

dbR

The Official BMW CCA Lone Star Chapter Magazine



We've been everywhere...

Q3-2018 Newsletter

**BMW Car Club
of America
Lone Star Chapter**



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Upcoming Tour Information

Sunday, Oct 21st - Tuesday, Oct 23rd 8:00a Eureka Springs Tour

Join us for a Fall Colors tour (we hope) to Eureka Springs Sunday, Oct 21st through Tuesday Oct 23rd. We'll enjoy some interesting roads and travel around the Boston Mountain and enjoy the sites of Eureka Springs. Hotel: Best Western (101 East Van Buren Street). Jed has stated they have refreshed the entire hotel since our last visit. Please call 800-221-3344 by September 26th for reservations, request a room under "Lone Star BMW" party name for the \$81.95/night rate for either a 1-King bed or a 2-queen bed room.

Lone Star BMWCCA Christmas Holiday Tour, Dec 7-8, 2018

Get your holiday season off to a great start with a festive weekend in East Texas. We will go on two tours---the 36th Annual Jefferson Candlelight Tour of Homes on Friday, Dec. 7, and the 32nd Christmas Light Tour of Marshall, Texas, on Saturday, Dec. 8.

We will have a group dinner each night at local restaurants in Jefferson. Other details on the daily schedule will follow soon.

Make your reservations individually ASAP as availability is very limited. We suggest one of three hotels in Jefferson (Excelsior House, the Historic Jefferson Hotel or the Kahn Hotel), lodging at one of several B&Bs in Jefferson, or one of the hotels in Marshall, Texas.

Once you have made your reservation, please register via email Dennis Luczycki at dluczycki@gmail.com. Questions? Please email Dennis.

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Lone Star Chapter BMW CCA Time Trials 5-5-18

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Track images available via LightSpeedImages.com

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Letter from the President

Raymond Mimick

What an adventurous summer we've had as a group—visits to a number of the dealers, visits to new and interesting places, competition on the AutoX track like you wouldn't believe and an overall good summer. It's great seeing the continued connections we've all made. I hope you've been able to join us at any one of the

Meet & Greets this summer and can't wait to see what the Fall brings, not just the cooler weather. We have a trip to Eureka Springs for some Fall colors but we've also got one more Autocross event in November for those that have been waiting for the cooler weather.

It's great to see our new participants and our existing participants help spread the word. In this newsletter, we have an awesome article written by Pawel on his new addiction in Autocross but we also have a new submission from Kathy Lee. We started to reconnect a few years ago now at the revival of our Meet & Greets. Tony and Kathy are long time members of the BMW CCA but have a wider connection with the Oktoberfests, a staple on their yearly vacations. I enjoyed Kathy's article and I hope you can consider joining O'fest 2019 in South Carolina at the BMW CCA headquarters to help celebrate 50 years of this car club.

We've also got a short review of the ICON book that the BMW CCA Foundation has published that I think everyone will enjoy—we'll work to add that to our Holiday Party giveaways.

We're coming up to our yearly elections and we have Vice President, Treasurer and Board Member at Large up for elections in December. If you have any interest in running for those positions, please email myself or our secretary, Scott Schumacher.

Happy travels and can't wait to hear the latest stories from our Dust Ball Rally participants and Boston Mountain Tour groups.



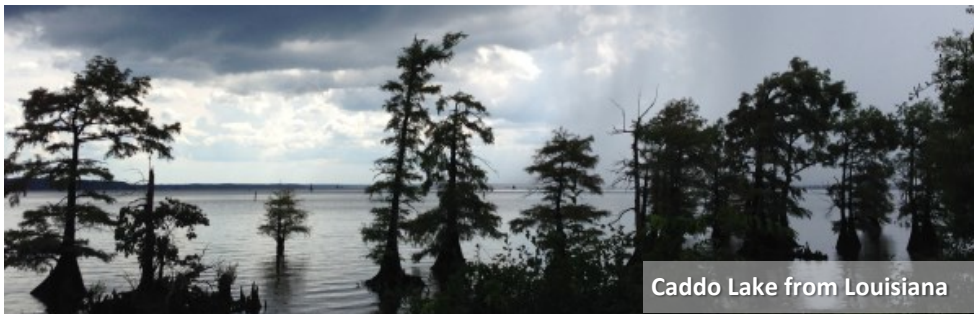
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Caddo Lake Tour Group



Caddo Lake from Louisiana

Autocross Update

Franco Maras



Excitement at Lone Star Park — AutoX #6 August 5th

Fastest Time of Day went to Ken O. in Class G, closely followed by David W. This is the 4th straight win of the year for Ken and he is inching closer to Mark B for the lead.

Blake P. had a strong performance in Class F with only a second behind FTD, advancing to third place in the class for the year. In Class Y, Thomas J. is cruising with a 5th win despite talk about DNFs....

Robert M. scored his first win ever in Class Z. Congratulations! He is now in second place for the year, right behind Gary C. Valeria also gained her first victory in Class D, retaking the sole season lead. Congratulations!

The 2018 battle in Class X is more uncertain than ever, with 4 drivers within 8 points of the leader, David W. who won the class on Sunday, ahead of Kim W. in the same Miata.

In Novice, we saw a new winner in Alex D. What a way to show up! Congratulations! Second on Sunday was a more familiar name, Pawel P. He is the first official Class winner of the year, 41 points ahead of Sean S. in second. Congratulations on the 2018 Novice title!

Lots of good driving around the course; closest gap winner is Chris C. who ran a lap 7 thousandths of a second faster than Austin W for 3rd in Novice.

Repeat - AutoX #7 August 25th

Thank you for all that were able to come out to drive the course and enjoy the day!

We had a repeat of the fastest times from the last event at Lone Star Park: Ken O. at FTD with David W. chasing him down a few tenths behind and Blake P. just a second behind in third spot!

The 8 top spots belonged to classes G, X and F this time around. Mark B. is holding on to the lead in Class G, but now it's down to endurance and Ken O. may get a chance to catch up. Class F is becoming more and more open as Matt D. is feeling some pressure from Jeremy F. and Blake P.

The battle in Class X continues despite David's strong showings. He has 3 drivers behind him within 12 points.

Congratulations to Thomas J. in Class Y for his 6th win of the year and for the Season Trophy! Second place is held by Tommy M., who is chased by 4 drivers.

Class Z is keeping the battle going with Gary C. and Robert M. sharing the lead at 37 points. This one should be interesting to watch!

Finally, we have Shaw M. in 2nd place in Novice, followed by a few drivers that can threaten his position in the coming events. Pawel P. has already secured the season trophy.

Great Laps — AutoX #8 Sept 29th

A big hand to all that came out and enjoyed the course and helped out with setup, timing, announcements, corners etc. The group effort makes it fun for all of us and it would not be possible without everybody pitching in!



Lightspeed Images

Lightspeed Images has been present at a number of our events and have made some great shots that you have seen on our Facebook page. You can find some great shots of your participation at <http://www.lightspeedimages.com/Lone-Star-Chapter-BMW-Club/>



The FTD was won by David W, his second of the year, although his first in the "slightly" modified Jeep in Class Z. The leader of the class remains the same: Gary C., although he continues to be chased by Robert M and Robert J. They are only 2 and 3 points behind respectively. All three have secured a trophy each, but which one?

Kenny B drove home the Class win in X, with 5 drivers behind within 2 seconds. There are a total of 4 drivers that have the chance to win the class for the year. It will be interesting to see who will survive in this battle!

In Class D we have another very interesting scenario where Valeria M and Julian Y are sharing the lead at 38 points each. Hopefully we can determine who will be the class winner with both drivers present in November!

The top Class F trophy has been handed to Matt D on a regular basis through the years, but this year is different as the excitement continues until our last event, because Matt is followed by Blake P at 3 points be-

Complete Results:

#6: <https://lscbmwcca.files.wordpress.com/2018/08/lscbmwcca2018no61.pdf>

#7: <https://lscbmwcca.files.wordpress.com/2018/05/ax4-20180428.pdf>

#8: https://lscbmwcca.files.wordpress.com/2018/10/autox8_20180929.pdf

Standings: <https://lscbmwcca.org/2018-autox-standing/>

Live Timing page: <http://autox.lscbmwcca.org/>

Only **one** more AutoX for the year—Mineral Wells on Saturday, 11/10.

hind and Jeremy F at 4 points behind. It should be noted that Blake comes in with 3 straight wins to the final event.

We have one new class winner: **Congratulations to Mark B.** for securing a season win in Class G through his 3rd win of the year. We may add that he has participated in all our events for the year, along with Gary C, Ben Q, Trey V and Pawel P.

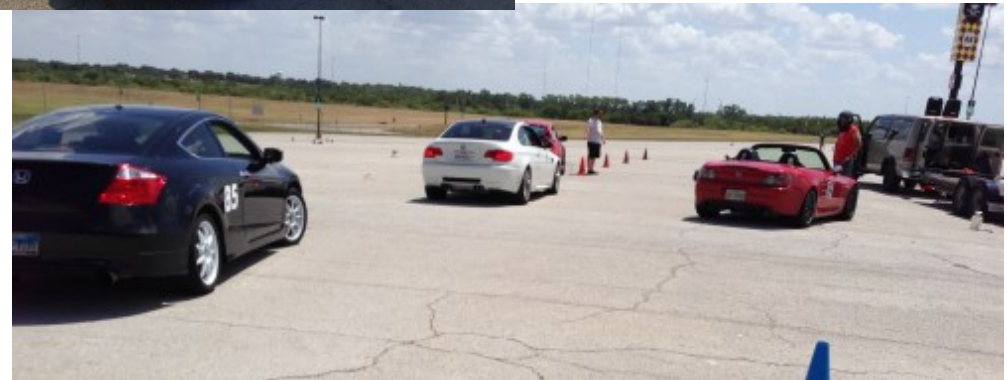
In Novice Class, Shaw M secured the 2nd place trophy behind Pawel.

The 3rd, 4th and 5th place trophies are still up for grabs.

Not to forget, Class Y had a new winner, Nathan D, co-driving with Thomas J and beating him (Thomas J) by 4/10ths. Thomas had previously secured the class win, but 2nd and 3rd remain open between Nathan and Tommy M.

Noteworthy I: the biggest crowd was in the 64 second range, where we saw a total of 9 drivers with Alex T as the quickest one.

Noteworthy II: the very closest race was in Novice where Andres G and Ellie A managed to record the exact same time to the thousand of a second! This does not happen very often.



Autocross: New Addict's Perspective

Pawel Potera

Autocross is the most popular form of Motorsports. There are very good reasons for it. It's safe, inexpensive, full of thrills, and it will make you a better driver. All you need is a parking lot, some cones to mark the course, and you're off to race against the clock. That's what autocross is – who will traverse the course in the shortest time, while avoiding the cones?



One of the first questions I get while talking about autocross is whether it's safe, so let's get this one out of the way first. In all likelihood, you're safer on an autocross course than driving on the street. Why? Some reasons:

1. Unlike your average traffic situation, people who participate tend to know how to drive.
2. You're not racing head-to-head, you're separated by a comfortable distance from other drivers. If the distance shrinks too much, corner workers will flag down the course and affected drivers will get reruns. You're only racing against the clock.
3. You won't slide off the track, you're in a big parking lot. You may spin out, but that's about it – you'll stay on the pavement.

4. You don't go all that fast. You typically won't exceed 60-65 mph and won't need to shift into third gear.
5. There's nothing to hit but some soft cones. The cones will leave marks on your car, but it all comes off easily with some elbow grease and maybe (and that's a maybe) some cleaner. You may wish to put some masking tape on more vulnerable spots on your car to protect the paint.

Does my insurance cover me? I have not checked with mine, but I'm pretty sure that the answer is a big NO, since this is a "timed event", a generic term for racing. There are dedicated motorsports insurance companies that will sell you coverage. From my experience, these are agreed value contracts, and run about 1% the value of your car per year. However, I don't think many people choose to purchase one, just because the sport is so safe. (Lockton has CCA discounts.)

Also, anyone is welcome to spectate and ride along with the instructors for free. You can "try before you buy", and you'll find friendly folks to show you around and answer all of your questions.

My first encounter with autocross happened during the BMW ///M Track Days at the Circuit of the Americas. The course had about three turns, and it took about 16-17s to drive. When I went home, I had a difficult time



In Action @ AutoX #8

Autocross, new addict's perspective (continued)



deciding whether I had more fun doing the laps on the track, or racing to the finish line while dodging the cones. I think the cones won by a narrow margin. I guess I prefer the fast paced, highly technical nature of autocross over the sheer speed that the track

offers. I'm more of an acceleration and G-force junkie than raw speed. The ///M Track Days led me to look for local autocross events, and thanks to Google, I found lots of SCCA info and then the LSC BMW CCA autocross. To tell the truth, this is how I found out about the CCA!

So what does it really cost to participate? The entry fee runs between \$30 to \$40 for CCA members. Non-members pay an extra \$15, but are given a free CCA membership after participating three times. The other cost to factor in is a helmet and the tire wear. Sliding around some rough pavement takes its toll on the rubber, so if you decide to participate on a regular basis, you may want to consider investing into a dedicated set of wheel and tires. While I do recommend getting the additional motorsports insurance, autocross is so safe that most people skip it. The club has a few loaner helmets (free of charge), so you don't have to invest in one to start with.

Before your car is allowed to participate, it will need to pass a quick technical inspection. Your tires, brakes and steering are the most important components, and need to be in good shape. You will need to take everything loose out of the car, including floor mats. The car will be experiencing lateral G forces well in excess of 1g, so it's important that nothing is flying around inside of your car, nothing flies out of your car onto the course, and nothing can get lodged between your pedals.

Another "excuse" that people mention is that "my car is not fast enough".

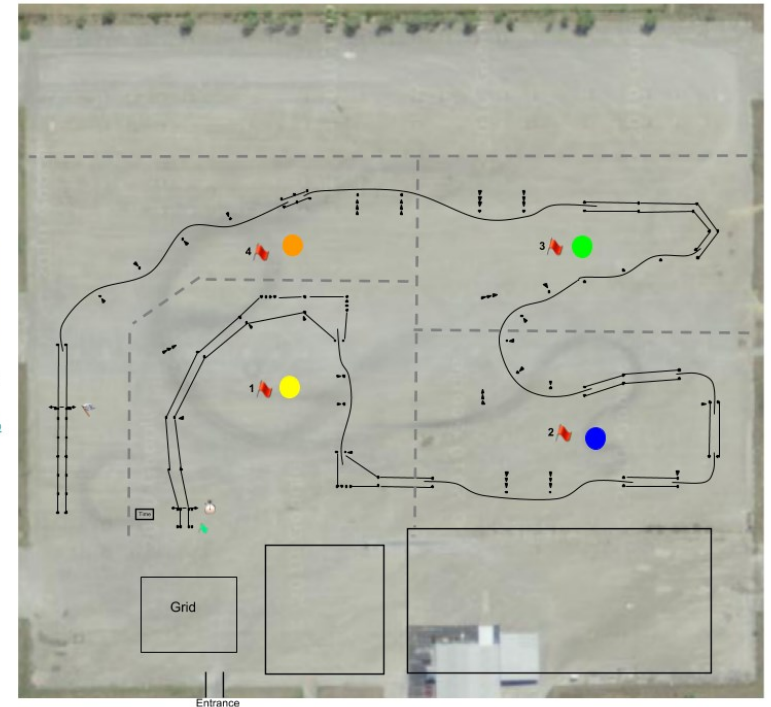
Guess what? It doesn't matter whether you have a fully race-prepared monster or a 1.5L station wagon. Autocross isn't as much about fast cars as much as it is about drivers. It's about making you a better driver by knowing the handling limits of your car, being able to look further down the road, and sharpening your reflexes. That, in the end, will make you a faster driver. Simply stated, you will be able to improve your skills in any car. It's not uncommon to see a skilled driver in a Honda Accord beat a newbie driving a BMW M3 – yes, speaking from experience here. If you



Lone Star BMW CCA
Autocross
September 29th, 2018
Mineral Wells Airport
Mineral Wells, TX



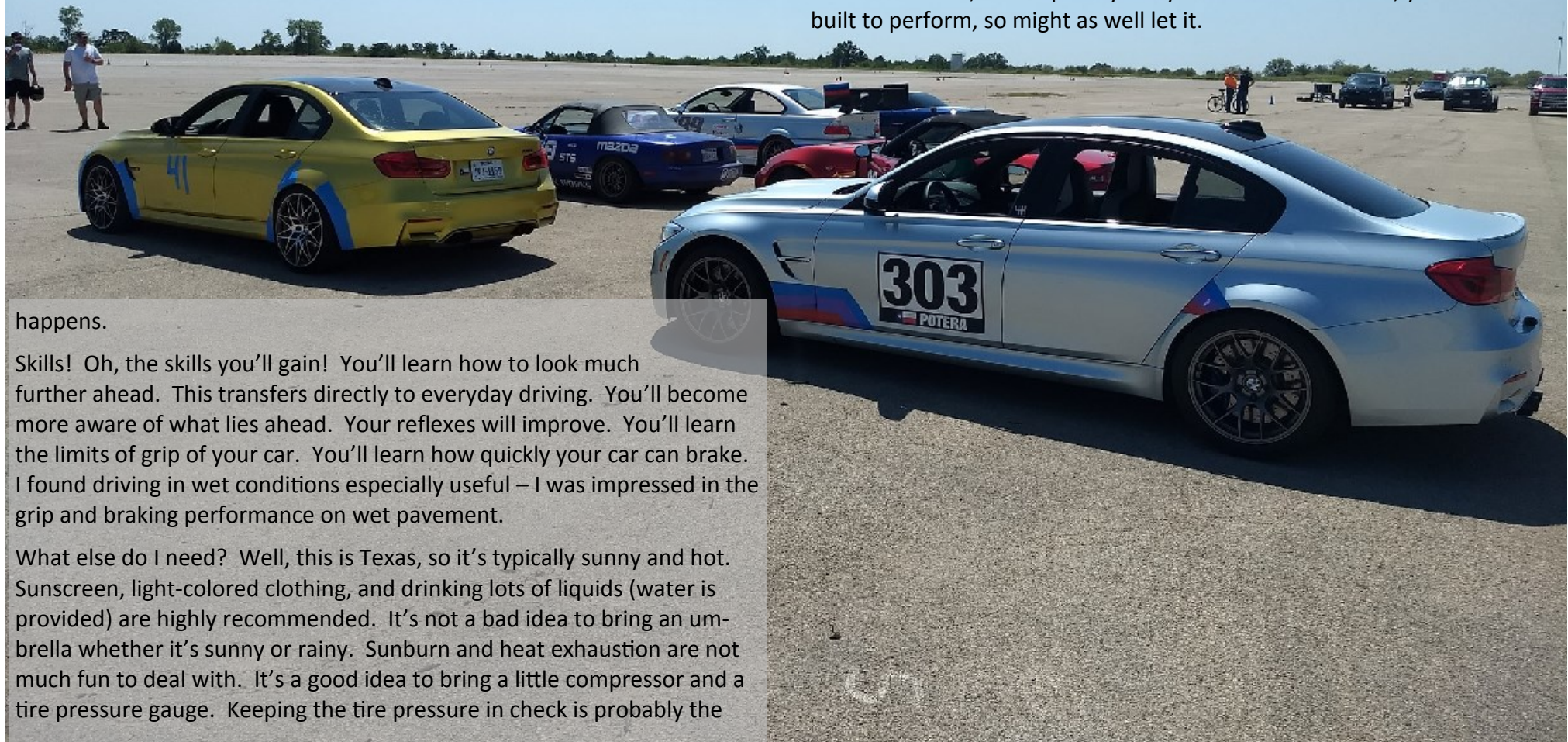
Pre-registration recommended
at www.dlbracing.com.
More information at
<http://www.lscbmwcca.org/autocross.html>.
Onsite Sign Up if not at full
capacity.



get addicted and have the means, you may eventually end up as one of those guys who trailer their cars and battle for the fastest time of the day, but getting to that level will likely take years with a lot of seat time.

Now, onto the fun part. Autocross is very fast paced. The gates are coming at you quickly, so the decisions need to be made in a split second. One of the critical skills needed to master navigating the course is looking ahead. The further you look ahead, the better you can place your car for the turns ahead, resulting in smoother runs and faster times. This is the next major scary part of participating – will I be able to follow the course?

Yes. Watch a few videos on YouTube to know what to expect and how to read the cones. Don't expect to be able to read the course after you do, and don't let that scare you. You will have the opportunity to walk the course at the beginning of the day with an experienced instructor. As a novice, you will be able to ask for an instructor to ride with you, guide you through the course, and give you tips on improving your time. Will you miss a few gates? Chances are that yes, of course, everyone does, even experienced drivers... and so what? After first 5 events of the 2018 season, 36 drivers out of 120 have not missed a single gate – more than 75% have. Out of those, only 4 have not hit a single cone. If you're one of those, there are two possibilities - you're either a master autocrosser, or you're not pushing your car hard enough. Either way, there's absolutely nothing to be afraid of and nothing to be embarrassed about when this



happens.

Skills! Oh, the skills you'll gain! You'll learn how to look much further ahead. This transfers directly to everyday driving. You'll become more aware of what lies ahead. Your reflexes will improve. You'll learn the limits of grip of your car. You'll learn how quickly your car can brake. I found driving in wet conditions especially useful – I was impressed in the grip and braking performance on wet pavement.

What else do I need? Well, this is Texas, so it's typically sunny and hot. Sunscreen, light-colored clothing, and drinking lots of liquids (water is provided) are highly recommended. It's not a bad idea to bring an umbrella whether it's sunny or rainy. Sunburn and heat exhaustion are not much fun to deal with. It's a good idea to bring a little compressor and a tire pressure gauge. Keeping the tire pressure in check is probably the

most important task you'll have in order to maintain optimal traction. The tires warm up quickly, and the pressure will increase significantly. Too little or too much pressure will result in suboptimal grip, and thus slower runs. Ask for tire pressure tips when you get there. Another useful item is a torque wrench. You may want to make sure that all the nuts are torqued properly on your wheels before driving. Don't have one and want it checked? Ask someone.

As the current season is winding down, this is the best time to test the waters to check if this is something you'd like to do. You can just stop by and take a look, you can get a few rides with the instructors, and you can participate to see how you measure up against others, to see what class you should enter in the next season. Question? Let us know, we'll be happy to answer them, and hopefully see you there – remember, your BMW was built to perform, so might as well let it.



Kathy Lee

This year's Oktoberfest was held in Pittsburgh PA in conjunction with the annual vintage racing.

My husband (Tony Lee) and I have made O'fest one of our planned vacations each year and have attended 29 O'fests. Our first one was in 1989. We were living in El Paso and for the first time O'fest was within driving distance. We drove from El Paso to Keystone Colorado in our 1974 2002. Since this was our first O'fest, we did not know what to expect. We participated in some events but mostly went as observers. We met some people we knew from our previous chapter and from Gateway Tech, an event close to Kentucky where we use to live. We laughed at the people who washed and cleaned their car every day in order to participate in the concourse. We said we would never be that compulsive and anal.

The next year, we were moving from El Paso to Canada and we would be driving right thru Columbus Ohio where the 1990 O'fest was being held. We decided to attend but this time we knew what to expect and decided to participate in more events except, of course, for the concourse. Back then O'fest started on Sunday evening with a welcome reception, then everyday there would be some car event to participate in; one day would be the autocross, another the gymkhana followed by the TSD (Time Speed Distance) rally, the Fun Rally, and a day at the race track for the Driver's Education (DE). Fridays were the concourse. On our way to Columbus we stopped to get some gas and met another couple who were on their way

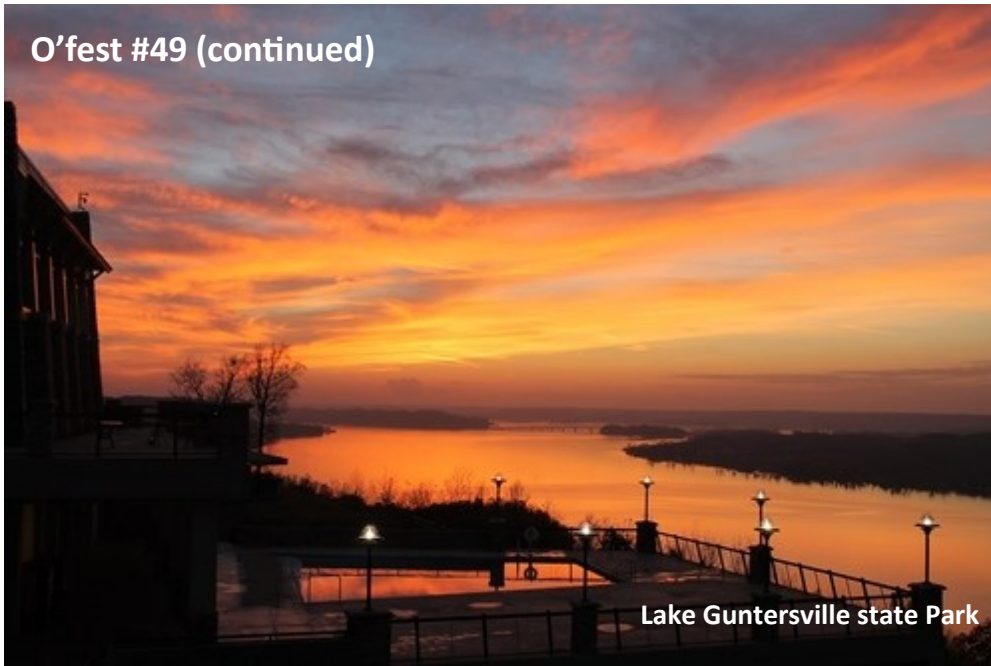
to O'fest. We followed them to the host hotel and made plans to meet them for dinner. We had dinner with them and other friends of theirs who quickly became our friends. Turns out, they were "those people" who cleaned their cars every day in order to participate in the concourse, after spectating for a while, we decided to pitch in and help them clean their cars.

It's been an annual trek since to meet up with our friends from all over the country. We loved to participate in all the events where there was a pretty competitive spirit among all, with a big celebration at the Friday awards banquet. When we bought our '90 M3 we even started to stay up to the wee hours of the morning before the concourse cleaning cars and drinking an adult beverage and having a great time as others would come by and look at "those people" cleaning their cars. So much for not being compulsive car cleaners.



A few years ago while living in Houston, we started travelling to O'fest with a group of demented folks that think the fun and adventure is in the journey not the destination. The "Road Monkey's" never travel on Interstates, never eat at chain restaurants or stay in chain hotels. This year we met up with the Road Monkeys on July 4th in Vicksburg, MS. That evening we enjoyed one of the best firework displays I have ever seen. We left Vicksburg at 9am and headed to Lake Guntersville State Park in Alabama.

O'fest #49 (continued)



Lake Guntersville state Park

We drove back roads all the way there and arrived at the state park about 6 pm. At dinner, a few of us decided we would deviate from the route in order to go shopping at the Unclaimed Baggage Center in Scottsboro, AL. The unclaimed baggage center says it purchases unclaimed baggage from the airlines, cleans the contents of the bags, then sells it to the public. In the morning, spouses traded cars as the Shopping group went one way and the main Monkey group went back road driving. Unfortunately, we had more adventures as some of our group did not make it shopping with tire issues, but we were able to meet up for lunch in Chattanooga. After lunch, we continued to Pine Mountain State Park Resort in Pineville, KY in order to catch up with the other half of the group.

The next morning, we drove to Parkersburg, WV where we stayed at the Blennerhassett Hotel, which had a live band. We all partied with the band. A group of people at the hotel couldn't believe how close our group was. The next day, the group split up again to take different routes to the host hotel in Pittsburgh. We remained in Parkersburg to tour the town and take a paddleboat ride to Blennerhassett Island to see the repli-

ca of the original Blennerhassett Mansion. Some members went to Ohio to see the Paranormal Museum and others took a leisurely drive along the Ohio River.

Registration for O'fest opened at 1pm on the 9th. We registered and immediately went off to do the Fun Rally, an event that you can run at your own leisure and always shows off the area you're visiting. In case of a tie, there were bonus points which required you to take pictures and turn in receipts. One of the receipts had to be for high tea. I researched the web and found the Omni Hotel had High Tea. I immediately called to make reservations, but was transferred to voicemail. I left a message but they did not respond. We decided to show up at the Omni since we needed a picture in front of their sign for one of the questions. We entered the restaurant in our shorts and O'fest T-shirts and requested to have high tea. They responded that reservations were required. I explained that I did try to make reservations but no one returned my call. After speaking with the manager, she decided to accommodate us. It seems that High Tea requires its participants to dress formally. Since we were not dressed appropriately, they sat us at a remote table in the corner of the restaurant, behind a column hiding us from other



Blennerhasset Mansion

guests.....but I got my receipt! We did end up winning the fun rally but I don't know if the price for high tea was worth the trophy.



Tuesday was the day of the TSD Rally. Tony and I will put on rallies, but have learned if we want to stay married, we do not rally together. He partnered with his usual driver and I manned a checkpoint with a longtime friend. It seems between checkpoint 3 and my checkpoint 4, there was some difficulty as 6 cars never came by our checkpoint and one car came in from the wrong direction, made a U-turn, and continued. They thanked us for waiting for them, but we didn't have the heart to tell them that the checkpoint was closed. Needless to say, they maxed our checkpoint. Tuesday was also the day for the gymkhana; but I did not want to do the gymkhana as it meant pushing my husband on a cart, on carpet, around a slalom. So, he participated with a stronger friend that we meet back in 1990. Tuesday evening was the Gilligan's Island Riverboat Tour and we dressed up as one of the characters on Gilligan's Island. We went as the professor and Mrs. Howell.



Wednesday was the day of the concourse and we did not help anyone clean their car, but we did help with parking the cars and cleaning the



area for the concourse. Since O'fest coincided with the vintage race in Pittsburg, it was a great car show with many vintage BMW's on display.

Thursday was autocross day, or track day with the Pirelli Dinner at the Carnegie Science Center. The Center was opened for us to explore and the food was excellent.

Friday was another track day or Driving tour and admission to Fallingwater. Fallingwater is a house designed by Frank Lloyd Wright. That evening was the Robber Baron Themed Dinner.

On Saturday, we attended the vintage race, which is one big car show with all the different car clubs participating. The club had a corral with a beer garden with free beer. We enjoyed seeing all the new and vintage BMW's, but we also enjoyed seeing the vintage cars from the other auto manufactures.

Over the years, O'fest has changed. There are still car activities, but also more social activities, so the journey is fun for others. Tony goes for the car stuff. For me, I still attend to meet up with old friends met over the years and to meet new friends.

Next year, Oktoberfest will be held at Spartanburg, SC. If you have never attended an O'fest, I would recommend you attend this one. The last time O'fest was at Spartanburg, we were able to tour the plant and many of the events were held on the performance track.

Tour Updates

Raymond Mimick

I can't quite get the song "I've been everywhere" out of my head (I just looked it up, not the Johnny Cash version but the Brian Burns version where it lists a lot of Texas cities). Since the summer began, we added three tours from BMW of Tyler while keeping up with two out-of-town trips. Since we left off back in early July, we made a trip along the Talimena Scenic by-way, adding Hot Springs to the adventure, a trip down to Austin, TX for a tourist-type day, and then 3 day-trips: Tyler to Mineola, Tyler to Caddo Lake and the Texas Forts Trail.

Talimena Scenic Byway and Hot Springs, AR

Looking back, it seems that we didn't have too many in-town day driving trips and so for 2019 summer, we'll probably try to stick a little closer to home. So, on our first adventure of the summer, we had everyone join us in Paris, TX at Jaxx on Friday night for burgers and conversation. We had two first-time couples on the tour—Larry and ML and Brad and Teresa. Friday night, a group of us were enjoying our time together in the hotel lobby,



by, swapping stories and learning a little bit more about each other.

Saturday started off cloudy with a forecast of potential rain. Little did we know. We drove over to the Paris, TX version of the Eiffel tower and toured the site.

Part of the site includes a war memorial and its amazing what each person brings to the discussion when walking around a site like

this.

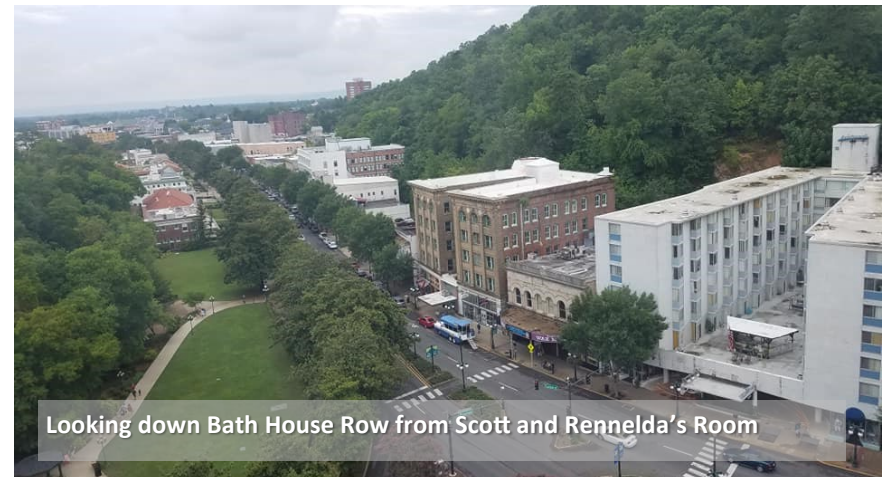
On down the road we went, but by the time we reached the start of the Talimena Scenic Byway, it started to rain. It only got worse—fog was added to the list of ailments. But, on the flip side, we got 60-degree weather while DFW was still in the 100s. The weather



did clear up here and there along the way, giving us a small peek into the scenery clouded over.

We stopped at a few overlooks between rain showers on our way to the Queen Wilhelmina Lodge. We got there just as the rain was picking up and the fog was rolling in. We were able to get lunch without issue and then we decided to head into Mena and look at an old Studebaker dealership that turned into a Car museum. Too bad it was closed on Saturday, but we did not have the level of rain we previously had.

From here, Brad and Teresa left to head back to Paris, TX and visit family while the rest of the group was set to be led by Dennis on his second tourmeister role. While we don't



Looking down Bath House Row from Scott and Rennelda's Room

Tour Updates (Continued)



want to admit to too many U-turns, we made it onward to Hot Springs without too much trouble. Sorry, Caleb, for the too-twisty roads along the way. We stayed at The Arlington Hotel and Bath House for our overnight in Hot Springs.

Dennis went off to have his Hot Springs bath while Scott, Rennelda, Caleb, and I took off to go check out Bath House Row. There were a few spots where the water runs free and it is HOT, hence the Hot Springs. After walking along the promenade, we cross the street and found the Gangster Museum.

Little did we know the history of Hot Springs included its own sordid past with the Gangsters we have probably all heard about. This was a big gambling and bootlegger country until it was cleaned up.

Later that evening, it became a challenge finding a good restaurant for our group to meet up together with. After walking one end to the other, we finally found Rolando's Restaurante—a Latin American restaurant with an upstairs and a downstairs and a history as a speakeasy in the long time past.

Sunday morning, we gathered together and drove up the mountain, but it was covered in fog. Once back on the road, the Schumacher's split off from this group and heading back to Texas on their own. Larry and ML kept with us to Hope, AR and then headed back to Texas on I-30.

For the rest of the group, now down to Dennis, Ted, Joe and



myself, we headed into Louisiana on some long-flat, open roads (read between the lines there). We got back over the border near Caddo Lake and then went exploring for the future Caddo Lake tour coming up and found some interesting Cypress trees growing out of the water.

We stopped in Jefferson, TX for lunch at Riverport BBQ. As we sit down for lunch, Ted starts to explain about this history of Jefferson—the northern-most water port in Texas before the Army Corps change the flow of the river. There are some historical buildings and a railroad history that needs further exploring.

During lunch, Ted starts to describe an interesting Christmas Lights event here in Jefferson and in Marshall, TX. This lead to a discussion of setting up an adventure to Jefferson in December (did you see our newest announcement of a tour of the area Dec 7th & 8th?).

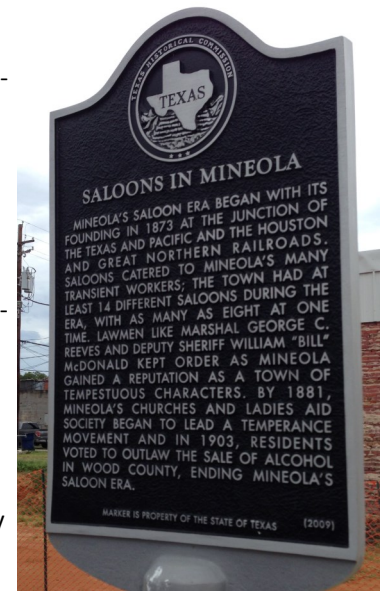
As we are sitting here finishing lunch, we start to hear the radio running the severe weather buzz. It turns out, the Hot Springs area and South were starting to get some heavy rain and it was moving South towards where we were.

We took a few extra twisty roads and ended up in Sulphur Springs and then ended the tour at I-30.

BMW of Tyler to Mineola

August 11th brought us back to BMW of Tyler on a Animal Adoption day. We were also contacted by the Mopars of East Texas and 3 cars came out to join us, along with 8 cars from DFW. Roger Troue of Tyler joined us in his sorted 2006 335i Coupe. The DFW group had to fight through a lot of rain to get there, but by the time we all arrived at BMW of Tyler, the rain had stopped but threatened some minor sprinkles along the way.

We had some wet, some dry but over all a great trip from Tyler to Longview back to Mineola. Along the way, we made new friends and reconnected with old ones. We also found out more about Mineola's history and just how many Saloons were present before the county went dry in 1903.



Austin Tour

August 17-19th, we scheduled some time to visit our state capital in Austin, TX. One of the goals of this trip was to see some of our history, visit the Tejas Chapter and experience some of the other hill-country roads along the way. Jim and I started out Friday evening around 4:00p, hoping to get into Austin around 6:30 and have dinner. We did not plan any non-Interstate route because we just wanted to be at our starting point well rested.

Sadly, on the way down, South of Temple, TX, we encountered some rubber-necking happening and our lane of travel suddenly stopped. Hearing the screech, and then the bump, was not something anyone wants to hear, and you always hope it's not your car. Jim's car ended up being the unlucky recipient of a non-attentive driver, causing a pretty major rear-end collision.

Of course this causes a driving weekend plan to change, but how much? We bought some zip-ties, a bungee cord, and re-attached the muffler to the brackets, making it drivable. Jim decided to stick with the plan and tour Austin with us on Saturday. We made it to the hotel and then jumped over to Sam's Boat for dinner.



As Jim started to notice, the Lone Star was present everywhere you looked.



Saturday morning, Ricardo, Keila, Sebastian and Adrian joined us as we headed to downtown Austin.

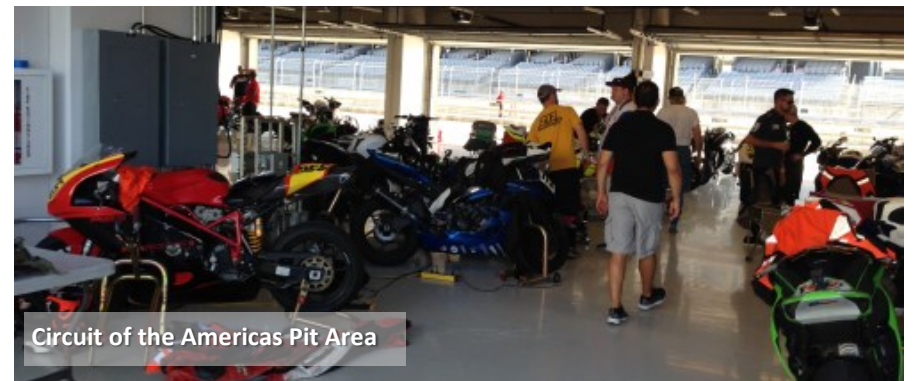
Once we arrived, we joined a tour of the capital, taking us into the House of Representatives and the Senate chambers.



After our tour of the capital building, we toured the lawn in front of the capital, enjoying the green grasses and examining the different sculptures present outside. We also noticed a large State Trooper force ready to meet any potential threat to the capital building.



After walking around the building, we headed over to Scholzgarten, a German restaurant established in 1866, where we enjoyed some German food before walking over to the Bullock State History Museum. The history of Texas is laid out for everyone to see and understand. We also purchased some 4-D tickets to a summary of Texas History where we were all a little surprised during the show (we won't give it away unless you really want to know).



Tour Updates (Continued)

Here's an interesting statistic for everything—86% of the State's population lives along Interstate 35, also known as Main Street Texas.

After the State Museum, we headed out to the Circuit of Americas and toured the pit area where it looks like some bikes had enjoyed the hot day. We left and headed to South Congress to see if we could get our reservation in for our meet up with the Tejas Chapter, only to discover that this weekend was a Bat weekend—everyone was heading down to watch the bats come out.

Sadly, our restaurant took over two hours before they seated us and we lost a lot of the Tejas Chapter to the long wait.

Sunday, we met up with the Tejas Chapter and had a great drive in the hills surrounding Austin. Jim headed home while Ricardo left the wife and kids at the hotel. Scott Schu-



macher joined us from the DFW area and we met back up with Nadeem. It was a great route and we had a great lunch at the end.



Texas Forts Trail

On Labor Day, JO Miller and myself headed out to check out the roads and make sure there were no surprises. Everything went well, but then on the day of the event, DFW was flooding and we lost a lot of the participants to the weather. Only three brave souls decided to start from Weatherford—Peter Punzmann, Vic Sorlie and myself. Hoping the weather would clear, we did not think about the cooler temperature.

We started off on a wet day where it would stop raining but then start raining again. This round along the Texas Forts Trail, a route defined by the Texas Highways department, we visited three forts—Fort Richardson in Jacksboro, Fort Belknap near Graham, and Fort Griffin near Albany.

With the smaller numbers, we spent a little more time looking at the exhibits. The above image of the Officers' Quarters shows the building as it is today—built in 1867 of Cottonwoods. A lot of the forts were restored during the depression by the CCC. At Fort Richardson, the enlisted men's quarters slept two men per bunk level and there were two levels—4 men to a set of bunk beds.

On this trip, the interesting stop was at Fort Griffin. Did you know there is a Fort Griffin Flat ghost town just behind the fort? It was, at one time, the largest city West of Dallas and East of El Paso.

At Fort Griffin, Peter and myself heading down to the Texas State Longhorn herd and listened to the stories being told. Ask us about the cows and the pecking order. Quite a view up close.



BMW Maintenance Corner

Jack Rogers & Raymond Mimick

During our September Meet & Greet at Troy's Texas Live in Arlington, Jack shared a story about his 650i and the N63 V8 engine. This one is more informational than maintenance, but Jack's complaint is BMW's definition of Normal Oil Consumption—a quart of oil every 800 miles is acceptable. Jack discovered, via one of the warning messages from the car, that his engine oil was a quart low and so Jack, being the reasonable fellow he is, added a quart of BMW-recommended oil. However, the car still reported the oil level was low. After adding two more quarts of oil, the car still reported a low oil level. After a trip to the dealership to check and make sure the oil sensor did not just die, the sensor was replaced under warranty.

On the very recent second occurrence, the system reported a low oil condition again. The error message stated "Oil level low. Please add 1 qt as soon as possible." Jack added 3 qts, one at a time, re-measuring after each, with no change in error message. The dealer subsequently discovered it was still 2 quarts low!

Jack's personal fear for owners is that BMW will address this issue as they have others with this engine—that is extend the warranty for a discrete



component or failure modality and thus never addressing the underlying root cause of the problem. Indeed the issues on this engine may not be "fixable." In my case, this has definitely affected the strength of my brand loyalty. This article reflects Jack's experience and he makes no suggestion as to how other owners should view this issue.

Ted Glover had previously experienced a similar situation in an E92 M3 he purchased new. Watch for more details from BMW.

At our HPDE in May, another member was describing some issues with the rubber seals around the valves of this similar engine. Want to share your experience for others? Join us at our Meet & Greets or submit an article



Site Wanted

We want to have a Do-It-Yourself tech session covering Oil Changes, Brakes, and maybe some other general maintenance on our cars. Does anyone know or want to volunteer at location that can provide (potentially) a lift or enough garage space for interested parties to come out? We were looking at garages that can rent by the hour to allow those wanting to do the maintenance to have their own garage space as long as needed. Also, what day works better for such an event—Sundays (might be able to ask some of our BMW Technicians to supervise) or Saturdays?

Email: president@lscbmwcca.org or vp@lscbmwcca.org

South Central Award to Autobahn

Raymond Mimick

On August 16th, Autobahn BMW of Fort Worth invited the BMW CCA group out to the dealership for dinner and conversation. At this event, the Lone Star Chapter presented Autobahn with the *South Central Regional award for Outstanding CCA Support—BMW Center* for 2017. For those not familiar with the BMW CCA Recognition Program, it was established in 2015 and there are 7 categories of awards that are given out:

- Friend of the BMW CCA (nominated by members) - Leo Newland in 2015
- Outstanding Chapter Volunteer (nominated by members)
- Outstanding Officer (nominated by members)
- **Outstanding CCA Supporter - BMW Center** (businesses nominated by members)
- Outstanding CCA Supporter - Independent Business (businesses nominated by members)
- Outstanding Chapter Growth and Retention (National awards, based on numbers)
- Outstanding Chapter Charitable Contributions: Financial (National awards this based on submitted activities)

Based on this, how big of a deal is this award? The South Central Region consists of 9 chapters covering 9 states and over 40 dealers.

To win the award, the dealership should meet the following criteria:

- Opens shop to club members for meetings, tech sessions, etc.
- Provides sponsorship/support/raffle prizes to club



- Has a vast knowledge of all things BMW
- Willingly shares that knowledge with club members
- Provides discounts and special sales for club members
- Promotes membership
- Attends chapter functions
- Willing to go extra distance (pre-sale checks, HPDE tech inspections, etc.)
- Has reputation as a BMW aficionado beyond regular circle of customers
- Active contributor to club media and communications

When you look at what Autobahn provided for both their customers and our members in 2017, you can see their commitment to the brand and the Car Club and we want to recognize that. Autobahn has opened their dealership for dinner and Q&A time with Aaron Windes (GM), hinting at new products on the way while providing the thinking from BMW. Autobahn has also provided prizes for our Holiday party, encourages customers to join the club and provides discounts for service and parts.

Thanks for all that came out to enjoy the cars and the friends. Consider nominating businesses and other members by visiting the BMWCCA.org web site: <https://www.bmwcca.org/recognition-program>.



Aaron Windes, Raymond Mimick, Brian Hodge

dbR Q3-2018 (published Oct 8 2018)



Lone Star BMW CCA

New Flags, a Tent and a Table Cover

The chapter has recently purchased 4 flags, a pop-up tent and a table cover to help us spread the word about the BMW CCA. The 20-ft flag may be a little big for inside use, but we are sure we will be able to help identify where the chapter is for future events.

For the future, we are looking to visit dealers on a semi-regular basis, talking with customers in an out-reach manner. Any interest in joining a team of ambassadors? Contact J.O. Miller at joymiller@aol.com.

We'll need some help manning a booth at the Health & Fitness Expo for the Dallas Marathon Weekend, December 7th & 8th.

Meet & Greet Adventures

We've been having some great summer Meet & Greets. It's been awesome visiting our dealership friends—Sewell BMW of Grapevine, BMW of Arlington and Autobahn BMW of Fort Worth.

BMW of Arlington hosted us in July with John showing us all kinds of new technology coming from BMW. Very informative on a lot of different fronts. Thank you BMW of Arlington for supporting us. After dinner, they showed us the new X4 and the new M5, a crowd pleaser for all.



In August, Autobahn BMW of Fort Worth hosted us for an awards ceremony and a Q&A with Aaron Windes, general manager. Probably one of the interesting questions from Aaron was regarding the future of a V8. Would you “not consider buying a BMW if they did not make a V8?” What are your thoughts on that potential? Would you buy a BMW if there was no V8 option?

September saw the Fort Worth Meet & Greet being hosted at Troy's in the new

Texas Live venue in Arlington. We had a great turn out and some interesting food. The large Jalapeño on Ben's burger really gave us some pause. We had some new friends and old, catching up with each along the way.



dbR Q3-2018 (published Oct 8 2018)

The Icon

Raymond Mimick

I recently purchased the book to see what I'm missing in South Carolina. The book refers to BMW's Iconic 1966 -1977 car model designated the 2002. The book covers the lead up to the introduction of the BMW 2002, explaining how BMW was struggling to come to profitability. With each story of the car's progression, there are photos of the car(s) in the exhibit, describing why that car is so important to the story of BMW in North America.

Part of the history of BMW in the United States also included the Max Hoffman side story. He was given a lot of credit for being the sole importer of a number of European brands. Classic BMW (now of Plano) is included as part of this early history of BMW as they were pointing out both how important it was for the early BMW dealers to provide the exceptional service and warranty support we think of today as BMW.

The book goes through the various iterations of the car, why certain decisions were being made, how the car changed and how the emissions systems required in the U.S. eventually lead to the next generation of cars.

Not just keeping to factory-original cars, the exhibit and book go on to describe the racing history and the modifications owners have made to their cars. If you can't make it to South Carolina, consider to purchasing the book online from the <https://bmwccafoundation.org> site, supporting our collective BMW history. The exhibit runs through March 2019.



Lone Star BMW CCA



Upcoming Events

Events are added and updated all the time. You can find the latest in multiple locations: Facebook, the Lone Star Chapter Web site, BMW CCA Events calendar, and your monthly email updates. Look for our monthly email update by the first weekend of each month.

October

- 5th (Sat): Meet & Greet at Ted Glover's House
- 6th (Sun): Board Meeting
- 12th-14th (Fri-Sun): HPDE at Hallet Motor Racing Circuit
- 17th (Wed): Meet & Greet at Salt Grass 183 & 121 location (Bedford)
- 18th (Thu): Meet & Greet at Hard8 in The Colony
- 21st-23rd (Sun-Tues): Eureka Springs Tour

November

- 10th (Sat): Autocross #9 at Mineral Wells Airport
- 18th (Sun): East Texas Tour

December

- 1st (Sat): Toy Run
- 7th-8th (Fri-Sat): NEW: Christmas Lights in Jefferson, TX and Marshall, TX
- 9th (Sun): BMW Dallas Marathon Show and Shine
- 9th (Sun): Board Meeting (near Marathon, watch for the location)

2019 schedule plans are being made. Are there certain things you want to do next year that we haven't done yet?

Marathon Show & Shine

Join us for another Show & Shine at the BMW Dallas Marathon on December 9th. Last year, we had about 20 cars come out and root on the runners. The Marathon organizers would love to have 30+ cars along the final stretch. They have asked us to be in place from 7:30p-2:00p (still working on the final times). Please email Raymond Mimick at president@lscbmwcca.org to signup. You can drop off your car if you want to participate in running or explore downtown. Invite some more BMWs to join us. We'll work on some prizes for this year.

Newsletter Articles

Submit your articles to Scott Schumacher, Raymond Mimick and/or Ben Qureshi by December to be included in the Jan (Q4) release newsletter. Take pictures of your adventures and share your thoughts on the BMW you drive or are thinking of driving. Story about an independent shop or a product you use? Let the club members know. Share your owner tips and we'll push them out to Facebook and include them here.

HPDE—No Excuses

Oct 12th-14th will be our second HPDE event of the year. We are teaming up with four other chapters to make this event a success and we can't do it without your participation.

Pricing: \$379 for 2-day student, \$478 for 3-day pre-approved students only. Instructors are \$99 and include Friday.

For more details, check out the No Excuses website at <http://www.noexcusesdrivingschool.com/>

We know you'll have a good time and Steve Hodges, our HPDE Chair, will be leading the instruction sessions this year. Share your experiences with us in a future news article.

