

BMW Car Club
of America
Tejas Chapter



TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



German Motor Gathering at Boerne

Photo by Brandon Hardiman

BMW Car Club
of America



**November
December
2019**

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  	<p>President</p> <p>Josh Butts Austin josh@joshbutts.com</p>	<p>Vice President</p> <p>Paul Goldfine Round Rock goldfinep@gmail.com</p>	<p>Secretary/Treasurer</p> <p>Raquel Robles Round Rock rakaelrobles@gmail.com</p>
<p>Membership</p> <p>Carlo Alvarez Austin carlo.alvarez@utexas.edu</p>	<p>Driving Events</p> <p>Jeff Gifford Austin jeff@jeffgifford.com</p>	<p>Events Chairman</p> <p>David Morrow Elgin davem3racer@gmail.com</p>	<p>Driving Instructor</p> <p>Jeff Conner Austin jeff.conner@yahoo.com</p>
<p>Austin Area</p> <p>Vacant</p>	<p>San Antonio Area</p> <p>Herb Looney San Antonio loonjak@swbell.net</p>	<p>Boerne Area</p> <p>Jonna Clark Boerne jonnakc@gmail.com</p>	<p>San Marcos Area</p> <p>Jack Laumer San Marcos jacklaumer@yahoo.com</p>
<p>Corpus Christi Area</p> <p>Vacant</p>	<p>Chapter Mail</p> <p>P.O. Box 81811 Austin, Tx 78708</p>	<p>Chapter Email</p> <p>TejasChapter@tejaschapter.org</p>	<p>Tejas Trax Editor</p> <p>Glenn McConnell Austin gmconn535@aol.com</p>
  	<p>Vice Pres. South Central Zone</p> <p>Jeff Gomon Lincoln, NE 402-613-6914 scrvp@bmwcca.org</p>	<p>Technical Service Adviser</p> <p>see Roundel for current advisers</p>	<p>Membership Information</p> <p>\$48 per year 1-800-878-9292 VISA or MasterCard www.bmwcca.org</p>
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*From
The
President*

Reflecting on 10 years

On October 4th of this year, I crossed the 10 year mark as a BMW CCA member. I'm trying to remember what life was like in 2009. I wasn't married yet, but Kathryn and I were recently engaged. I think I probably was on my first iPhone. I picked up the M Roadster in Houston on Saturday, October 3rd and joined the club the next day.

For all that has changed in 10 years, it is amazing how much is the same. I still have the M Roadster, I still live in the same city, I still work for the same company, and Kathryn is still around too. I still look forward to our events every month so I have a chance to hang out with friends that I made on the first event we ever attended.

Over those 10 years I've owned 7 BMWs. The worst was Kathryn's 2006 550i.

Anyone who ever owned a car with an N62 V8 will sympathize. If I had to rank the rest of them, and this will sound like blasphemy, the next worst would have been my 2003 M5. It just didn't do it for me. In ascending order, next would be my 2016 M3. It was the first new car I ever bought, but the thing I'll remember most about it was the European Delivery trip to pick it up, not the car itself. Next would be, I guess, my brand new 2020 M4. I'm quite fond of it, but there's no way a car with a turbo takes the top slot.

In what would be if we're honest, a tie, I would say next comes the beast that is my 2001 740i "M7", followed by the 2006 M Roadster. At number one, the best car I've ever owned, my original Titanium Silver 2001 740i Sport.

The real question though, is, what's on offer for the next 10 years, and how many old BMWs will my wife let me have at once.

Until next time,

Josh Butts
President

Welcome New Members

BMW Car Club
of America
Tejas Chapter



Austin

*Brian Beck
Jonathan Bond
Michael DeBonis
Murtha Donovan
Patrick Dougherty
Matthew Ely
Kriss Emsoff
Gene Fojtic
Benjamin Forehand
David Freeman
Cody Julian
Tiffany Kosch*

*Carlos Kugler
Maria Lyapkova
Erin McClelland
Am it Mehta
Efren Mercado
Pratik Mishra
Mason Quintana
Jarett Randolph
Carlos Saenz
William Sutton
Erik Vandenbergh*

Leander
Deep Tummala

Pflugerville
Cory Meredith

Round Rock
Jerry Murphy

Corpus Christi
Egbert Miranda

Driftwood
James McFelea

Georgetown
Darrin Morris

San Antonio
*James Belcher
James Hammons
Darrick Lee*

Laguna Vista
Chris Harrington

Hutto
Clayton Braun

Killeen
Noel Del Rosario

Lago Vista
Raymond Archer

Bastrop
Jeffery Crouch

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



Annual Utopia Weekend
Friday - Sunday
November 15 - 17, 2019
planned by **Jonna Clark**
and **Brad Mitchell**

See complete details of day-by-day activities, meeting locations and restaurant information on the website

If you've never driven the roads west of Boerne & Kerrville, you are in for an amazing treat. They are some of the best roads in the State!

This year we will base out of Kerrville again. We have a block of rooms ready at Inn of the Hills. This will give us all a place to gather if the weather is nice and get to know each other better.



Friday, November 15th:

The weekend will begin with a Friday evening social at Pint & Plow Brewing Co. from 6:00 to 8:00pm.

Saturday, November 16th:

- Morning drive via back roads to Utopia

- Lunch on Saturday will be at the Laurel Tree in Utopia

- After lunch we'll have another fun drive 'round about and into Medina.

From here you'll have your choice of a

pit stop at Love Creek Orchards or Camp Verde on the way back into Kerrville

-Please join us for dinner at Billy Gene's at 6:30 pm. We'll order off the menu and as long as we have 35 we'll have a private room to ourselves.

Sunday, November 17th

The drive will be more of a scenic tour. We'll drive across the countryside and end up at Sweetbriar Rose on 290 east of Fredericksburg.

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

German Motor Gathering

An Exhibition of German Cars and Motorcycles



3rd Place



1st Place



2nd Place

Congratulations to BMW winners: 1st - Hugh Fisher's 1987 325is; 2nd Rob Bondi's 1977 530i; 3rd - Jonna Clark's 2001 Z3. Photos by Scott Bowman, Jonna Clark, Brandon Hardiman, and Herb Looney (more on the chapter website)





German Motor Gathering
Boerne, TX
 September 21, 2019

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Life Before Bimmers Or The Trials and Tribulations of A Car Enthusiast in Search of A Marque to Love

By Hugh Fisher

Part I of a two part article. This article was first published in the June and July 2005 issues, but with Hugh's win at German Motoring Gathering in Boerne, it only seemed appropriate to run it again. Enjoy.

Those Tejas Chapter members who know me understand that I have been dedicated to the Blau Mit Weis for a long time, evidenced by my currently driving my fifth BMW, which I have owned for 32 years, and by my holding BMW CCA Membership # 2573.

But there was a time when I was not enlightened, a period when, although a certified car nut, I had not yet become aware of the "Ultimate Driving Machine" and was wandering the automotive desert, searching for the marque that would bring my enthusiasm into focus. My epiphany was not brought about by the famous "Turn Your Hymnals To Page 2002" article by David E. Davis, cited by so many BMW diehards, but a later Road&Track article entitled "Bavarian Cream", (about the 1971 2800 CS) that brought me to the light. That, however, is a story for another time. This tale is about my automotive life before Bimmers.

In the 1950's, car enthusiasts drove SPORTS CARS. In those days the very essence of a sports car was embodied in the British MG, which stood for "Morris Garage". This

roadster had low cut suicide doors, bucket seats and a four-speed transmission, whose shifter was in the proper location - (sprouting out of the floor, between the seats, not growing on the steering column as on most US cars.) As a newly minted Paratroop Corporal, full of P&V and ready for all the adventure in the world, I set out to get my hands on one of these "true sports cars". A Three-day pass and \$200.00 in hand, I headed for Louisville, Ky to buy myself an automotive dream! (I was stationed at FT Campbell, Ky) I soon found myself gazing raptly at a 1952 MG TD painted an appropriate BRG with tan interior. (That's British Racing Green, for you un-initiated).



Now that I was the proud owner of one of England's finest, it was absolutely necessary that I show it off to someone, and if that someone was a pretty girl so much the better! Luckily I remembered that I had met a lovely girl some six years earlier, who lived in Richmond, Ky. The fact that Richmond was over 100 miles away and that I had already traveled 185 miles from Ft. Campbell on the 100 mile limit of my pass didn't deter me - I was now a driving man with my own set of cool wheels! The trip was worth it and the gal was impressed, or I guess she was, because she married me four years later. (Must have been the car) The MG was fun to drive - you

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Life Before Bimmers

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sat so low (about 2 feet above the road) that you really felt like you were truly connected to each and every curve and bump. To add to this experience, you could fold the windshield forward, which was ideally suited for collecting bugs in your teeth!

The part about British cars I did not know before owning one was their propensity for leaking oil and the legends of Lucas electrical systems. (Lucas is better known as “The Lord of Darkness” among British car owners) My MG leaked from the main bearing onto the clutch assembly, which soon promoted high RPM’s and low speeds through clutch slippage. However, I was proud to be able to see my high RPM’s on the car’s tachometer. (A rare instrument in those days!) Driving the MG on a rainy day was another adventure - the side curtains, door curtains and top fit together so poorly that it was like driving with a pup tent attached to your car and leaving the tent flaps untied. I soon began to carry lengths of wire around, so that I could tie down enough of the curtains to stay somewhat dry.

Despite these shortcomings, I look back fondly on my ownership of the MG TD, it was like being a part of the history of sports cars and automobile enthusiasts in the US.

Several years later, while finishing up a tour in Korea, I had received letters from a good friend, extolling the virtues of his new Corvette. It was new on the scene and widely touted in car magazines as the American answer

to what the driving enthusiast needed in a sports car. Dutifully impressed by all I was reading, I stopped in at a Chevrolet dealer in Japan and put down a deposit. (Didn’t know there were Chevy dealers in Japan, did you?) I was able to make a direct factory order for a 1960 Corvette,



white with blue interior, a four-speed transmission, and a 283 cid V-8 with two four-barrel carburetors. (Rated at 245 BHP) I didn’t even bother with A/C, power steering, power windows or any of that other extraneous equipment. After all, this was a SPORTS CAR!

I flew back from Korea to Saint Louis and picked up the Corvette from a local dealer, who was none too happy to be getting only a delivery fee and no chance for financing on a new Corvette. As I was headed to visit my Dad in Santa Barbara Ca, I put that Corvette on Route 66 and headed west. (IH 44 did not exist at this time) Just like the song, I hit Joplin, MO through San Bernardino to LA, then up Highway 101 to Santa Barbara. Just over 1800 miles and I only stopped for gas and food. That Corvette was fast in its day, it would do an honest 130 MPH, but it did not go around corners very well. Because I had only the removable hard top, I would sometimes get caught in the rain without a top. I would just drive

faster, which actually worked, until the rain started getting inside the windshield where there were no wipers. Unfortunately for me, in about a year after buying the Corvette, I received orders for transfer to Okinawa, where the speed limit was 30 MPH and the entire island was 67 miles long and 2 to 14 miles wide. Figuring that having the Corvette would be a waste in that environment, I put it up for sale and started looking for a more suitable vehicle.

This was no doubt the low point in my automotive life and I think I totally lost any sense of discernment as I made a disastrous decision to obtain a used Renault Dauphine.



Those of you who have not experienced French automotive engineering will be astounded by some of the things I will relate - those who know Les Automobiles Francais will just nod and say, "That happened to me too". Now a sane person would wait until arriving at a new location, requiring thousands of miles of travel by air or ship, to buy a vehicle for use at that location. But NOT the Car Enthusiast; who can find several reasons to buy that car NOW. First, the overwhelming urge to buy a car at any given moment, made stronger by the rationalization that there is actually a reason to buy one. Second, the NEED to always have a car at all times with

the opposite sense of loss if you don't have one. And lastly, the sheer fun and adventure of driving it wherever you or it has to go. In my case this was from North Carolina to California, by way of Kentucky and Texas.

I soon learned that my French Blue, rear-engined, water-cooled, four cylinder, four door wonder would just barely reach 70 MPH, and took all day to get there, unless you were going down hill with the wind behind you. As my trip was in the pre-interstate days, passing slower traffic (yes, there was some out there!) took great care and planning. This usually involved getting a running start on your passing maneuver, well behind the vehicle to be passed, and then hoping that there was enough room and time to get up to speed and out of the way of oncoming traffic. This required a ton of patience and a measure of reckless abandon. On my way from Kentucky to Dallas, I discovered that some kind of vibration was causing the carburetor to loosen all the screws that held it together, resulting in a sudden loss of power. When this would happen, I would stop and tighten up all the screws and then proceed on my way. Eventually, I found that the culprit was the air cleaner, which did not fit tightly on top of the carburetor and was the source of the vibration. A little black electrical tape solved the problem. Somewhere in the oil patch of West Texas, early on a Sunday evening the amp meter suddenly dropped to zero, red lights came on, and I realized that the generator was not gennin'. A quick look in the engine compartment showed that the generator belt was still there, but the

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Life Before Bimmers

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belt drive wheel had sheared from the engine shaft, which provided the turning power. How many car repair places do you think were open or even available, let alone anyone who had ever heard of a Renault?

I continued to drive through the actual and mental gloom, praying that the battery would hold out until I could find help of some sort. My rapidly dimming headlights picked out a sign near a corrugated steel building, which read "Oil Well Rigs Built". My racing brain grasped at the last straw of hope - - "Rigs" - - "Steel" - - "Welding". Sure enough, the Foreman allowed as how he could probably tack - weld that wheel into the shaft. An hour later, I was on my way with a wobbly belt drive wheel, but a generator that was putting out juice! By this time I was convinced that I had gotten past my troubles with the Dauphine, but little did I realize that there was more in store for me.

On the freeway, just outside of San Bernardino, the car suddenly lost all power. I opened the hood to find a stream of gasoline pouring out of the side of the carburetor through a hole the size of my little finger and splashing merrily onto the hot engine! Luckily, no fire started and I found that all of the previous vibrations had loosened a metal plug in one side of the carburetor, leaving a gaping hole that would continue to gush gas if the engine was started again. At a nearby gas station I was able to obtain a piece of hard wood and a knife that enabled me to carve a plug, which I hammered into the offending hole.

The rest of the trip passed without incident, and I arrived safely at my Dad's home in Santa Barbara. The Renault had other strange things about it, most of which have faded from memory, but I do recall that the horn button was inexplicably on the end of a t-shaped stalk on the steering column. You had to push it sideways to sound the horn - then when you twisted the "T", it either turned on the lights or the windshield wipers, I don't recall which. Once the car arrived by ship in Okinawa, it never ran properly again. (Too much salt air, I guess) I sold it, while warning the buyer of its foibles, and the last I heard, it was still causing trouble.

I know it will be hard, but you will have to wait till next month for more of this drivell.

To be continued

Ed. Note: Going to high school in the mid 60s, I was surrounded by many friends that were driving the latest boom in the USA - the muscle car. Shelby Mustang GT350s, Pontiac GTOs, Chevy 409s, Corvettes and many other examples of American Muscle filled the school parking lot. What was my daily driver? A gray-green 1962 Renault Dauphine!! Thanks, for the memories, Hugh.



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Help us save BMW...

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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2019 Oktoberfest in Greenville, SC

By Scott Bowman

When the BMW CCA announced in early May that registration was open for the big 50th anniversary gathering in Greenville, I registered right away and also secured a room at the Hyatt Regency. It's always more convenient being at the host hotel where the registration area, vendors, banquets and tech talks take place. Plus, it's easier to hang out with fellow club members and see the interesting collection of BMWs in the circular drive and the adjacent parking garage.

This year I decided to pass on the always fun Road Monkey caravan, as Helen wanted to go, but didn't want to spend the extra time on the road. So, we basically took the Interstate 20 and 85 route toward the East and into Greenville. Before the trip I took the 1M to Black Forest Workshop and had the front brakes and rotors replaced, as well as a pesky TPMS sensor diagnosed and addressed. We were fortunate to make the round trip with no car issues or mechanical surprises.

As with other O'Fest events, there are always more things scheduled than you can possibly participate in. One of the highlights of the week was a half day driving event at the BMW Performance Center in Greer, right across from the factory. For a bargain price of \$99 we got to drive the M850i in a wet car chase event, the M240i in a timed run, the M4 in a small road course, the X5 in a very challenging off road course, and a ride-along with one of the instructors in the M5Competition. Nothing is quite like

the thrill of driving someone else's BMW at full throttle without worrying about brakes and tire wear.

The concours format was changed at the last minute because someone realized that the limited space along Main Street that the City of Greenville had set up for the car show simply would not accommodate all the car show entries. That meant that only the judged cars—and there were more than 60 in that category—could participate. The rest of us enjoyed checking out the cars that were on display. It rained overnight the



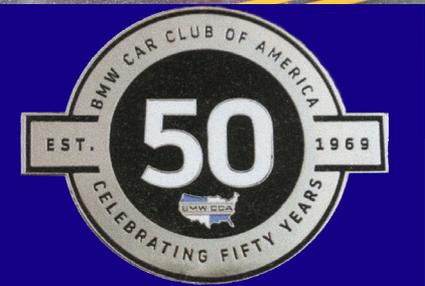
evening before and early in the day, so I was happy to take photos and not worry about detailing the car this time.

We also participated in the self-paced fall leaves tour, which was a nice drive around the Greenville outskirts and even into North Carolina. There were a couple of old covered bridges along the way and



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BMW CCA Oktoberfest 2019

photos by Scott Bowman and Paul Goldfine

more available on the Texas website



2019 Oktoberfest

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some very nice twisty roads to enjoy. I competed in the autocross on Thursday morning at the Michelin testing facility south of Greenville. The venue was tucked away into the forest and had a beautiful expansive asphalt pad that was used for the car control clinic and the autocross. The course was fast and challenging, although the event management was a little disorganized. I finished in the third trophy position with my one clean run (which happened to be my fastest). I'm still not sure what car classification system they used, as the other two 1M entries were in separate classes. Anyway, it was fun to let the car stretch its legs and test the new brakes.

The highlight of the week was a series of displays and lapping sessions hosted by the Performance Center on



Friday. Various club members and even Satch Carlson showed their classic BMWs. Tom Plucinsky from BMW NA brought Bill Auberlin and Conner De Phillippi to show the crowd how to have fun and get paid for it. Auberlin also participated as the start line flagger for an entertaining Isetta race.

We also got to tour the BMW CCA

Foundation, which had a wonderful display of cars and memorabilia (including a mounted print of my 1M in last year's autocross in Pittsburgh).



The final day was hosted by the BMW CCA to show off their new campus just to the south of the factory. The other fascinating tour during the week was a one hour walking tour of the factory—it was fun to see all the automation and the attention to detail and quality that goes into the X3, X4, X5, X6, and X7 vehicles. The Spartanburg factory (located in Greer) is the country's biggest exporter of new vehicles (in terms of money) to markets around the world. In fact, it's BMW's largest factory worldwide.

What's planned for 2020? The CCA officers kept hinting that this was the final O'Fest, but it was unclear exactly what that meant. They did announce on Friday that next year's venue would be headquartered in La Quinta, California with driving events out at the BMW Performance Center in Thermal. Start date of the event is September 15th (probably running through the end of that week). The annual Lotus Owner's Gathering happens to be the exact same time next year in Salt Lake City and the two venues are equidistant from home. Decisions, decisions.

Kickin' Along Route 66

by Terry Smelker

Back in April of this year my wife, Cori, travelled to San Diego for business. Initially I was going to fly out there, spend a couple of days sightseeing by myself, we'd then celebrate our 25th wedding anniversary in style, before flying home to San Antonio. But then I thought, "I have a gorgeous 328i convertible, just dying to be driven!" Thus, a plan was hatched.

It has always been a dream of mine to drive on Route 66. For me, it harkened back to the bygone days where Prosperity, Optimism and Leisurely Roadway Travel were the ideals of post-WWII America. I had only acquired my 328i (which I affectionately named "Milla") a little over a year before, and I was aching to get her out on the open road and really stretch her legs. Cori's trip provided the perfect opportunity to drive at least a portion of this fabled roadway- hopefully with the top down most of the time. So, early on Saturday April 13th I dropped Cori off at the airport and started the eight-hour drive to Amarillo where I would connect with Route 66 heading west. I wouldn't drive much of Route 66 itself on the way to California; my goal was to get as many miles under my hood as possible and meet Cori in San Diego by Tuesday. We'd leave San Diego on Wednesday morning and take five days to drive from San Diego to San Antonio. I know, not nearly enough time to take it all in, but it was a start.

After kissing Cori goodbye at the airport and getting on the highway, I briefly considered dropping the top right then and starting my drive the right way, but a smattering of rain on the windshield and ominous clouds ahead made me reconsider until the skies cleared. That, sadly, never happened- a huge storm front of severe

rain and hail (which I fortunately missed) was bearing down on the whole Hill Country area, delaying Cori's flight by several hours and pelting me with angry rain and 40 degree weather all the way until just before Amarillo- a full 8 hours in total. I booked a hotel in Amarillo along the way, which was just a couple miles away from Route 66 itself, and settled into a warm bed with the expectation that the rest of the trip would be less eventful, weather-wise. I wanted to put that top down!

"Man plans, and God laughs", as they say... Sunday morning was so cold, I thought it was going to snow! I made a quick stop at Cadillac Ranch with a



promise that I'd be back in a few days. Route 66 runs roughly parallel to I-40 all the way out to Barstow - sometimes



merging with I-40 for miles at a time, sometimes wandering aimlessly north- or south-ward like an eager hound dog on the hunt. But I mostly stuck to I-40 on the way to California in order to save time, making mental notes of interesting stops to take

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Kickin' Along Route 66

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when Cori and I traveled back East. I did stay one memorable night in Holbrook Arizona, at the Wigwam Motel; itself a



notable and recognizable piece of Americana.

As I tooted along westbound I-40 I was so impressed with Milla. She hugged winding roads, muscled her way up mountains and ate up varying road conditions like she was bred to do just that. My increased spell behind the wheel on the open road gave me more confidence with every mile behind me, allowing me time to take in the vistas as I motored closer to the coast. She performed flawlessly, and my admiration for her pedigree increased with every mile we took in.

Late on Monday afternoon, I arrived at the Hard Rock Hotel in San Diego,



giving me a day to rest and see the sights before we turned around and did it all over again, this time driving as much of Route 66 as we could.

Wednesday found us driving up the California coast, before turning inland into



the high desert and the city of Victorville, a place we'd both visited years before since some good friends of ours live there. We spent the evening with them, before venturing out the following morning to sample the rugged roads of the High Desert. But first, a stop at Elmer's Bottle Tree Ranch – an eclectic and unique area



of mounted bottles on multiple sculptures. It was here that we truly felt our adventure begin – with the now-famous Route 66 insignia painted onto the road. The top



came down, the temperatures warmed up, and the “Cars” movie soundtrack



accompanied us as we drove fairly aimlessly towards Arizona. We planned on meeting family in Arizona that evening, and we had another detour to take later in the day, but for now, it was open road and a beautiful car to drive.

Cori saw a sign for Calico Ghost Town, an abandoned mining town, just off Route 66, but before getting to California’s Newberry Mountains. After spending a couple of hours learning that people will tolerate pretty much any hardship for the sake of what they can get out of the ground, we started off for what, for me, was the most exciting part of the journey – crossing into Arizona and immediately detouring onto Route 66 itself and driving through the Black Mountains, with its hairpin turns,



gorgeous vistas and nearly 8,000ft elevation. For miles at a time we were the only car- heck, the only people- on the

road.

I took the wheel, (although Cori begged to drive!) because I wanted to see what Milla could do on these winding, barely paved roadways, and she did not disappoint. But it gave us a new respect for those travelers who used to travel this route without power steering!

We drove through the once-vibrant mining town of Oatman, slowing down for the burros who are allowed free reign of



the town. Although we were tempted to stop, we had to press on to see my aunt and uncle in Prescott, whom we had not seen in over 16 years! It meant a 90-minute detour from Route 66, and also meant we’d not be able to see any portion of the Grand Canyon at all. And we still had one mandatory stop to make before our family reunion: a quick visit to Winslow, Arizona,



to stand on that famous street corner and take a photo near the “flat bed Ford”.

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Kickin' Along Route 66

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On Friday morning, after seeing the city my family calls home, we got back on the road with Cori behind the



wheel, and were able to drive the longest stretch of Route 66 yet, stopping at Holbrook again for another photo op, and then continuing on to the



outskirts of Albuquerque. Despite the long hours and the mountainous terrain we'd covered (some of it now dirt roads, as Route 66 is in varying states of repair), Milla was behaving like the German powerhouse she is. Before leaving Albuquerque behind, we stopped at a local vineyard and enjoyed a midday glass of wine drinking in some of the most dazzling views we'd seen. "We'll be back, New Mexico," we promised.

We drove long and hard on Saturday, arriving in Amarillo fairly

late in the evening. After checking in to our hotel and a quick shower, we hit The Big Texan Steak Ranch, home of the 72-Ounce Steak challenge.



Although Cori has always wanted to try the challenge, we got there too late for her to register. So, we both settled for 24oz cuts and some fine whiskey before calling it a day.

Our final day saw us visiting Cadillac Ranch – fortunately, although



it had rained hard the day before, the temperature was far warmer than the week before (was it really ONLY a week!) Someone had spray-painted "Happy Easter 2019" and we both realized it was Easter Sunday.

The drive home after leaving Amarillo was almost anti-climactic; we knew our Route 66 trip was done,

and yet we had eight more hours of driving ahead of us. But, with the top down, some excellent tunes, and some great Texas BBQ, we knew it would be all right.

We've had the Route 66 map book out several times since we returned, planning our next vacation...



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 Rookies Leader Board

As of October 25, 2019

13.33 Pts	9.33 Pts	5.46 Pts	2.50 Pts
John Deason	Jack Maniscalco	Juan Tamez	Amanda Curreri
11.10	6.82 Pts	4.75 Pts	1.68 Pts
Donovan Murtha	Jane Owens	Christopher Copeland	Jack Hyink
10.43 Pts	5.56 Pts	4.56 Pts	
Duane Gray	Daniel Viklund	Daniel Mottola	



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2019 Incentive Points Challenge Leader Board
As of October 25, 2019

900 Pts	180 Pts	60 Pts	Harris Katchen
Paul Goldfine	Tom Dawson	Daniel Briggs	Mary Lou Katchen
630 Pts	Jeff Gifford	James Crump	Travis Kroh
Josh Butts	Sridhar Kamma	Hugh Fisher	Jack Laumer
580 Pts	Michael Miranda	Duane Gray	Bob Lewandowski
Ken Carson	170 Pts	Stephen Johnson	David Mottola
460 Pts	Terry Smelker	Chris Kite	Richard Norat
Joseph Nielsen	160 Pts	50 Pts	Carl Nybro
440 Pts	John Deason	Sean Engelke	Les Perkins
Lenny Zwik	Connie Stried	Jack Maniscalco	Sudarshan Rajagopal
400 Pts	Chris White	Jane Owens	Elena Rawlins
Raquel Robles	150 Pts	30 Pts	Judy Ray
380 Pts	Mary Beth Cord on	Mohammed Abusalih	Denise Reid
Herb Looney	Gay Dawson	Ken Adams	Greg Smith
330 Pts	Kathy Goldfine	Alberto Alcala	Janey Spellman
Brandon Hardiman	Roger Williams	Fabian Aspietia	Keith Stubbs
310 Pts	120 Pts	Joaquin Aviles	John Swann
Jonna Clark	Julie Janulis	Robert Buerlein	Juan Tamez
290 Pts	Brian McKinney	Mark Brown	Steve Tatro
Gene Janulis	Brad Mitchell	Andres Cardoza	Daniel Viklund
240 Pts	Rachel Tamez	Amanda Curreri	James Whalen
Scott Bowman	100 Pts	Valerie Davison	Rickie Williamson
Marco Cordon	Terry Rawlins	William Delauney	Jason Willis
David Hardiman	90 Pts	Zubin Desai	Don Yule
Bill Lewis	Kathryn Butts	David Francis	Susan Yule
Vincent Robles	Derek Hinch	Mollie Francis	20 Pts
210 Pts	Terry Jones	Cynthia Geisler	Christopher Copeland
Alex Henry	Dave Rainwater	Emanuel Hajek	Jack Hyink
Chungnam Lucia	70 Pts	Bob Heimann	10 Pts
David Lucia	Erika Frankel	Thor Hilgenfeldt	Scott Rader
		Marek Hnizda	





Tejas Chapter of the BMWCCA and the Hill Country Region of the Porsche Club of America. This day long program provides practical, behind the wheel car control skills instruction, practice and classroom instruction, **using the car they drive daily**. Included in the curriculum are four exercises used to teach the fundamentals of car control; emergency lane change, slalom, emergency braking and skid pad.

The classroom session teaches the basics of car dynamics, weight transfer, vision and the importance of maintaining the car and how proper maintenance affects safety.

The Public Safety Training Center is part of ACC and was just opened in September, 2018. Its mission is to provide driver training to first responders and law enforcement as well as other skills central to these professions. For the first time, the center has partnered with, and made available to, the community to provide a safe place to conduct this clinic. The Emergency Vehicle Operations Course, on which the TRSS will be held, provides a safe environment in which to learn and practice car control skills.

The Tejas Chapter BMWCCA In conjunction with the Hill Country Region, Porsche Club of America, hosted and put on its second Street Survival School of 2019 on Oct. 5th, 2019, at the Public Safety Training Center located just south of the Austin Community College's Hays county campus in Kyle. Open to young drivers within the ages of 16-21, the school doesn't teach students how to drive, rather it teaches young licensed drivers how to drive better and more confidently, providing them the skills they'll need to safely navigate unexpected emergency situations out on the road.

The program is sponsored nationally by the BMWCCA Education Foundation, Michelin, and Tire Rack, and hosted locally by the





With a half-mile track covering 19 acres of land, the Emergency Vehicles Operations Course can accommodate skills training in vehicle operation, vehicular extraction and mass casualty response. The course area can accommodate helicopter landings.

Features:

- Driving course is rated for 60 mph
- Half-mile loop
- Track includes banked curves, skid pad, simulated RR crossing, and urban grid area
- 300'x300' skills pad
- Covered area for weather protection and personnel breaks



continued on page 28

Teen Street Survival

continued from page 27

The in-car coaches, are drawn from a cadre of performance driving instructors that teach at BMW and Porsche driving events, but who also carry a special certification from Tire Rack that focuses on the application of these skills to this school.

We plan to hold additional schools next year, so if you have either a child who could benefit or are interested in volunteering as either a course worker or coach, please contact either Josh Butts or Lenny Zwik. To become a coach, we ask that the candidates have participated in at least one autocross or DE and have completed the online certification which can be found at <http://streetsurvival.org/schools/>

[become-a-coach/](#) .

For more information about the Tire Rack Street Survival School, please visit <http://streetsurvival.org/schools/frequently-asked-questions/>. You can contact Lenny Zwik, lzwik@austin.rr.com, if you have any unanswered questions. Thanks in advance for your support.



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some dealer only parts excluded



Calendar of Tejas Chapter and Related Events



2019

Date	Event	Meet Location
November 15-17, 2019	Annual Utopia Weekend see page 5	Kerrville
December 2019	Capital Area Food Bank	TBD



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Classified Ads



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



2006 325i Dinan

158,xxx miles, Original owner, Clean title, No accidents, All maintenance done @ BMW dealer in north Austin. Dinan: exhaust, air in-take, Stage 2 suspension, Turner Motor Sports performance flash engine software, manual transmission, manual seats. Garage kept at home & work since owned. New radiator

@ over 150k miles. Tires have 2,000 miles on them. Brakes feel very solid, Leatherette (only worn out on left side of drivers seat). Once driven you will love the handling. Only selling due to checking an item of of my bucket list. Asking \$6,600. Contact Max Dean at 512-924-3918 or send email to maxdean63@hotmail.com



E39 Control Panel For Sale

If you have an older BMW 5-series (E39 body style,) the buttons on your climate control/AC panel may have broken or gone missing over time. This is a new, OEM panel of replacement buttons from BMW. (You can pick the one you need by simply popping it out of the panel.) It is missing one "cold" button, as that was the only button I needed for my old 2003 530i, (but they are only sold in complete sets, so I don't need the rest.) Yours for \$85, plus actual shipping costs. Contact Darrick Lee

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Classified Ads

at mtdlee@gmail.com



Brake Rotors For Sale

Front Left and Right Disc Brake Rotor - Brand Fremax , Part Number: 34 11 6 789 069 / 34116789069, Condition: Brand new, Weight: 17.230 kg or 38.26 lbs, Price: \$200.00 OBO [both rotors] Fit following vehicles: X5 E70   (07/2008 ? 06/2013), X5 F15   (08/2012 ? 06/2018), X6 E71   (07/2008 ? 06/2014), X6 F16   (09/2013 ? 03/2019), Contact Claudio Sanchez at 512-672-3499 or send email to claudio3@swbell.net

Your Ad Here!

**Tejas Trax Classified Ads
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of generating sales!!**

E36 Back Seat

E36 4-door back seat, bottom part only, black. 1998 but fits at least some other E36. Some of the right hand side leather is hardened, one 5 inch split due to the hardening. Free due to the damage, not sure it is repairable. Contact Philip White at 512-215-2699 or email pww8@cornell.edu

M3 items for sale

Prices noted, but offers welcome. Pictures can be provided.

- E92 OEM quad tailpipe chrome tips \$100
 - E92 OEM Angel eye H8 bulbs \$20
 - E92 Weathertech floor mats. Front & rear. These are very nice rubber mats. I've had several sets for various cars. \$65 (\$99 new)
 - E46 OEM R Foglight \$25
 - E46 OEM R & L amber front corner reflectors (part 64148383012 & 011) \$10
 - E46 bra \$ make offer
 - F80 M performance floor mats (front only) \$45 (\$70 new)
- Contact Jonna Clark at 210-601-7919 or send email to jonnack@gmail.com

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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Tejas Chapter



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