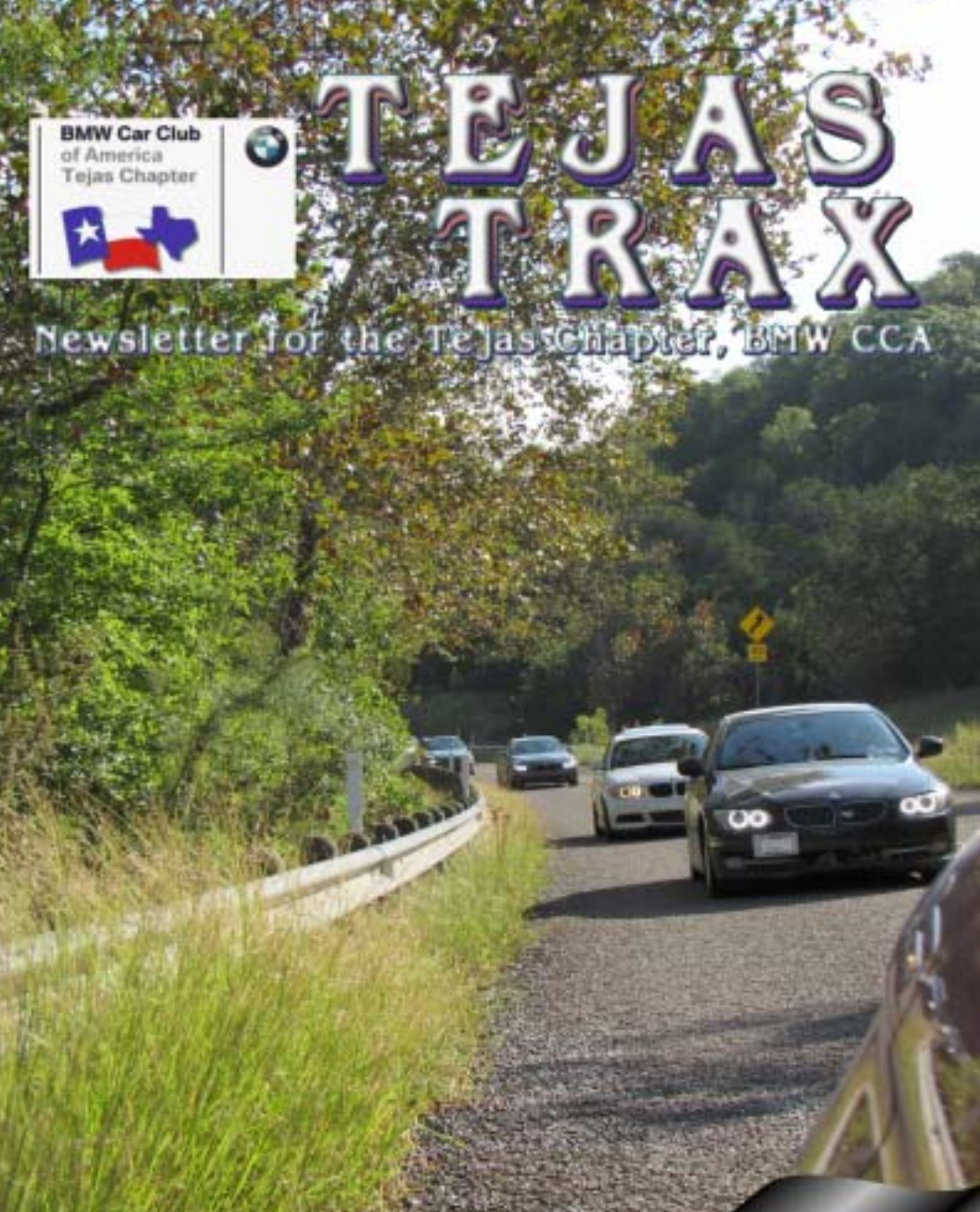




TEJAS TRAX

Newsletter for the Tejas Chapter, BMW CCA



On the Road to Utopia

Photo by Sandy McConnell




**November
December
2017**

What's Inside

Upcoming Events
San Luis Distillery
M Track Day Review
Utopia Weekend Review


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|---|---|--|--|
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BMW CCA

| | | | |
|--|---|---|--|
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|--|---|---|--|

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|---|--|--|---|
| <p>Per year rates are based on a 5 issue price, giving one free issue per year when paid in full.</p> | <p style="text-align: center;">Full Page</p> <p>Per Year - \$350 Per Month - \$70</p> | <p style="text-align: center;">Half Page</p> <p>Per Year - \$225 Per Month - \$45</p> | <p style="text-align: center;">Quarter Page</p> <p>Per Year - \$150 Per Month - \$30</p> |
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Visit the Tejas Chapter Web Site at <http://www.tejaschapter.org/tejas.html>

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*From
The
President*

On the winding down

It is really unbelievable that 2017 is coming to an end so soon. It has been a wonderful year with some of the best events that I can remember. I particularly was glad to see Shakespeare at Winedale back in the lineup and the Utopia event we just completed was truly fantastic. Josh and Kathryn Butts did an amazing job in planning and an even better one in execution.

There are still two opportunities to participate in a chapter event this year, however. For the first time in two years, BMW of Austin is once again opening it's doors to the Tejas Chapter for some great family fun and even a limited DIY time for those who jump on it first. These are always first class events and you don't want to miss this one. (see page 5)

Then, in December, we will be doing

our annual charity event. This year, we are repeating the Capital Area Food Bank of Texas volunteering like we did last year. It provides an excellent opportunity to help the community and people in need. (see page 7)

Even harder to believe is that it has been 27 years since I took over a failing chapter and became its president. Like a "for better or worse" marriage, I have tried to provide some leadership to this great chapter during that time. During most of that time, I have had the tremendous assistance and support of my wife Sandy, who served as our Secretary/Treasurer. With this being an election year, we decided that we would not run for re-election this time. It is time for new blood and fresh perspectives for the Tejas Chapter. In addition, I will be looking for someone to take over my newsletter and webmaster duties. If either of these interest you, please let me know. To nominate someone (or yourself) for an office, use the nomination form at the chapter website.

Until next time

Glenn McConnell

Welcome New Members

Austin

*Jake Allbritton
Christine Celis
Jerry Fain
James Gardner
Amy Gottschalk
Michael Gray
John Holder
David Lechler
Joseph Nielsen
Keith Pflieger*

*Kenneth Prince
Ed Rader
Remi Rieger
Philip Satz
Ian Schoen
Darren Sessions
Todd Spencer
Jaylon Ward
Stephen Wilson*

Boerne

*Steve Beaton
Donna Naylor*

San Antonio

*Juan Alfaro
Fabian Aspeitia
Albert Kang
Walter Pitts
Michael Ruiz
Paolo Salvatore
Gareth Singleton
Moses West*

New Braunfels

Brandon Marti

Plugerville

Naqi Syed



Harker Heights

Fabian Bailey

Cedar Park

Steven Jablon

Helotes

George Marshall

BMW of Austin

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(<http://www.bmwofaustin.com/>) today to learn about the latest BMW of
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.



**BMW of Austin
BMW CCA Event
Sunday, November 12,
2017
12:pm - 5:00pm**

Memories begin here

Prizes, Food trucks, games, challenges, races, trivia...come to the BMW CCA event being held at BMW of Austin on Sunday, November 12, 2017 from 12-5.

Plan on an exciting time to get together and practice your driving skills, win a chance to work on your own vehicle, eat some awesome cuisine, and mingle with BMW enthusiasts and most of all capture the moment of memories. You will have an opportunity to win a professional photo shoot with you and your Bimmer at several predetermined spots locally. Miniature golf, BMW jeopardy, the price is right, bean bag toss, just to mention a few opportunities to win BMW prizes.



Thousands in accessories, gifts, and other valuable options will be offered. Come join us for this afternoon of total fun. Bring the whole family!! Let's celebrate some memories.

Looking forward to seeing everyone out at this event to show our appreciation to BMW of Austin for the AWESOME job they are doing in Sales, Service, and Customer Service that they provide each and every one of us.

Watch the website for more details and an RSVP form to sign up. Bring the whole family and have a great day.

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

Tejas Chapter Incentive Points Challenge for 2017

To encourage participation, the successful Incentive Points Challenge began in 1998. The members who earn the highest number of points by the end of the year (up to 10th place) receive valuable prizes at the Post-Holiday Party in January 2017. 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 |

2017 Incentive Points Challenge Leader Board As of October 20, 2017

| | | | |
|------------------|--------------------|-------------------|----------------------|
| 1070 Pts | 210 Pts | 80 Pts | Mike Anderson |
| Paul Goldfine | Gay Dawson | William de Launey | Fred Brinkley |
| 840 Pts | Tom Dawson | David Morrow | Charles Brunson |
| Raquel Robles | Terry Jones | David Roseman | Eric Chang |
| 750 Pts | 200 Pts | 70 Pts | Linda Cook |
| Josh Butts | David Lucia | Jeremy Hyde | Tim Cook |
| 550 Pts | 190 Pts | Dan McLaughlin | David Francis |
| Vincent Robles | Lenny Zwik | 60 Pts | Mollie Francis |
| 520 Pts | 180 Pts | Alberto Alcala | Samuel Greenwell |
| Phil Nybro | Jennifer Davis | Joaquin Aviles | Matthew Joseph |
| 480 Pts | David Hardiman | Valerie Davisson | Sandra Kennedy |
| Herb Looney | Jeffrey Lantz | Fred Eglhoff | Mark Kramer |
| 420 Pts | Chungnam Lucia | Hugh Fisher | Carol Lowery |
| Susan Yule | Joseph Nielsen | Bob Heimann | Luke Lowery |
| 360 Pts | 150 Pts | John Hughan | Joe Martinez |
| Michael Miranda | Debra-Lou Lantz | Stephen Johnson | Bruce Mason |
| 330 Pts | 120 Pts | Harris Katchen | Vaughn McVey |
| Kathryn Butts | Helen Dorrance | Mary Lou Katchen | Collin Nowak |
| Ken Carson | Derek Hinch | Geno Marola | Andy Rose |
| 300 Pts | Al Ridgley | Carl Nybro | Alexandra Roseman |
| Scott Bowman | 110 Pts | Yvette Robinson | Claudio Sanchez |
| 270 Pts | Mack Buel | Bob Salzman | Jon Spagnola |
| Marco Cordon | Michael McCrary | Diana Salzman | Todd Spencer |
| Mary Beth Cordon | Dave Rainwater | 50 Pts | Steve Tatro |
| 260 Pts | 90 Pts | Jim Amorin | George Wuichet |
| Jeff Gifford | Jonna Clark | Ellis Bareiss | 20 Pts |
| 250 Pts | Valentin Hernandez | David Schmidt | Peter Coomaswamy |
| Don Yule | Sridhar Kamma | 40 Pts | Randy Stalnaker |
| 230 Pts | Brad Mitchell | Dexter Kelble | 10 Pts |
| Brandon Hardiman | Kurtis Seebaldt | 30 Pts | Ed Rader |
| James Whalen | Connie Stried | Randy Allen | Rene Viray |
| | Roger Williams | Gloria Anderson | |

**2017 Incentive Points Challenge Rookies Leader Board
As of October 20, 2017**

| | | | | |
|-----------------|--------------------|---------------|------------------|-------------------|
| 50.69 Pts | 14.87 Pts | 9.30 Pts | 5.91 Pts | 3.10 Pts |
| Joseph Nielsen | Mack Buel | Jeremy Hyde | Stephen Johnson | Ed Rader |
| 34.54 Pts | 11.99 Pts | 7.93 Pts | 5.89 Pts | 2.57 Pts |
| Michael Miranda | William de Launey | Todd Spencer | Valerie Davisson | Alexandra Roseman |
| 15.11 Pts | 11.31 Pts | 6.85 Pts | 5.57 Pts | |
| David Morrow | Valentin Hernandez | David Roseman | Jim Amorin | |
| 15.04 Pts | 11.23 Pts | 6.39 Pts | 5.53 Pts | |
| Jennifer Davis | Derek Hinch | David Schmidt | Samuel Greenwell | |



BMW Active Hybrid e-bike

Munich. The new BMW Active Hybrid e-bike sees BMW Lifestyle writing the next chapter in the success story of the BMW Bikes Collection and demonstrates once again how innovative technology and sophisticated design can come together into an aesthetically pleasing overall concept.

Powerful assistance on short and long rides.

The BMW Active Hybrid e-bike is equipped with a comprehensively revised drive concept, which makes its presence felt in the form of a significant power boost. The advanced Brose electric motor can be activated

as required to supplement the rider's pedal power. Producing output of 250 W and 90 Nm (66 lb-ft) of torque, the motor injects extra dynamism and serves up the agility for which BMW is renowned. Providing the energy for the electric pedal assistance – over a range of up to 100 km (62 miles) – is a removable 504 Wh battery. The rider can adjust the degree of pedal assistance with ease via the new display; four different power modes (from ECO (+50%) to TURBO (+275%)) can be selected up to a maximum 25 km/h (16 mph). Plus, the micro USB socket and Bluetooth function allow customers to hook their smartphone up to the bike.

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BMW Active Hybrid e-bike

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Harmoniously integrated drive module enables an elegantly sporty profile.

The **BMW Active Hybrid e-bike** captures the imagination with both its technical components and its design. For example, the motor and battery are fully integrated into the hydroformed aluminium frame, highlighting the bike's elegantly sporty silhouette. The frame's profile is accentuated by the familiar BMW "bullneck", which exudes energy and forward-surgng presence, and the exclusive Frozen Black and Arctic Silver paintwork.

A glance at the bike's mudguards provides particularly striking evidence of how this exacting approach has been applied across even the smallest details. The LED light integrated into the aluminium mudguard over the rear wheel maximises safety and adds a further design flourish.

Saddling up securely with the eZone.

E-bikes not only deliver an inimitable riding experience, they also place very specific demands on their saddles. Which is why saddle maker Selle Royale commissioned BMW Group subsidiary

Designworks to develop the first ever saddle tailored specifically to the requirements of e-bikers. The innovative form of the "eZone" (on sale since September) is based on a zonal concept fine-tuned to the particular attributes of e-bikes and the need profiles of their riders. A short nose, a rising seat surface at the rear and moving side wings create a stable seating position and improve balance when pushing off and braking. And they also ensure safety in typical e-bike acceleration situations. The eZone likewise convinces with an increase in comfort courtesy of three-zone padding featuring 3D Skingel and Royal Gel. Meanwhile, the fiberglass handle integrated into the underside of the saddle makes the bike easier to move around; e-bikes are often heavier than classic bicycles on account of their drive module.

The **BMW Active Hybrid e-bike** is now available from selected BMW dealers. All other models in the BMW bicycle range and related equipment can be purchased online at <http://shop.bmw.com/>.

Manufacturer's recommended retail price:

BMW Active Hybrid e-bike: EUR 3,400.00

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Central Texas Food Bank Charity Event
Saturday, December 9, 2017

Planned by Raquel Robles

Meet at: CTFB

6500 Metropolis Drive, Austin, TX, 78744

Check-in: 8:30am **Food sorting:** 9:00am-12:00pm

Central Texas Food Bank (<https://www.centraltexasfoodbank.org/>) provides food and groceries to more than 300 human and social service agencies in 21 Central Texas counties; last year they provided 24.5 million meals! Food donations come from various food manufacturers, growers, distributors, grocery stores, and individuals, which volunteers working in CTFB's climate-controlled warehouse help sort into comprehensive packages that are delivered to the agencies in need.

This holiday season, the Tejas Chapter will contribute to the more than 96,000 hours of volunteer effort annually that makes this vital community service possible.

Our goal is 30 volunteers

Our shift at Central Texas Food Bank will conclude at 12pm. From there we go to lunch at a restaurant yet to be determined at press time. Check the website for updated information.



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

BMW M Track Days at COTA

By Terry Jones

Early in the summer, I received an email from BMW of North America inviting me to participate in the track day events to be held at various tracks around the country. As soon as I realized the COTA track was included, I quickly sent them my \$250 to include me. What a great decision this turned out to be. For a guy who has not really participated in track events, but always wished he had, this turned out to be a great opportunity, because you were asked to fill out a questionnaire describing your track experience or inexperience. This was perfect for a Walter Mitty kind of guy.

Living in central Texas near COTA was ideal because the other tracks were at the Monticello Motor Club in New York, Homestead-Miami Speedway, The Ridgeway Motorsports Park in Shelton, Washington and the Thermal Club in California. The events began in May and concluded in October around the country. The COTA event was held from July 26 through August 2.

What really sealed the deal were the descriptions of the events and the cars the participants would get to drive. The events would include: follow the leader around the track with speeds up to 100 mph, drag racing with a stop box, an autocross, and finally a hot lap driven by a professional instructor. The cars were to include the M2, M3, M4, M550i, M6 convertible, M6 Grand Coupe, X5M and the X6M. This excited me for various reasons. I have never been

one to really want to put my personal vehicle on a track, including having to explain to your insurance company how that front end got damaged or even worse.

After waiting forever, my chosen day of July 28th finally arrived and I was off to COTA. The event included morning and afternoon sessions, so I arrived at 11:00 am ready to have fun. Along the drive into the facility, your appetite was whetted by the various M cars placed on static display by our



hosts. There was check-in, signing waivers, etc., which were handled with Teutonic efficiency, and then on to the pit area, where lunch was provided while we waited for the event to begin.

Parked indoors in the pit area were several M's to lust over, including an M2, M3, and the new twelve cylinder beast, the M760i in frozen black with white quilted



leather. Our instructor said that if you had an M760 and did not want to drive the track you could have your chauffer do the driving.

Shortly after watching some really neat videos of BMW commercials

from various countries, we were introduced to Matt Mullins the chief driving instructor at BMW in Spartanburg, SC. Mullins gave the group of about 100 participants, with folks from Louisiana, Dallas, and Houston to name a few places, a familiarization lesson of the COTA track and how to master the many tricky corners, curves, and other aspects of this great track. It was interesting to learn that after hearing all of my driving life the proper steering grip is the 10 and 2 position, you are now taught that 9 and 3 is the proper grip. Also, he explained spine position, seat location, and arm length to the steering wheel. One of the most important things he emphasized was to pull off the track safely and allow the passenger to get out if he/she was getting car sick. As you rode as a passenger you quickly learned why he gave you this instruction in the lecture. This was a lot to learn in a short time.

The participants were divided into groups of about ten and assigned to one of the 15 BMW professional drivers/trainers.

Our group proceeded to the pit area and was assigned two to a car with two cars for follow the leader. We were given radios so our instructor could communicate with each driver. We put on our helmets and went out to our first ride, which was in a M3 (see below). Needless to say, my adrenaline was really flowing. After a familiarization lap, we picked up the speed. Wow! Walter Mitty was really having fun. The track and the M3 were amazing. Forget the 100 mph. On the back straight, I glimpsed down and witnessed 130 mph on the speedo, before quickly coming up on a very sharp turn. My driving partner was a great help shouting out where to be and what to do next. The really good news was the fact that it was one of

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M Track Days at COTA

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the hottest days of the summer with 105 degrees, but the Bimmers were running with max air which really helped. After several laps, we proceeded to the pits and swapped out drivers and did it all again. What fun!

When the second driver had had his fun, we proceeded to the pits and went to the next fun event, the autocross with M2s waiting for us.



Here we did an untimed lap to get familiar, and then the fun began. The next two runs were electronically timed. The tough part was at the end of the run, you had to stop in a very small box or be penalized two seconds. My goal was to not embarrass myself, but I surprised even me with a decent run in the mid seventeen second area and stopping in the box with no

penalty. The big incentive announced in the lecture was that the winners of each track in the autocross would go to California to compete with each other to determine an overall winner. I quickly learned that the M2 is everything that is said about it. Indeed this is one great M car. The results from the COTA autocross event were later posted online. Nearly 1,000 participants took part in the week at COTA.

After this event we went on to the drag racing event. Here we got to drag race the whole inventory of M models, racing against another participant. After each run you swapped drivers and ran that car again. Then you came back and got into a different M car. Here was the “big gotcha”: yes you raced the other driver, but you had to stop the car in a space no larger than your garage, or be disqualified. This made it a very difficult challenge. Again, this was a lot of expensive fun at BMW’s expense.

Then it was time to return to do a similar track run in an M4 as we did



in the M3. There really is a difference in driving these two cars. As one of the oldest drivers there, the heat, adrenaline rush, etc., were taking its toll on me. I pushed on, grabbed an

ill-fitting helmet, and took my turn. While I did not embarrass myself, I found that I could not keep up with the leader and was not upset when that run was over. Only to be thirty years younger!

When the second track event with the M4 ended, we piled into an M3 for a hot lap with one of the professional drivers. He gave a whole new meaning to being a professional driver. I got a glimpse of 140 mph on his run. But I do think if there had been another lap, I

would have been the one begging the driver to pull over. The back seat is not the place to ride on a hot lap.

After all of this fun, we were escorted upstairs over the pit area, and treated to a gourmet buffet dinner and give a super swag bag. What a neat day thanks to BMW. Walter Mitty indeed had a great day and I came home with a new appreciation of all things M, the greatness of the COTA, and a new appreciation of competitive driving!



A mechanic in a blue shirt is working on the engine of a car. The background is dark, and the scene is lit to highlight the work. The advertisement includes the German Auto Center logo, which features a stag and the text 'GERMAN AUTO CENTER' and 'Proudly Servicing and Repairing BMW Vehicles in Austin Since 1979.' At the bottom, there is a call to action: 'CALL (512) 452-6437 OR BOOK AN APPOINTMENT AT WWW.GERMANAUTOCENTER.COM'.



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.

The Tejas Chapter would like to have its 1st event. A small team of Tejas Chapter members had been putting the plans together since 2011 event, but have continually run into a roadblock, “the location.” The location has to be a large parking lot with minimal obstructions, such as light poles. Several locations have been contacted with limited success. Due to this roadblock, the new target to hold an event will be in early 2018.

Please contact the Driving Events Coordinator, Scott Bowman at brglotus@fastmail.fm, if you have a contact for a location in the Central Texas area.




well at least a small part of it.

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

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

Join the Drive to Donate!



www.bmwccafoundation.org
864.329.1919

Utopia Drive Review

By Sandy McConnell

Our fun packed weekend began Friday evening October 13th, at the interesting establishment called *Grape Juice* in Kerrville, Texas. Approximately thirty of us were all able to sit outside on the deck and enjoy the relaxed, unhurried atmosphere that can be experienced right



in the middle of town. With a varied food and beverage menu, we all had a pleasant meal, as we greeted newcomers and friends and prepared for the exciting things planned for the weekend.

Our Saturday morning drive began in Kerrville heading north and west on TX-27 and continuing on TX-39. Along this route we caught up to our *pace cars*, as Kathryn tagged them, which must have



been sharing the roads that day from the vintage car club! Models A, T, or both were an interesting sight, though not keeping up the *pace* expected for a BMW drive!

We continued north on scenic FM 1340 where we saw a lot of deer near the road! Some of them ran across the road in front of Josh and Kathryn who were in the lead. With inspiring awareness and control Josh was able to take evasive action and the *deer missed them entirely!* I heard others had deer run in front of them as well, but fortunately we all made passage without incident. In another area, near our first rest stop in Mountain Home, we were told that a helicopter lifted off near the road and was herding deer away from the road!

The second leg of our morning drive took us along wonderful RR 335! Not only is it a beautiful route, it also has sweeping curves and dramatic elevation changes, not unlike a roller coaster ride! This is one of



our favorites of the *three sisters*, which have been written up in the *Best Roads of Texas* magazines.

Now ready for lunch, we continued toward Concan, Texas and tucked in a nifty drive on one end of RR 337 (another of the inspiring three sisters) and then rounded up for lunch at Neal's Cafe. The cafe did a superb job of serving our large group, which over RSVP timeframes had grown to an intimidating 60 people! We were able to sit out on their deck and though we waited a while, the time was not excessive and they managed to serve us all at once! They really did an amazing job and the food was great, too!

After our hearty lunch we headed

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Annual Utopia
October 13
 Many thanks to Jos
 Many more great photos are av





Car Show Weekend
8-13-15, 2017
John & Kathryn Butts
Available on the chapter website



Utopia Drive Review

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back in the direction of Kerrville, via RR 336, another of the famed *three sisters*. We put our bimmers to the test along this scenic, curvy, cliff sided road and it is a



real comfort and pleasure to know how well our brand of choice handles the challenges! We arrived back in Kerrville in time to go back to our rooms and rest, or not rest as the case may have been for those of us watching the UT game with Oklahoma! Then we headed to the Cowboy Steakhouse for an amazing dinner and continued camaraderie. It was a satisfying day!

Sunday morning, after checking out of hotels, we met at the River Hills Mall to prepare for our group drive. I drove this part, but had to be “law abiding” as last year on the same route, I got pulled over by the Kerrville police for speeding! I think they were surprised when they saw a couple of old folks and not teenagers joy riding in an M4! Since my speed wasn’t too excessive, the kind gentleman only gave me a warning.

Sunday morning’s drive took us west on TX-127 and US 83 and the highlight of the day’s drive on another portion of RR 337. Alas, part of the drive was a little discouraging because we had two SUVs whom it seemed, couldn’t even keep up the pace of our original pace cars! We had to stop to

let them get far enough ahead to resume our pace - twice!!



We made an interesting loop back towards Kerrville and ended up at the Encore Restaurant in Ingram, Texas. This is a park area that now is the home of an intriguing Stonehenge that used to be located farther out of town. The



restaurant was able to seat our large group inside and we had a varied selection of menu choices to expedite service for our group. A very nice ending to a very wonderful weekend!

Josh and Kathryn Butts planned our weekend event for us and lead the drive with skill and efficiency. Josh eluded to the fact that this time of year starts six weeks of travel and activities that doesn’t stop until Thanksgiving. I know this Utopia drive kicked off another whirlwind of events for him, but it didn’t affect the planning. This year’s drive was all organized differently and the lunch locations were both new! To me that is amazing! Thanks so very much to Josh and Kathryn who put their hearts and efforts into a wonderful weekend of events for us!

Calendar of Tejas Chapter and Related Events



2017

| Date | Event | Meet Location |
|---------------------|---|---------------|
| November 12, 2017 | BMW of Austin BMW CCA Event see page 5 | Austin |
| November 17-19 2017 | HPDE at COTA Austin Fall Schnell Fest | Austin |
| December 9, 2017 | Central Texas Food Bank Charity see page 9 | Austin |

2018

| | | |
|--------------|---------------------------|-----|
| January 2018 | Annual Post Holiday Party | TBD |
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San Luis Spirits Distillery Tour

By Paul Goldfine

It was a good turnout for a cloudy Saturday morning. Even though a few people who signed up could not make the event, we had some surprise attendees who rounded out the group. After everyone who needed their morning caffeine finished their coffee, we headed out.



The route started out heading northwest toward Driftwood. Shortly after turning onto FM1826, we drove past the original Salt Lick. From there we turned south, passing the



Dutchman Family Winery. Somewhere along the way, a truck managed to get in the middle of the party but, eventually, we managed to regroup

before heading into Wimberley. While at the HEB, I believe the most common theme I heard from anyone making a purchase was the lack of a self-checkout line.

After a few more minutes in the parking lot admiring each other's cars and socializing, it was time to begin the second half of the drive. We started out northwest again but soon turned onto Ranch Roads 440 and 220, which almost went in a complete loop and brought us back to Wimberley.

We turned north from there and, not too long after, found ourselves rolling into Dripping Springs for lunch at the Railroad Bar-B-Que. As it was still early in the day, we had the restaurant mostly to ourselves. As



everyone stood in line, the menus were handed from person to person. Service went smoothly and everyone had a chance to sit and comfortably finish their meal before heading to the day's destination.

A short 1 mile drive brought us to the site of San Luis Spirits. It's a relatively small operation but they take great pride in what they do. They started with a brief history of the distillery and their founding only 10 years ago.

Behind the main building, they
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San Luis Spirits

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showed us the stills, which are all hand made. They explained, because of this, each still has its own characteristics and needs to be carefully monitored. The still only produce 50 gallons of



alcohol a day, where the typical large volume distillery produces 250-3000 gallons a day.

Back inside, they described the filtering process and showed how they infuse the gin and vodka with various



flavors. Afterward, we were led to the bottling line. We were told they have a machine that will cap the bottle and apply a seal but, as it turns out, the process is even faster by hand. After the label is applied, each bottle is hand inspected to make certain no foreign material found its way into the bottle. Their initial product, Dripping Springs Vodka, won the Vodka Purity Award

and won the Gold, Best in Class at the International Wine and Spirits Competition in 2008.

After that, there was nothing left but to taste some of the product. I fully expected they would allow us a taste



of one or maybe two items. Boy, was I wrong. In fact, we were given samples of 3 different vodkas, two different gins, and a bourbon. Previously, I had been concerned about the early lunch but soon became relieved to be doing the tasting on a full stomach.



Everyone who took the tour left with a souvenir shot glass and many with a bottle of spirits to take home with them.



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Go West, Young Man, Go West!

by Philip Nybro

This quote is generally attributed to Horace Greeley, in 1865, when he was the editor of the New York Tribune. Along with my nephew Eirik, who is 22 and a fellow car guy, we figure to escape the Central Texas heat in August and head to California. We will be based in Santa Barbara, where my youngest daughter and family live. Rumor has it there is some car stuff happening on the Monterey Peninsula the third week of August, so maybe that's worth further exploration?

Further exploration reveals ... Legends of the Autobahn? Concours d'Elegance at Pebble Beach? Multi-day car auctions from Mecum and Gooding? And that's just for starters? Ok, we're in! Whip out the credit card and sign up for as many events as we can.

First off, we're driving. It would probably make more sense to fly, but where's the fun in that? Then we would need to rent a car, but who wants an entry level Toyota for an uber-high end car event. This is what car guys do. I mean, really. The car of choice is Ludwig, my 2007 E90 328i with manual and sport package. It's ten years old but has only 84,000 miles and is over-maintained. With a new battery last winter and new tires in the spring, all we have to do is check the tire pressures.

Day 1: Austin to Phoenix, AZ. Eirik gets up 20 minutes before our 0700 departure, turns out he is not a morning person (but I am). The navigation is not hard today; US 290 through Fredericksburg to I-10, go west for the next 1,000 miles plus. I love West Texas. Eirik is from Oslo Norway and while he has

visited us in Texas before, he has never been to West Texas. It's hard for a European to grasp how empty and strangely beautiful it is out there. I tried and quickly gave up, saying simply "you'll see." He now understands. We get in the left lane, find a comfortable speed, turn on the cruise control and settle in. As the next gas station can easily be 75 miles away, my rule is to never let the gas gauge fall below $\frac{1}{4}$. Stops are limited to fuel, bathroom, food, hopefully all at once. Before you know it, we're in El Paso, which is about 50 miles closer to Los Angeles than Houston. Tucson quickly falls and Phoenix is soon reached where we find a Holiday Inn on the west side of town. High desert once we leave the Hill Country of Central Texas. Altitude peaked at just below 5,000 feet somewhere along the way. Temperature in Phoenix of 111 degrees at sunset!

Vital statistics: 1,009 miles, 13:34 hours, average speed of 77 mph, 28.6 mpg. We are road warriors and Ludwig is magnificent.

Day 2: Phoenix to Santa Barbara, CA. Still on I-10, still high desert. As we cross into California, we begin a long descent. Around Palm Springs the gps shows altitude that fluctuates between -1 and +1 feet above sea level. Traffic is light and we make good time until we reach Riverside, CA. At that point, pretty much everything goes wrong. Congestion, accidents, construction, lost load of watermelons, it all happened. The gps is constantly rerouting us but I know we're generally headed northwest and in the right direction so I try not to worry. Still, it's very annoying. We're traveling less than half the distance of yesterday but it seems much harder. We hate LA traffic! Once we finally get to "the" 101, the views of the Pacific Ocean calm us down

considerably (is it only in California that it's "the" 101, "the" 405, etc.?).

Vital stats: 477 miles, 7:03 hours at an average of 68 mph, 28.3 mpg. We're still road warriors but now it feels like we've been in a battle and barely won. Cocktail time begins early today. Ludwig is still magnificent and looking forward to a well-earned bath tomorrow.

Day 8: Santa Barbara to Monterey. We had planned to take the Pacific Coast Highway all the way to Monterey, but a rockslide earlier this year has blocked part of the road. So, 250 miles north on "the" 101, a pleasant drive with ocean views and canyons.

We're there by lunchtime and head straight to the Mecum Auto Auction. 600 cars, and we see them all! Eirik is sick over a 1984 528e that sells for \$1,000 and a 1985 535i for \$2,000, both without reserve. An M1 has a high bid of \$400,000 but doesn't sell. Three Z8s sell between \$180-225k.

Day 9: Monterey Peninsula. At 0900 we're at the entrance to 17 Mile Drive. Many of the cars that are in the Concours d'Elegance will drive in the Tour d'Elegance, about a 25-mile lap of the Monterey Peninsula. Very cool. After that we spend the entire afternoon at the Sotheby's auction, around 100 very high-end cars mostly from Europe. If you like exotics, and Eirik does, this is for you. In the last room alone there are 25 Ferrari's. We later learn that a 1957 Aston-Martin sold for \$22.6 million.

Day 10: Legends of the Autobahn! This is a joint effort from the BMW, Mercedes-Benz and Audi clubs. I would guess maybe 50% of the cars were BMWs, 40% Mercedes and 10% Audi. Absolute heaven. There are 25 2002s, ranging from survivors to resto-mods to fully restored originals. I had briefly considered bringing

Hedwig, my 1976 2002 but the logistics were not favorable. I need a California car (this is called planting the seed with my wife and daughter). E30 M3s are the main presentation; I think my favorite car was a red 1990 M3 Touring with a V8 and 6-speed manual from a 540, owned and



detailed by Griot.

After this we head over to Cannery Row for an exhibition of modern exotics. Ferrari's, Lamborghini's, Bugatti's, Porsche's, McLaren's and Koenigsegg's (google that last one). Eirik will now die a happy man. On the way to Cannery Row we spot a Porsche 911 hardtop with four (4) adults inside; we're astonished as in the history of the automobile this may never before have happened!

Day 11: Gooding & Co Auto Auction, Pebble Beach. Preview from 9-11:00, auction until finished, around 4:00. High to very high-end cars, we're spellbound. By chance we're sitting next to the proud

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aunt of Mr. Gooding. The English auctioneer is Charlie Ross and he is very good while being highly entertaining at the same time (an example: his pithy comment to a bidder who raised by only \$1,000 on a car that was selling for millions was classic). This is Auction Day 2 of 2. The highlight is a 1966 Ferrari 275 GTB/C that sells for \$14.52 million, a new world record for this model. BMW highlights are a 1974 2002 Turbo that exceeds expectations and sells for \$143k (yea!), an all-black Z8 that obliterates expectations and sells for \$440k, and a 1958 507 Series II that meets expectations and sells for \$2.75 million (see below). For the two day auction, 178 cars are listed, 80% sell for a total of \$91 million. We're exhausted.

Day 12: Concours d'Elegance, 18th hole of the Pebble Beach Golf Course. I'm quite disappointed in my daughter and son-in-law. They are both 34 and neither is a billionaire despite being smart, well-

educated and with good jobs. If I'm to own a car at this level, they need to pick up the pace.

We're parked at the end of the peninsula on 17 Mile Drive, on the beach adjacent to Spyglass Hill golf course. As we're walking to the shuttle bus, we notice that even the spectator cars are impressive.

Spectacular cars, spectacular setting, spectacular views is my executive summary. We immediately spot Jay Leno. I'm quite sure there are other celebrities but with so many cars to inspect, who has time to people watch. The cars range from a 1903 Mercedes to a 1969 Lamborghini. We're fortunate enough to witness the judging of this car. Three judges and one nervous owner standing nearby. Eirik and I are 2 feet away and can see and hear everything. They find a paint blemish on the underside of the hood. Tsk tsk. A smudge over there? Well, I never. The high beams don't work - disastrous. The judges are fussy, thorough and knowledgeable. We're both impressed with the process and feeling a little bad



for the poor owner. Alas, this car does not get an award.

This is truly an international event. There are numerous cars that are based in Europe, at least two from China and one from New Zealand. We wonder how these cars were transported. Canada and Mexico are well represented. In total, there are 204 cars from 15 countries and 31 states (Texas was well represented). We hear lots of Italian and Spanish, French, German, British English, many different Asian languages, etc. Spectators are asked to dress appropriately and pretty much everyone obliges, particularly the women. We see hats worthy of the Kentucky Derby or a royal outdoor event in Britain, clothes and jewelry to match. Very impressive.

Best of Show goes to a 1929 Mercedes-Benz S Barker Tourer. In second place is a 1957 315 S Scaglietti Spyder (I did not make that up) followed by a 1932 Packard 904 Deluxe Eight Dietrich Sport Phaeton (nor did I make this one up).

Our conclusion: wow. Today we're all car guys.

Vital stats: about 700 miles total over five days for part 2 of our trip, 2,224 miles total. cumulative mpg declined to 26.4, cumulative mph declined to 42.7. This drive was so easy we don't feel like road warriors, but Ludwig is still magnificent.

Day 17: Santa Barbara to Grand Canyon. 0800 departure, we uneventfully skirt the northern LA County suburbs (whew). Once we leave Coastal California, we're back in the high desert. Once again, it's light traffic, left lane and cruise control time. We continue east through the Mohave Desert on I-40, entering Arizona and Mountain time. We notice that even though we have changed time zones, the time doesn't change. Research reveals that Arizona does not recognize daylight savings time. Who knew. Empty and beautiful country, we make good time and arrive at the Grand Canyon late afternoon. Two factoids: 1. It's the 100th birthday of the Park Service and the \$30 entry fee is waived, and 2. We're at 7,025 feet of elevation.

Vital stats: 582 miles for the day, 8:23

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hours of travel time. Cumulative 26.7 mpg, 67 mph, 2,903 miles.

We spend the next two days hiking and exploring the Grand Canyon. I had been here once before in 1970 on a family vacation, Eirik has never been here and is blown away. I'm surprised by the number of foreign visitors, easily more than half total. Lots of Europeans and Asians. We have a half day mule ride the last day and remain sore for several days after!

Day 20: Grand Canyon Arizona to Albuquerque New Mexico. 10:00 start, Eirik is grateful for the late start (he is still not a morning person, despite my best efforts). Easy drive today, again the navigation is not difficult. South on the main road out of the park, then east on I-40. Still high desert, still light traffic, good weather, again excellent NM roads, again we make good time, arriving at cocktail time with friends from college. Left lane and cruise control all day, we finally encounter the first rain storm of our trip. My friends are also car guys and when we leave for dinner, Eirik gets a ride in a late model Porsche 911 Carrera S convertible. I worry he is becoming spoiled.

Vital stats: a short and easy drive, 418 miles with travel time of only 5:53 hours. Cumulative mpg improves to 27.3, average speed is steady at 67 mph, 3,324 miles total. Beautiful drive, Ludwig is great.

Day 21: Albuquerque NM to Austin Texas. 0700 start, Eirik barely makes it! I-40 east for about 100 miles, that's the last interstate highway for the day and trip. We alternate

between 2 and 4 lane roads, passing through Clovis and Lubbock, between Abilene and San Angelo. Around Sweetwater we pass through the most amazing wind farm. At one point we can see windmills in every direction, all the way to the horizon. We transition from high desert to high plains and back to Central time. North of Goldthwaite we're on Highway 183 and our Hill Country base; I can get home from here without the gps. Comforting, but that also means our epic car guy trip is ending. Deep sigh. We're home for dinner, happy sigh.

Vital stats: 691 miles with travel time of 9:45 hours. Cumulative 27.3 mpg for 4,016 miles, average speed of 71 mph. Ludwig has been magnificent the entire trip; not a single hiccup. Amazing!

Misc. thoughts in no particular order of importance:

- 64-year-old grandfathers can co-exist with 22-year-old nephews. Car guys (this includes both genders!) always have something to discuss.
- Every car guy needs to attend Monterey Car Week at least once.
- Ludwig is a superb long-distance car, an excellent combination of power, economy, comfort and reliability.
- This is an amazing country. The American southwest is beautiful and we just made a giant loop.
- It is incomprehensible to me how the pioneers traveled and settled our southwest; much easier in an air-conditioned Ultimate Driving Machine.
- First time in my life I have had three weeks off. Retirement is growing on me.
- I've always wanted to see the Panama Canal. Hmmm.

Classified Ads



1998 M3

Never been raced or hot rodded...have to sell after enjoying for 9 years since bought a 4 door car.. This car has been a daily driver but would also make a great track car. It has pretty much every option available, including: Beautiful Cosmos Schwarz Metallic (black), Factory rear wing with LED brake light, Highly desirable "Vader" seats in gray leather, Premium Harman Kardon sound system w/ subwoofers, On board trip computer, ACS traction control, Power sunroof, windows, locks, Power steering, brakes, 5 speed manual transmission. Only modifications done to the car are: Aftermarket

BBS style wheels, 17"x8", Conforti Shark Injector ECU Performance software, HID headlight conversion, Clear front corner lights, Tinted windows, Blaupunkt stereo head unit with aux port for iPod, smartphone, etc., Price includes the factory staggered forged aluminum M wheels and stereo head unit. It has had all regular maintenance using synthetic oils in engine, transmission, and rear drive. Repairs include: New headliner, Brakes, Power steering hose, Valve cover gasket, Struts, front and rear, Tie rods, Sway bar end links, Steering rack boots, Air conditioning compressor, receiver/drier (R134a), Belts and tensioners, Brake light switch, Windshield and trim, Camshaft position sensor, Crank position sensor, Air intake boots, 161,428 miles, mostly Texas highway...drives like new and always reliable. Asking \$6,495. Contact Doug Norton at 512-413-1222 or send email to dougn@att.net

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Classified Ads

1988 BMW M6

VIN WBAEE1410J2561415, 118,779 Miles (as of Oct 6, 2017), Black with Tan Leather Interior. All original with upgraded Alpine radio/CD player, and rebuilt performance exhaust. New Wheel/Tire package - 225/50ZR-16 Michelin Pilot Sport A/S 3 tires - mounted and balanced on 16x7 Platinum Apex Chrome wheels - run less than 2000 miles. (purchased when unable to find replacement original Metric size 240/45ZR415 Michelin TRX tires.) Now have the original wheels and tires - a complete second set which will be included with the car. This car has lived it's entire life in the South-western part of the country - Los Angeles, Phoenix, and Austin in 2013, where I bought it. I'm the third owner and it has had very thorough maintenance. No accidents and zero rust. Completely clean Car Fax report, as well as a basically flawless Experian AutoCheck report with a score of 64 of a possible 70. Has a few cosmetic issues, but overall looks/drives almost like new. All recent service events documented. Considering condition and quality of appearance, it is priced at NADA Average Retail of \$24,400 FIRM - (Cash or Certified Bank Check) - plus any shipping costs.(Clear title transferred immediately upon purchase.) Contact Alan Campbell at 210-499-5655 (H), 210- 316-6883 (C) or send email to AlBimmerC@wmconnect.com



2011 M3

Jerez Black, 6MT, Low mileage, 33K, complete Dinan S3 package (see below). Never been tracked, no accidents, signal owner non-smoker and garage kept. Oil change every 5K and I have complete service and modification records. You would have to spend close to \$100k to get this kind of performance. Dinan Modifications: Engine - Underdrive Pulley Kit, High Flow Carbon Fiber Intake, HP Stroker Middle Racing Exhaust Software , S3 Stroker Motor w/ High flow Throttle bodies, Exhaust - High Flow Middle Racing Exhaust, Free Flow Exhaust Mufflers, Drivetrain - 4.11 Differential, Brakes - Front - Brembo 380mm rotors, 6 piston calipers (Red), Rear ? Brembo 380mm rotors, 4 piston calipers (Red), Suspension - Stage 2 suspension, 32mm front sway bar, Front steering solid Mono-Ball, Stainless Steel Rear Toe link struts, Wheels - HRE/P43S, Brushed Tinted Clear Finish, Front ? 19/10x, Rear ? 19/11x, Tires - Michelin Pilot Super Sport, Front ? 275/30ZR/19 (Y), Rear ? 295/30ZR/19 (Y), Exterior - Solid black Kidney Grills, Painted Front Reflectors. Asking \$55,000. Contact John

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