

The Roundelian

Illini Chapter Newsletter
Second Quarter, 2012

Editor: *Steve Hyland*



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Woody's Word:

IN COLOR.....

In my opinion, the *Roundelian*, our very own ILLINI CHAPTER NEWSLETTER, has distinguished itself as one of the finer BMWCCA newsletters in the nation. Now we're arriving at your home in full color. Our Treasurer and Newsletter Editor, Steve Hyland, has truly put forth an exceptional effort to support and grow our Chapter with an ongoing focus on the *Roundelian*, his creation. On behalf of the entire Chapter I would like to sincerely thank Steve, and his lovely bride Merilynn for all of the loving efforts. Thank you!

NOW LOOK OUT FOR 1st WEEKEND ACTIVITIES.....

Our calendar used to include CARS + COFFEE the first Saturday of each month at Autohaus of Peoria. I am no longer employed there and we'll be moving on. We will arrange varied opportunities for Illini Chapter activities on each first weekend of the month. Watch for these announcements, which will be distributed via E-mail. If we don't have your current E-mail address, you are encouraged to send an E-mail to illinibmw@live.com. If you have a great brainstorm about an activity, we'd like to hear it.

STREET SURVIVAL.....

Another powerful session of Tire Rack STREET SURVIVAL has taken place (see page 2) and I must say that the efforts and skills of our organizers, instructors, sponsors and students have been, without a doubt, exceptional. Within our community there is a strong dedication and belief in the program. Participants and witnesses will tell you confidently that these sessions save lives and are rewarding experiences for those involved to come together for this cause. There is a profound need for this type of training with our young drivers and I am so very proud that our Chapter has embraced this call to duty and has executed these sessions with the highest level of professionalism and proficiency. Our biggest thanks comes in the form of young drivers being safer out on the road, but I too deeply appreciate everyone's commitment and efforts to make our ILLINI CHAPTER BMWCCA Tire Rack STREET SURVIVAL program a life saving force in our community.



Woody

BMW Car Club
of America
Illini Chapter



Our Chapter's Third



by Steve Hyland



Total commitment to Street Survival:

Our chapter's president moved out of the area and our Street Survival Chairman was relying on him for several things, including locating sponsorship funds. Not a problem... in spite of limited spare time, Woody fulfilled his responsibilities from afar, or made sure someone covered for him.

Total commitment to Street Survival:

Slightly prior to the event, the union representatives at a particular factory decided to go on strike, which took away several badly needed driving instructors to support the plant. Not a problem... a couple of the remaining instructors went to work. On very short notice, but with a lot of effort, they managed to find clearly qualified people to take over.

Total commitment to Street Survival:

Drivers qualified to instruct are relatively scarce in an area this size. Not a problem... several qualified people were identified and gladly gave up their Sunday on short notice to share their skills.

Total commitment to Street Survival:

One of the two classroom instructors was among the people called away to support the striking plant. Not a problem... the remaining classroom instructor agreed to teach every session, resulting in a very long day with few breaks.

Total commitment to Street Survival:

Two organizations, Kauth & Mayeur, LTD Import Car Service and Mari Halliday, luxury home specialist with Jim Maloof/Realtor, generously donated enough money to ensure we wouldn't "lose our shirts" on the event. Additionally, Michael Benét, the president of Kauth & Mayeur, contributed significant personal time and leadership to ensure the event was a success.



Total commitment to Street Survival:

Caterpillar®, Inc. provided the venue. The very large parking lot at one of their Mossville, IL facilities is perfect for the driving portion of the day, and they once again allowed us to use a beautiful auditorium in the building for the classroom instruction. Additionally, Cat supplied a couple of fire trucks and a crew to keep the skid pad wet and soapy.

Total commitment to Street Survival:

Every instructor and volunteer showed up early Sunday and worked hard all day to make it flow flawlessly.

Total commitment to Street Survival:

Every one of the 26 students who signed up showed up with their parents. Several parents stayed all day to observe.



Several parents stayed all day.

Why were these people demonstrating such a rare sense of commitment? I believe it's because they understand three facts:

- ✧ These young drivers will very likely experience emergency situations in their driving lives.
- ✧ Without an experience like Street Survival, they will likely not be prepared for those situations.
- ✧ The above could easily result in life-changing consequences for them and others.

Who knows, maybe that crushed rubber cone today will some day be a substitute for a telephone pole or a child. Just maybe, the time spent that day would result in saving a life. Of course we'll never know for sure, but the possibility was good enough for everyone involved.

I guess I got ahead of myself. For those who don't know, the Street Survival is an all-day program, devoted to teaching 15 to 21 year-old drivers how to handle emergency situations... situations they would very likely not experience in a drivers' ed program (at least the driver's ed instructor would hope not). A combination of classroom instruction and actual driving the student's own vehicle with an experienced instructor on board, teaches the student how and why a vehicle responds to these situations. It's sponsored by Tire Rack, Inc. and the BMW CCA Foundation. Our local Illini Chapter of the BMW CCA put it on with the help of many other people in the area, especially the folks in the Lincoln Trail chapter of the Porsche Club of America (PCA).



Saturday afternoon, the day before the event, volunteers set up the course in the parking lot. The course appeared at a glance much like a typical autocross course. The primary difference was the Street Survival course is actually a series of courses. There were segments devoted to demonstrating braking capabilities (or lack thereof).



Fortunately, corn is prevalent here.

There's a rapid lane changing segment, a figure-8, a skid pad, a slalom, etc. Just to add a little realism (and spice) some of the course was made slippery with soapy water. Other portions used dried corn to simulate loose gravel.

After the registration, the instructors joined the students at their cars and made sure they're familiar with the vehicles. Any mystery about checking oil



Students were first taught daily maintenance of their vehicles.

levels, tire pressures, etc. was removed. The instructors also inspected the cars to ensure they were safe for events to follow.

Half of the class then went into the impressive auditorium for the classroom instruction. Andy Berberich presented slides and videos demonstrating what makes a vehicle do what it does under various conditions. Andy's presentation concentrated as much on safe driving to avoid crisis situations as it did on how to handle those situations if they occur. Classroom instruction is always the most difficult to keep students engaged, but Andy effectively interacted with them. His substantial racing experience and engineering background makes him super qualified to instruct. Of course, the dollar coins he threw out to



Andy in the classroom



anyone who actively participated helped. Said coins were compliments of the Lincoln Trail PCA. Turns out, those Porsche guys aren't so bad after all.



Better a cone today than something worse tomorrow

The other half of the class then began transporting their instructors through the actual driving course. They were encouraged to start slowly, gradually building up speed until traction limits were eventually exceeded. Some of the diabolical instructors would nudge the hand brake at opportune times to help the student get into "trouble". Many cones bit the dust, but the ability of the students to get out of trouble consistently improved throughout the day. I heard several instructors express delight in witnessing that improvement in his student.

A large tractor-trailer (53' trailer) was parked in the lot. Fortunately, the wife of one of the driving instructors is a truck driver and was on hand to discuss driving from the trucker's



Discussing issues relative to sharing the road with trucks.

viewpoint. She and the cars strategically placed around the rig clearly demonstrated visibility limitations, and she explained other safety aspects of sharing the road with trucks. Doing this while actually sitting in the cab really brought her points home.

Oh yes, back to commitment to Street Survival. There are too many people to individually thank here, but our club owes a special debt of gratitude to the event Chairman, Randy Jones. Randy spent countless hours planning and making sure every detail was covered. He proved to be an effective leader and I suspect he realizes the time his children will be driving isn't all that far off. Be afraid, Randy... be VERY afraid!



Don't worry, Randy... it'll all work out.

In light of all the problems mentioned at the beginning of this article, was the event a success? My own observations throughout the day would certainly indicate it was. And the aforementioned comments from the instructors certainly back that up. The most telling input from that day, however, came from the parents. I personally heard several of them make unsolicited and enthusiastic, positive comments.

Ah, but the coup de grace came later when I analyzed the evaluations of the program that were submitted by both the students and the parents. It was gratifying to see the students got it. In addition to highly rating the program, several of them submitted comments reflecting increased ability and confidence in handling their cars. The parents were even more positive in their evaluations, and they too testified to increased ability and confidence witnessed in their offspring. Several expressed gratitude for the program being available to them.

Need further evidence that the Street Survival is worthwhile? One of our driving instructors and one of our volunteers were both experienced Illinois State Highway Patrolmen. These two gentlemen know about safety on the highway and their giving up their Sunday to participate speaks volumes for the program. I believe I can rest my case.

We'll definitely repeat the Street Survival next year. If you know of anyone who will be in the 15 to 21 age group and will have a driving permit or license, you'd be doing them a great favor by convincing them to enroll in the program. You also might want to consider volunteering to help. Judging by the reactions from this year's event, you won't regret it





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My First 12-Hour Endurance Race

by Boris Peharda

My friend Charlie Bates raced Formula Fords in Europe. His favorite quote is: "Luck is when preparation meets opportunity." When I got a call from Richard Bennett in early December, as I was on my way home from Daytona, I thought of Charlie and his quote.

"I have built an E36 BMW based race car and would like to invite you to be one of the four driver's on our ChumpCar endurance racing team", said Richard in his British accent. Having just driven the Rolex 24 hour course at Daytona Speedway during a driving school event, I knew that only racing could be any more exciting. Naturally, I jumped at the opportunity Richard presented before me and felt very lucky. I wanted to hear more about the series, the car and the other drivers Richard assembled for his team. As I listened to him I realized I have (without knowing it) been preparing for such a racing series all along.

Watching racing, driving a variety of cars at a variety of tracks for the past 12 years, along with being coached and coaching others have fully prepared me for this series. However, thoughts like, "can I handle intense wheel-to-wheel competition" and "can I handle 2 hour long stints" flashed through my mind. I decided I would use these thoughts as fuel to get in top shape (for an old guy) and to learn everything I could about endurance racing, as well as Eagles Canyon Raceway in North Texas, where our first race would take place in March.

As first weekend of March got closer, I was 14 pounds lighter and fully prepared for a 7-hour endurance race. Then just a week before the race, a note from Richard came informing my teammates and me that the first race has been changed to a 12-hour enduro. "Look at the bright side", he said, "everyone gets to drive more!" A few days before the event, Richard informed me I would be the leadoff driver. "Please be sure to keep the car out of trouble, it's a long race so be easy on the car. Teamwork and efficiency during pit stops, not the fastest laps, are the keys to success in ChumpCar racing." Everyone on the team agreed we needed to focus on just having fun and finishing the race and not worry about winning. We were ready!



Drivers have multiple responsibilities for this event

After the tech inspection we found ourselves with a 10 lap penalty because our car was "too expensive" and realized we would be starting near the end of the 40 car field. In a way this was good for me as

I no longer felt much pressure to push the car during my first one-hour long stint. I just focused on bringing the car into the pits in good shape so that the other three drivers could have fun. Some of the faster cars were dive-bombing me on the inside, others going around me on the outside. I just kept thinking



Driver change.

about what Richard said and focused on staying out of trouble. The fact that we were climbing up in classification was just a bonus to me. This all changed after our first set of stints.

Somehow we have managed to work our way up to 23rd position so

decided to switch to two-hour stints for the remainder of the race. We figured this should give us a top 10 finish. Immediately, I became concerned that I may not be able to handle two hours of intense wheel-to-wheel driving. Surprisingly, after about 20 minutes I hit a rhythm. Suddenly, driving smooth and fast became easy. "You are dropping about a second a lap, keep it up" said Richard on the radio, "2:25,... 2:24,... 2:23, 2:22,... 2:21,... 2:20, fantastic job, 2:19!...". Then trouble struck.

I was on the backstretch overtaking a couple of Miatas and a Mustang going into Turn 7. As I was approaching the apex of the turn, I realized the Mustang driver was not going to let me get back on-line. Why should he? After all, this is racing, not a driver's education event. To avoid side swiping the Mustang, I turned in tighter and the car spun instantly. I avoided contact but ended up facing the two Miatas and rest of the cars I had worked hard to pass during the last 40 minutes. Bummer! I restarted the motor and spun the car back in the right direction, then settled



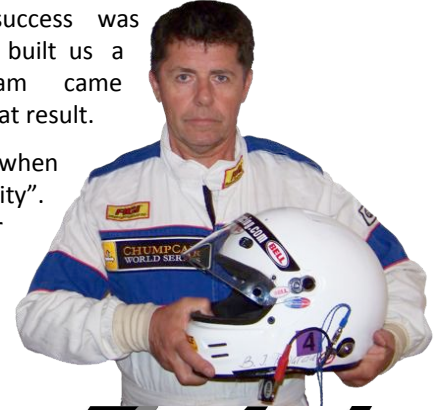
back into a low 2:20's pace. Richard was right... it's not just about turning the fastest laps that will achieve the desired results here.

"Boris, you have about 5 minutes, you must come in on this lap or the next one. We are back up to 13th place, well done." I did not want to come in. I wanted to keep going. Two hours went by too quickly and I was in a zone or a state of flow. This is when everything seems to come together, the car and the driver, and I did not want it to end. "Boris, you must come in on THIS LAP" yelled Richard to snap me out of the zone. "All right",... I replied, "I am coming in,... at T 11,... now at pit-in,... get ready for me."

And just like that my first day of driving a racecar in an endurance race was over. The others had 2 hours to go each, including 2 hours in the dark for Richard who had the anchor stint. Despite a lack of specialized driving lights and loosing the brakes with

about 15 minutes to go, we finished 5th out of 40 teams. And had we not been assessed the 10 penalty laps, we would have finished on the podium in 3rd place overall! Pretty amazing result for a new team and a new car. Beginner's Luck? Perhaps but I believe the key to our success was preparation. Richard had built us a great car and the team came together and delivered a great result.

As Charlie says, "Luck is when preparation meets opportunity". We are already preparing for the next race. I'll tell you all about it in the next issue.



Editor's note:

In case you are not aware of the ChumpCar circuit, here's a description directly from the ChumpCar web site (chumpcar.com):

"ChumpCar is North America's home for \$500 race cars and REAL endurance road racing. Real racing, real tracks, real drivers and really cheap cars! We're all about endurance races that range from 7-hours to 24-hours long... and, even longer! ChumpCar has the distinction of holding the longest closed-course endurance road race in the world... 25 hours, 25 minutes and 25 seconds – the 25:25:25."

"So, why do we do this and who is this series for?"

"This series is for gear-heads; for people who love driving and driving fast. It's not about gimmicks or theatrics. Rather, it's for grassroots race teams and for Chumps like you that have always wanted to go road racing without all the hassle. It's about 'Joe Average' and almost-race-ready cars."

"ChumpCar is a throw-back to the era when racing was fun and cheap... when Bondo beat carbon-fiber; when a crescent wrench was the most valuable tool in your box; when home-made engineering made everyone sit up and take notice; and when adding a little theme to your car didn't get you laughed off of pit lane."

Boris Peharda, our chapter's Motorsports Driving Events Chairman and our chapter fast guy, is a member of several car clubs and a certified high speed driving events instructor. As such, he's no stranger to various forms of high-speed driving (see the article on his Daytona experience in the previous issue of the *Roundellian*), but his ChumpCar experience was his first endurance racing experience.

F 1ab

Calendar of Events

Our chapter calendar is being finalized, but here's some of the dates established so far:

- June 23, BMW of Peoria, drive and compare the 3-Series to other makes (see inside of back cover).
- June 29-30, Lincoln Land Community College car show, Springfield, IL (see insert).
- July 14, Homes of Hope car show, Bloomington, IL. (see below).
- July 15, "Wine & Shine" at the Mackinaw Valley Vineyard.
- Aug. 16-18, the ALMS races at Road America, Elkhart Lake

More information to follow.

Our Motorsports Driving Events Chm., Boris Peharda, will be instructing at the following track events:

- June 23-24, Hoosier BMW CCA, Putnam Park Road Course
- July 7-8, MOR PCA, Putnam Park Road Course
- Sept. 29-30, Badger BMW CCA, Road America

Contact Boris at peharda@sbcglobal.net for more information on any of these driving events.

Lincoln Land Community College - Springfield, IL -

9th Annual Motorsports Show



Friday & Saturday, June 29 & 30
Lincoln Land Community College
Springfield, IL



Entry Fee: \$15 per car, includes T-shirt & gift bag.
Friday evening: Park 'n Peek w / food & live band.
Saturday: Judging (2 German car classes)

Contact dick.rogers@llcc.edu for details.

11-3, July 14th, 2012

All proceeds go to Homes of Hope, Inc., providing homes and support for special needs adults.

For details, contact Steve Hyland, (309) 657-8790 or meri_steve@comcast.net

3rd Annual Homes of Hope Car Show

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- Top 3 Trophies
- Client Choice Awards





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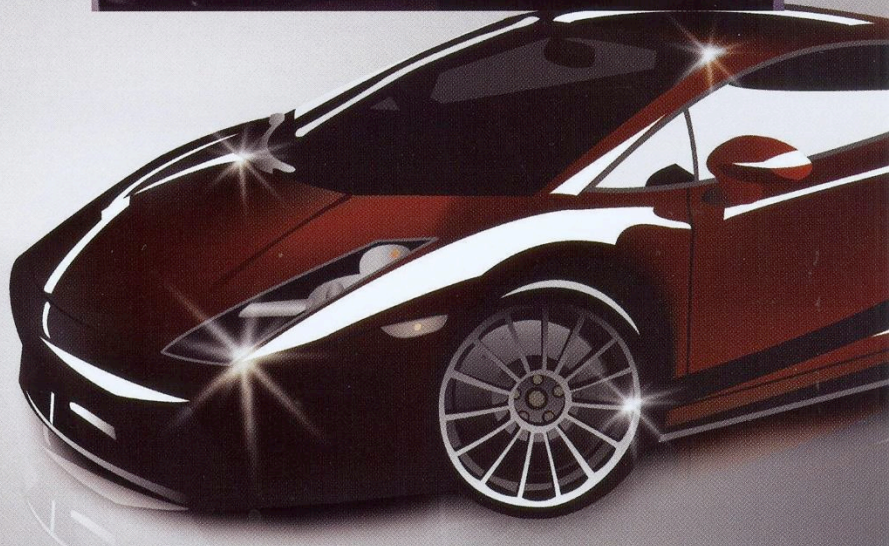
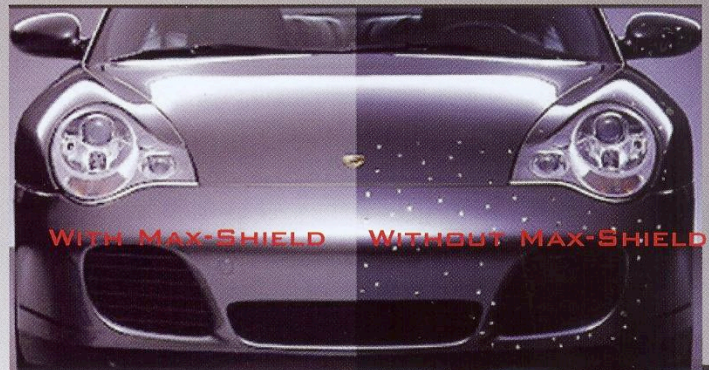
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My BMW Obsession...

... and how it began

by Robyn Hovey...
present owner of four
BMW's and
still looking



My father is and always was a GM man, and I don't believe he has ever forgiven me for my ongoing automotive indiscretions. I thought he was going to disown me after my first car purchase; a Chrysler product back when Lee Iacocca was leading the company from the brink of their demise. Dad said I should have put my money into Chrysler stock instead of one of their vehicles, and he was right. I would have made a huge profit versus the lost money spent to keep my Chrysler running. However, after a few humbling years of driving "Miss Bessie", as I called my LeBaron coupe, I really elevated his blood pressure pressure with my next automotive selection.

In the summer of 1984 I was riding my motorcycle as much as I could to work and to my softball team's games, (don't ask what my Dad said when I bought the bike). A teammate of mine had a new "foreign" car and I was naturally curious. It might have been after a game one evening when he said, "let's take my car for a short spin". I remember driving on several winding country roads and around the scenic Lake Springfield. It was love at first drive. I enjoyed the small, airy two-door coupe. With all the windows down and sunroof wide open it felt a little like my motorcycle, but was much more comfortable. I could not get over the "connected" feel of the road the car gave me. The steering was responsive and the braking was fantastic. The short throw of the five-speed manual transmission made me wonder why, up to this point, I had only considered an automatic. Visually, the style seemed unique to me and I really liked the generous glass of the two-door coupe. You did not feel confined inside the small cabin. In fact, the interior seemed to be designed to fit me. The seats were supportive, firm, and comfortable... not cushy as I had become accustomed to in my Chrysler. I guess you could say the Bahama Beige, E30, 3-series was my first taste of what a real sports coupe should drive like.

The car was light enough for the small fuel injected 4-cylinder engine to provide smooth acceleration and best of all, compared to my gas guzzling American-made small block V-8, I was told the German designed engine provided around 30 mpg on the highway. I had to have one.

The automotive foreign invasion in Central Illinois back in 1984 was more about the Japanese and their many car brands than about the Germans. The local Buick dealer sold the Mercedes brand to a select few, the "Volkswagen only" dealer had been purchased by a large family group of American branded cars, and the local Ford dealership had the BMW franchise, but showed no cars on their massive showroom floor. So, in order to even find a deal for a new BMW I had to look for a committed dealer that was close enough to get my car serviced and repaired. I found the now defunct Koester Buick-BMW in Decatur, Illinois.

Without the present day instant access to the information superhighway, (what?... can you even imagine no Google or Yahoo searches on the internet and no Autotrader or Ebay?), I was forced to use the Kelley Blue Book, Car & Driver, Road & Track, and yes, even manufacturer's brochures to acquire the answers to my questions and make me a knowledgeable shopper, let alone a potential buyer. I learned that the E30 series was a brand new platform in 1984 for the BMW 3-series car and was introduced to replace their old 320i that had been previously derived from a car labeled '2002'. The car name 2002 seemed so funny at the time... a car made in Germany and entitled ahead if it's time by over 20 years. It also made me think of the movie '2001: A Space Odyssey'. Here I was armed with my notes, the product review magazine articles, and the memory of driving my first German made BMW. Would I be able to find my new "Ultimate Driving Machine"?

Now, many years later, I still remember the Koester salesperson's response to me when I announced that I was interested in one of their small compact BMWs and not a new Buick Regal. He said he saw me drive-up in the 1978 LeBaron and wanted to make sure I knew that the BMW was not made in America. I guess the local work force really did support American manufactured products. Not many local people purchased BMWs.

Luckily, the general sales manager and later the owner, Mr. Koester, both had conversations with me and announced they both preferred to own and drive BMWs. The manager drove a 6-Series, formerly the owner's wife's car, and the owner had a 7-Series, mostly for his wife to drive... at least that was how he described it, since he appeared to be driving a big Buick that day. The history of BMW plus the quality of construction were emphasized in our conversations. I was introduced to their manufacturer-certified BMW mechanic, Stan, whom they had been required to send to Germany for his training. He was knowledgeable polite and a real asset for the dealership sales staff. The three year 36,000 mile warranty coverage, the almost new shop area, and the computer equipment they had for diagnosis and servicing my car was impressive. Stan had an appreciation for the BMW brand and was convinced they made a superior running car.

Note of interest: no one else but Stan serviced or repaired my BMW for the six years post my purchase, until Stan retired and the dealership changed hands and no longer had the BMW franchise. I still have my stamped service book with Stan's signature for all the work he performed.

My test drive of the dealership's new E30 3-Series demo car was just as satisfying as my initial BMW driving experience. One look at the sticker and a few negotiations based upon what I had researched and I would have purchased the car on the spot for the agreed-to price, had it not been for the demo car's color. I had looked at the paint colors in advance and had my heart set

on a color known then as 'Sapphire Blue Metallic'. My salesman said to give him a couple of days to check around the various Midwest BMW dealers to see if he could find the color and model with the options I desired. Sure enough, about two days later he called to say their search had located a car for me and would I mind having 300 miles on it when I took possession. They sent a person in their 3 series demo car and swapped it at Knaus BMW of Lake Forest for my new 318i.

Back then, the dealership did everything post port of entry from Germany. This required about a day to do their "dealer prep" work, like removal of Cosmoline, cleaning and detailing, plus any touch-ups of paint defects. A review of all electrical and mechanical systems was done and a checklist was provided to the new owner upon vehicle delivery.

Since I was not trading-in a vehicle; I had my girlfriend at the time take me over to pick-up my new ride. When we arrived and entered the delivery bay, my car was sitting under the bright lights, sparkling. She must have recognized from my huge smile and the look in my eyes that a powerful love affair was unfolding. What she did not know was that my love affair with this car would outlast our love.

I still own, and occasionally drive in the summer, this "first love" BMW. It now has limited-usage antique auto license plates and a limited-usage, replacement value, antique auto insurance policy. The original paint is still in great shape, thanks to the factory clear coat, my fastidious cleaning/polishing, and the many winters of sitting in a heated indoor parking structure underground where I worked.

As I reflect back upon the number of BMW's I have owned and sold, it is a comfort knowing that the one that started my obsession is still with me and still just as fun to drive. Happy motoring to you all!

WELCOME NEW MEMBERS

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

- | | |
|---------------------------------|--------------------------------|
| Herman Collier, Taylorville, IL | Steven Clark, Moline, IL |
| Mark Miller, Nauvoo, IL | Madhur Jadala, Springfield, IL |
| David Lewis, Bloomington, IL | Ajit Bhalodia, Champaign, IL |
| James Noe, Champaign, IL | David Burkum, Springfield, IL |
| Ethan Brue, Chandlerville, IL | Jun Yuan Chan, Urbana, IL |

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.

Continental EXTR CONTI DWS 2 each 225/45/ R17	Bridgestone BLIZZAK 4 each 225/45 R17	\$375	\$350
2 each 255/40 R17	Used 3 winter seasons,		
Less than 600 miles on set	less that 15k miles on set		
Contact John @ (309) 310-4065			

Borbet 15x7" wheels (4) no rash. I took off a 96 535i and I expect they'll fit many cars. \$125.00. One has slight paint damage from rolling on concrete floor.
Bill Shepler, (309) 303-1582



BMW of Bloomington
www.bmwofbloomington.com

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June 23rd 9:30 am - 4:30 pm

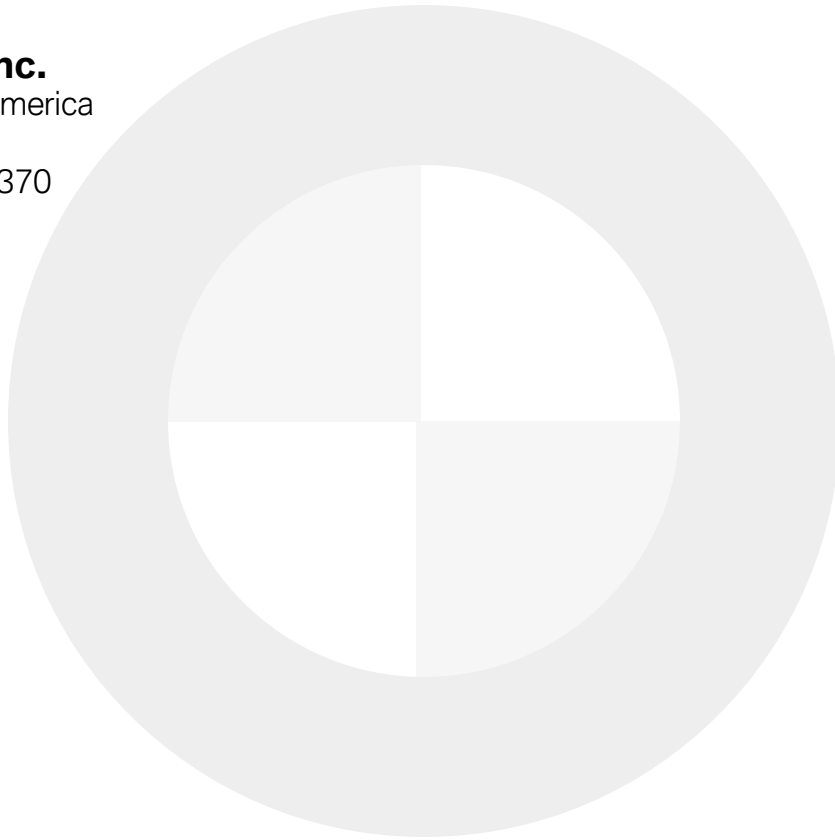
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Illini Chapter**



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The Roundelian



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