



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On The Bluebonnet Drive

Photos by Joseph Nielsen and Raquel Robles



May
June
2019

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*From
The
President*

Bigger isn't always better...

I wanted to use this column to thank everyone who made our April 2019 Street Survival possible. As our DEC Jeff Gifford said at the end of a long day in the sun, "I think we call this an unqualified success".

This program has been something that has been missing from Central Texas for too long, and I'm excited for the opportunity to continue our partnership with PCA to make this even a regular occurrence for a long time to come. It's worth noting that partnering with PCA makes sense on many levels. It allows us a wider sphere of influence to market the events and more volunteers and coaches to draw from, not to mention that many of our local BMW CCA and PCA members belong to both clubs.

I also wanted to thank BMW of Austin for their financial contribution to the event, and for letting us borrow their

Brand Ambassador and teen driving school expert, Judy Ray for the day. BMW of Austin is committed to continuing the program with us and support from sponsors like them allows us to operate the event at break-even, which allows us to continue the program indefinitely.

It's hard to believe we're almost halfway through 2019 already, but we still have some great events planned for the rest of the year, and I hope to see you at one soon.

**Until next time,
Josh Butts
President**



Lenny Zwik giving students and parents a rundown of what to expect for the day

Welcome New Members

Austin

*Todd Bisang
Tonya Browning
Bill Burkhardt
Ramesh Krishnaswamy
Catherine Ludeman-Hall
Patrick Randall*

Cedar Park

Charles Bennington

The Hills

Dan Necker

San Antonio

*Paul Barbo
George Ju
Steve Kale
Robert Sandoval
Richard Spellman*

Boerne

*Darren Bell
Megan Moore*

Nolanville

Teresa Graham

Copperas Cove

Jermiane Irby

Corpus Christi

Yu Fan

Fredericksburg

Mark Nichols

San Marcos

Ralf Kaul

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of America
Tejas Chapter**



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Robert Tavlin

Laredo

Julio Zavala Georffino

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



Poker Rally **Saturday** **May 18, 2019** planned by Paul Goldfine

This month's event will combine a fun rally with a poker run. We'll meet at the Lowe's in Kyle at 8 AM. Lowe's is right behind a Dunkin' Donuts and a Taco Bell, in case breakfast or coffee is needed. We'll have a driver's meeting at 8:30 AM and begin to line up for an 8:45 AM start.



- Each car will receive a set of clues and 2 solution packets.
- Printed at the top of the clue page will be a web address to register for the game and a code.
- Log into the game page, enter the code, and receive your first 2 cards.
- We will release cars at 15-second intervals.

There will be 2 stops in total.

- At the 1st stop, you'll receive another code and 2 more playing cards.
- The 2nd is our final stop where there will be another code for you to enter and receive the final card to complete your hand. This is also where we'll have lunch.

At the restaurant, we'll have a backyard BBQ with a burger bar, coleslaw, potato salad, and watermelon. Tea and water are free and there will be a cash bar with beer. The cost will be \$20 per person and this includes taxes and gratuity.



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

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XPEL San Antonio
Saturday
June 15, 2019
Planned by Jonna Clark

Please join us for a fun event at XPEL's new facility in San Antonio! Arrive ready to learn the basics of Paint Protection Film (PPF/Clear Bra) and ceramic heat rejecting window film, plus more than you can image about XPEL's other products & services. Chris White, GM for the Austin & SA XPEL region & his team have arranged for a fun day of demos, presentations, SWAG & of course, food! Lunch will be provided.



TIME:

10 am to about 2 pm

PLACE:

XPEL San Antonio
5627 University Heights, Suite
107
San Antonio, 78249

One demo will be the placement of tint on a windshield. Other demos/presentations will be of PPF and ceramic coatings, and how to care for your product. XPEL also offers residential & commercial window film services, security film, as well as medical films.

A suggested driving route from Austin will be added at a later date. Nobody wants to drive I-35!

Please check back on the website for more info!

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

M3THOD and BBQ

by Ken Carson

We've all known Chris Gant by the moniker, Dr. Vanos, for some time. He is known all over the world for



refurbishing the rattling variable valve timing units on BMW's straight six and V-8 motors with higher quality seals than the vanos unit contained when originally manufactured. In 2013, the Tejas Chapter visited the Dr. Vanos facility in new and larger digs in Round Rock. When I ran into Chris at the recent RADwood Austin event, I found out that he had a new venture in addition to Dr. Vanos. A little over a year ago, he moved into a bigger building next door and opened M3THOD Motorworks, a full-service



BMW and Mini repair facility. He said he would love to show the chapter his new shop at a future event, and the event came together in a matter of weeks.

We met at M3THOD Motorworks in Round Rock off the I-35 access road north of Old Settlers Blvd. on April 13. Chris and his wife, Mindy, had Round Rock donuts and kolaches waiting for us, as well as fresh coffee. Chris and his lead technician, Jerry Murphy, showed us around the new facility that boasts two automotive lifts with space for two more, as well as a clean room for refurbishing BMW vanos units and DISA valves under the Dr. Vanos brand. Three of the four vehicles in the shop space were race cars. M3THOD prides itself on race



car builds and modifications. One of the cars was a bare shell ready for the drivetrain to be installed. Another was Chris' own M4 that has been under



continuous modification for almost as long as Chris has owned the car. It has now evolved to a point where it needs to be driven on track for HPDE events instead of the street. According to Chris, it is the classic track car; it will most likely always need the next upgrade or update and will never be

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M3THOD and BBQ

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“finished,” a perpetually evolving beast. And for us old-school car enthusiasts, Chris said the future of upgrading is software-related, since most newer vehicles have several dozen computer modules and sensors reporting to them. Sure there will always be suspension, drivetrain, and aero upgrades, but the biggest bang for the buck today is tuning software.

M3THOD also can keep your daily driver in top form. Oil changes, spark plugs, brake and suspension work, and even that pesky Check Engine Light can all be diagnosed and made right. Chris and Jerry pride themselves on explaining to the customer what is and isn't needed.

Chris and Jerry also had an assortment of vanos units and parts with



common issues. These vanos units are found on BMW 6 cylinder engines from about 1994 to 2006 and 8 cylinder engines up to 2010 or so. In-depth explanations were given for the different issues and how they are addressed with better seals and upgraded parts. BMW doesn't make these parts available; they only offer replacement vanos units with the same seals and parts that will eventually

wear out. A tour of the clean room where the vanos units are rebuilt revealed a wall of bins with parts specific for all of the different vanos units installed on BMWs during the aforementioned years. Chris had a valve cover removed from an e36 race car with an S52 motor that showed how the vanos unit works to adjust the cam continuously to achieve peak performance from the motor. With compressed air hooked up to the vanos unit, a battery could be hooked up to trigger the solenoid on and off, adjusting the cam with each electrical jolt. Chris said this was a BMW-approved method of checking the operation of the vanos unit. It was quite remarkable to see in action.

Chris had arranged a surprise for us, as well. Judy Ray, who has had a



long and storied racing career and is now BMW Brand Ambassador for BMW of Austin, arrived and talked to our group about her association with BMW. She had been racing Porsches and after a morning session, she was tossed the keys to an e30 M3. She looked the car over and thought to herself that it was just a squared off box and wouldn't be any fun. But she took it out on the track and within the first couple of laps she realized that she was having a blast. Anything she wanted the car to do, it did! She drove it for a good while and when she got

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M3THOD and BBQ

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back, she asked the BMW rep what they had done to juice it up. He said they had done nothing to it. That was the way it came from the factory – the way a BMW came right out of the box, so to speak. She was enthralled.

She later raced several BMW race cars all over the world and enjoyed every minute. She loved driving e46



race cars. She said that any driver enthusiast has to drive what in her estimation is the greatest track in the world, the Nurburgring. She recounted stories of getting calls to accompany various people as their driving instructor through various European and U.S. tracks. She wrapped things up with this message: she has known drivers of all marques around the world, but the affinity that BMW owners have for not just their cars, but for each other is a remarkable thing, unknown in other car circles.

Judy also brought a couple of door prize bags from BMW of Austin and these were won by some lucky attendees, before she left for MotoGP at COTA. Thanks to Chris, Mindy, and Jerry for a great morning at M3THOD Motorworks!

During the busy morning, rains storms had been moving across the area, with a lot of wind and driving rain. Some folks decided to forego the trip to Taylor for

BBQ because of the weather. But others braved the rain and headed out of town on Chandler Road, ignoring the planned route out Round Rock because of the rain and possible flooding on some of the back roads. Chandler Road took us to Hwy 95 on the north side of Taylor, and we drove without incident into town.

Taylor Café has been in the same building for 71 years, opening a year before Louie Mueller opened his BBQ joint. After returning from WWII, Vencil Mares started working at Elgin's Southside Market in January, 1946. He learned everything he could about selecting and cutting meat and cooking BBQ, and after a couple of years, he opened his own restaurant in Taylor. Keep in mind that a third generation of the Mueller is running that restaurant, while Vencil is still in charge at his. He was sitting at his usual spot by the door, welcoming each of us as we arrived. The menu offered typical BBQ plates and sandwiches. Sides included beans and potato salad.

Everyone enjoyed their meal, and conversation flowed all around the large table that accommodated all of us. The pit master came out to inquire about the BMWs in the parking lot; he had never seen that many at once. He had come back with a delivery after our arrival and was quite surprised!

We stepped outside into sunshine and a completely different day than we had experienced earlier. We departed Taylor Café, satiated and quite happy that we were part of the BMW community that Judy Ray had talked about earlier. While driving home, I thought about heading the future vanos rattle in my M Roadster off at the pass and about driving the Nurburgring one day. Buying that shabby e30 convertible in 2006 was indeed one of the best decisions I ever made.

Tejas Chapter Incentive Points Challenge for 2019

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 2020. 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.

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

2019 Incentive Points Challenge Leader Board As of April 27, 2019

520 Pts	130 Pts	Kathy Goldfine	Thor Hilgenfeldt
Ken Carson	John Deason	Derek Hinch	Julie Janulis
370 Pts	Connie Stried	Stephen Johnson	Harris Katchen
Raquel Robles	120 Pts	Sridhar Kamma	Mary Lou Katchen
310 Pts	Marco Cordon	30 Pts	Brad Mitchell
Josh Butts	Tom Dawson	Mohammed Abusalih	Carl Nybro
280 Pts	David Hardiman	Joaquin Aviles	Dave Rainwater
Joseph Nielsen	Rachel Tamez	Robert Beuerlein	Judy Ray
210 Pts	90 Pts	Scott Bowman	Terry Smelker
Vincent Robles	Gay Dawson	Kathryn Butts	Steve Tatro
180 Pts	Gene Janulis	Jonna Clark	James Whalen
Michael Miranda	Terry Jones	Amanda Curreri	Don Yule
150 Pts	Bill Lewis	Valerie Davisson	Susan Yule
Paul Goldfine	Roger Williams	William Delauney	20 Pts
Brandon Hardiman	80 Pts	David Francis	Jack Hyink
Alex Henry	Lenny Zwik	Mollie Francis	10 Pts
Herb Looney	60 Pts	Cynthia Geisler	Scott Rader
Chungnam Lucia	Mary Beth Cordon	Jeff Gifford	
David Lucia	James Crump	Bob Heimann	

2019 Incentive Points Challenge Rookies Leader Board As of April 27, 2019

10.83 Pts	2.50 Pts	1.68 Pts	
John Deason	Amanda Curreri	Jack Hyink	



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Bluebonnet Drive Review

by Josh Butts

We truly live, as they say, in the future. My iPhone meticulously catalogs every photo I take, coding them with GPS coordinates and precise timestamps. It also tags each one with what it thinks they are, so I can easily search them by keyword.

By now, I'd imagine you're wondering what this has to do with anything at all, so allow me to continue. It's been nearly a decade since we nailed the timing so perfectly for our Blue Bonnet drive. Trust me, I



went back into all my pictures year by year and compared. The only year that was on par with this year was 2010,



my first Blue Bonnet Drive with the club. And let's not pretend there's some magical skill in this - weather patterns dictate most of what we see.

Our strategy has remained constant. Pick a weekend and hope for the best.

We started off the drive with a blunder on my part. I forgot to collect our nice, new, giant (I swear they get taller ever time we put them up) BMW CCA flags from the parking lot before we departed. Luckily Paul Goldfine



was nice enough to pick it up for me and catch up to us a few miles down the road.

Our route was also slightly different this year than in recent ventures, taking us down Hamilton Pool Rd towards Round Mountain before meeting up with a few San



Antonio folks in Johnson City. From there, there's really only one sensible

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Annual Blue
March 1
Many thanks
Many more great photos are av





bonnet Drive
16, 2019
to Josh Butts
available on the chapter website



Bluebonnet Drive Review

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route to Willow City. I had wanted to take a more scenic route but alas, it was just a bit too many miles for this event.

The Bluebonnets, as well as white poppies and Indian Paintbrush were abundant on the ride out to Willow City Loop, and even more so on the



second, Northernmost section of the loop. Even as we exited the loop on our way to lunch at Cooper's in Llano, TX-16 was blanketed on both sites

with flowers nearly the entire way.

In final sign that the stars had aligned for us, we arrived for lunch a mere 2 minutes before a large group of Minis arrived at the same restaurant for lunch. Of course, Minis are part



of the BMW family and always welcome in BMW CCA, but who's going to argue with being at the front of the line when you can smell that sweet BBQ smoke from the pits in



front of Cooper's.

Here's hoping we get lucky again next time around.



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Calendar of Tejas Chapter and Related Events



2019

Date	Event	Meet Location
May 2019	Poker Rally see page 5	Kyle
June 7-9, 2019	Austin Schnell Fest Driver Education	COTA
June 15, 2019	XPEL San Antonio event see page 7	San Antonio
July 2019	TBD	TBD
August 2019	Salado Weekend	TBD
September 20-22, 2019	Austin Schnell Fest Driver Education	COTA



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some dealer only parts excluded



The Teen Street Survival Program is supported and organized by the BMW CCA to provide defensive driving techniques and actual experience for teenagers with a driving permit or license.

**A Teen Street Survival Program
was held on April 27, 2019.**

see page 3



**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.

Our growing Archives, Library, and Museum needs your tax-deductible donations. See our website for more info.

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The turbo pioneers return to their roots: The new BMW DTM engine, as compared to its 1969 forefather.

Munich. BMW Turbo Power is a success story in motorsport – and has been for 50 years. In 1969, BMW won the European Touring Car Championship with Dieter Quester (AUT) and the BMW 2002 TI, doing pioneering work and writing history in the process. The first BMW Turbo in motor racing – the M121 – provided the necessary drive. After many more BMW Turbo engines in the 50 years since then, the newly-developed Class 1 regulation-compliant BMW P48 engine will make its debut in the BMW M4 DTM when this season's DTM kicks off at Hockenheim (GER) at the start of May. Times may have changed, but the outstanding properties of the engine have remained the same.

Despite the 50 years that lie between them, the two high-performance engines have a number of similarities: both are straight, four-cylinder engines with a two-litre capacity and a turbo charger. In both the BMW M121 and the P48, the sensitive engine components must be protected by a heat shield from the heat emitted by the turbo charger. A mechanical injection pump supplies the engine with fuel in both cases.

More than twice as much power with far less consumption and a much longer service life.

The pressure with which the combustion air is supplied to the engine, can hardly be compared any more. With 0.98 bar of pressure, the first generation of turbo race engine achieved approx. 280 hp at 6,500 rpm. The exhaust fan

was theoretically capable of developing a boost pressure of 1.76 bar. However, the pressure in the cylinder would have been so great, that the cylinder head would have lifted off. Nowadays, boost pressures of up to 2.5 bar are possible with more than 600 hp. The crankcase and cylinder head were manufactured in a special sand-casting procedure in the BMW Landshut foundry.

In the meantime, components like the ignition distributor, fan, wet sump and boost valve have since disappeared from the engine. There is no longer a direct charge air pipe, which supplies the engine with compressed air without any cooling. Instead, the P48 has a sophisticated dry sump system. The oil required for lubrication purposes within the engine is extracted immediately without any oil being lost through splashes. Another part of this system is the oil tank, which is directly attached to the engine. Efficient charge air cooling also allows for increased performance and efficiency.

Auxiliary units, like the starter and generator, are no longer on the engine, but are mounted on the transaxle gearbox behind the engine. Carbon-fibre-reinforced plastic has replaced the old aluminium weld-and-cast construction on the plenum chamber. Furthermore, the butterfly is now moved electrically and no longer by a mechanical throttle rod. Instead of an open ignition harness, the electrical wires in the P48 are housed in a protective, carbon cable tray.

One of the most efficient BMW race engines of all time.

One of the key aspects of the P48 is its exceptionally good consumption. As the regulations limit the permitted fuel flow, every fuel saving means better performance and was followed in detail.

Compared to its predecessor, which itself was very efficient, the current engine has been made almost 10 percent more efficient. It is actually more than 50 percent more efficient than the M121 from 1969. This was achieved with the help of the high-pressure direct fuel injection, as found in BMW production engines, as well as a mixture preparation and combustion – tried and tested in many simulations and tests – which allows the engine to operate in so-called ‘lean burn mode’.

A consistent minimisation of friction losses, such as through the aforementioned oil system and the use of high temperature-resistant components that do not require cooling by the fuel, make the P48 one of the most efficient BMW race engines of this day and age.

BMW Turbo engines guarantee maximum sportiness.

Despite all this, the original 1969 turbo need by no means hide when it comes to performance. As the developers of the BMW 2002 TI were not permitted to increase the displacement, the

performance had to be increased elsewhere. The engine no longer aspirated its mixture itself. Instead, it was blown into the engine via the turbo charger. This transformed the BMW 2002 TI into a real sports car, with a top speed of 240 km/h. This was followed in 1973 by the first German car manufactured in production with a turbo charger: the BMW 2002 turbo.

The next chapter in the story of BMW Turbo in motorsport is now set to be written in the DTM. Above all, the Class 1 regulations herald a new technical era. The previous V8 engines have been replaced by more powerful, four-cylinder turbo engines. The sound of the new turbos is awesome, the performance nothing short of impressive. However, their most brilliant property is their efficiency. At 85 kilograms, the short engine in the new turbo power unit weighs little more than half of its predecessor. The lightweight model boasts impressive figures compared to the DTM engines used up to this point: half the displacement, more power, less consumption.



BMW Group sales up 2.8% in March, beating market trends in several major markets



Munich. March 2019 was the best-ever single sales month in the BMW Group's history with a total of 263,319 premium BMW, MINI and Rolls-Royce vehicles delivered to customers, an increase of 2.8% on the same month last year. Across the first quarter of the year, the company maintained sales at last year's high level, with a total of 605,333 (+0.1%) vehicles sold.

"The year is progressing as we expected, given the ongoing model changeover of the BMW 3 Series sedan and headwinds in markets worldwide," said Pieter Nota, Member of the BMW AG Board of Management. Since 1 April 2019 he is responsible for Customer, Brands and Sales, a new role which encompasses the company's three automotive brands, BMW, MINI and Rolls-Royce. "March was our best-ever single month for sales. In several significant markets, including China and the USA, we successfully grew sales, beating the market trend. In the USA,

BMW was the biggest-selling premium brand in the first quarter of the year. The seventh generation BMW 3 Series achieved a strong start in March and the global rollout will continue in the coming months. It's just one of many exciting new models which I believe will support us as we focus on achieving sustainable, profitable growth in a highly competitive environment."

Sales of BMW brand vehicles increased 3.7% in March, with a total of 221,631 delivered to customers worldwide in the month. That result brings the sales total for the first quarter of the year to 519,307 / +0.4%. As availability of the new BMW 3 Series sedan ramps up, sales of the company's best-ever selling car increased by 10.8% in March, with a total of 30,204 sold around the world. Growth was also driven by the BMW X family of vehicles, with customer demand increasing month by month – the X2, X3 and X4 are especially strong performers,

with double-digit increases in deliveries.

The BMW Group's broad range of electrified vehicles continues to prove extremely popular with customers. Demand for the BMW i3 keeps on growing, with sales in the first quarter up 16.2% (9,227). This makes it by far the most successful first quarter ever for the innovative electric car, which was launched in 2013. The company's plug-in hybrids are also in high demand – more than a quarter of all BMW 2 Series Active Tourer delivered to customers are electrified, while close to 20% of all MINI Countryman sold have a plug-in hybrid drivetrain. Meanwhile in Norway, one of the world's leading markets for electrified vehicles, pure electric and plug-in hybrid vehicles account for

around three-quarters of total BMW and MINI sales. By the end of next year, the BMW Group will have introduced ten new or updated electrified models. By 2025, the company plans to have at least 25 electrified models on the market, 12 of which will be fully electric.

MINI brand sales were slightly lower in March than the same month last year, with 41,175 (-2.3%) delivered in the month. Year to date, 84,820 (-1.8%) MINI brand vehicles have been delivered to customers around the world. Next week's Shanghai Auto Show will see the world premiere of the updated MINI Clubman, while preparations continue for the launch of the all new fully-electric MINI later this year.



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Comeback on the Norisring: the BMW M1 Procar Revival in the warm-up programme for the German Touring Car Masters (DTM)

Munich. 40 years after the start of the Procar Series launched specially for the BMW M1, the Procar will once again be captivating motor-sport fans. As part of the races for the German Touring Car Championship (DTM) on the Norisring (5 to 7 July 2019), 14 BMW M1s will be making a spectacular comeback on the track. This racing car was produced in conformity with the Group 4 regulations prevailing at the time and Formula 1 drivers and international privateer drivers then competed against each other. BMW Group Classic has also been able to rekindle the enthusiasm of famous drivers for a return to the cockpit of the BMW

M1 for the Procar Revival at the Nuremberg city racing circuit. Former Formula 1 drivers Jan Lammers from the Netherlands and Marc Surer from Switzerland are two motor-sport legends who will be lining up at the start. They were already darlings of the public in the original Procar races four decades ago.

BMW Group Classic is recalling many different memories of the extraordinary race-track debut of the BMW M1 with historic motor sport in the warm-up programme for the German Touring Car Masters. The mid-engined sports car was developed for racing competitions and road registration, and launched in autumn 1978. Since delays in the production process prevented homologation by the deadline, the Managing Director of BMW Motorsport GmbH at the time, Jochen Neerpasch, worked together with the Formula 1 managers Max Moseley and Bernie Ecclestone to





create a completely new race series. A total of 19 races were carried in the Procar Series in the years 1979 and 1980 and this developed into an ideal forum for the subsequent success of the BMW M1 in other international competitions.

The Procar races carried out as part of the warm-up programme for the European Grand Prix rounds gave privateer drivers and talented juniors the opportunity to race against the top stars of motor sport in BMW M1 cars with technically identical engineering. The five fastest drivers out of the Formula 1 drivers at the Friday training session qualified in each case to race in the BMW M1. Celebrity drivers like Niki Lauda, Nelson Piquet, Alan Jones, Jacques Laffite and Emerson Fittipaldi loved driving round the thrilling curves with the fast and agile mid-engined racer. The

BMW M1 generated 470 hp and the driver's skill was the sole factor in determining who was victorious at the end of the race – this was instrumental in generating maximum excitement at every venue and it helped to make the Procar Series extremely popular.

The overall winner of the first Procar season was Niki Lauda. In the following year, Nelson Piquet took first place in the overall standings with three wins in succession. The BMW M1 continued its motor-sport career in other competitions such as the German Automobile Racing Championship and in the American IMSA GTO Championship. As a Group 5 racing car with turbocharger for its inline six-cylinder engine, an output of up to 1000 hp and imposing spoilers, the car also ranked there as one of the most spectacular and

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BMW M1 Procar Revival

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successful representatives of its era.

The Procar Series remains the most important chapter in the racing history of the BMW M1 to this day. 30 years after the debut of the mid-engined sports car, a Procar Revival in 2008 attracted fans of historic motor sport to the Hockenheimring. This circuit was the showplace for a Procar Series race in 1979 and 1980 and a lot of former drivers took the opportunity to try their luck competing in the

BMW M1 once again. Another Procar Revival took place before the race for the “Austrian Grand Prix” at the Red Bull Ring in Spielberg two years ago. The Austrian Formula 1 circuit is also among those circuits where races in the legendary Procar Series were held.

Procar racers are also not being hosted for the first time at the Norisring. In the second season of the previous race series, one of the Procar races started on the city circuit. At that time, the German racing driver Hans-Joachim Stuck won the race ahead of Jan Lammers and Marc Surer.





The Doctor Is In

by Brian McKinney (founder, Dr Beemer)

Performance Tires 101

During my time racing I learned a lot about tires on and off the track. Picking a dedicated tire for the track is not quite as hard because there are fewer choices of brands/models compared to tires designed for the road. Picking a street tire, Well that's like picking Nike over Adidas. Tires react to different cars like shoes react to different feet. It is really trial by error and feel, it also depends on your suspension set up.

You just have to find the right balance that fits your particular model and style of driving. Tire wear numbers generally dictate the life expectancy of the tire and are also an indication of how hard or soft a rubber compound is. The lower the number, the softer the rubber. This means more grip and less longevity. For most mix use tires, you'll want a 200-300 wear rating. This would give you a decent amount street / spirited driving and even a decent number of laps on the track before they start to degrade. Stepping up a notch, "max performance" but still street legal tires can be 140-200 tread wear, but if you drive your car daily expect less than 10,000 miles on a set.

If you do plan to track or autocross your car, there are additional factors to consider. Do you want to improve lap times? Are you willing to tote a set of wheels and tires

for track purposes and then change them out at the track, then take them off afterwards? In my opinion, for most people, I'd say "heck no I don't want to deal with all that," - a few seconds a lap isn't worth the money, time and effort.

If you are taking your car to high performance events, you should be aware that, as before, all tires react differently. Some tires get "greasy" being exposed to high heat track conditions and feel hard as a rock when they cool down. Some will get louder after being subjected to extreme heat cycles. They also have differing abilities to withstand "rolling over" onto the sidewall in hard turns. You can mark your tires with a grease pen on the side, which indicates if you're making 100% contact with the road and also lets you see how the tires wear around the shoulders.

Lastly, in a high performance context, changes in temperature cause changes in pressure. One thing to keep an eye on at the track, especially when comparing tires, is how quickly your tires get to the desired temperature. You'll likely need to let air out of your tires as they heat up to maintain your desired pressure. One of my favorite tools at the track was bringing a full bottle of compressed air to an event. That way if you take too much out you can add some, or if the ambient temperature changes you are prepared.



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2014 M235i

23,xxx miles, Melbourne Red, auto, Nav, HK stereo, black synsatec. Always garaged and never even driven in the rain with the only non stock item being the TSW wheels. This car was just given a 60 point "Quality Vehicle Inspection" on 1/24/19 at BMW of Austin and passed all categories with flying colors. This car is perfect. Asking \$25,000. Call Donald Sloan at 512-267-3550 or email to lsloan8@austin.rr.com



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current on all maintenance by dealer. Extended Warranty to 5/19. KBB Value \$15,150. Asking \$12,500 obo . Contact Albert Estrada at 210-846-6337 or send email to aestrada19@sbcglobal.net



2013 535i For Sale

One owner 2013 BMW 535 with 46,000 miles. Car is alpine white with black dakota leather interior. Options include M Sport and Premium Packages, rear view camera and Park Distance Control. Car in excellent condition both cosmetically and mechanically. Asking \$18,000. Contact Stephen Johnson at 903-714-4113 or send email to smjohnson650@gmail.com



2016 M4 For Sale

Low Mileage: 16,300. I am selling my M4 because I find myself not using it as it is not my daily driver and wife wants to travel more before teens leave the house. I am the second owner. I bought it used in March 2018 with 12K miles from Mark Motors in Boerne and the previous owner was a Texas

Classified Ads

resident. Adult owned, non-smoker and garage kept. Here are the specs: Mineral White, Auto, M Performance Exhaust, Black Full Merino Leather, Driver's Assistance Package, Executive Package, Lighting Package, 437 Wheels, Michelin PS4 tires (put on May 2018), Power Rear Sunshade and Parking Assist. Asking \$49,000. Contact Bruno Zavaleta at 956-408-0133 or send email to bhziiii@yahoo.com



2015 M4 For Sale

This car needs nothing but a new owner. I need to make room in my garage for my other toy. Adult owner, non-smoker, always garaged, no modifications. BMW maint done in July, not due for another 9,000 miles. New tires installed 12/27/18 40,000 Miles. Flawless Mineral Grey Metallic, Clean Black Extended Merino Leather, Driver Assistance Plus, Executive Package, Lighting Package, HUD, Heated Steering Wheel, Moonroof, DCT. Asking \$42,000. Contact Bill Burkhart

at 512-657-0157 or send email to atx.dentist@yahoo.com



1998 Z3 For Sale

Under 30,000 miles, Silver/Red Leather, 2.8L, 5 speed manual, cruise, A/C, heated seats, tonneau cover, tool kit, manuals, maintenance records, 4K miles on Continental tires, great condition, serviced at BMW of Austin, asking \$9,950. Call Larry Tippens at 512-869-1836 or email to kayenta@suddenlink.net.

Camera Equipment For Sale

Gently used Canon EX mount camera lenses; -Canon 17-40mm F/4L - \$425, -Sigma 50mm DG hsm F/1.4 \$200, -Canon 50mm F/2.5 Macro w/ life-size converter. Contact Joseph Nielsen at jpnielsen@pkndev.com

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