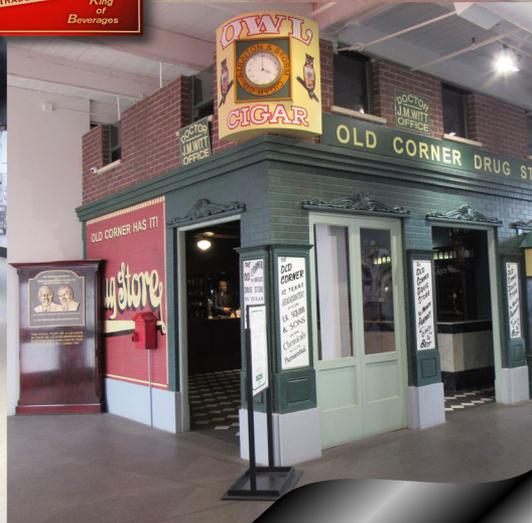


BMW Car Club  
of America  
Tejas Chapter



# TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



At The Dr Pepper Museum

Photos by Sandy McConnell

BMW Car Club  
of America



September  
October  
2019

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Upcoming Events  
Poker Rally Review  
BMW Model Offensive  
Dr Pepper Museum Review

|  |   |  |  |
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*From  
The  
President*

## Enjoying the drives

Greetings and salutations fellow BMW enthusiasts! It's after 10pm as I write this, in what most parts of the country would consider "late summer". It is, however, still over 90 degrees outside. I give you this context, because I promise, Fall will come eventually, as it does every year, and Fall is prime-time BMW enjoyment season in Texas.

Some of our most enjoyable events are in the Fall, and with that just around the corner, I wanted to take the opportunity to share some tips and etiquette with you, so that you'll be able to get the most out of our events. Most of our events are what

BMW CCA considers a "Tour". That is, we meet up some place and drive a pre-determined route on public roads, purely for the enjoyment and camaraderie of it.

#1 - Before you Arrive: It's strongly recommend that you arrive at our events "Full Full Empty" - that is, full gas tank, full stomach, empty bladder. We almost always have a rest and gas stop approximately 1 hour into the drive, but it varies from route to route.

#2 - Driving in a Group: Generally speaking, you can expect that we're traveling caravan-style, in a single file line of cars. We travel with either headlights or running lights on at all times and expect you to obey all traffic laws. You can expect the lead car to be traveling (roughly) at the speed limit. The further back you are from the lead, the more often you may have

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## Welcome New Members



### Austin

*Robert Bives  
Grayson Black  
David Boles  
Henn a Gajjar  
David Gilbert  
Kevin Giles  
Tony Goulart  
Robert Harly*

*John Irej*

*Jack Maniscalco  
Neil Minocha  
Daniel Mottola  
Greyson Oliver  
Daniel Viklund  
Robert Welch*

### San Antonio

*Migdalia Agosto  
Rodrigo Alva  
Royce Molick  
Juan Tamez*

### Cedar Park

*John Bollier  
Ed Zinsmeyer*

### Wall

*Michael Bowman*

### Leander

*Erin Harris  
Lenny Rick  
Darryl Riley*

### Boerne

*Lorrie Webb*

### Corpus Christi

*DeAnn Smith*

### Driftwood

*Scott Hembree*

### Frisco

*Gregory Gaskin*

### Georgetown

*Donald Price*

### Liberty Hill

*Neslie Ethridge*

### Longview

*Magan Tyler*

### McAllen

*Vangalla Reddy*

### Midland

*Daniel Byerley*

### Odessa

*Michelle Maurice*

### Round Rock

*Dave Albertson*

### Spicewood

*Scott Fritz*

### Spring Branch

*Duane Gray*

### Temple

*Ricky Shrock*

### The Hills

*David Young*

### Universal City

*George Wuichert*

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

## From The President

continued from page 3

to “catch up” depending on traffic conditions. Keep the car in front of and behind you in sight at all times.

#3 - Passing: Passing others in the group is discouraged and really unnecessary. We’re all going to the same place, and aiming to arrive together. Passing other traffic (“interlopers”) in this scenario requires caution and good timing, especially on 2-lane roads. We ask that you obey passing zones, and be aware of cars in our group ahead of and behind you (see #2). Especially be aware of upcoming turns on the route, so that you don’t miss a turn trying to get around traffic. This is especially important if you happen to be the lead

car in a group that is behind the pace.

#4 - Radios: We use FRS/GMRS radios on our drives to communicate directions, road hazards, and general chit chat. We operate on Channel 20, Sub-channel 3. Any readily available radio should be compatible. I personally recommend Midland radios. While this may sound a bit self-explanatory, when talking on the radios, push the talk button, wait a beat, and then start talking. This will ensure everyone hears the first part of your message

Lastly, and most importantly, this is a social club. Have fun, meet people, and make friends who love cars as much as you do.

**Until next time,  
Josh Butts  
President**





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# Calendar of Tejas Chapter and Related Events



2019

| Date                 | Event                                | Meet Location    |
|----------------------|--------------------------------------|------------------|
| September 21, 2019   | Drive to German Motor Gathering      | Austin           |
| September 21, 2019   | German Motor Gathering<br>see page 9 | Boerne           |
| October 5, 2019      | Street Survival with PCA             | TBD              |
| October 15-19, 2019  | BMW CCA Oktoberfest                  | Greenville, SC   |
| October 19, 2019     | TBD                                  | TBD              |
| October 25-27, 2019  | ZSCCA Running Through the Leavez     | Fayetteville, AR |
| November 9-10, 2019  | No Excuses HPDE<br>Lone Star Chapter | Hallet           |
| November 15-17, 2019 | Annual Utopia Weekend                | TBD              |
| December 2019        | Capital Area Food Bank               | TBD              |

50TH ANNUAL  
BMW CAR CLUB OF AMERICA  
**OKTOBERFEST**  
EST. 50 1969  
presented by MICHELIN  
October 15-19, 2019

**GREENVILLE**  
SOUTH CAROLINA  
CELEBRATING 50 YEARS OF BMW CCA EST. 1969  
OCTOBER 15-19, 2019

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# German Motor Gathering

An Exhibition of German Cars and Motorcycles



Saturday, Sept 21,  
2019 (10AM - 4PM)

Main Plaza Park  
Boerne, TX

FREE EVENT  
FOR Spectators

Awards and More!

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Sponsors:



German Motor Gathering is a car show featuring the finest in German motoring, and is open to all German motoring marques and is free for spectators.

**Saturday, September 21, 2019**

**Boerne's Historic Main Plaza**

**Open & free for spectators 10 a.m. until 4:00 p.m.**

**100 N. Main Street, Boerne, TX 78006**

Event Schedule: 8:00 am - Cars begin to be placed on Show Field; 10:00 am - Official Opening of the German Motor Gathering; 11:00 am - Judging begins; 1:00 pm - Special Performance; 2:30 pm - Closing and Awards Ceremony; 4:00 pm - Official close - depart

All entries eligible for judging, awards & hospitality. Swag bag for first 100 entries, 45 set aside as VIP - extra swag.

Pre Registration prices are effective through August 31, 2019: Auto entry \$30, \$40 after August 31st; VIP Auto entry \$65 includes VIP swag bag, commemorative poster, lawn parking, & custom 8X10 professional photo printed/edited/delivered day of show, limited to first 45 entries only. After August 31st, VIP Auto entry \$75 - if still available.; Motorcycle entry \$15, \$20 after August 31st

Website for more information: <https://germanmotorgathering.com/>

September/October 2019

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Tejas Trax

# Poker Rally

By Paul Goldfine

Well, our first ever Poker Run/Fun Rally is in the books. This won't be your typical monthly event article about what a great drive it was, I was following so-and-so when this happened kind of report, mainly because I didn't participate in the actual drive. Sure, I planned the route. In fact, I drove it 3 times with 3 different people (thank you Kathy Goldfine, Jennifer Goldfine and Josh Butts for helping) to make sure all went well but the day's driving was left to those who didn't have a clue, yet.

Before getting started, another thank you goes to Josh Butts for writing the software that ran the game. It dealt the cards, calculated the winning hand, and kept track of everyone's total time for me. However, the total time thing bit me in the behind, as you'll see.

We started in Kyle with 15 cars participating in the drive itself.



Everyone was provided with a page consisting of a list of clues and a website to register for the game. Once registered, a code would be given at the beginning, the checkpoint and the final destination which would deal the

cards. There were 2 prizes to be awarded, the best poker hand and the shortest time from start to finish. Here's that time thing again.

15 cars seemed to be an optimal number. The drive planned took me just over an hour during the test runs and my shortened route to the checkpoint was just under 30 minutes.



A little math said there should have been a 15 minute window between my arrival and the arrival of the first car. However, despite my admonishment this was not a race, I neglected to really consider my target audience.

My first hint of trouble came about halfway to the checkpoint. I looked in my rearview mirror and saw the Dawson clan, Gay, Tom and Will



along with Julie and Gene Janulis right behind me. Knowing they weren't the first out the gate, I began to get a bit nervous. When the next turn came,

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## Poker Rally

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Julie and Gene went right but the Dawsons followed me to the left. Thankfully, they realized they weren't following the route and turned around. That made me feel better until I found myself following another participant to the checkpoint. It got worse when, despite flashing my lights, they drove past the stop.

We set up at the HEB in Dipping Springs, put out the flag, and hoped



everyone would find us. As people trickled in, we learned that some had beat us by nearly 10 minutes! They had been circling looking for the flag.

Funny thing about the flag. A few minutes after putting it up, a pickup truck pulled in next to me and asked if the flag in back belonged to me. Thinking it had fallen, I thanked him for bringing it to me. He then asked if we had permission to put the flag up on HEB property. We told him no and that we had met on several HEB properties previously with no issue. He gave me the flag and drove off.

Thinking that was the end of it, I went out to the road to flag cars down. A short time later, the truck pulled in next to my car again. Much to my surprise, he got out, opened the tailgate and gave us a case of bottled water to hand out as the cars came through. My thanks to Wes Dickinson for that act of kindness.

After allowing 2 hours for everyone to arrive, we needed to head out to the restaurant. Heading north on RR-12, we saw a participant traveling in the opposite direction. This was the wrong direction on a road not even included in the route. Since they made it to the final checkpoint, we can assume everything worked out.

It wasn't too long before text messages started coming in from people who had arrived at the final stop while we were still 15 minutes away. Here's where the software paid off. We were able to text them the final code and record their time for the prize.

At the restaurant, they laid out a build-your-own burger bar, potato salad, coleslaw, watermelon, beer, tea and



water. The manager of the Sundancer Grill, Justin Kyle, told me later they had never done a burger bar like this before and we were the test subjects. It seemed to work pretty well, in my opinion.

In the end, Will Dawson took the prize for best poker hand with 2 pair and Joey "Speed Racer" Neilsen won for quickest total time.



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*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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# Just What The Dr. Ordered

By Paul Goldfine

50 members and 30 cars. That was the unofficial count from Saturday's drive to the Dr. Pepper museum in Waco. Other than the Utopia drive, I would be hard pressed to name another recent event with that kind of attendance. In addition, we had about half of a dozen members there who were new or were joining us for the first time.

We started in the parking lot of the Round Rock Outlet Mall. We headed out



in a generally eastward direction toward Granger Lake. The drive was progressing well until I chose the moment we neared our turn to look at my trip meter to check the mileage. I promise, one of these days I'll get used to having this new-fangled GPS doohickey on my dash and actually turn it on. Once we made a quick U-turn, we were back on course.

We circled Granger Lake and turned back to the west passing through the



town of Granger, with a population of around 1,500. Although the terrain east of I-35 is relatively flat, the route we took traversed some smaller two-lane roads with speed limits that still allowed

us to maintain a 60-65 MPH pace. Of course, there was the occasional 90-degree bend in the road to keep us on



our toes. After a short time, we reached our first stop at the Flying-J Travel Plaza in Jarrell.

After a quick break, we worked our way to the west side of I-35. Here the roads had a little more elevation change and the scenery was a little more interesting. At one point on Firefly Road, we crested a hill and got a look down toward some interesting rock formations. A few more miles and turns



had us headed back toward I-35. Along the way we crossed over the Lampasas River where it widens into Stillhouse Hollow Lake. Soon after, we arrived in Salado where we stopped at the Stagecoach Inn for lunch.



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**Visiting the Doctor -  
August**  
**Many thanks to**  
**Many more great photos are av**





**Dr Pepper Museum**  
**24, 2019**  
**Paul Goldfine**  
 available on the chapter website



## Just What The Dr. Ordered

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While lunch was being served, Terry Rawlins, who is both a chapter member and the Stagecoach Inn



manager, addressed the gathering and was kind enough to offer a 30% discount off the price of a room for anyone who decided to spend the night.

During lunch, pins were awarded for years of membership in the BMW CCA. David Lucia, Gene Janulis, Jeff



Gifford, and Mary Beth Cordon received 5-year pins, Josh Butts, Ken Carson, and Connie Stried received 10-year pins, Marco Cordon and Roger Williams received 15-year pins, Herb Looney, Tom Dawson, and Gay Dawson received 20-year pins and I received a 25-year pin.

Unfortunately, we ran a bit behind schedule and had to abandon the afternoon drive and make our way

directly to Waco. Maybe it was because school went back in session since my test drive but when arriving this time, there seemed to be much more parking available.

We paid our admission, received a printout about the museum, and were informed our Dr. Pepper samples would be available at 4 PM. After an hour or so looking at the exhibits, we



met outside. I went over to the soda shop where they hand mixed syrup and carbonated water to make our samples.



Personally, I'm not a fan of Dr. Pepper but what we tasted was so different from what you get from the store that I drank 2 samples.

As we were winding up the day and heading to our cars it started to sprinkle. Not soon after, the sprinkle became a downpour. We couldn't have timed our departure any better. I hope everyone enjoyed the day and will join us on our next adventure.

## **Performance and exclusiveness by tradition: The BMW M4 Edition ///M Heritage**

With the forthcoming races on the Nürburgring the current German Touring Car Masters (DTM) season will finally reach its decisive phase. Moreover, during the DTM weekend being held from 13 to 15 September 2019, visitors can expect a further attraction. The BMW M4 Edition ///M Heritage (combined fuel consumption: 10.0 – 9.3 l/100 km; combined CO<sub>2</sub> emissions: 227 – 213 g/km) will make its world debut on the legendary racetrack in the Eifel. The special edition of the BMW M4 Coupe, which forms the basis of the BMW M4 DTM deployed by BMW M Motorsport, fascinates with an exclusive exterior and interior look reflecting the impressive tradition of the high-performance racing cars. The BMW M4 Edition ///M Heritage, powered by a 331 kW/450 hp straight six-cylinder engine

with M TwinPower Turbo technology will be produced and sold worldwide between November 2019 and April 2020 as an edition model limited to 750 units.

Light blue, dark blue and red – these are the colours by which motorsport fans immediately recognize the BMW M GmbH logo. Immediately after the founding of the BMW Motorsport GmbH in 1972, the characteristic colours already adorned these racing cars, which were based on the BMW 3.0 CSL and became highly successful in touring car racing. Since then, the distinctive stripes in the three classic BMW M GmbH colours have stood for exhilarating performance and exclusive design also on the road. The BMW M4 Edition ///M Heritage takes up this unmistakable colour combination on unique exterior and interior design features. There is a choice of the three body colours Laguna Seca Blue, Velvet

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## BMW M4 Edition ///M Heritage

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Blue metallic and Imola Red available for the edition model. Furthermore, the two-seater's carbon-fibre reinforced plastic roof boasts a striking decorative strip in the BMW M colours, which is integrated into the CFRP composite at



the factory using a special manufacturing process. Likewise unique are the forged, 20-inch M light alloy wheels in a star spoke design featuring the colour Orbit Grey matt and fitted with mixed tyres.



The interior of the edition model is also characterised by an exclusive selection of colours and materials. The spectrum of equipment includes model-specific full leather M seats in a bicolour design and with prominent openings within the area of the seatbacks. Each seat colour is oriented towards the exterior paint and is complemented by partly bicoloured contrast stitching. In conjunction with the exterior colours

Laguna Seca Blue and Velvet Blue metallic, the seats come in Silverstone/Black with turquoise stitching or Velvet Blue and Orange respectively. With the exterior finish Imola Red, the seat colours Red and Black correspond with yellow and red contrast stitching.

The both appealing and exclusive colour scheme continues with interior carbon trim strips designed exclusively for the BMW M4 Edition ///M Heritage and whose CFRP structure incorporates the stripe design featuring the three characteristic M colours. Both the interior trim strips and the door sills bear emblems with the imprints "Edition ///M Heritage" and "1/750" as an indication of the limited edition of this model. The lettering "///M Heritage" – in turquoise, orange or red respectively – is also to be found on the front headrests.

The BMW M4 Edition ///M Heritage offers a particularly exclusive opportunity to experience the handling characteristics of a high-performance sports car marked by dynamics, agility and precision. At the same time, with this model, the BMW M GmbH is continuing the tradition of exclusive special editions, a tradition that has been cultivated now for several model generations. They reflect the enthusiasm for exceptional sporting successes or awareness of the history of selected models, of which many have become much sought-after collectors' items in the course of time.





**50** YEARS  
OF TURBO  
PASSION.

## From M121 to P48: An overview of the evolution of BMW Turbo engines in motor racing

- All the key evolutionary steps from 50 years of BMW Turbo Power in motor racing at a glance.
- M121 engine for the BMW 2002 TI kicks things off in 1969.
- BMW Turbo engines see action in GT and touring car racing, as well as in Formula 1 and the BMW M1.

Munich. BMW is celebrating ‘50 years of Turbo Power in motorsport’ in 2019. From the first turbo engine back in 1969 to the latest P48 engine for the BMW M4 DTM, which already has six wins to its name this season, there have been many steps forward. Here’s an overview of the evolution of the BMW Turbo engine in motor racing.

**1969: BMW 2002 TI – Engine: BMW**

### M121.

As the first BMW Turbo racing engine, this four-cylinder, in-line engine with a two-litre capacity and turbocharger was a history-making pioneer. Dieter Quester (AUT) won the



European Touring Car Championship in a BMW 2002 TI with turbo power. With 0.98 bar of overpressure, the first generation of turbo engine generated

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## BMW Turbo Power

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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 clean off.

### 1976: BMW 3.0 CSL – Engine: BMW M49/4.

The BMW 3.0 CSL art car designed by Frank Stella (USA) raced at the 24 Hours of Le Mans (FRA) in 1976 with the BMW M49/4 turbo



engine. With a displacement of 3.2 litres, the boost pressure of 1.72 bar allowed the engine to generate roughly 750 hp at 9,000 rpm. It took the BMW Motorsport engineers a matter of weeks to assemble a test car, which made its race debut at Silverstone (GBR). However, as with the art car at Le Mans later, technical issues prevented a good race result.

### 1977: BMW 320 Group 5 – Engine: BMW M12/12.

From 1977, Schnitzer Motorsport



ran the BMW M12/12 engine in the BMW 320 Group 5. Just one year later, Harald Ertl (AUT) won the German Racing Championship with that very engine. The four-cylinder unit generated just short of 400 hp, while a variant developed further by Paul Rosche and his team in 1979 actually exceeded the 500-hp mark.

### 1979: BMW M1 Group 5 – Engine: BMW M88/2.

In 1979, an impressive 1,000 hp of power lay dormant in the BMW M88/2 engine for the BMW M1 Group 5. The mid-mounted engine could not really unleash this power until 1981, as the homologation of the car was delayed. By that point, the BMW M1 Procar, which was homologated in line with Group 4 regulations, had already



achieved great fame with the M88/1 naturally aspirated engine. However, the Group 5 version brought with it advantages over the rivals from Porsche and Ford, who were very strong at the time. These benefits ultimately helped Hans-Joachim Stuck (GER) to a prestigious victory at the Norisring in 1981.

### 1981-1987: Brabham BMW – Engine: BMW M12/13.

Based on the engine in the BMW 320 Group 5, Paul Rosche developed

the 1.5-litre engine used in the Brabham BMW in Formula 1 in 1981. The unit initially generated roughly 560 hp in races, but this performance was increasing all the time. In 1982, Nelson Piquet (BRA) claimed the first



Formula 1 victory with BMW Turbo Power. One year later, he was crowned world champion in the Brabham BMW BT52. By this point, its engine was generating 640 hp in race mode, with 2.9 bar of boost pressure. Its successor – the BMW M12/13/1 – was capable of up to 1,400 hp in qualifying mode, making it the most powerful Formula 1 engine ever. As a customer engine, it was also used by other teams, including ATS, Arrows and Benetton. Current ITR boss, Gerhard Berger, took his maiden Formula 1 victory with this engine in 1986.

### **2011-2012: MINI WRC and BMW 320TC WTCC – Engines: P14 and P13.**

After the Formula 1 era, it took until 2011 for BMW Motorsport to run another turbo engine: the P14, based on the production engine in the Mini Cooper S, in the Mini Countryman World Rally Car, and P13 in the BMW 320TC for the FIA World Touring Car Championship (FIA WTCC). The power was increased dramatically, to 320 hp from a displacement of just 1.6

litres. The cylinder block and cylinder



head were largely unmodified, showing just how robust the production engine was.

### **2016: BMW M6 GT3 – Engine: BMW P63.**

In 2016, the BMW M6 GT3 was the next race car to compete with turbo power. The P63 engine was based on the S63 production version and was slightly modified to meet the demands of motorsport. Thanks to M TwinPower Turbo technology, the V8



engine with a displacement of 4.4 litres generated up to 585 hp, depending on the classification. The BMW M6 GT3 is still enjoying success with the P63 engine to this day. Among other successes, this combination has won the 24 Hours of Spa-Francorchamps (BEL) twice and the FIA GT World Cup in Macau

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## BMW Turbo Power

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(CHN).

### 2018: BMW M8 GTE -- Engine: BMW P63/1.

In preparation for entering the FIA World Endurance Championship and the IMSA WeatherTech SportsCar Championship with the BMW M8 GTE, the familiar engine from the BMW M6

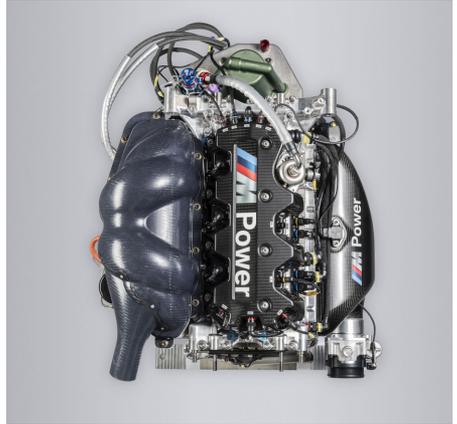


GT3 was reduced from a displacement of 4.4 to 4 litres to comply with GTE regulations. The P63/1 engine consists of almost 2,300 components – 985 of which are unique. 181 parts originate from production projects, while over 700 were developed from scratch especially for the P63/1 or transferred to this project from other BMW Motorsport racing engines. Depending on the classification, it generates between 500 and 600 hp and was, at the time, the most efficient engine that BMW Motorsport had ever developed. Its greatest success to date came in the form of a GTLM class win at the 24 Hours of Daytona (USA) in 2019.

### 2019: BMW M4 DTM – Engine: BMW P48.

On the 50th anniversary of the BMW Turbo engine, turbo power

returned to the DTM in 2019. Like the 1969 engine, the BMW P48 is a two-litre, four-cylinder turbo engine, which is now capable of developing more than 600 hp with boost pressures of up to 2.5 bar. As the regulations



specify a maximum amount of fuel, the detailed development work focussed primarily on efficiency. In this regard, it not only surpasses the P63/1, but also most modern production engines. At 85 kilograms, it weighs only half as much as its DTM predecessor. The lightweight unit boasts impressive figures compared to the DTM engines used previously: half the



displacement, more power, less consumption. The P48 engine won on its race debut at the 2019 season-opener at Hockenheim (GER).

## **A unique variety of exclusive refinement: the BMW model offensive in the luxury segment.**

Extension of product range as central component of the corporate NUMBER ONE > NEXT strategy – Successful launch of the new BMW Series, the BMW 8 Series Coupe and the BMW 8 Series Convertible – BMW 8 Series Gran Coupe available from dealers starting September 2019 – BMW i8 Coupe and BMW i8 Roadster remain the most widely sold plug-in hybrid sports cars worldwide.

With a comprehensively updated and significantly extended model range and the establishment of an independent product category, the premium manufacturer BMW has redefined its position within the luxury segment. The choice of vehicles, which in addition to brand-typical driving pleasure offer a maximum level of exclusiveness and

attractiveness, is now more diverse and innovative than ever before. And the spectrum at the top of BMW's model range is wider than it has ever been. Classic sedans, luxury sports cars with conventional and plug-in hybrid drive as well as a Sports Activity Vehicle each provide in an individual way for highly emotional driving experience. The vehicle's prominent status is symbolised in the model designation by the numbers 7 or 8 respectively. The model offensive is one of the central fields of action within the corporate NUMBER ONE > NEXT strategy for securing the sustainable growth of the BMW Group on the global automotive markets.

Two years after the commencement of the model offensive in the luxury segment, BMW offers to the most discerning target groups in the luxury segment a unique variety of vehicles that combine the utmost exclusivity and a superior driving experience. The

continued on page 26



## BMW model offensive

continued from page 25

modernisation and extension of the product range in this segment began with the new BMW 8 Series Coupe. The two-door model was developed alongside the long-distance racing car BMW M8 GTE and combines outstanding dynamics with sporty elegance and cutting-edge luxury. With the new BMW 8 Series Convertible, one can now add



fascinating open-air pleasure to the unique driving experience. September 2019 will see the arrival of the third member of the model series. Superior performance characteristics can be experienced in the four-door BMW 8 Series Gran Coupe on four fully-fledged seats.



The new BMW 7 Series once again sets benchmarks in the luxury sedan segment. With its expressive design, extensively further developed drive technology and groundbreaking

innovations in the areas of operation and digitalisation, it got off to a successful start on the worldwide automobile market. As many as three plug-in hybrid models underscore the pioneering character of the new luxury sedan. The car's electric drive is powered by a lithium ion battery of the latest generation and combined with a straight six-cylinder petrol engine. This results in a significant increase in sportiness, efficiency and electric range. The new BMW X7 has been in great international demand right from the word go. The Sports Activity Vehicle embodies a new understanding of luxury, in which presence, exclusiveness and generosity go hand in hand with supreme sportiness and off-road performance.

Two extraordinary BMW luxury segment models reflect the future of the sports car. With an avant-garde design and a both powerful and efficient plug-in hybrid drive system, the BMW i8 Coupe (combined fuel consumption 1.8 l/100 km; combined power consumption 14.0 kWh/100 km; combined CO2 emissions 42 g/km) has become the epitome of



sustainable sportiness. In addition to the characteristic combination of performance and locally emission-free mobility, the BMW i8 Roadster (combined fuel consumption 2.0 l/100

km; combined power consumption 14.5 kWh/100 km; combined CO2 emissions 46 g/km) offers the promise of a fascinating open-air driving experience. Only a few weeks after its market launch, it replaced the BMW i8 Coupe as the world's most widely sold plug-in hybrid sports car.

The model offensive in the luxury segment gains momentum through the forthcoming market launch of the new high-performance sports car from the BMW M GmbH in September 2019.

The new BMW M8 Coupe (combined fuel consumption 10.6 l/100 km; combined CO2 emissions 242 g/km) and the new BMW M8 Convertible (combined fuel consumption 10.8 l/100 km; combined CO2 emissions 246 g/km) offer luxurious driving pleasure coupled with maximum performance both on the road and on the racetrack. Furthermore, in November 2019, the Los Angeles Auto Show will be the setting for the world premiere of the new BMW M8 Gran Coupe.



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## 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 |



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some dealer only parts excluded

**2019 Incentive Points Challenge Leader Board**  
As of August 31, 2019

|                  |                  |                   |                     |
|------------------|------------------|-------------------|---------------------|
| 840 Pts          | Michael Miranda  | 60 Pts            | Harris Katchen      |
| Paul Goldfine    | 160 Pts          | Scott Bowman      | Mary Lou Katchen    |
| 550 Pts          | John Deason      | Kathryn Butts     | Chris Kite          |
| Ken Carson       | 150 Pts          | James Crump       | Travis Kroh         |
| 430 Pts          | Mary Beth Cordon | Stephen Johnson   | Bob Lewandowski     |
| Joseph Nielsen   | Gay Dawson       | 50 Pts            | David Mottola       |
| 400 Pts          | Jeff Gifford     | Sean Engelke      | Carl Nybro          |
| Raquel Robles    | Kathy Goldfine   | Jack Maniscalco   | Les Perkins         |
| 370 Pts          | Sridhar Kamma    | Jane Owens        | Sudarshan Rajagopal |
| Josh Butts       | 130 Pts          | 30 Pts            | Elena Rawlins       |
| 320 Pts          | Connie Stried    | Mohammed Abusalih | Judy Ray            |
| Herb Looney      | Chris White      | Ken Adams         | Denise Reid         |
| 280 Pts          | 120 Pts          | Fabian Aspietia   | Greg Smith          |
| Jonna Clark      | Julie Janulis    | Joaquin Aviles    | Janey Spellman      |
| Lenny Zwik       | Brian McKinney   | Robert Beuerlein  | Keith Stubbs        |
| 260 Pts          | Rachel Tamez     | Daniel Briggs     | John Swann          |
| Gene Janulis     | Roger Williams   | Andres Cardoza    | Juan Tamez          |
| 240 Pts          | 100 Pts          | Amanda Curreri    | Steve Tatro         |
| Brandon Hardiman | Terry Rawlins    | Valerie Davisson  | James Whalen        |
| Vincent Robles   | 90 Pts           | William Delauney  | Rickie Williamson   |
| 210 Pts          | Derek Hinch      | Hugh Fisher       | Jason Willis        |
| Marco Cordon     | Terry Jones      | David Francis     | Don Yule            |
| Alex Henry       | Brad Mitchell    | Mollie Francis    | Susan Yule          |
| Bill Lewis       | Dave Rainwater   | Cynthia Geisler   | 20 Pts              |
| 180 Pts          | 80 Pts           | Duane Gray        | Jack Hyink          |
| Tom Dawson       | Terry Smelker    | Emanuel Hajek     | 10 Pts              |
| David Hardiman   | 70 Pts           | Bob Heimann       | Scott Rader         |
| Chungnam Lucia   | Erika Frankel    | Thor Hilgenfeldt  |                     |
| David Lucia      |                  | Marek Hnizda      |                     |

**2019 Incentive Points Challenge Rookies Leader Board**

As of August 31, 2019

|                 |            |                |                |
|-----------------|------------|----------------|----------------|
| 13.33 Pts       | 6.82 Pts   | 5.21 Pts       | 2.50 Pts       |
| John Deason     | Jane Owens | Duane Gray     | Amanda Curreri |
| 9.33 Pts        | 5.46 Pts   | 4.56 Pts       | 1.68 Pts       |
| Jack Maniscalco | Juan Tamez | Daniel Mottola | Jack Hyink     |



# Classified Ads



**2002 540i,**  
6-speed manual Sport, Sterling Gray w/ black interior, DSP stereo, 108K miles. Excellent driver in fantastic shape and well cared for, including recent cooling system service, alternator, thrust arms & front brakes, P/S pump. Running on Michelin Pilot Super Sports. Asking \$8,500. Contact Dave Rainwater at 512-773-1963 or email [dl\\_rain@yahoo.com](mailto:dl_rain@yahoo.com)

**Your Ad Here!**  
**Tejas Trax Classified Ads**  
**have a proven track record**  
**of generating sales!!**

## Weather Tech Mats for Sale

I have black Weather Tech floor liners for the front driver & passenger and the trunk. They are from my 2013 535 and will fit model years 2010 thru 2016 (F10). Weather Tech part numbers 443131 and 40467. All are in great shape. Email me if you want pics. Asking \$75. Contact Stephen Johnson at 903-714-4113 or send email to [smjohnson650@gmail.com](mailto:smjohnson650@gmail.com)



**2002 325Ci convertible,**  
In excellent condition! Currently has 58,XXX miles - I'm the second owner. It was my daily driver, but I have only put ~5,000 miles on it in the 18 months I've owned it. It was a secondary car for the first owner.

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## Classified Ads

Always been in Texas, so never seen snow. Paint in great shape and top works well. The top has a few scratches on the fabric, but it is purely aesthetic (doesn't impact the top's function). BMW lover owned, has had regular service and oil changes (last one done by me). Has the sport package. Very fun car that still has many miles to go! Located in Austin, TX. Asking \$8,479. Contact Katrina Margolis at 781-910-9609 or send email to kgmargolis@gmail.com



### 2013 X5 For Sale

BMW X5 50i 58,800 miles, Exterior Color: White, Interior Color: Oyster Leather, Original owner sale, non-smoker, Dealer serviced with records, Added Options: Adaptive Drive & Multi-Contour Seats, 8-

speed automatic, No accidents, clear title, Location: Austin Texas, VIN: 5UXZV8C5XD0C15794, Email Remi Rieger for more photos at remirieger@yahoo.com Asking: \$18,995



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Classified ads FOR PERSONAL USE items are printed free for current members of BMW CCA. Ads will run for two 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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of America  
Tejas Chapter**



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