What a great time to be a car enthusiast!
—John Hughan

Diesel-burning BMWs have been on my wish list for a really long time. Most of the time our vehicles are stuck in a daily commute where having an efficient, lower-emissions, and luxurious BMW would fit the bill nicely. I have also test driven diesel models, including the 3 and the X5, and have found that the driving dynamics are all still there, minus the engine and exhaust notes. If I were to add an oil burner to my stable it would be an X5d, but there are a few considerations that have kept the trigger from being pulled, including that the cost of diesel is so much higher than premium gasoline that the efficiency savings are almost a wash. When the cost of diesel mirrors that of premium gasoline (and the X5d is available from the factory with a Class IV hitch and rated to tow 10,000 lbs) then I would definitely buy one. There will always be a market for an M supercars and V12s. My biggest gripe is that BMW being in the business of maximizing profits will always build for the masses. My wish is for BMW to build more hardcore versions of their M cars as well as supercars to rival the likes of Lamborghini, Pagani, and Koenigsegg. —Michael Sun

For next time: The LCI (mid-cycle refresh) version of the F10 5 Series is slated to go into production in July. In addition to styling tweaks that are de rigeur on such refreshes, the steering has been re-engineered to address widespread owner and reviewer complaints of numbness in the current F10. The 535i and 550i powertrains are expected to be updated to the N55 successor (also expected in the F32 4 Series) and the N63Tu (already fitted to the 550i GT and 650i GC), respectively. But perhaps most interestingly, an F10 LCI has been spotted in plug-in hybrid form. BMW unveiled a plug-in variant of the pre-LCI F10 at the Shanghai Auto Show in mid-2011 and at the time stated that it would only be available in the Chinese market, but it has yet to enter production.

Questions: Even if a fully electric model may not be feasible for members who require longer range (especially to participate in our own events), would you consider a plug-in hybrid if it were available in the US, perhaps in models other than the 5 Series? Do you see this as a best of both worlds opportunity (running primarily on electric power but with a gas engine to extend range and power when needed, as opposed to a typical hybrid that runs primarily on gas with a battery booster), or would drawbacks such as needing a charger in your garage and the added weight of this setup incline you more toward getting your efficiency and torque fix with a diesel model, such as the upcoming models mentioned here last issue?

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

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Tejas Chapter Texas Autobahn Tour

Saturday, April 20, 2013

Planned by Josh Butts



Meeting time and place:
8:30am Cabela's in Buda,
depart at 9:00 sharp



Stretch the legs on your Ultimate Driving Machine on the fastest speed limit in the Western world.

After a cruise down the southern leg of SH-130 at a (legal!) 85mph, we will loop back through Lockhart and

then on to the Jester King Craft Brewery for a tasting and tour.
(<http://jesterkingbrewery.com/>)

Lunch will be on the agenda, but it is still TBD.

If you have a TxTag, tolls on the section of SH-130 we will be on are approximately \$7, if you don't have a tag, they are approximately \$10, and you will get a bill for it in the mail. The tags are free from TxDOT if you want to acquire one before the trip.

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



Post-Holiday Party Review

by Linda Cook

Approximately fifty Tejas BMW CCA members gathered at *Salt Grass* in San Marcos for our post-holiday party. We started out with a meet and greet with wine and cocktails.

We were excited to have returning members, Mike and Jean Sevel and Alan Gazza with his new wife Mei in attendance.

In addition to the holiday party agenda, we sang happy birthday to Josh Butts and cheered for Mike and Jean Sevel's 50th wedding anniversary!

Our mouth watering dinner included choice menu items for various preparations of shrimp, steak, salmon, chicken and some great looking desserts!



Our raffle giveaways, were BMW

related items graciously provided by BMW of Austin, BMW of San Antonio, Xpel and Auto Zone.



The party really got exciting with the exchange of our white elephant gifts! A single flare (that I think was expired)



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Post-Holiday Party Review

continued from page 12

was voted “worst gift”, but Marco got 10 quarts of 15w-40 motor oil where no one could think of a machine the oil would be used in, and Mike Sevel got mace spray, a step up from the old fart spray he got last year! Most of the gifts were really fun and among the most popular were a BMW teddy bear, a Wine tool kit, and many authentic models of 3 and 5 series BMWs and Z4 cars. Car



wash product supplies were also highly favored. John Hughan opened the “official” *white elephant statue* with



signatures of all the prior recipients, since the 2009 party!

Recognition was given to individuals for long term membership in the BMW CCA, who were awarded Lapel pins for 5, 10 and 20 years of membership in BMW CCA.



Last, but not least, the winners for the 2012 Incentive Points Challenge were announced and specially designed award plaques were presented. The top winner was Alan Greene who had 1550 points. He has been very, very, busy!

Two additional awards were presented for the two members who almost made the top ten, but came up just shy of the needed points. These Honorable Mention plaques were presented to Susan Yule and Josh Butts.



The party ended at about 10pm and everyone went home well fed; with cheeks and bellies sore from laughing; and excited, with anticipation of upcoming events previewed by Paul Goldfine for the coming year.



Congratulations!!

2012 Incentive Point Challenge Winners



Top row, left to right: Don Yule, Alan Greene, Paul Goldfine, Sean Engelke, JP Burd

Middle Row, left to right: John Hughan, Connie Stried, Jan Greene, Ken Carson, Josh Butts

Bottom row, left to right: Jonna Clark, Herb Looney
 Not pictured: Linda Cavazos, Susan Yule

- | | |
|----------------------|---------------|
| 1st - 1550 pts | Alan Greene |
| 2nd - 1140 pts | Ken Carson |
| 3rd - 1000 pts | Herb Looney |
| 4th - 995 pts | Paul Goldfine |
| 5th - 900 pts | John Hughan |
| 6th - 830 pts | Jan Greene |
| 7th - 780 pts | Linda Cavazos |
| 8th - 700 pts | Connie Stried |
| 9th - 620 pts | Don Yule |
| 10th - 605 pts | Jonna Clark |
| 1st Rookie - 410 pts | JP Burd |
| 2nd Rookie - 120 pts | Sean Engelke |
| Honorable Mention | Susan Yule |
| | Josh Butts |



Tejas Chapter Incentive Points Challenge for 2013

To encourage participation, the successful Incentive Points Challenge began in 1998. The members who earn the highest number of points by the end of the year (up to 10th place) receive valuable prizes at the Post-Holiday Party in January 2014. The Rookie of the Year award is for the member that joined in the current year and earns Rookie Points based on points earned divided by the time as a member during the year.

Activity	Points
Return Survey Form (form available on request or at website)	50
Attend a meeting or event	30
Organize a monthly event, (social/technical etc.)	100
Assist with a monthly event (credited by organizer)	50
Each new member recruited (credited by CCA)	30
Original photo(s) published in the Trax (30 pts max/issue)	10
Original photo(s) published on the website (30 pts max/event)	10
Original Tech Tip published in the Trax	15
Original Article published in the Trax (500 words or more)	60
Original Article published in the Trax (less than 500 words)	30
Recruitment of a commercial ad for Trax	20% of ad cost

2013 Incentive Points Challenge Leader Board As of February 27, 2013

<u>290 Pts</u> Scott Bowman	Harry Ohe <u>95 Pts</u>	Roger Williams <u>50 Pts</u>	Ben Eckermann Tim Ehrhart	Hector Sanchez Jim Shaw
<u>185 Pts</u> Alan Greene	Paul Goldfine <u>60 Pts</u>	Ronald Romonosky Larry Shumake	Yovanni Flores Allan Gazza	Steve Tatro Jay West
<u>180 Pts</u> Michael Sun	Rob Brown	Jeffrey Simonton	Ryan Ingalls	Daniel White
<u>160 Pts</u> Linda Cook	Tom Brown	<u>40 Pts</u> John Price	Terry Jones	Dick White
<u>155 Pts</u> John Hughan	Josh Butts	John Price	Sridhar Kamma	Don Yule
<u>130 Pts</u> Jan Greene	Eric Chang	<u>30 Pts</u> Mohammed Abusalih	Bob Lewandowski	Susan Yule
<u>120 Pts</u> Herb Looney	Jonna Clark	Richard Ballinger	Brad Mitchell	Trent Zou
<u>110 Pts</u> Ken Carson	Marco Cordon	Don Bishop	Carl Nybro	<u>20 Pts</u> Bob Ashenbrenner
	Gay Dawson	JP Burd	Phil Nybro	<u>10 Pts</u> Chadwick Morehead
	Tom Dawson	Kathryn Butts	Ken Ormsby	
	Sean Engelke	Tim Cook	Brian Peterson	
	Robert Knox	Elaine Douville	Michelle Peterson	
	Mike Sevel	Roger Douville	Robert Rejefski	
	Connie Stried		Al Ridgley	

2013 Incentive Points Challenge Rookies Leader Board As of February 27, 2013

<u>438 Pts</u> Jeffrey Simonton	<u>272 Pts</u> Ryan Ingalls	<u>272 Pts</u> Robert Rejefski	
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Berli's and BBQ Review

by Scott Bowman

And now for something completely different. Not that this event was all that unusual, but it was something new to the monthly calendar—a chance for chapter members to experience a behind-the-scenes look at a purpose-built paint and body shop that caters to BMWs and other high end automobiles. We were welcomed to Berli's Body & Fine Auto Finishes by Chad Kiffe, general



manager, who discussed the collision repair industry in general, and then gave a brief history of Berli's. The owner, Joe Berli, had a last minute conflict that precluded his participation at the event, but his influence was certainly evident as members enjoyed seeing his motorcycle and car collection in the



second story of the production facility. Chad was quick to point out that the vehicle collection—as well as the buildings that were erected and

expanded over the years—were the owner's passion and sole interests. Starting back in the 1980's as a one person operation with special expertise in automotive paint work, Berli's has grown to a much larger operation employing more than 40 people. The one thing that has remained constant is the attention to detail and the goal of delivering a finished product that exceeds the customer's expectations.

As I was introducing Chad, I mentioned to the group that I had been



in the facility earlier in the week to drop off a car and Chad was consulting with one of the techs about a small circular area on the front fender of a stunning black Aston DB9 that needed a little additional polishing and buffing. I looked closely at the fender and simply could not see the imperfection that they were examining and discussing. It was back to the make ready area for more detailing; I trust that the customer will end up satisfied with the quality of the repair. Before touching on some of the highlights from the tour, I wanted to share one tip from Chad's discussion about the collision repair industry and its relationship with the auto insurance industry. While the majority of their business—and that of most paint and collision repair facilities—is dependent upon payments from

continued on page 20



**Berli's and
February
Many thanks to
Many more great photos are a**





BBQ Event
16, 2013
Scott Bowman
available on the chapter website



Berli's and BBQ Review

continued from page 17

customers' insurance companies, Berli's is a shop that chooses not to be a designated repair facility through any of the insurance businesses. While state law permits consumers to select whatever shop they choose for repair of their vehicle, an insurer ultimately decides what they will reimburse or cover. For example, an insurance company may have a practice of covering only aftermarket parts for repairs, while some manufacturers specify only OEM parts must be used for a proper repair. So, while the consumer can decide to go with the manufacturer's requirement for OEM parts, the insurer may limit reimbursement to the cheaper replacement parts. What I learned

from the discussion is that it is a smart idea to have those conversations with your insurance agent *before* you find your BMW sitting in a collision repair facility waiting on negotiations about what is needed for a proper repair and exactly what is covered by your particular policy.

Because of the large turnout, the group was divided into two smaller



groups for the tour of the facility.



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Unfortunately the owner's absence meant that one group was left to socialize in the meeting area while Chad led the other group on a tour.



The group saw the office where the four parts ordering technicians used software to locate and order parts for virtually any car make and model. From there, the tour went into one of two large repair areas where frame work was done and parts were



replaced prior to actual body work and finishing. There were Mercedes, BMW, Porsche and Bentley vehicles in various stages of undress in that area. Across the driveway in a similar shop area, we saw a Lotus Elise, Land Rover, and more before we walked into the body work and paint prep area. There were at least four cars that had been prepped and masked and would go through the paint booth the following Monday. One of the paint booths had a freshly painted Cadillac

SUV that was drying; I think everyone resisted the temptation to touch the surface as we filed by carefully. The



make ready garage was the final shop area and we learned a bit about paint blending practices and the importance of repairing an entire panel to avoid issues down the road.

After an unavoidable delay due to a medical emergency and the logistics of getting two groups through the various shop areas, the tour wrapped up with three door prizes for detailing. Before we hit the road for the short drive to Taylor, I called Mueller's Barbeque to let them know the group was running a little behind, but would arrive shortly. I optimistically thought that maybe the main lunch rush would be over and we would zip through the serving line and then enjoy the award winning barbeque before wrapping up the day. Well, I don't think I've ever seen a longer serving line, but I know I have never experienced a slower line. We finally did maneuver through



the serving area and the food was quite good. Thank you to everyone who participated in the Berli's and BBQ event!

The “Oil Drain Valve vs. The Oil Plug

by Harry Ohe

If you haven't been a victim of an oil plug “Thread Stripping” by your friendly garage, you most likely know people who have. You have two choices, drain your own oil where you will no doubt be careful in the handling of this chore or replace the plug with an oil valve thus the job become almost idiot proof!



Upper Left, Clockwise: Rear view of valve, front face w/threads of a valve for '50's Ford, side view, N series valve w/ extended nipple for tubing.

Oil valves have been around for years and are nothing more than a high quality “Ball” valve used on heavy equipment, aircraft, military equipment, and high end truck diesel tractors. The models featured are manufactured by Fumoto in Japan. They replace the standard plug at a regular oil change and “NEVER” have to be removed again. They allow you to rotate a detent protected SS lever and begin draining the oil without tools. The advantages are obvious and that a 19 yr oil change jockey can't destroy the treads in your oil pan. This can be a very expensive proposition these days. With aluminum blocks and oil pans one can be looking at \$2K all because of a cheap \$4 bolt and a heavy hand on the

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wrench!! Ouch! Most oil plugs only require a 24-35 lb of torque and that's not much.

If you change the oil yourself, you know the mess involved if a frame member gets in the way of draining oil. It goes everywhere! Your garage floor is left with oily spots! Enter the solution N-series valve with a nipple to attach a drainage tube.

Three issues with using a valve—1) Most 19 yr olds have never seen one and their first impulse will be to remove the valve, you must make them aware prior to the laying of hands 2) You must make sure they understand how to open it, and by all means closing it prior to adding more oil 3) A minor issue, but the smaller opening of the valve causes drainage to take a few minutes longer.

I have personally used drain valves for 30 years with no issues, all the added convenience, and no damaged engines from the hands of the unskilled. If you perform your own changes the valve will simplify the entire process. You can also attach the tube from a sump pump (On N Type Valves) and suck the oil out quickly without a lift.

I order valves thru OilDrainValve.Net for a price of approx. \$24. & \$32-38 for pre-1981 models. Unfortunately, the valve won't fit all models due to clearance issues.

**ENGINE OIL DRAIN VALVE
SIZE CHART**

REGULAR TYPE		N-SERIES (w/NIPPLE)	
Part #	Size	Part #	Size
F-101	1/2"-20 UNF	F101N	1/2"-20 UNF
F-102	PF-3/8	F102N	PF-3/8
F-103	12mm-1.25	F103N	12mm-1.25
F-104	18mm-1.5	F104N	18mm-1.5
F-105	20mm-1.5	F105N	20mm-1.5
F-106	14mm-1.5	F106N	14mm-1.5
F-107	12mm-1.75	F107N	12mm-1.75
F-108	16mm-1.5	F108N	16mm-1.5
F-109	12mm-1.5	F109N	12mm-1.5
F-110	NPT 3/8-18	F110N	NPT 3/8-18
F-111	14mm-1.25	F111N	14mm-1.25
T-200	NPT 1-12	T200N	NPT 1-12
T-201	NPT 3/4-14	T201N	NPT 3/4-14
T-202	NPT 1/2-14	T202N	NPT 1/2-14
T-203	1"-18 UNF	T203N	1"-18 UNF
T-204	3/4"-16 UNF	T204N	3/4"-16 UNF
T-205	1 1/8"-12 UNF	T205N	1 1/8"-12 UNF
T-206	7/8"-14 UNF	T206N	7/8"-14 UNF
T-207	26mm-1.5	T207N	26mm-1.5
T-208	7/8"-18 UNF	T208N	7/8"-18 UNF
T-209	1"-14UNC	T209N	1"-14UNC
T-211	27mm-2.0	T211N	27mm-2.0
FG-5	25mm-1.5	FG5N	25mm-1.5
FG-6	24mm-2.0	FG6N	24mm-2.0
FG-7	30mm-1.5	FG7N	30mm-1.5
FG-7B	22mm-1.5	FG7BN	22mm-1.5
FG-8	24mm-1.5	FG8N	24mm-1.5

- For "N-Series" Engine Oil Drain Valve, add letter "N" to the part # (i.e. F-101N)
- For complete details, see Sizes & Applications Chart or visit www.FumotoUSA.com

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Introducing the best way to change oil—the Engine Oil Drain Valve. Install this valve and you can drain your engine oil without tools and without mess. Just lift the lever of this solid brass ball valve and give it a quarter turn to open it. Return the lever to its original position and it locks closed, double sealed to prevent leakage.

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3-series Gran Turismo

BMW Press Club

The new BMW 3 Series Gran Turismo

The new BMW 3 Series Gran Turismo adds an innovative new concept to the successful BMW 3 Series line-up. The third body variant in the current model family combines the Sedan's dynamic, sporting genes with the practicality and versatility of the Touring, qualities which are backed up by a palpable increase in space and driving comfort. The Gran Turismo exudes aesthetic and emotional appeal, boasts a distinctive presence on the road and offers similarly pronounced driving pleasure. All of which allows the new Gran Turismo to make a compelling case for itself as both an elegant business carriage and a dynamic, comfortable tourer.

Typical BMW proportions, four doors with frameless windows, a coupe-style, gently downward-sloping roofline and a large, automatically opening and closing tailgate define the distinctive exterior character of the BMW 3 Series Gran Turismo. An active rear spoiler – the first of its type on a BMW – provides visual lightness and reduces lift at touring speeds. The new BMW 3 Series Gran Turismo is 200 millimetres longer in total than the BMW 3 Series Touring, comes with a 110-millimetre longer wheelbase and stands 81 millimetres taller. However, the clever use of proportions, surfaces and lines ensures that the BMW 3 Series Gran Turismo is immediately recognisable as a member of the new BMW 3 Series range.

Impressive long-distance comfort in a unique ambience.

Generous interior dimensions



allow the passengers in every seat of the BMW 3 Series Gran Turismo to sit back and enjoy an impressive feeling of space and unbeatable freedom of movement. The front and rear passengers all benefit from a seating position raised by 59 millimetres, which provides an outstanding view out and makes entry and exit significantly more comfortable. Plus, the BMW 3 Series Gran Turismo also offers extra headroom. The increase in space will be particularly noticeable in the rear compartment, where a full 70 millimetres of additional legroom over the Sedan and Touring – giving luxury-car levels of spaciousness – is there to be enjoyed. The cocooning nature of the interior, complemented by its design forms, colour scheme and materials, creates a lounge-style ambience which allows passengers to enjoy short trips and long journeys alike in relaxed comfort.



Intelligent load area management.

The load area also reflects the car's increased dimensions, its 520 litres of boot capacity even outstripping that of the BMW 3 Series Touring by 25 litres. The large load aperture and high-opening tailgate make access easier. Practical standard features – such as the 40:20:40 split/folding rear seat bench with folding head restraints and tilt-adjustable

backrests (cargo function), and the two-piece parcel shelf – underscore the impressive functionality of the BMW 3 Series Gran Turismo. The large load area can be utilised in many different ways, allowing intelligent space management. Practical features such as lashing points, multifunction hooks and an underfloor storage compartment make it even more convenient to use, while the LED strips that illuminate the cargo area emphasise the premium quality of the 3 Series Gran Turismo.

Quintessential BMW 3 Series: functional elegance, three equipment lines.

High-end material combinations and fit and finish of the highest quality underline the premium ambience on board the new BMW 3 Series Gran Turismo. The latest addition to the 3 Series family can be ordered in an entry-level version, with the Sport Line, Luxury Line or Modern Line equipment packages, or with the optional M Sport package, which will already be available from July 2013.



Three petrol and two diesel engines power the GT off the start line.

Customers can choose from a selection of five powerful, refined and economical engines – covering an

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3-series Gran Turismo

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output range from 105 kW/143 hp to 225 kW/306 hp— from the launch of the new BMW 3 Series Gran Turismo. All the powerplants use BMW TwinPower Turbo technology. The range-topping six-cylinder petrol engine under the bonnet of the BMW 335i Gran Turismo is joined by the four-cylinder petrol units in the BMW 328i Gran Turismo and BMW 320i Gran Turismo. The two 2.0-litre diesel engines powering the BMW 320d Gran Turismo and BMW 318d Gran Turismo round off the line-up at launch.



Power is sent to the rear wheels via a six-speed manual gearbox as standard, although BMW also offers an eight-speed automatic as an option for all engine variants. Both gearboxes link up with the fuel-saving Auto Start-Stop function.

Advanced suspension technology, featuring a large number of light-alloy components, the torque steer-free Electric Power Steering, finely-balanced axle load distribution (50:50) and a torsionally stiff lightweight body ensure outstanding handling attributes and a high degree of agility and precision.

The longer wheelbase (+ 110 mm), greater wheel diameter and baseline specification of the new BMW 3 Series Gran Turismo— which includes 17-inch wheels – result in a car offering excellent directional stability and long-distance comfort.



BMW EfficientDynamics.

In addition to its enviable practicality and sporting dynamics, the outstanding fuel economy of the new BMW 3 Series Gran Turismo also serves the cause of driving pleasure. The key here is the BMW EfficientDynamics development strategy, whose influence can be seen in virtually every area of the new model. Building on the good work of the ultra-frugal petrol and diesel engines, the intelligent lightweight construction concept of the BMW 3 Series Gran Turismo and its optimised aerodynamics (including Air Curtains, Air Breathers and the active rear spoiler) do their bit to maximise efficiency and dynamics. And other measures, such as the Auto Start-Stop function, Brake Energy Regeneration, Optimum Shift Indicator and on-demand operation of ancillary components join the campaign to ensure the powerful BMW 3 Series Gran Turismo boasts impressively low fuel consumption and emissions. The

economy drive doesn't stop there, either; the car still has the potential to cut fuel use by as much as another 20 per cent using ECO PRO mode and the new ECO PRO Route function.



BMW ConnectedDrive.

An extensive selection of driver assistance systems and mobility solutions, offered under the BMW ConnectedDrive programme, allows the new BMW 3 Series Gran Turismo to set the benchmark in its segment in terms of safety, convenience and

infotainment. One highlight of the range is the latest-generation full-colour Head-Up Display, which projects key information onto the windscreen in sharp resolution. Included alongside an array of other convenience and safety-enhancing assistance systems is highly effective interface technology that allows extensive use of external mobile phones and numerous Bluetooth office functions for internet-based services.

The Apps option and free BMW Connected application provide access to services such as social networks, web radio and iPhone calendar functions. Last but not least, information and office services, and travel and leisure planners using the Google Maps and Panoramio services, further increase levels of passenger comfort in the new BMW 3 Series Gran Turismo.



“2012 GOOD DESIGN” award chooses its BMW Group Design favorites. Six BMW Group models pick up a prize.

The annual "GOOD DESIGN™" award rank as the most prestigious international accolade in the field of product design. This time round, the coveted prize was bestowed on no fewer than seven BMW Group Design products: the award-winning models were the BMW 6 Series Gran Coupé, the BMW 3 Series Sedan, the BMW M6 Coupé, the BMW M5, as well the MINI Roadster as Husqvarna Nuda 900 R. A further accolade went to the versatile BMW Travel & Comfort System. An independent panel of judges made up of design experts and architects sifted through several thousand submissions to select 700 praiseworthy product designs and

graphics from 38 countries.

The world's oldest, internationally renowned design award was founded in Chicago in 1950 by architects Eero Saarinen, Charles and Ray Eames, and Edgar Kaufmann Jr. It is presented by The Chicago Athenaeum and the European Centre for Architecture, Art Design and Urban Studies. For more than 60 years, this coveted award has recognised designers and manufacturers of innovative and visionary products, concepts and ideas that go beyond the bounds of ordinary product design. In addition to the criteria of functionality and aesthetics, ecological responsibility also plays a role.

The **BMW 6 Series Gran Coupé** combines the aesthetics and dynamics of a classical BMW Coupé with luxurious appeal. Its unusually low-slung proportions for a four-door model exude a striking sportiness. The car's low height and flat coupé



roofline that flows into the rear render the BMW 6 Series Gran Coupé an expression of pure BMW aesthetics. The interior design, meanwhile, with its harmonious visual link between front and rear seats, creates a perfect combination of elegance and dynamics. Tautly sweeping surfaces and decorative elements stacked on top of each other reflect the exclusive nature of the Gran Coupé.



As an icon of the compact sports sedan class, the **BMW 3 Series Sedan** represents BMW's core values of sportiness and elegance. Its exterior design displays sharp lines that demarcate the taut surfaces within typical BMW proportions. In a systematic evolution of the front-end design of earlier models, the headlights and kidney grille of the latest BMW 3 Series Sedan form a continuous visual unit. The focus of the interior design process is on "layering", i.e. the interplay of layers at various levels and made of different materials. This "stacking" approach allows optimal access to all key functions.

The **BMW M6 Coupé** unites typical M athleticism with the sporty-elegant lines of a coupé body design. Within the premium segment of the executive class, the BMW M6 Coupé is compelling for its outstanding

dynamics and hallmark M conceptual harmony coupled with high everyday utility. The intense M feeling combined with an alluring design aesthetic, a luxurious aura, seating for four and innovative equipment features define this powerful sports car with its exceptional performance attributes.



The **BMW M5** clearly reveals its kinship with the BMW Sedans through its dynamic proportions. The authentic visualisation of technically driven requirements imbues the vehicle with a particularly emotional aesthetic that lends expression to its superior power while avoiding too radical a look. The design of the new BMW M5 displays a blend of technical innovation and a dynamic, athletic formal language.



The **MINI Roadster** – the first premium vehicle of its kind in the small car segment – is an elegant, sporty model for discerning drivers

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“2012 GOOD DESIGN”

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who value high-quality design, powerful engines and precision-tuned suspension. The hallmark MINI interpretation of a compact roadster unites purist athleticism with spontaneous enjoyment of top-down driving in the city. Padded stainless steel roll-over bars and the windscreen frame round off the elegant design while at the same time ensuring optimal safety for driver and passenger alike.

With its fresh looks, the **Husqvarna Nuda 900 R** conveys a sense of agility, sportiness and dynamics. The first motorcycle to bear the Husqvarna badge, it combines the engineering prowess of the BMW Group with elegant flair. With its minimalist design, each element defines the athletic exterior that injects the bike with its unique dynamic tension. This characteristic design language extends all the way to the aerodynamically styled tail.

The highly versatile **BMW Travel & Comfort System** is a modular attachment system that offers a wide range of uses to meet the individual requirements of passengers. It is based on a mount attached to the headrests of the front seats. According to need, this base carrier can be fitted with various attachments such as a clothes hanger, a folding table, a universal hook or BMW's Apple iPad mount, which allows the iPad to be used for rear-seat entertainment.

For many years, BMW Group Design has ranked among the winners of this sought-after design award. In 2012 it was conferred on the BMW 6 Series Convertible, the BMW 6 Series Coupé, the BMW 1 Series M Coupé, the BMW ActiveE and the two motorcycle models BMW K 1600 GT/ GTL and BMW G650 GS. In 2011 the BMW 5 Series Sedan, the MINI Countryman, the BMW S 1000 RR and the BMW Concept 6 design study received the prestigious prize.



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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 2011 event, then a 2012 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 2013.

Please let the Driving Events Coordinator, Josh Butts at josh@joshbutts.com, if you have a contact for a location in the Central Texas area.



**well at least
a small part of it.**

The Library, Archives, and Museum Program (LAM) has created a repository for BMW-related historical documents, literature, and paraphernalia, providing the public with access to rare and interesting BMW artifacts while ensuring their continued existence. This archive is housed in Greenville, South Carolina near the BMW CCA National Office and BMW Manufacturing.

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**Calendar of Tejas Chapter
and Related Events**



2013

Date	Event	Meet Location
March 23, 2013	Annual Bluebonnet Drive see page 5	Austin
April 5-7, 2013	Annual Z-Series Spring Drive http://anachargreta.com/Z3/	Kerrville
April 20, 2013	Texas Autobahn Tour see page 11	Buda
May 2013	TBD	TBD
June 7 - 9, 2013	Texas Trifecta at Circuit of the Americas	Austin
July 2013	TBD	TBD
August 2013	TBD	TBD
September 2013	TBD	TBD
October 2013	Annual Utopia Drive Weekend	TBD
November 2013	TBD	TBD
December 2013	Annual Charity Event	TBD

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



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Classified Ads

1974 2002

I have a 1974 2002 that I would like to dispose of. I am the original and only owner of the car. I bought it new in 1974 for European delivery while we were on vacation. After our vacation I had it shipped to the East coast and drove it up until the early 2000s when I made the mistake of loaning it to my grandson to drive. He literally drove the car into the ground and it has been sitting in my driveway for eight years or so, deteriorating. I thought at one time that I would like to restore it but it is obvious to me now that I will never have the time (age 78) or money to do this. I would be glad to donate the car to a BMW enthusiast. It could possibly be restored by someone. Besides the parts on the car I have a number of other spare parts (mostly used) that could possibly be of use to someone. The car cannot be driven. If anyone wanted the car, they would have to come to my house and pick it up. I have all the original documentation on the car as well as the current Texas title. I would be glad to send photos of the car over the internet. My alternative is to have the car towed to a crusher somewhere in the San Antonio area. Contact William King at 210-262-3373 or send email to billintex@aol.com

Manuals for Sale

I have been buying shop manuals for all of the cars I have had over the years and realized that since I no longer had these vehicles, there would be someone out there that could actually use them. Some are brand new, (I was seriously

interested in a 5 series but never actually bought one), some almost new and others that have been used to service the cars I actually owned. All are in good shape more or less, so I have priced them at what I think are reasonable prices. All the BMW manuals are Bentley published and the Honda Odyssey was once my wife's favorite car so I got a manual for it also. Here is the list: 1. Honda Odyssey, 2007, Authentic Honda document distributed by Helm Inc., Original price: \$56.50. (2 volumes). Selling for: \$25.00 plus shipping. (1248 pages). 2. BMW Z3, covers 96 through 2002 models (E36). Current selling price through Bentley: \$119.95. Selling for \$50.00 plus shipping. (1151 pages), 3. BMW 5 series 89 through 1995 models (E34). Current selling price through Bentley: \$89.95. Selling for \$40.00 plus shipping. (page count not shown), 4. BMW 5 series 97 through 2002 models (E39). Current selling price through Bentley: \$169.95. (2 Volumes). Like new- selling for \$75.00 plus shipping. (page count not shown), 5. BMW 3 series 92 through 1998 models (E36). Current selling price through Bentley: \$89.95. Selling for \$35.00 plus shipping. (page count not shown). Contact Thomas Goodwin at tomgoodwin2@sbcglobal.net.

Roundels

"Roundel" magazines complete from Jan 2005 to current issue, \$20. Pick up in Austin. Contact Bob at 512-327-7522 or send email to rpdeclerck@yahoo.com.

Classified Ads



1985 M635Ci

VIN WBAEE310901051656
Burgundy metallic/black leather, 116,000 miles, rebuilt motor with S38 pistons and double valve springs, Turner chip, Dinan cam gear, Fahey crank nut lock, Brembo E31 4-piston front calipers with 324 x 30mm vented disks, ATE E34M5 rear calipers with 300 x 20mm vented disks, E28 M5 sway bars, Bilstein suspension kit with sport shocks, new steering and front suspension components, 17x BBS RS OE-type wheels, new spare wheel and tire, new battery, custom multi-channel, thirteen-speaker stereo, matching Recaro C and KRXT seats, original front seats included, always garaged and covered, excellent overall condition, all receipts and records since 1993. \$18,500 OBO. Contact Chris Richards at 210-560-4472 or email chrichardsm6@yahoo.com.

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E36 Wind Screen

Like-new condition. Enjoy top-down driving without wind buffeting you from behind. Includes fabric case. \$300. Contact Bob at 512-773-9066 or send email to bob.s.ashenbrenner@gmail.com.



2005 Z4 3.0i

Sterling gray metallic over black leather, with black convertible top. 72K miles, always garaged and gently driven, never tracked. Old school maintenance by Rhine West of San Antonio. Factory options include 6-Speed manual transmission, Sport & Premium packages, black leather, brushed aluminum trim, Harman-Kardon sound system, bluetooth and xenon headlights. Upgrades include Billy Boat stainless steel muffler and Afe cold-air intake. New rear Bridgestone run-flats less than 500 miles. Excellent condition, drives like new. Located 15 miles southeast of

Classified Ads

San Antonio. Asking \$15,800, contact Jim Matthes at 210.218.9085 or send email to pbrehob@yahoo.com.



2000 M5 Brakes

Front and Rear E39 M5 Rotors, Calipers, Springs, Pads. Fronts have less than 5k miles. Photo shows front rotors, there are more parts than shown in photo. \$450 for whole set. Contact Bob Ashenbrenner at 512-773-9066 or send email to bob.s.ashenbrenner@gmail.com.



2000 740i

Excellent condition. Biarritz Blue Metallic with ivory/navy interior and burl walnut trim. 117k miles. Michelin Primacy MXV4 tires, upgraded and heated seats, power moonroof, xenon headlights, rear airbags, navigation, 6 CD changer, full-size spare, perfect pixels in instrument panel. Original owner, meticulously maintained, garaged, accident-free, non-smoker, maintenance records available. At 99k, detailed maintenance at Momentum BMW, including engine reseat. Fun, beautiful and fabulous! \$9,900. Located in Sugar Land (Houston area). Contact Carol for more information or additional pictures at 281-923-8818 or chestnut1998@aol.com.

Classified ads FOR PERSONAL USE items are printed free for current members of BMW CCA. Ads will run for three issues, unless stopped earlier. Ads may be extended by a request in writing to the Tejas Chapter mailbox or by email. Members are limited to five (5) classified ads running at a time. The ad rate for non-member ads or member ads of a COMMERCIAL nature is \$10.00 per issue. These ads will be accepted on a monthly basis and payment must be received before ad is printed. Classified ads submitted for publication in the Tejas Trax are also placed on the Tejas Chapter's website.

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