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### Woody's Word:



BMW New Year, should old acquaintance be forgot ....

The fresh new models come to market. Technology advances and efficiency expands. Cleaner, quicker, safer, smoother, livelier and better and better. It's a static growth at an elite level. It's the drive of transformation and what BMW brings as a brand of innovation. Every single aspect of the vehicle as a basic machine is improved and the choices expand. Driving the new X1 engages the sense of the fundamental BMW traits. It's simple and fun.



Developed from a 2008 concept vehicle, the X1 has just become available in the United States as a 2013 model, while it's been sold in Europe since 2010. The chassis is from the 3-Series touring wagon. It's light and low and nimble. Plus, there's all that pop in the engine, making it just pure BMW driving pleasure that you simply won't get in another brand. The engine choices are the very two best engines in their respective categories. Maybe, it would be too much to expect that the new X1 be a cool looking BMW with a nice shape and body lines that make sense, but it does. All in all the X1 is an exceptional value with a low price point, especially when compared to an all-wheel drive 3 series.

It already feels like an easily accepted part of the traditional BMW family of models, and you don't have to make yourself love and value all the luxury and technology to justify the price. It's the kind of car that you could pass down to the next generation 10 years from now. I'm enjoying driving the X1 every chance I get. I really feel better about this new product introduction than I have about a lot of other new BMW offerings. Yes, you can load it up with all the latest cutting edge features, electronics and devices if you want, just like any other BMW, but I suspect most will be impressed by the ride and drive performance of this perfectly balanced dynamic driver.

That's WOODY'S WORD except that I want all of you to know that with the close of 2012, as always it's the BMW drivers and community of enthusiasts that makes it most special and cherished. The machines themselves are elite but it's only when driver meets machine that there is JOY and we are left to simply savor it with one another. Please, be safe and savor every moment. Thank you for letting me and the Illini Chapter BMW Car Club of America be a part of it. Together we'll do it again in 2013.

CHEERS!



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# The 2012 ALMS at Elkhart Lake ...

... team RLL retakes podium center

by Rick Roudebush



photo from www.alms.com

When you win all the crackers during the American LeMans Series (ALMS) race season, which the BMW Team Rahal/Letterman/Lanigan (RLL) did last year, the next season the officials make you add weight to your car and/or install smaller restrictor plates on your intake manifold, cutting horsepower. For 2012, they did both. This, coupled with the fact that the competition got less weight and/or larger plates, makes for a difficult likelihood to repeat. Couple this with the fact that the Corvettes got a new wider body and still have one of our great former drivers, Tommy Milner... well, I still had high hopes for a good season for the Team RLL and those wonderful M3s.

I was especially looking forward to our annual trip up north to the great Road America race track at Elkhart Lake, WI to see that one in person. The BMWs fair pretty well up there on the 4 mile track and it happens to be one of Bill Auberlen's favorite places to go fast. After all, they won there twice in the last three years. The races up to that point had been a little disappointing for BMW fans, a few highs with pole positions for starts, but way too many races where we got punted off the track into the grass, and questionable penalty rulings by officials. Both occurred in a subsequent race at the Virginia International Raceway.

Because of the restrictor plates cutting horsepower, the way to go faster than the competition is to draft the car ahead of you, sling shot around and go hard deeper into the corners and brake later, which the BMWs can do because of their superior ability to scrub off speed, then trail brake through the corners. When you do this in traffic, you tend to duck into the corner on the inside, darting ahead of the car ahead of you, cutting off their line, forcing them to take a wider line after apex to avoid contact. Now this is my opinion, but you can imagine this style of racing is not appreciated by the competition, hence the forced excursions into the grass and excruciating penalties on several occasions in races

leading up to the highly anticipated (by me anyway) contest up north in the beautiful Kettle Moraines of Wisconsin.

The Badger Bimmers host a national BMW CCA event right there on the outside of turn 14 at the bottom of the steep hill heading up to the start/finish line and pit out. There, on the grass next to the BMW car coral you will find a very nice large canopy providing shade, shelter, tables, chairs and a flat screen TV tuned to closed circuit race coverage. A box lunch, soft drinks and water are provided. All you have to do is sign up ahead of time with Darcy Yench of Badger Chapter, buy your ticket and get there. They will be happy to accept a donation for their charity. Feed the Hungry; ten dollars per day is suggested. Everybody we met was very friendly and welcoming. It is a great time to just sit there with the other BMW fans and experience the race live and in person.

However, I like to venture out to the paddock area where, before the race, you can meet the drivers and see the cars up close. They even held the door open so you can see inside the car and get a gander at the \$20,000.00 steering wheel with all its buttons and switches. The drivers are very approachable, happy to pose for pictures and sign autographs, and seem amazingly calm for guys who are about to drive these incredible machines at their limit inches away from other cars and the walls of the kink in the backstretch during this four-hour endurance race. Also, during the race, you can walk right up to the back of the team control area and witness the strategy being considered, as well as watch the live feeds from the in-car video cameras. This happens to be the place where this race was won, but more on that later. I'm getting ahead of myself.

I think my favorite spot to view the race is way up on the top of the bleachers on the outside of turn five. From here you can see the cars coming at you from the slightly downhill straight after the

kettle sweep, vying for position through the 100<sup>o</sup> left hander. Then watch them, and hear them, and feel them in your chest, charge up the hill under full power and disappear under the footbridge tunnel at the top. There is a lot of action on this corner. It is very exciting to see cars of different classes approach this corner together. It is amazing to see how much faster the prototype cars are and think how difficult it must be to drive a GT car while watching out for the fast approaching P1 or P2 car coming up behind you. There is also a huge billboard size TV monitor across the way, showing live race coverage and replays of the exciting stuff. When you see your favorite car come through Canada corner on the big screen and start turn 13, you can turn around and watch them exit 13a and 14 and part way up the hill toward the start/finish line. If they leave the track to go into the pits, you can see that from there as well.

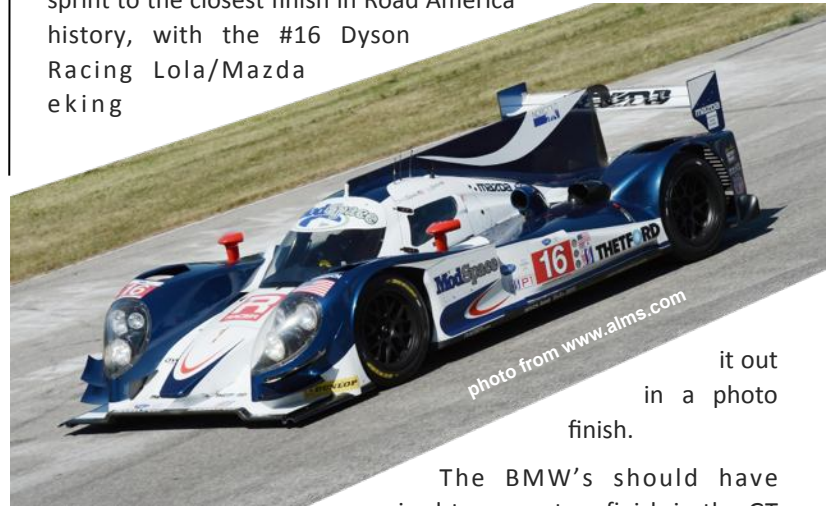
While visiting with some of the locals who had been there for qualifying and practice we learned the BMWs were about two seconds slower per lap than the other GT cars. This kind of took the wind out of my sails, but you never know... this is racing and anything can happen, right? Just before the race began, fans were encouraged to enter the false grid where the cars, drivers and crews were lined up for more meet and greet, autographs and pictures. We talked with Bill Auberlen and Jörg Müller, who share #55 and I remember asking them if they had anything for the Corvettes today. Bill smiled and said the guys have been tweaking the cars quite a bit since practice and that he had a good feeling. We spoke with Dirk Müller and Jonathan Summerton, who is filling in for Joey Hand in the #56 car (Joey was off racing in the DTM circuit somewhere in Europe that day). Jonathan remembered me from the Pittsburgh Vintage Grand Prix, where he and Mike Renner, chief driving instructor at the BMW Performance Center, posed with me for a picture after I won the raffle for the M Performance Center Driving School. We wished them luck and, although Jonathon is a very reserved young man, it was obvious he was anxious to get a chance to go to work today. I don't know of any other professional sport where you can get this kind of up close and personal experience. Do you?

We made our way back to turn 14 for the start of the race. The first turn is always exciting in every race and this one is no exception. With four classes of cars charging three abreast into a right hand turn that slopes slightly the wrong way, this first turn is a scramble for real estate that tests the mettle and nerves of each driver and sets the table for all turns to come the rest of the day. It is always a good thing to see your favorite cars come out of any first corner with all its fenders in tact. As we watched the flat screen and saw the two white cars with tri colors on their sides exit turn one, there was a collective sigh of relief. We hung around 14 for a while, then hiked over to my perch in the bleachers on 5. When we got settled the #56 car had the lead. Holy cow! The Vettes and the Bimmers battled it out right there in front of us, back and forth, tensions rising, but the Porches seemed to have it dialed in and dominated the first two and a half hours. The faster prototypes were really duking it out, a lot of cars closely matched within the classes and faster classes zipping around the slower classes. This is exciting racing! Bill Auberlen jumped in for his stint and forced every inch of the track into submission, advancing the

#55 car well up through the pack into contention.

We decided to go have a look over the shoulders of the folks in the BMW command center. Our timing was great, but he strategy guys really nailed the timing with the clincher, making the call for both cars to pit just before a full course caution. They emerged 1 and 2 with fresh tires all warmed up during the caution laps, with less than an hour to go. Could it be? Good call guys!

We sprinted back to turn 14 to watch the finish with the hard core BMW fans. And what a finish it was! After four hours of hard racing the two lead P1 cars swapped lead positions twice in the final sprint to the closest finish in Road America history, with the #16 Dyson Racing Lola/Mazda eking



it out in a photo finish.

The BMW's should have cruised to a one-two finish in the GT class, but the #56 car got tangled up with a couple of Corvettes on the last lap and was damaged so badly it was unable to finish, later pronounced in tenth place.

Bill Auberlen, after driving on the razors edge every second he was behind the wheel, gave us all a thumbs up on the last lap. Oh yeah! The drivers know exactly where the hard core fans are. He must have been ecstatic. Then, on his victory lap, he stopped right in front of us with a huge wave and two thumbs up out the window. He then proceeded to light up the rear tires and produce a huge smoke show. Mayhem, absolute mayhem!



We had to go to the winner's circle now, so back up the hill we go to witness the spraying of champagne and



some pretty big smiles from the guys standing on the top tier.

What a day! How do you top this? Well, you make sure you join us in August of next year when Grand-Am and ALMS circuits run the first race together, at Road America, setting the stage for 2014, when the two series merge into the same series.

We'll see you in the top row of the bleachers on turn 5!





Last year, multiple ALMS Series articles appeared in the *Roundellian*, providing an ongoing status. Space prevented doing so this year, so I thought I'd provide a brief summary of 2012 BMW results in the extremely competitive GT Class.

The 2011 season pretty well spoiled Bimmer ALMS fans... what with the RLL (Rahal/Letterman/Lanigan) team winning the GT driver, team and manufacturer championships, and putting at least one of the two cars on the podium every race. That was more than could reasonably be expected, and 2012 didn't repeat that near perfect result, but the team definitely had another excellent year.

In 2012, BMW and Team RLL took second in the team standings and tied for second with Porsche in the manufacturer standings (behind Corvette in both categories). RLL's Dirk Müller took fourth as a driver and Team RLL reached the podium in seven of the ten

races, winning two. Not bad, considering that, in addition to the strong Corvette team that ran the table, Porsche, Ferrari, Ford GT and Viper are all represented in this class.

Here's the 2012 race-by-race Team RLL results:

Sebring:	1 <sup>st</sup> & 5 <sup>th</sup>	Mid-Ohio:	3 <sup>rd</sup> & 5 <sup>th</sup>
Long Beach:	2 <sup>nd</sup> & 11 <sup>th</sup>	Elkhart Lake:	1 <sup>st</sup> & 10 <sup>th</sup>
Laguna Seca:	3 <sup>rd</sup> & 4 <sup>th</sup>	Baltimore:	4 <sup>th</sup> & 8 <sup>th</sup>
Lime Rock:	5 <sup>th</sup> & 6 <sup>th</sup>	Virginia:	4 <sup>th</sup> & 9 <sup>th</sup>
Mosport:	3 <sup>rd</sup> & 7 <sup>th</sup>	Atlanta:	3 <sup>rd</sup> & 4 <sup>th</sup>

On a sad note, Team RLL lost its Chief Operating Officer, Scott Roembke, who passed away late in the season. Scott was a well-respected executive in both the ALMS and Indy Car Series, and a significant contributor to Team RLL's recent successes.

## WELCOME NEW MEMBERS

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

- |                                   |                                 |
|-----------------------------------|---------------------------------|
| Jon Gentry, Geneseo, IL           | Charles Tucker, Savoy, IL       |
| Michael Miller, Tuscola, IL       | Katelyn Bercaw, Springfield, IL |
| Carl Zeidler, Carlinville, IL     | Jeffrey Frank, Bloomington, IL  |
| Milton Richardson, Rock Falls, IL | Patrick Nudo, Springfield, IL   |
|                                   | Peter Wong, Peoria, IL          |

Visit our Chapter's  facebook page

'Like Us' and become a part of our virtual neighborhood. You can find us at [www.facebook.com/pages/Illini-BMW-Car-Club-of-America/229944022839?ref=ts](http://www.facebook.com/pages/Illini-BMW-Car-Club-of-America/229944022839?ref=ts)

Feel free to post pictures and share stories. Also, look for announcements about our events and meetings.

## Calendar of Events


We have one 2012 event remaining and you are invited. Please consider attending our annual holiday dinner on Sunday, December 9th (see page 15). We'll also hold an open board meeting in January, during which we'll plan activities for 2013. You are invited, and more information will follow.

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## Classified

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

### 2004 BMW 330i ZHP – High Performance M-sport edition

4-door sedan Imola Red with black extended leather interior, heated and electric adjustable front sport seats, split fold-down rear seats, snow ski center pass-through and armrest in rear, electric sliding glass sunroof with sunshade, in-dash AM/FM/CD player, automatic climate control, steptronic automatic transmission, and loaded with additional power options. This is a fantastic handling sports car, with plenty of room in the trunk and back seat for a family. The factory optioned ZHP M-performance package offers an additional 19 horsepower over stock and provides an opportunity for sport driving with its' factory lowered suspension and low profile 18" tires and wheels. Low mileage, 84K.

Call 217.553.0123. Asking \$16,900 will consider all offers.

Parts for BMW E-30 3-Series 2-door coupes 1984-1991: Interior parts – complete door panel sets in black, beige, grey, & red; front and rear seats in black leatherette, grey fabric, and new custom leather front and rear seats in red and grey; rear shelf in beige or grey, sets of 5 each - stock 14" bottle cap, ( 4 x 100), good condition and O.E.M. BBS 14", (4 x 100), cross-spoke wheels newly media blasted and powder coated ; stock and aftermarket radios, knobs, switches, multiple steering wheels, speedo/tachometer gauges, trunk tool kits,...email with your parts requests.

Wanted: low-cost, non-rusted, E-30 coupe ('87-'91). I'm ready to start my next restoration project. [cjhrdh@sbcglobal.net](mailto:cjhrdh@sbcglobal.net)

### 1987 635CS

Metallic blue/white leather, 111k miles, auto. Leather (including dashboard) in excellent condition, no rust, all accessories present (toolkit, first aid, flashlight), stock wheels with new Michelin rubber, Pioneer CD and Clifford security. Clean Carfax report. In storage 6+ years; needs detailing, fan clutch, A/C service. Asking \$6,500 (negotiable). Contact Gary at 217-260-8709 or [ggl@lickfett.net](mailto:ggl@lickfett.net).

# BMW OF PEORIA YEAR END CLOSEOUT!



**NEW**  
**2012 328i**  
Stk #W4091.  
8 spd, automatic, 2.0L 4 cyl  
MSRP \$49,370, NOW \$43,990



**NEW**  
**2012 128i**  
Stk #W4104.  
6 spd, automatic, 3.0L 6 cyl  
MSRP \$37,095, NOW \$32,830



**NEW**  
**2012 650i**  
Stk #W4109.  
8 spd, automatic, 4.4L V8 cyl  
MSRP \$103,845, NOW \$89,990



**NEW**  
**2012 528i**  
Stk #W4072.  
8 spd, automatic, 2.0L 4 cyl  
MSRP \$56,375, NOW \$49,990



**AUTO**  
2008 BMW 328i Convlt  
#W4186A

**\$27,992**



**EXCITEMENT**  
2008 Pontiac Solstice Convlt  
#Z4278C

**\$18,995**



**NAV**  
2003 Mercedes Benz SL-Class  
#Z4306

**\$30,784**



**SAVINGS**  
1985 Porsche 944 Coupe  
#Z4128F

**\$4,995**



**SPORT**  
2008 BMW 335i Coupe  
#W4172A

**\$27,042**



**CERTIFIED**  
2009 BMW 335i Coupe  
#Z4400

**\$31,995**



**B&O**  
2011 Audi S5 Coupe Prestige  
#W4139B

**\$54,995**



**AWESOME**  
2004 Porsche 911  
#Z3503B

**\$40,995**



**PRESTIGE**  
2012 Mercedes Benz C63 AMG  
#Z4320

**\$68,995**



**CERTIFIED**  
2007 BMW M6 Coupe  
#Z4432

**\$48,995**



**AWD**  
2009 BMW 335i Coupe i xDrive  
#Z4316

**\$34,995**



**MILEAGE**  
2010 Toyota Venza  
#W4228A

**\$29,995**



**PREMIUM**  
2011 BMW 335i Sedan  
#W3381L

**\$41,991**



**AWD**  
2012 BMW 528i xDrive  
#W4301

**\$51,991**



**HEATED SEATS**  
2011 BMW 328i Sedan  
#Z4225A

**\$27,967**



**GT**  
2008 Pontiac G8 Sedan  
#W4095A

**\$22,030**



**TREMENDOUS**  
2009 BMW 328i Sedan  
#W4075A

**\$24,995**



**LOADED**  
2007 Infiniti G35x  
#W4167A

**\$19,991**



**PREMIUM**  
2003 Lexus GS300  
#W4090A

**\$11,669**



**LEATHER**  
2011 Chevy Impala LT  
#W4104B

**\$16,797**

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**HOURS**

Monday: 8:30AM - 8:00PM  
Tuesday: 8:30AM - 8:00PM  
Wednesday: 8:30AM - 8:00PM

Thursday: 8:30AM - 8:00PM  
Friday: 8:30AM - 6:00PM  
Saturday: 8:30AM - 5:00PM  
Sunday: Closed

# BMW of Bloomington Open House . . . . . . B/N gets a state-of-art BMW facility

by Bob Lambert,  
BMW Client Advisor



photos by  
"Woody" Wood

BMW of Bloomington's open house on Friday, October 26<sup>th</sup> was intended as a celebration for a year's worth of hard work by everyone involved with bringing the new dealership to completion. The construction began in October of 2011 and, with the help of the mild winter, the sales staff was able to move in around the first of April, 2012.

The open house was also slated to celebrate the substantial commitment to the BMW brand by the Lemman Autogroup for all BMW owners and enthusiasts. Those in attendance included vendors, employees and customers, all of whom enjoyed good food, music and some interesting and exciting BMW models. Those included a 2013 Limited Edition Limerock M3, the impressive 2013 M5 and a vintage 1991 BMW 12 Cylinder 850i.

The evening was capped by the awarding of a nice array of door prizes to deserving BMW fans, and a visit by some local dignitaries. Overall, the evening was hailed as a success by Ben and Tim Lemman. The Lemman Autogroup has provided the Bloomington-Normal BMW community a long-needed

home in which to hang their hats. The facility is very welcoming and the staff goes out of their way to make sure the BMW owner's experience is a premium one.

The dealership has a newly revamped and expanded service department, featuring eleven service bays, a state-of-art



Lemman Autogroup leaders and representatives from BMW NA socializing behind the beautiful Limerock M3.

Hunter Hawkeye wheel alignment machine, specific to the BMW brand, and an expanded BMW parts department. The sales floor is large enough to accommodate up to seven BMW models and has five sales offices for BMW client advisors to help customers find the car of their dreams.

The facility is beautiful, reflecting BMW's design and build strategy for new dealerships across the country. It is clean and features free Wi-Fi, refreshments and a nice waiting area for service customers.



THE BMW  
**HAPPIER NEW YEAR**  
EVENT

ENJOY A HOLIDAY CREDIT OF UP TO \$3,500.



This holiday season, make a resolution you'll actually want to keep. One that guarantees the next year will be even better than the last. Introducing the BMW Happier New Year Event, with special offers that promise unrivaled efficiency, total refinement, and the kind of road-strutting power that thrillingly hugs corners. It's exhilaration that lasts year-round, and it's our resolution to every new driver.



**BMW of Bloomington**  
**309-661-2691**


[WWW.BMWOFBLOOMINGTON.COM](http://WWW.BMWOFBLOOMINGTON.COM)



Illini Chapter  
Leaf Twirl Drive  
from Peoria to  
Starved  
Rock State  
Park . . . our chapter returns  
to Starved Rock

Rain?  
What Rain?

by Steve  
Hyland



**I**t didn't start out well. In fact, problems with our annual drive to the beautiful Starved Rock State Park began well in advance of the event itself.

First, my wife Merilynn contacted Sherrod Moses to convince her and James to join the drive. Of course we wanted to see the Moses' again, but I also wanted to get another look at their beautifully restored 1973, 2002 Tii that was featured in this year's 1<sup>st</sup> quarter edition of the *Roundelion*. Sherrod informed us she was driving the Tii when she was rear-ended by a drunk driver driver, probably totaling the vehicle. Luckily, Sherrod wasn't seriously hurt, but this car had been in her family since new and took significant time and cost to restore. It was far more than just a car to Sherrod and James. Merilynn told her they could join us regardless (driving a BMW was not a requisite), but she was understandably reluctant to take the Leaf Twirl drive with the aches and pains resulting from the accident.

The day after I learned about the Moses' incident, my friend, Bill Jankovsky, who had signed up to join us, informed me he attempted to refute a law of physics. It seems he tried to occupy two objects in the same space at the same time... his beautiful, twin-turbo, 500hp Porsche and a deer. Significant and very expensive damage to the Porsche. That, coupled with other conflicts, led Bill to cancel out.

They say events come in three's. The night before the drive, I got a call from Mike Miller in Champaign, IL. Mike and Sherry were also signed up, but it turns out Mike picked on a





different species than Bill... he hit a skunk with his Bimmer! Mike informed me that the major problem was not of an olfactory nature (I'll take his word for it), but had more to do with damage to the underpinnings of his car. I again suggested joining us in a different vehicle, but he had just sold his other car and was patiently waiting for its replacement.

After hearing these stories, I wanted to cry!

Then, of course there was the weather. After weeks of beautiful sunshine, Mother Nature decided this was the weekend to drop more rain on Central Illinois than was experienced by Noah. I considered spending Saturday building an arc, rather than driving to Starved Rock. The weather led to additional, less macho members to cancel.

Okay, enough about all the challenges. What about the event itself?

I can tell you with the utmost confidence that those of us who stuck it out did not regret it. The drive covered some wonderful, twisty, scenic back roads we were surprised to find here in this area. The farms on rolling terrain and several wooded areas provided a lot of eye candy along the way. Merilynn and I mapped out the route and, in the process, drove it several times. We did so in the aforementioned bright sunshine, and found the fall colors to be so spectacular we didn't mind driving it over and over, until we were satisfied with the route and the mileage chart we would provide to the participants.

Of course the sunshine wasn't present the day of the drive (did I mention the rain?), and it was uncertain whether the trees would hold on to their colors a couple of weeks after we had last driven the route. But they still displayed a fair range of colors and Sonja Roudebush made an observation with which I totally agree. The scenery is somewhat different on an overcast day, but has its own kind of beauty. Merilynn and I liked it so much, we opted to drive it in reverse (not reverse gear) on the way home after the event.

Our first destination was the town of Utica, IL, directly across the Illinois river from the state park. Upon arriving in town, we were met with a fund raising event for the local fire department that resulted in the closing of several streets, forcing us to alter the end of our route. We somehow managed to find our way around the great metropolis that houses a whopping 977 residents (assuming no population change in the last twelve years).

Sonja and Rick Roudebush were the first to arrive, and discovered the festivities included a car show. Upon being told there was exactly one car entered in the show, they felt sorry for the organizers and sprung for ten bucks to enter their 645i. Several impressive vintage cars eventually showed up, but I'm sure the Roudebush's concern was appreciated.

As is always the case for our events, the main attraction is the camaraderie... the opportunity to spend time with old and new

friends. That was satisfied at a reception at the beautiful Landers House B&B in Utica, hosted by Brenda and Jim Hanerhoff. We enjoyed lots of conversation and laughter, as well as excellent eats and, of course, fine spirits. Brenda and Jim stayed there a couple of nights and obviously spent significant effort making sure the reception was special. Of course, the photos in this article were



taken at the Landers House.

After the reception, we caravanned to the Starved Rock State Park Lodge restaurant to enjoy a meal together. Several of us enjoyed a specialty of the lodge,

smoked prime rib, which I hadn't had in the past but hope to enjoy again in the future. After a reasonable time for conversation, the restaurant staff politely asked if we could relinquish the tables for the next reservations. That was probably a good thing, because several people had a long drive home ahead of them and we probably would have talked for hours. I'm a bonified wimp and chose to stay the night in a motel in the area.



Our chapter has a way of making the best of a given situation, and our 2012 Leaf Twirl was no exception. The weather and all the other challenges didn't deter us from having a great time. The only disappointment for me was the lack of opportunity to walk the fantastic trails of the park and once again take in the fine views of the river, the cliffs and the waterfalls. Oh well, we'll have to take another trip in better weather.

Anybody game?



**Editor's note:**

Sadly, the picture on the right is the last picture I'll ever take of Sherrod and James Moses' beautiful, recently restored 1973, 2002 Tii. Sherrod was driving when it was rear-ended. She came out with injuries, but fortunately, is back to work. (see the Leaf Twirl article on page 8).





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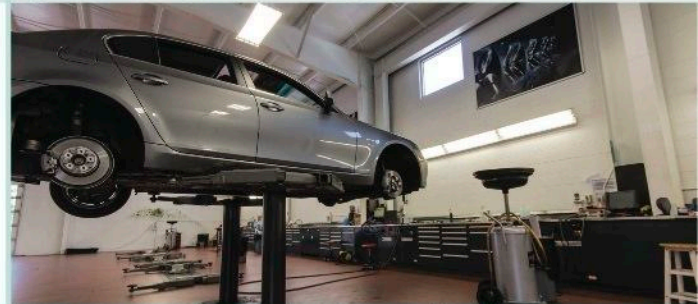
## SALES

- Isringhausen has achieved BMW Center of Excellence status 7 times, a claim that few dealers in the country can make
- Our average of 115 BMW's in stock every day means an unrivaled inventory selection



## PRIORITY ONE SERVICE

- BMW's benchmark for customer loyalty is 77%; our customer loyalty percentage is 93%
- BMW loaner vehicles provided while your car is serviced
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- Whether you are in Bloomington, Champaign, Peoria or virtually anywhere in the country it's not unusual to see an Isringhausen car



## TRADITION

- Isringhausen has been serving Central Illinois and the nation for over 30 years
- A family business treating customers like family
- Our customer experience is the standard that others aspire to



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*Our priority is you.*

# 24 Hours of LeMons . . .

## . . . BMW CCA DE Instructors Survive (barely) the "American Irony"



An Illini Chapter Board member and several other BMW CCA Driver Education (DE) instructors survived "American Irony," a 14½ hour endurance race at the Autobahn Country Club, held on October 12-14. The race was part of the "24 Hours of LeMons" series, in which cars can cost no more than \$500, BMW is severely underrepresented, and the real goal is to survive and finish the race.

BMW CCA instructors Curt DeVoe, Boris Peharda, Charles High (erstwhile Badger Bimmers Chief Instructor) and Mike Loos, President of Badger Bimmers, teamed up in the most recent incarnation of the Stinky Rat Trap Racing Team entry, this time sponsored by Hooked on Driving. Our car, a 1991 Audi 200 Turbo Quattro, was distinguished by a 3 foot rat in the trunk of the car, complete with a brake light in the shape of a piece of cheese in its mouth. The "Rat" suffered repeated intercooler hose leaks and the team rose and fell with the boost on the turbo, racing through the pack from 89<sup>th</sup> place to as high as 12<sup>th</sup> mid-day Saturday, but losing many spots during the hour-long pit stops needed to repair the leak. We held the two fastest lap times for several hours Sunday morning but we eventually gave up an hour before the end of the race and finished in 72<sup>nd</sup> place. We actually enjoyed our lengthy pit stops almost as much as the driving, hanging out in the Hooked on Driving tent with HOD part owner Eric Eismuller and his Car and Driver sponsored Hell Kitty team, which managed to stay on the track far longer than we did and finished much better.



There were several BMWs in the race, who must have bribed the race officials to get by the \$500 limit (bribes, particularly contributions to the charity supported by the LeMons series, are freely given and



But the stars of the show - and it really was a freak show carnival atmosphere - were a Ford Fiesta with an airplane ramp stairway bolted to its roof (from the cult TV show "Arrested Development"); a pink flying pig car, complete with eyes, eyelashes, a wash tub nose, and huge pink wings rising up



from each rear quarter panel; and a car designed to look like Mr. T from the TV show.

These and other great cars broke the tension of racing door-to-door with 101 other idiots in all sorts of barely road-worthy jalopies. One of our favorite cars on the track was the yellow Volvo station wagon, painted as a school bus - with an operating stop sign that swung out and lighted up every time the driver hit the brakes. We felt guilty every time we passed that stop arm.

This day was a far cry from our normal BMW



photo by Lynn DeVoe

CCA track events - think Symphony on the Prairie versus Iron Maiden in the mud - but it was an absolute blast!

We'll be back, with a new intercooler hose, next year.

For more photos, see: <http://www.murileemartin.com/UG/LAI12/LAI12.html>  
For Car and Driver coverage of the event, see: <http://soc.li/wleyT9H>





photo from f1fanatic.co.uk



returns to the U.S. ...

... and some Illini Chapter members gather to watch it on TV

by "Woody" Wood

925 horsepower, 19,000 rpm, 5,200 different parts and the engine barely weighs more than 200 pounds. That was a previous BMW Formula 1 engine that I learned about not long after I started selling BMW's.

Right on my desk I had a printout of the engine specifications



and details. I would enthusiastically tell my customers about the level of technology and performance the BMW reached and marvel at the brands and spectacle of Formula 1. Fascination with BMW's Formula 1 racing team lead me to

the greatest motorsport in the world. I would happily be up before the crack of dawn on a Sunday morning and watch the races from each of the amazing venues. I was hooked.

Well, BMW doesn't have a team anymore but Formula 1 has never been better. This season marked the return of Formula 1 to the United States, hosted by Austin, Texas, with it's inaugural Grand Prix at the Circuit of the Americas.

The track is unique and brilliant both visually and as a challenge to the drivers. For the world's premier race car sport to return to the States is significant in itself, but to have it at such a venue was a fantastic success.

Lewis Hamilton won, but that's OK. A bunch of us Illini Chapter buddies hung out and had a great time

enjoying the race together.

We'll do it again sometime and maybe you can join us.



Scott, nice of you to come back from Columbus with a jersey for Walt, but I hope you remembered to bring something for your kids!



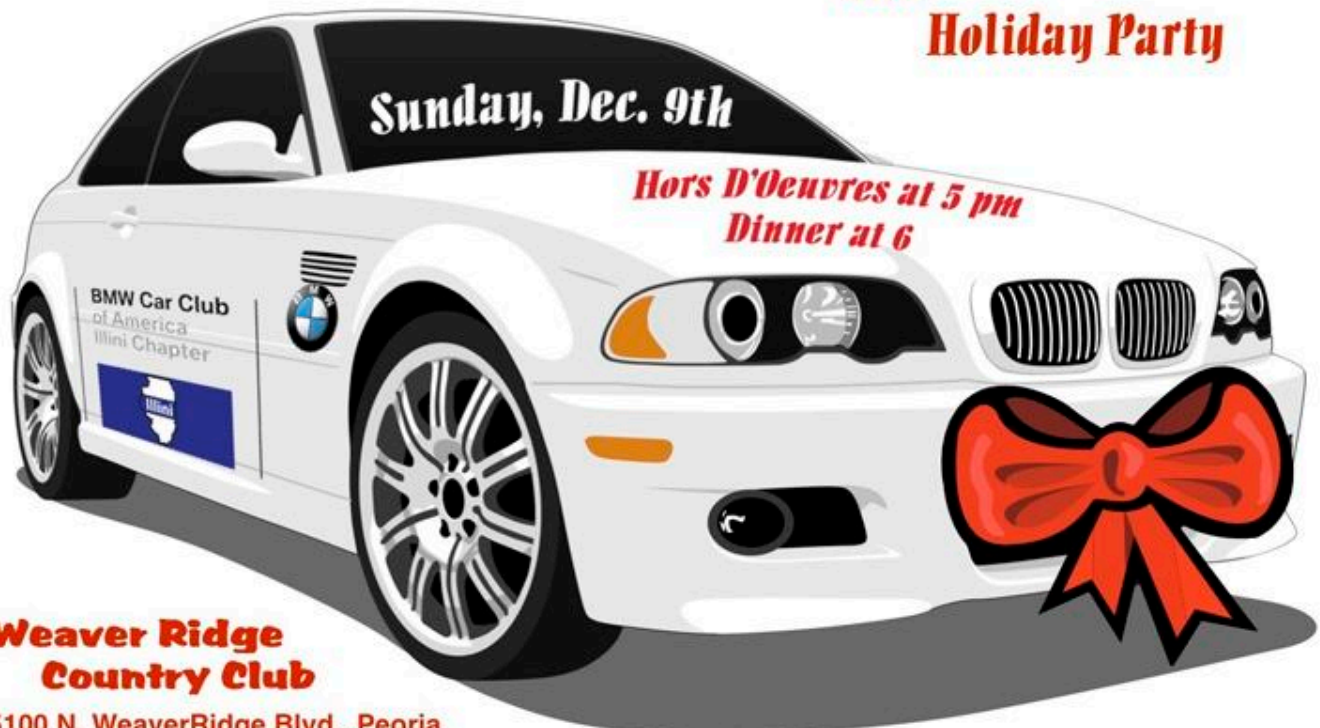
# You and Guests are Invited!

**Illini Chapter**

**Membership Appreciation Dinner**

**and**

**Holiday Party**



## **Weaver Ridge Country Club**

5100 N. WeaverRidge Blvd., Peoria  
Directions will be provided upon RSVP.

**only \$15 per person, \$25 for couple, \$30 for family.**

Choose an entrée:

- 12 oz. Ribeye Steak
- Hawaiian Teriyaki Chicken
- Lexington Pork Loin
- Crab Crusted Tilapia

The Illini Chapter is subsidizing the meal prices and will furnish hors d'oeuvres and the first drink.

Please RSVP to [illinibmw@live.com](mailto:illinibmw@live.com) or (309) 657-8790 with:

- your entrée choice
- first and last names for name tags

**There's no better opportunity to get  
to know fellow Chapter members  
and get in the holiday spirit.**

**Illini Chapter, Inc.**  
BMW Car Club of America  
P.O. Box 9370  
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Fourth Quarter, 2012

