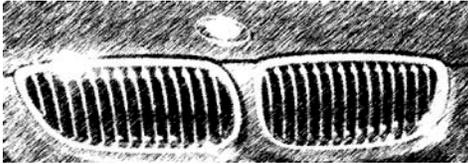


The Roundelian

**Illini Chapter Newsletter
Fourth Quarter, 2010**

Editor: *Steve Hyland*



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Woody's Word:

Fellow Illini Chapter Members,

You have a story of BMW inducement and we'd like to hear it.

2010 has been a superb year for our Illini Chapter BMW Car Club of America. We gave back to the community. We enhanced the ownership experience. We educated drivers. We laughed in fine camaraderie. We savored the joys. Reflection on 2010 is grand as the Concours of Pebble Beach and the opportunities of 2011 are treasures that gleefully await like a 3 series nearing the Tail of the Dragon.

Interviewing for my first job selling BMWs, I knew pretty much zero about the vehicles. One of my last questions was, "what kind of BMW do I get to drive as a demonstrator?". The answer was, "None. The salespeople do not drive demos." So, I went out onto the lot and looked through the small selection. I picked out a black 5-Series. And I bought it. I educated myself about the product, the company and the customers. I drove my BMW and I loved it. I discovered the culture of BMW and my enthusiasm. That's the story of my BMW inducement.

In 2011, I want to hear your BMW stories and turn them into Roundelian stories that we can share. No doubt, you'll want to get in on the conversation. Each month we'll gather for good cheer in a small group of 2 or 3. We'll just chat and maybe enjoy a meal.

Between now and the end of the year a proposed schedule of events for 2011 will be put together. Then in January there will be an open board meeting where Chapter issues can be discussed and the calendar will be approved.

Thank you for being a part of the Illini Chapter BMWCCA with me. Happy Holidays and Happy New Year.

Woody



Back to Starved Rock . . .

once again one of our most popular events

by Jim Hauerhoff

photos by Steve Hyland



The Starved Rock Drive a year ago last spring was such a well attended event that we did it again. This time, however, it was planned during the fall changing of seasons.

As the time drew near, the weather and colors of fall were really coming alive. The day before the drive, however, the forecast changed, as is quite common in Illinois. A weekend of rain was on the horizon, but the spirit of the BMW owners was not dampened and the event was on. Saturday morning proved to be as forecasted; wet and gloomy. A half dozen cars met behind Jonahs Seafood House in East Peoria at 10:30 am, a common starting point for our events. This was the first of two groups to make the drive. The other group left the same starting point at 1:00 pm.

My wife, Brenda, and I left from the Quad Cities earlier that morning in our 540i M-Sport, followed by Marty Curry and Craig Allen. They are both from the Quad Cities area and, as you will find out in time, are very committed to helping expand the clubs presence in that region. As we traveled the 90 miles to East Peoria, the rain started and the closer we got, the

harder it rained. Things were not looking too promising, but we trekked on.

Upon arriving at Jonahs, the rain let up and we met the rest of the morning group. After signing pertinent paperwork and some conversation, we left as a group headed for Ottawa.

I don't have much to report on the drive from East Peoria to Ottawa other than it rained off and on, sometimes so heavy that I actually had to turn the wipers on. Also, my speedometer must be way off, as I seldom had sight of the 5 Bimmers running in front of me. You may be wondering why I mentioned turning the



Enjoying some camaraderie at Duffy's in Utica, IL



wipers on. Well, Rain X is a good friend of mine and I highly recommend it on all windows.

Somewhere along the way, as I met back up with the rest of the group, I heard mumblings from several drivers of “a buck twenty and a buck thirty”. I’m not sure what they meant as the price of fuel was higher than “a buck twenty” and the price of their run flats was certainly higher than “a buck thirty”. Maybe somebody can figure it out!

As we left the gas station, once again the Bimmers in front of me disappeared from sight only to be reconnected once we got to Utica, IL. By this time the sky was clearing and everyone was hungry.

As a group, we stopped at a local Irish Pub called Duffy’s. We all enjoyed a bite to eat and then broke off in smaller groups. Some enjoyed the local shops, while others went hiking at the State Park. Some found the antique shops interesting and others found the popcorn store irresistible. Brenda and I found the wine shop with wine tasting and local live music to be just what the doctor ordered.

As the afternoon drew on, the group that left Jonahs at 1:00 pm, met up with those of us who left earlier. At about 4:00 pm, our resident “Clean Car Guy” Bill Harlan put on a nice clinic on how he keeps his daily driven M5 looking showroom clean. Man, does

he have this down to a science! And 90 seconds per day, a small price to pay to keep his ‘02 M5 looking concours!

Conveniently the car clinic was right in front of Lander’s House on Church St in Utica, IL. Rick and Sonja Roudebush had acquired the use of this historic Bed and Breakfast for our social hour. If you missed the social hour, you missed another fine example of Sonja’s attention to details. Wow, what an impressive presentation, with all kinds of snacks and drinks to keep any palate satisfied!

At around 6pm, we left once again as a group and headed to the Starved Rock Lodge for dinner. Groups paired off in tables of 6 or 8 at their convenience and as I recall, about 2 dozen members enjoyed dinner that night. After great food and very diverse topics of discussion, many departed for their drives back home. A few of us stayed over and met up with Sonja and Rick back at the Landers House for some wine and conversation.

I’m sure I’ve left many details out, but this is one event I recommend you get on your calendar for next year. It is very well attended, in a beautiful location, and has something for every club member to enjoy.

Brenda and I look forward to seeing everyone at future club events.



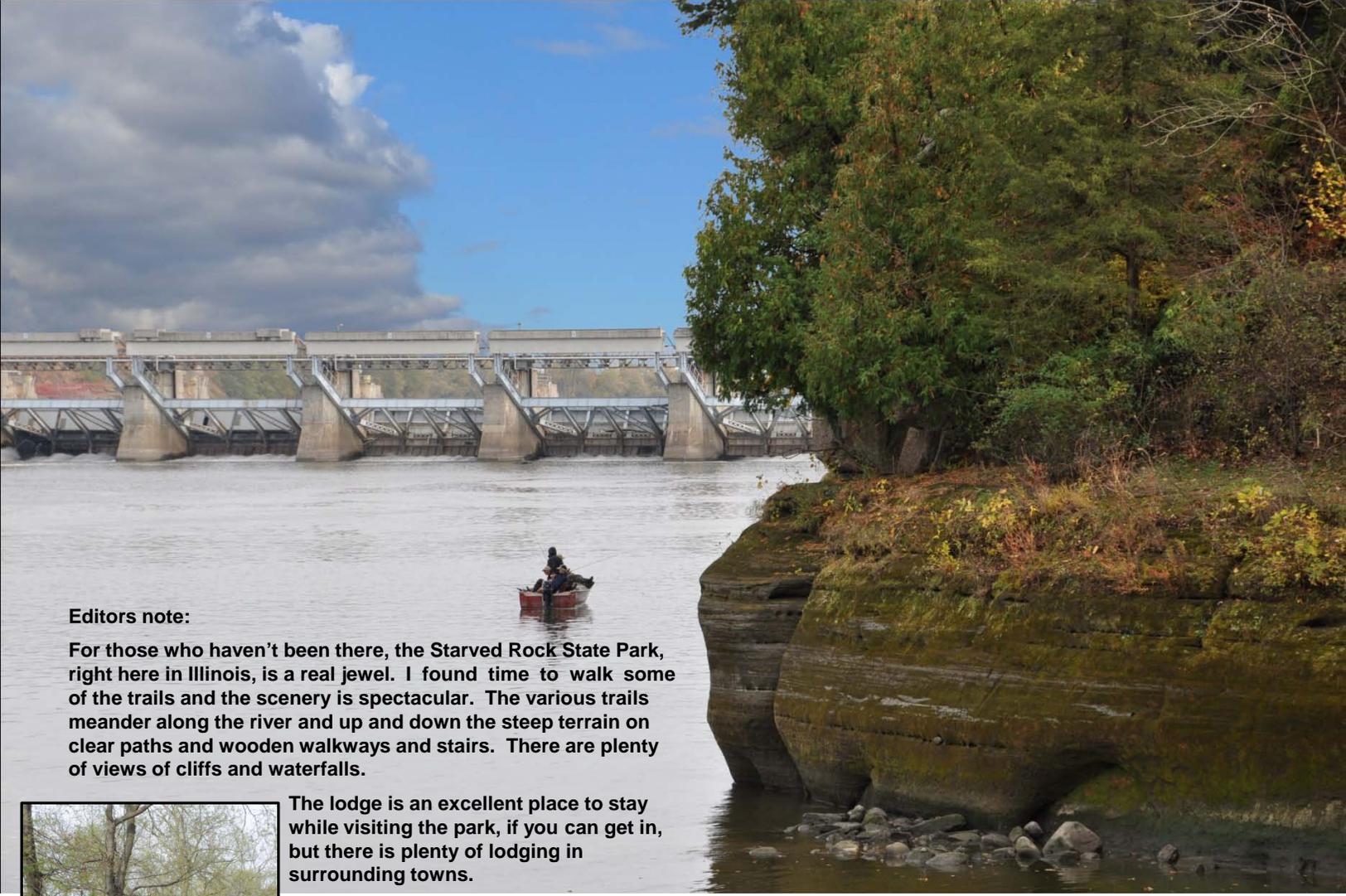
Arriving at the Landers House



Back yard at the beautiful Landers House



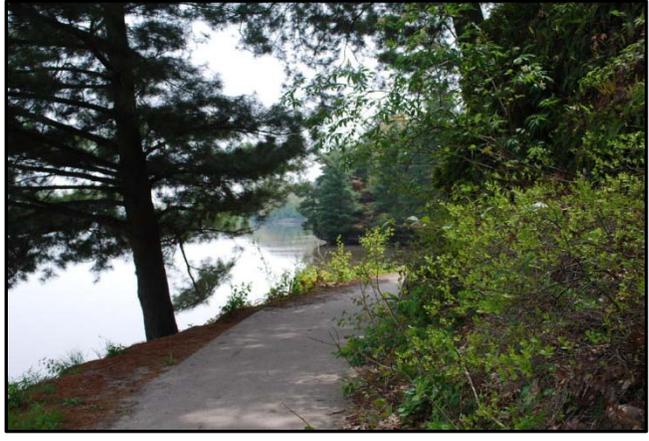
Bill Harlan's car care clinic



Editors note:

For those who haven't been there, the Starved Rock State Park, right here in Illinois, is a real jewel. I found time to walk some of the trails and the scenery is spectacular. The various trails meander along the river and up and down the steep terrain on clear paths and wooden walkways and stairs. There are plenty of views of cliffs and waterfalls.

The lodge is an excellent place to stay while visiting the park, if you can get in, but there is plenty of lodging in surrounding towns.



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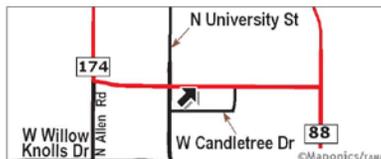
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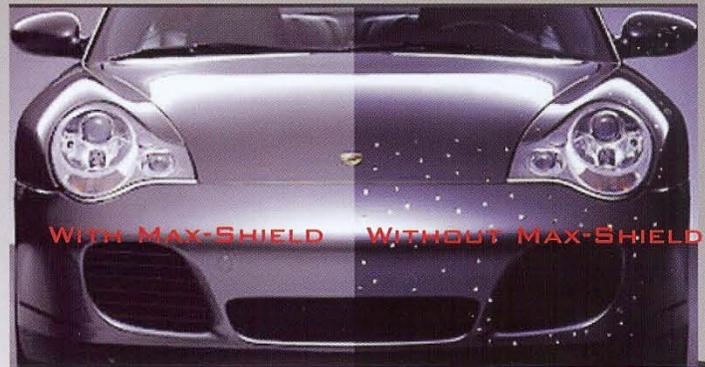
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The Illini Chapter Attends the  Mother Road Car Show . . . *by Robyn Houey*
with Isringhausen Imports hosting us again. *photos by Jean Balch*

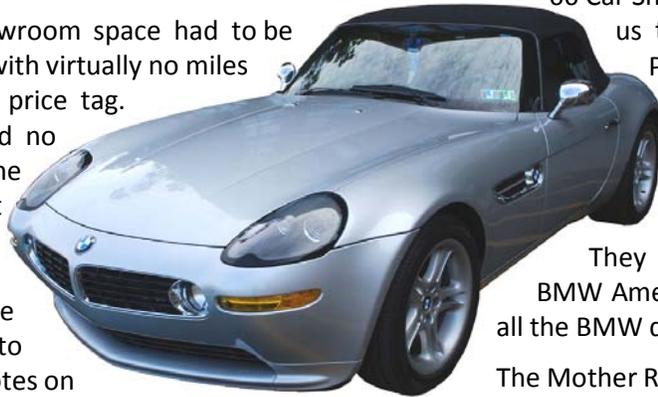


Well what a beautiful day for a drive in the countryside!

This year's Fall Fun Drive event in Springfield was planned to

be easier to navigate than our last Springfield drive, with fewer questions, and fewer stops. The Isringhausen team hosted our mid-morning coffee break in their beautiful showroom. We had access to their spotless shop and were encouraged to ask any of the sales staff questions on any model.

The highlight of the showroom space had to be the beautiful silver Z8, with virtually no miles and an over \$100,000 price tag. We asked but were told no test drives unless anyone was really serious about buying it. We all had an excellent time checking out some of the newest cars BMW has to offer and comparing notes on some of our cars. I was drawn to the new 335is sport edition, the new 5-Series Gran Turismo, and of course the new M3.



if answered correctly, would determine a winner at the conclusion of the drive. Our parade of cars was not as large, nor as spread out as last year; so we were able to keep all of us together which garnered several looks along the way from other drivers and several by-standers.

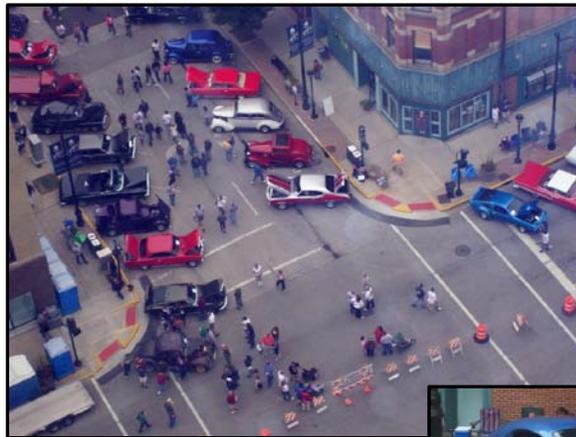
The loop consisted of a first stop in New Salem after a twenty-mile winding and rolling hills drive. The second leg of our journey was a flat stretch of smooth, newly paved blacktop for our more "spirited" portion of the drive, bringing us to the small town of Talulla. We all opted to not leave any of our funds at the local diner/tavern, Prairie Rush, due to plans to eat back at the Route



66 Car Show in Springfield. The last leg of the drive took us the back way on flat roads to the town of Pleasant Plains and then a short hilly run back into Springfield.

Of course the winning questionnaire and word game submission came from our newest members, Tim & Debra Pleasant. They were presented with a photo of the pair of BMW American LeMans series cars that I had signed by all the BMW drivers at this year's Road America ALMS race.

The Mother Road car show on historic Route 66 is an annual, major event in Springfield, with many splendid examples of machinery on display. Some of the attendees made their way



Our fun drive was planned for a rolling-hills-run out west of town toward New Salem State Park and the Sangamon River. This year's drive questions were not linked to following the directions, but you did have to pay attention to some of the landmarks along the way. We had an "unscramble the words" page and some key questions that,

down to the show and went looking for our favorites. All I can say is, "good luck trying to find a BMW in the mass of American vehicles on display". Maybe next year we can all make this event one of our end-of-summer activities and participate in the car show in force. I am already looking at a planning a spirited drive that will head south of Springfield.



Petit LeMans . . . but a big event, especially for the BMW M3's!

by Steve Hyland
photos from
americanlemans.com



Another great American LeMans Series (ALMS) race! But, to my knowledge no Illini Chapter members attended, so why a *Roundelian* article? Because this was the last event of the 2010 ALMS season and determined the final driver and manufacture standings. Based on the enthusiasm generated by our chapter's attendance at the Elkhart Lake Road America ALMS race in August (see page 4 of the 3rd Quarter edition), I thought some of you might be interested in hearing how the season ended.

BMW went into the Road Atlanta race barely leading Porsche in the GT2 class manufacture's standings and would end the season in the lead, providing two things happened: they finish ahead of the Porsches and Ferrari doesn't win (a win in this event was Ferrari's only chance to finish ahead of BMW and Porsche). Neither was a given. The Ferraris qualified 1st, 2nd, 3rd and 4th (the #92 Bimmer qualified 5th), and to say the Porsches were competitive all season would be akin to declaring the NY Yankees are occasionally competitive in baseball.

To make a long story short (12 hours of racing being the long story), Corvette and Ferrari pretty much diced for the class win, with the Rahal-Letterman BMW's and the Flying Lizard Porsches fighting for best of the rest. It looked as if one of the Ferraris would win until it decided to quit with a half lap to go because it was thirsty. Ferrari gambled on fuel and lost, giving Corvette their only good break of the season and their first and only win... notable, in light of the years of Corvette dominance in the old GT1 category.

Sooooo, that left it between the top BMW and Porsche to determine the overall manufacturer champion, and guess what... the good guys won! The #92 M3, driven by

Auberlen/Milner/D.Werner led the Porsche team the final nearly 4 hours and took the checkered flag in 4th place in class, barely beating out the reptile guys. Though we didn't realize it at the time, those of us who attended the Road America event in Elkhart Lake witnessed a BMW win that proved crucial for the overall manufacture standings.

Actually, three GT2 teams finished with something to celebrate. BMW won the manufacture's title, Porsche drivers Patrick Long and Joerg Bergmeister won the driver's championship and Corvette overcame many bad breaks during the season and won their first race. I suspect several taverns in the Atlanta area hosted serious celebrations that night. Although the Ferrari folks might not have felt like celebrating, they finished 2nd and 3rd in the race, their team finished the season 3rd in the manufacturer's standings and they demonstrated the potential to dominate the class in the future.

The prototype pure racing machines provided their share of entertainment as well. Road Atlanta's Petit LeMans is one only two American venues (Sebring is the other) that attract the Diesel powered Peugeots and Audis, the cars that dominate the international prototype circuit. The Peugeots finished 1st and 2nd overall in this race, with Audi taking 3rd and 6th. None of these cars will compete as is next year because the LeMans gods are changing the rules, significantly reducing the allowable engine displacement and fuel capacity for any vehicle with a compression ignited powerplant; i.e. a Diesel. Ah... the price paid for success.

I'll let the internet provide you with more in-depth results and results in other classes. Suffice it to say the ALMS is far and away my favorite racing series. What other big time

series with major factory and independent teams allows free access to the pit and paddock areas, with the opportunity to meet drivers and crew members? And the multiple classes running simultaneously creates exciting racing with much passing, continually challenging the abilities of the drivers to drive in traffic. Having very competitive Bimmers in the mix is icing on the cake.

The 2011 season promises to be particularly interesting for the GT2 class in which the M3's compete. The BMW, Porsche and Ferrari entries were on each other's heels throughout the 2010 season, and the Corvettes were coming on strong. I wouldn't be surprised to see the Jaguars more competitive next year and Lamborghini announced they'll join the fray with a couple entries of their own... all the makn's of an extremely exciting season!



ALMS Prototype Peugeot (left) and Audi (right) dominated the international circuit. More limiting restrictions on their fuel capacity and the displacements of their Diesel engines will require redesign for 2011.

Autocrossing Without Competitive Pressure . . .

by Randy Jones

I attended the October 3rd club autocross "Test and Tune" event at Mossville, IL, having never previously participated in an autocross. I thought this was the perfect event to get my feet wet, since it wasn't a competitive event. It was actually what the title says, a "test and tune". Members from the various area car clubs including SCCA, HISCC, CCSCC, BMWCCA, PCA, and SAE were invited to attend.

The event was very laid back and I felt no pressure. The other participants, quite a few of whom were our instructors at our Street Survival event (see page 2 of the 2nd quarter edition), were very willing to help me out as I learned my way around autocrossing. I improved throughout my 6 runs by making small tweaks to my braking, turn in, and when I got on the gas. The single biggest change I wanted to evaluate was to turn off the traction/stability controls. When I eventually did, I experienced the best feel for me, as well as my fastest time: some four

seconds better than my first run, when I had the nannies full on.

I have to say I had a blast and look forward to getting out again next summer for more events, and I hope to see more BMWs at these types of events. We didn't have much advanced notice on this one, preventing timely communication to the chapter members. I hope we'll be able to do better next time. This is the perfect type of low pressure event to attend to get introduced to autocrossing!

Editor's note:

Randy Jones is a fairly new and very active BMW CCA member, having joined in August, 2007. Since then, he's really maximizing his BMW experience with his '06 330Ci and his '04 330i. He attended the BMW performance driving school (see page 3 of the 1st quarter, 2010 edition), and he competed in both of our Chapter's karting events. These experiences are helping him improve his effectiveness as our driving events chairperson. This article describes his first experience at an autocross.

Classified Ads may be posted by members at no cost. All ads must relate to BMW oriented items. The editor reserves the right to edit ads.

Set of four 17" ASA brand wheels with 215/45R17 Blizzak WS 60 snows. The wheels were used on a 2005 540. They were on my 328i convertible for 3,000 miles since mounted new. They are offset some to the outside and look like they would rub but don't. The wheels have some finish issues from falling over while being installed/removed. \$ 500.00 Bill Shepler, (309) 303-1582 or truckerwillie70@yahoo.com.

Two sets of snow tires:

- four 15" Bridgestone Blizzak WS-50 205/60R15's. Not mounted. Used one winter. \$100.
 - four 16" Blizzak MZ-01 205/55R16's mounted on Sport Evo 5 spoke wheels. Fit an E46 325. Used two winters. \$200
- triguy@comcast.net, (309) 397-2008 -

Racing Dynamics front strut tower brace for E46. Very nice condition, was on the car for less than 2,000 miles. \$75. Randy at (309) 825-6043 or zhp330ci@yahoo.com.

4 BMW M5 replica wheels (silver) taken off of a '08 550i. 18" x 8", 5x120 offset ET-20, with 4 BMW OEM TPMS modules & related valve stems installed. Used three winter seasons. Some corrosion on each wheel and a bit of curb rash. Wheels were 4772 and TPMS modules were \$262 new. Asking \$400 total for all 4 wheels and modules. Located in Champaign. Pictures available. Contact Dave at (217) 377-4103 or d.seiler@comcast.net.



Bam!

This is how 5 year old Brody Bell describes the wreck that he and his mother had on March 12, 2008. One word for a head-on collision with a transport truck. Fortunately, the vehicle they were driving in helped save their lives: a BMW X5. Recently awarded a Five-Star Crash Test Rating* and, along with the BMW X3, a Top Safety Pick award. Brody and his mom walked away from their BMW – and then got another one. Find out more about our commitment to safety at bmwusa.com/safety.



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karting isn't just for kids any more . . .
. . . well, maybe bigger kids

I have to confess to some jealousy on my part. As I watched the people competitively circumventing the Fastimes go kart track in Indianapolis (www.ftik.com), I couldn't help but feel sorry for myself that I wasn't joining in the fun. I actually did a fair amount of kart racing as a teenager, but that was quite a ways back (shortly after the invention of the wheel). More recently, I've been a pretty good boy following my cardiologist's advice (and wife's orders), so I told myself to be content to watch, take pictures and write this article.

This was the second karting event sponsored by our chapter (see page 12 of the 2nd quarter edition of the *Roundelian*), and our first at the indoor Fastimes facility. And what a facility it is! It's the only two-level track in the Midwest and, in addition to the challenging 900 ft. course, it features plenty of well-



appointed meeting space, as well as excellent vantage points for spectators like me. More importantly, it was well staffed with people who know how to run this kind of event, safely keeping it moving and maximizing the challenge and fun for the drivers.

Fastimes' Mr. Mike West began the proceedings with a clear and concise explanation of what to expect, during which he



Mike West addresses the group.

emphasized safety, a consistent theme all day. The contestants then divided themselves into two-person teams, who would each try to outdistance the other teams over 90 minutes. Each team member would drive half of the endurance event, switching drivers at prescribed "pit stops". Mike provided much appreciated direction and commentary on the proceedings throughout the day.

by Steve Hyland



Each driver was required to wear a proper suit, head sock, gloves, helmet and neck brace, all furnished by Fastimes. Shoes can also be rented by participants without proper footwear. After suiting up,



up, each driver was given five minutes of practice, during which he or she (there were two she's) could gain some familiarity of the track and the

no - nonsense driving rules. Mike left no uncertainty that these were in fact rules, not suggestions.



We had a mixture of participants in the event, including Illini and Hoosier Chapter BMW CCA members, PCA guys and friends of both organizations. They came from Central Illinois and Central Indiana. The team named



"The Stigs", consisting of PCA member Mike Haughney and his friend Riley Buttry, took command of the race early on and never relinquished the lead. At one point, they enjoyed a lead of 2 laps, but the "Hairpins" (Bryon Griffin

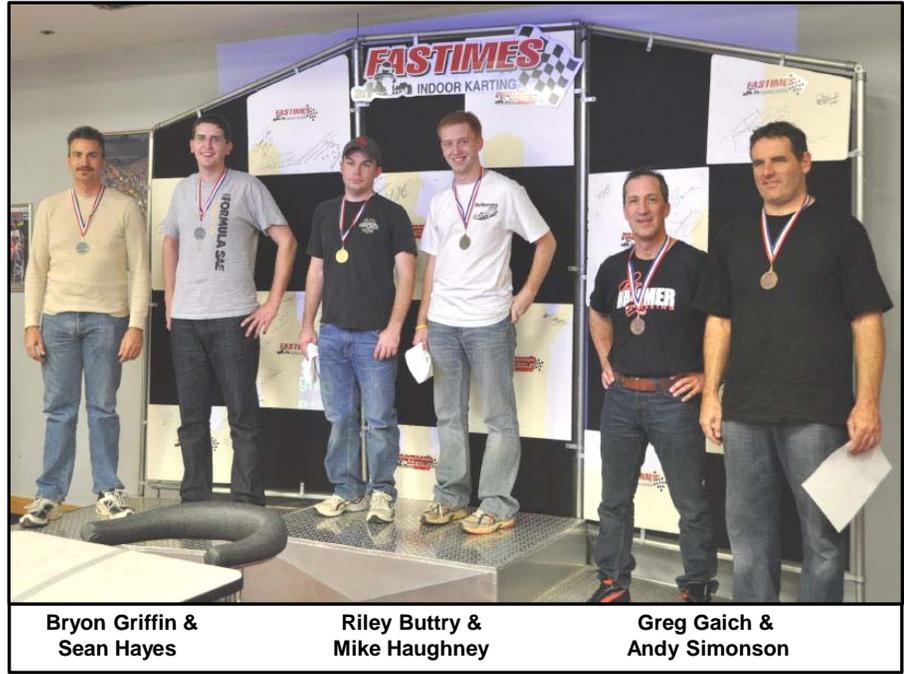
and Sean Hayes) came on strong at the end and finished seconds behind the leaders at the checkered flag. The "Grand Geeks" (Greg Gaich and Andy Simonson) took the third podium position.

These karts hit about 40 miles per hour during the race, which is very fast on a tight course with the driver sitting a couple of inches off the ground. The drivers also experience high g-forces in the turns and are often bumped and jostled. I'm afraid I can't provide personal commentary as a driver (oops, there's that jealousy thing again!), but two things were obvious from speaking with participants after it was all over:

- the racing was mentally intense.
- the racing was physically exhausting.

Early on, the drivers seemed to have difficulty containing themselves in their anxiety to get on the track. After about an hour into the race, they commonly said, "what... already?", when it was again their turn to drive. Listening to some of the comments about the aches and pains from people decades younger than me made me realize that it was probably best that I didn't participate.

To paraphrase the immortal words of Gordon Gekko of 'Wall Street' fame, "jealousy is good".



Bryon Griffin & Sean Hayes

Riley Buttry & Mike Haughney

Greg Gaich & Andy Simonson



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Bitte:

Please consider getting more active in the Chapter. We're planning many activities and could use help organizing them.

When visiting any of the businesses that advertise in this newsletter, please let them know you saw their ad here.

If you know any Mini owners, please let them know that they are part of the "fold" and would be welcome at our events.

Danke (cont.):

Special gratitude to Isringhausen Imports for their gracious hosting of our Route 66 Mother Road Event (see page 7).

Thanks to everyone who helped organize events. Because of the assistance we've received, we've been able to hold the multitude of events described in the *Roundelian*.

Thanks to everyone who took the time to contribute articles in this publication.



Calendar of Events

We're in the process of planning events for 2011. Your input is welcomed. What kind of activities would interest you?

WELCOME NEW MEMBERS

Welcome to members who joined the Illini Chapter since the last publication of the *Roundelian*:

- Robert & Cheryl Lambert, Bloomington, IL
- David Lewis, Bloomington, IL
- Nathan Reichard, Urbana, IL
- Samuel Woolfolk, Springfield, IL
- Gerald Fitzgibbon, Elkhart IL
- Loren Cowdrey, Chatham, IL
- David Williams, Bloomington, IL
- Ravi Masih, Dunlap, IL
- David Voelzke, Bloomington, IL
- Paula Woodward, Bloomington, IL
- James Nussbaum, Minonk, IL
- Kelly McMahon, Springfield, IL
- Robert Welyki, Buffalo Grove, IL
- Gary Steiger, Delavan, IL



BMWCCA Illini Chapter Board of Directors:

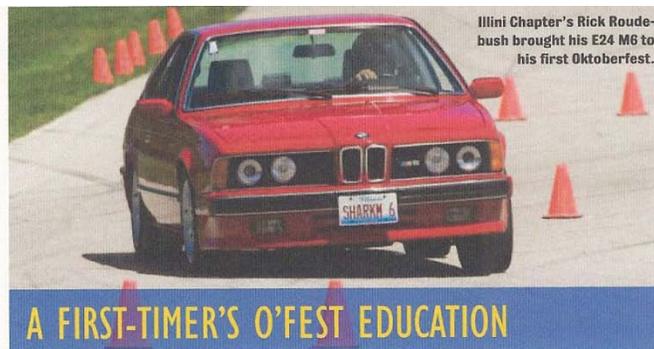
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- Webmaster: William 'Andy' Alexander, Hudson, IL (309) 726-2239
- Board Member: Mike DelSignore, Champaign, IL (217) 355-8811

The Illini Chapter can be reached at illinibmw@live.com

Editor's note:

Roundelian article makes the big time.

Take a look at the article on page 59 of the November issue of the *Roundel* magazine. If it looks familiar to you, that might be because the same basic article appeared in the 3rd quarter edition of the *Roundelian*. In it, Illini Chapter board member Rick Roudebush shared his experiences as a first-timer at a BMW CCA Oktoberfest.



Aaron Taraboletti and I start at the ALMS race on the Sunday before O'Fest. At the Turn Fourteen Illini Chapter hospitality motorhome, during a pork-chop scarf-down, Boris Pedhara says to me, "You guys here all week? Do you want to get some track time in tomorrow?"

cars, 1 through 6, Zs—1 through 8—and what is this? A pre-war 328, I tell Aaron as we walk toward the tall kidneys. But as we walk around it, the car gets longer, with a high bustle for the dropped convertible top—and it has four doors. Wait a minute, a pre-war BMW cabriolet with four doors?

talking with some of their ber meeting Scott in Peor he is a Mustang guy, and excited because he is a l Then we see the Grabber t race-prepared, barely- Mustang GT. Boris says, Rick, and I'll take Aaron These guys have son for us.

We helmet up and stra Aaron up front in the Car right behind in the GT, anc laps at full-tilt boogie, ple eral times. Each car has i at different places on the they are pretty even over keep leaning over to try l work on the pedals and speedo, but the gauges ar nels—and then it's hard into another corner, causir forward and my eyes to b really get a good look at a

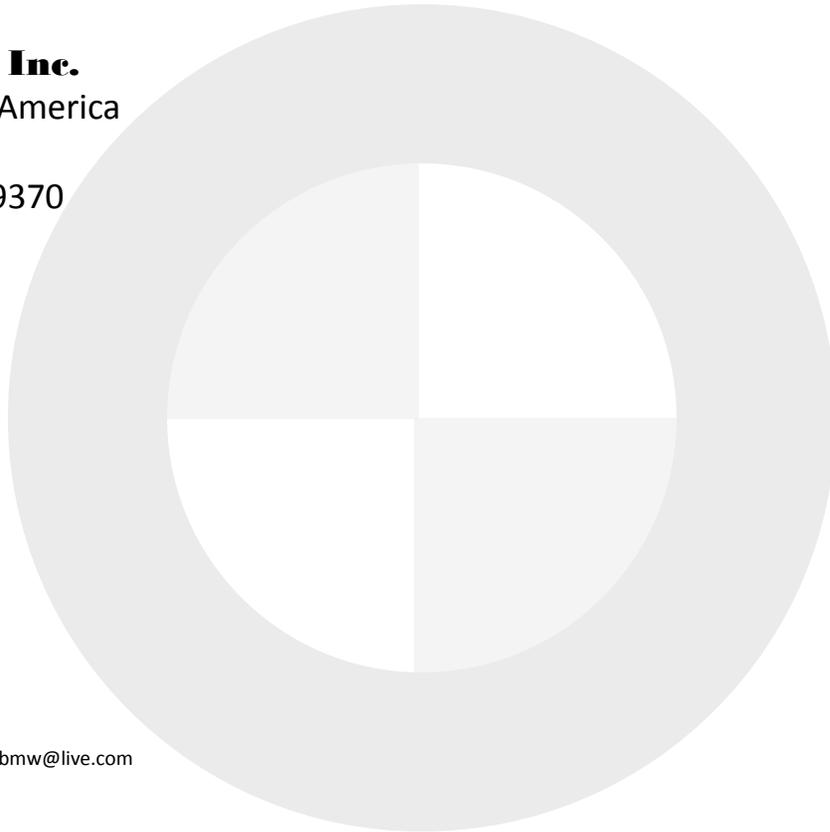


***Your Illini Chapter wishes you
all a joyous holiday season***

Illini Chapter, Inc.
BMW Car Club of America
P.O. Box 9370
Peoria, IL 61612-9370



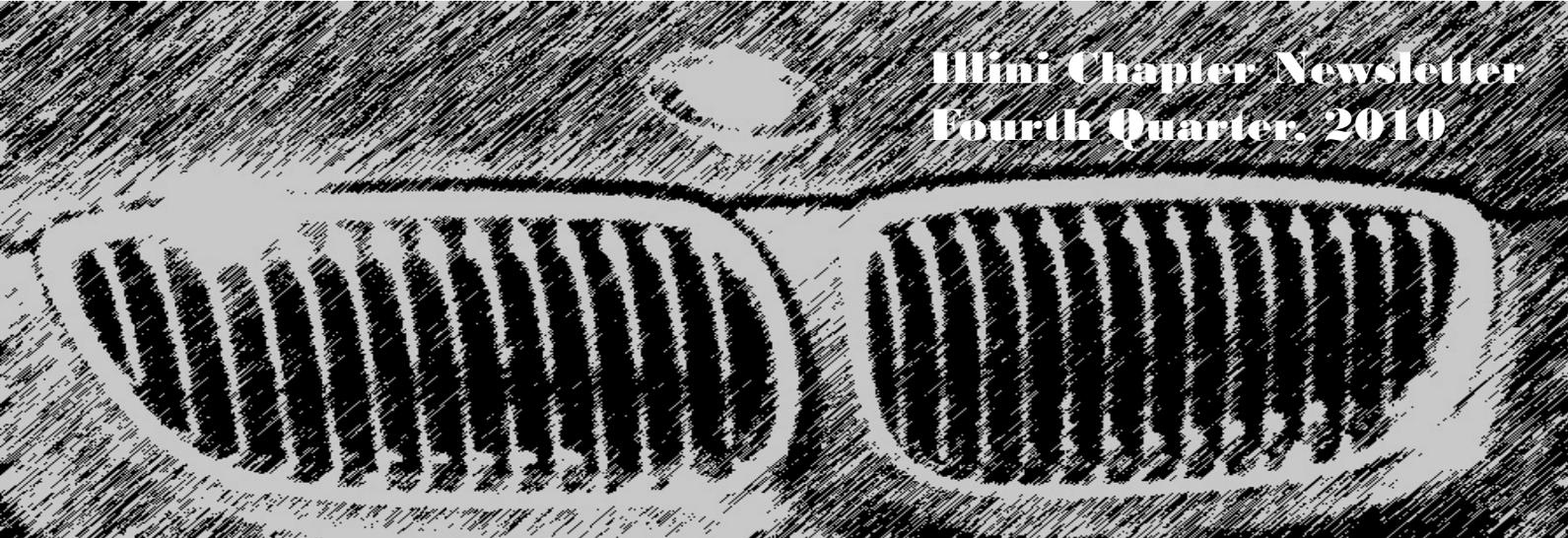
illinibmw@live.com



The Roundelian



BMW Car Club of America



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