

Das Bimmer Rundschreiben

December 2010



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MEMBERSHIP

National : 70,556

Lone Star Chapter: 1,239

WEBSITE

The Lone Star BMW CCA chapter website is www.lscbmwcca.org.

ADDRESS CHANGES

Send your change of address to ROUNDEL, BMW CCA, 640 South Main Street — Suite 201, Greenville, SC 29601. This takes care of both the Roundel and das Bimmer Rundschreiben.

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We welcome articles and photos from members for publishing in the das Bimmer Rundschreiben. To be included in any issue, materials must be received by

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The First Word

By: Mark Williams

It's gone..... Yep...gone. The days are getting shorter and another summer has passed. I'm a bit disappointed, as my favorite month of the year has just finished. As I sit and reflect upon this summer, it seems to me that summer really isn't over until October. Sure there's the official vernal equinox in September... but let's face it... October is when the State Fair comes and goes, baseball ends (what a year for the Rangers...baseball in October!), the Red River Shootout occurs, and leaves begin to change. And of course this is the time of the year that we truly begin to value the seasonally warm days.... and as it gets cooler, we maybe even think fondly of some of those really HOT days, because once November arrives, there's just not much great going on. November brings us elections (yawn), leaves to rake(ugh!), the end of the college football regular season (nooooooooo!), cold nights (brrr!), and even worse, the threat of having to find some sort of tool worthy of the task of removing frozen condensate from the front and rear glass of your vehicle in the morning before your commute. Nothing says 'winter' like having to keep an ice scraper in your vehicle.

Fortunately for me, I think I made the most of my summer this year, so that means my October has been filled with wonderful

thoughts as I made sure to drive to or from work with the windows open. Each drive down a roadway is another chance to admire the leaves turning; breathe in clean crisp air, and to bask in the autumn sun over the lunch hour. It's the best time of year to throw the sunroof wide open! I got to savor all this TWICE this year because of BMW CCA. How is that you ask? Well, this year, I started by celebrating October in September! The 41st BMW CCA Oktoberfest was in scenic Elkhart Lake, Wisconsin from September 23d through the 29th. Conveniently, the American LeMans Series was scheduled the weekend before, so a full 8-10 days of perfect fall weather were involved. I took my time making the 19 hour trek to Wisconsin, I was on vacation! My casual two day 19 hour tow resulted in an arrival on a 78 degree morning on Sunday, the morning of the ALMS races. Fans were treated to a fantastic finish, and the E92 BMW of Rahal Letterman racing's Joey Hand won the GT-S division. Chapter members Bruce Heersink and Rob Bibb and I settled into our digs, a rented home right across from the famous Siebken's restaurant. During the Ofest week there was a concours event on the Lawn of the host hotel, a TSD rally, a FUN rally through the Kettle Moraine that one could complete at any point during the week, a Car Control Clinic, Autocross, and of course drivers were able to par-

ticipate in a multiple day Driver's Education Event on the glorious 4.1 mile Road America road course. There were club races, a Club Racing School, a photo contest, trivia contest, Gymkhana, a vendor fair, and various side trips to locations such as the Harley Davidson Museum and a factory tour at the Kohler Design Center. While there are tons of events to participate in with your Bimmer, the best thing about Oktoberfest is the people. It's practically impossible to go through the week without meeting wonderful people from around the country. Ask Peter Punzmann, whom I've now seen at 4 events in a row, as he travels to Ofest in his Z4 Coupe each year to meet up with old friends and meet new friends.

After a fun filled week of meeting friends from different chapters like the Windy City gang, the Dolenskis from Michigan, the Bakers and Finleys of our neighboring Houston chapter along with the entire Trunk Monkey gang, it was time to return home. As I left the 80 degree temps and returned to the 100 degree DFW area blast furnace, I immediately longed for another chance to hang out at the Tiki Bar on Elkhart Lake. The fact that my track car's motor expired, along with that of Houston Chapter Steve Amos, didn't seem all that bad because I'm able to return to my DFW area safety net of enthusiasts as I start a motor project. My

(Continued on page 6)

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‘second’ October has been full of work on the car, removing parts, and prepping for a new season next year. October here in Texas brought us a new autocross location, a DIY Day, and of course the incredible Cars and Coffee events at Classic BMW which continue to grow by leaps and bounds.

I’m currently knee deep in parts, but as I finish the last of one of my favorite beverages, (*Samuel Adams Oktoberfest* of course!) and smile as I think of this year in my BMW, I also hope to see and meet as many of you as possible in this next year. Just beware, I might try to convince you to make the trek to the 42nd Oktoberfest in Birmingham, Alabama (October 10th to 16th if you have your calendar handy) along with

me. If this year is any indication, it will prove to be another October to remember!



Big Fall Arkansas Tour

By Marc Leediker

With a turnout of 16 cars and 29 touring aficionados, this fall's drive to Hot Springs was a lot of fun for everyone. Logging almost 1,000 miles in three days, the tourers experienced some delightful east Texas roads and some remarkable Arkansas routes in and around the Ouachita National Forest that had quite a range of color, plenty of wildlife, and enough twists, turns, whoops and hollers for all driving styles to have an enjoyable time!

Departing from the Cotton Gin (with a good breakfast under our collective belt) is always a sure fire way to establish and share with all our motoring priorities:

-Find a receptive restaurant that serves good food

-Find a very indirect way to get there on good (read:paved) roads

-Find a well designed and well-

built car to drive there

-Find a great group of people with which to share the experience,

-Minimize the issuance of as many "performance awards" as possible, and

-Provide just the right amount of downtime and shopping opportunities for the co-pilots!!

Following these guidelines led us past a number of lakes (providing much appreciated drinking water for us here in DFW) and over a couple of beautiful Farm to Market roads to lunch at Bodacious BBQ in Mt. Pleasant. (After our tour route took us past the largest chicken processing

plant in East Texas, I had the pork for lunch, thank you!)

This route allowed Ben and Paula Alsup to drive over from Paris, Texas, and join up with our group – thanks for patiently waiting for our late arrival!! Heading east on the short bit of super slab on the tour (I-30) took us through Texarkana where Bob and Carol Nelson were also able to add their gorgeous black M coupe to the parade up the interstate to the boyhood home of President Bill Clinton.

After an appropriate amount of time paying homage to Hope, Ar-

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kansas, (which also worked out to be exactly the right amount of time to empty bladders and fill gas tanks), our group turned north on highway 27 to pass one of the most unusual sights I've seen on many tours – the remains of a FEMA trailer auction center that at one time hosted more than 25,000 trailers but now only has 10,000 left for acquisition, but not use, by humans. Yes, these seem to be the remaining troubled trailers many had heard about that contain formaldehyde and some other undesirable building products... in any case, I don't want to comment on government waste, but it seemed at one time, we built interstate highway systems to pass on to the next gen-

eration and now we use government funds to build FEMA trailers that can't be safely used by anyone.... But I digress from the main point of this article which is to share with our club the natural beauty, and absolutely wonderfully maintained roads that exist in our neighboring state of Arkansas!

Moving at a brisk pace up Highway 27 led us into the rolling foothills of the Ouachita Mountains. On an earlier tour, we had noticed these mountains seemed to have even better color than the Ozarks around Eureka Springs but a late summer drought in the area put a bit of a damper on the previously seen kaleidoscope of reds, oranges,

yellows, and golds. However, the group commented that there was still sufficient foliage and color to help us celebrate the changing of the season!

It seems we rarely have mechanical challenges on our tours, but it was about this point on our drive up to Hot Springs that one of our more stately vehicles (appropriately named the Queen Mary) decided to act up and deposit a fair amount of oil on the road. After a brilliant bit of driv-



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ing, spotting a very safe place to pull off this busy two-lane road, and shutting the Queen's engine down before any real damage was done, Dick Thomas and his co-pilot Trish realized they had a bit of an obstacle to deal with – the Queen Mary had run aground but with the help of a number of the club members, the luggage was re-loaded, and pilot and co-pilot were safely transported in other touring cars on into Hot Springs, knowing the Queen was in good hands on the back of a flat-bed tow truck headed to the BMW dealer in Hot Springs. Touring with a good group of like-minded people certainly pays benefits to all of our members at

times of crisis and challenge. This event made us all realize there is quite a bit of peace of mind in traveling with a group and knowing if something unusual happens, we are not alone on the side of the road! We are surrounded by other club members who are there to help! With dinner plans at the Brau-Haus German Restaurant and Bier Garden awaiting our arrival in Hot Springs, a few adult beverages of the Oktoberfest variety helped us relax and celebrate another challenge met and another challenge dealt with! (For those who've never ventured northward to Hot Springs, it is a very historic town that developed along a spine (Central Avenue) that separates the hot springs of

artesian water from about 8 blocks of interesting 2-4 story buildings that house a wide variety of shops, restaurants, and commercial development. This historic part of Hot Springs is a designated National Park and there is a limit to how much can be done to the exterior of many of the buildings. We also discovered that this also limits some of what is done to the interiors as well! Some of the rooms in our host hotel were in much better



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condition than others. One of the responsibilities of the Tourmeister is to verify the condition of hotels, restaurants, roads, and wildlife (be it four-legged or the social variety) and on this occasion, the Tourmeister put too much acceptance on the hotels website. Mea culpa! But for those who like the ambiance of aging architecture, our host hotel had much to offer as well as an outstanding Italian restaurant adjacent to the lobby. Our hotel was clearly a 'work in progress' and I do applaud the new owners for making a deep-pocketed at-

tempt to breathe new life back into what was once a very striking structure. One member (tailgunner Joe) suggested that a good remedy would be to do more preparatory work on these issues by doing more 'spirited research drives' – to which I heartily agree!

Besides being able to walk to many venues along Central Avenue, another benefit to staying in the downtown area of Hot



'pilots-only' thus freeing the co-pilots to sample some of the spas, bath houses, and shopping that are still in operation in Hot Springs. A fair compromise no matter how one looked at it!

Thus lightened, the caravan of Bavarian motorcars quickly headed northward to discover the enchantments of the twin turbos the maker of these automobiles had bestowed upon many in our group. It is interesting to note a progression is occurring within the touring community. Historically, the M versions of our cars have been the mode of choice for many tourers but on this trip, there was an exceptional number of turbos in a range of body styles from 1 to 3 to 5 that had no problem keeping up with the M-powered cars at all! And when it came time to gas up at \$3.00 a gallon, those efficiency-inspired vehicles used a little less petrol than some of our tried and true

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Springs was its easy access to Highway 7 – another of the paved jewels in abundance around Arkansas. Highway 7 heads northward from Hot Springs into the hillier, curvier, more BMW-inspired Oauchita Mountains that were the reason for our tour to this destination in the first place. After a lengthy discussion that must have lasted about two minutes, it was decided that the Saturday morning drive into the mountains would be

steeds. Indeed, if measured in 'smiles per mile', the turbos may have the advantage these days! A rather strange consequence of traveling lighter was also seen in that we could travel further between 'nature breaks' which also allowed the group to re-drive a couple of the more ...interesting sections of the route. As the DE instructors have taught us, familiarity with a road or track can definitely enhance your ability to travel down it in a more rapid, but still very safe, fashion. Let it also be noted, that no wildlife were sacrificed during the many miles we motored through the beautiful National Forest, but that could not be said for the numerous creatures that appeared to have been hit during the night by other travelers and wound up on the shoulder of the road. As I shared with the group, the Tourmeister typically lays out these routes so that all spirited motoring is done during daylight hours, thus decreasing the chance of any unintended encounters with four-legged wildlife. (The Tourmeister's co-pilot has some particularly devious ways of making the Tourmeister pay for these 'unintended encounters' so it's to everyone's, and everything's, benefit when we are familiar with the roads on which we're driving and we leave Bambi just the way we found him!) I mention Bambi in particular because there was one stretch of road where a 6-point

buck was standing on the left shoulder of the road, perfectly spotlighted by the sun shining through the hardwood forest. Upon hearing the approach of the finely tuned 1's, 3's, and 5's of our group – both naturally aspirated and pressurized – he made the right choice by exiting the roadway safely back into the woods. It was a moment that made me wish I had an on-board video camera running! After almost two hundred miles of fast-paced motoring through the

forest, our return to Hot Springs Saturday afternoon was otherwise uneventful and set the perfect stage for our official tour photographer, Dick Richardson, to unleash his recipe for margaritas-in-your-hotel room upon a select group of tour



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participants. Truly a fine ending to a wonderful day spent in the Ouachita Mountains! Additionally, our co-pilots were refreshed after their day at the spa and everyone was in the mood for some good Italian food for dinner that night.

The majority of the group decided on an early departure from our host hotel Sunday morning with the thought of arriving in time at the Queen Wilhemina Lodge on the Scenic Byway between Mena, Arkansas, and Teli-



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hina, Oklahoma. After a face to face encounter with a friendly Park Ranger and a not so friendly Oklahoma trooper two years ago, the Tourmeister laid out a route to tackle the byway from east to west rather than the traditional approach of

west to east that yielded so many friction points with slow moving Recreational Vehicles (read: mobile road blocks) two years ago and was the basis for ourroad-side discussions with the law officers previously discussed (note: despite the opportunity to distribute a few, no "performance awards" were received by any tour participants during this event two years ago).

This east to west strategy proved to be reasonably successful as we arrived at the Lodge while the buffet line was being re-stocked, just for us! It does pay for the Tourmeister's co-pilot to have the foresight to call ahead when you want 20+ people to eat fresh food in a reasonable amount of time! Thank you, Ms. Co-Pilot! With a timely departure westward, the group proceeded on the



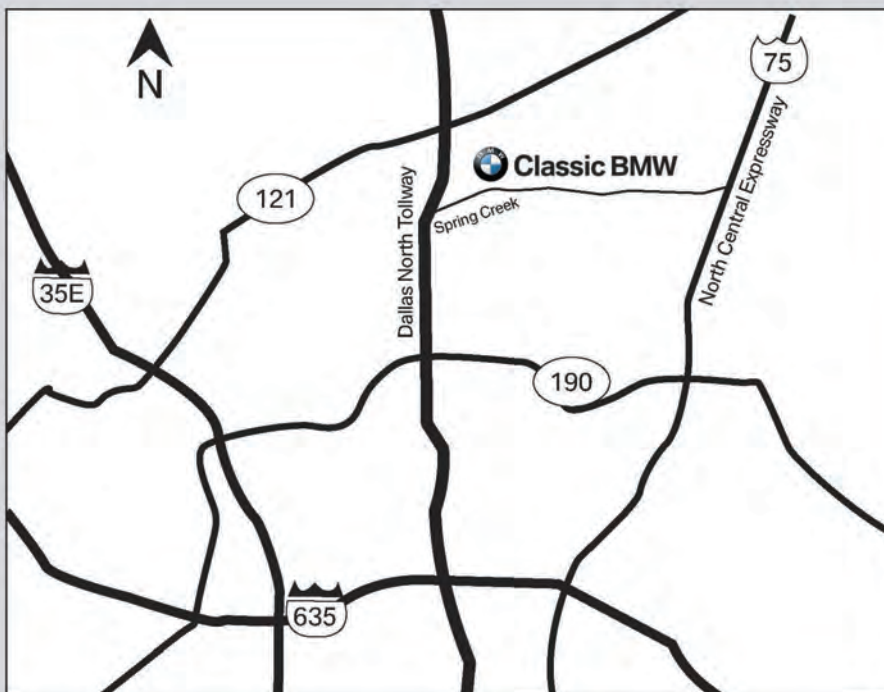
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Byway, now labeled Oklahoma Hwy 1 – to its termination whereby we headed south on highway 271 to Clayton. In Clayton, you can enjoy one of southeastern Oklahoma’s special secrets – Highway 2. With most of the heavy commercial traffic and mobile road blocks (read: Recreational Vehicles and chrome laden Harleys) staying on Hwy 271, Hwy 2 is a real delight. It is well paved, lightly traveled, and a thoroughly good place to ‘blow out your carburetor’ on the way back to DFW. Not that the tour group ever complains, but I don’t believe the Tourmeister heard a single negative comment about that particular stretch of road!

With most of the tour participants



home by 4pm Sunday, everyone was able to get ready for Halloween as DFW’s own version of ‘wildlife’ had their turn at visiting our habitats. Thanks to all who participated in our tour and made

it the largest, most successful tour we’ve had in a few years! (Thanks to Dick Richardson and Andrew Barber for contributing the photos for this article.)





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1 for the Road

By: Michael Hollingsworth

“Love at first sight” is something I always thought Hallmark created, in order to increase profits. That is, until recently.

I’m not a proponent of blind dates, nor do I feel they work out very well. I had one last October, that managed to last one full year, before I realized the mistake I had made. This too, is something I have recently changed my stance on. Blind dates? I’m now all for ‘em my friends.

October 2nd was a warm day in Albuquerque. I know this, because I was meeting my blind date at the Albuquerque International Sunport Airport that morning. She lived in Santa Fe, but had agreed to meet in Albuquerque if I flew there to pick her up.

I was nervous as I departed the plane. What if she wasn’t everything I was looking for? What if she wasn’t as gorgeous as her photos? What if she turned out to be heavier than claimed? I mean, I first saw photos of her on the internet, and we all know nothing on the internet is as it seems.

I was picking her up on the lower level baggage claim at 8:20am, so I tried to look my best. I wore a pressed shirt, sweater, clean shoes, etc. I’d hate to track any dirt near her, at this stage in the relationship. At first I couldn’t

see where she was, but soon she was in front of me. She was a total vision. I couldn’t have been happier. As far as appearances go, she looked even better than I imagined. Her photos didn’t do her justice. She was totally gorgeous, and beaming.

I couldn’t help but smile, as I saw her beautiful curves. And she had plenty of them. The view from the front was even better. This girl had Angel Eyes! Not to mention her shiny chrome grill. Wait, chrome grill? Did I have a blind date with Flava Flav’s sister??

I was actually picking up my new (to me), 2008 BMW135i. After courting a Mercedes CLK for the past 12 months, I finally realized my mistake, and decided to go with the car I should have bought in the first place.

The 1 Series is not just the “Baby BMW.” It’s a Twin Turbo, Straight Six, package of pure fury. I was very particular in what I wanted. Graphite gray metallic exterior. Black interior, with vinyl (I mean “Leatherette”) seating. Manual adjusting sport seats was a requirement, and so was a six speed transmission. The seven speed DCT wasn’t available until 2011, and I wasn’t willing to spend the additional \$22k for a “new”

BMW. This 135i only had 24k miles on the odometer, and has a Factory BMW Warranty through April 2012.

I wasn’t planning on buying a 1 Series until early 2011, but when the exact car I wanted showed up on Bimmerforums.com, I had to have it. The fact that I was willing to fly to New Mexico to pick it up says a lot. The only thing I hate worse than flying on a 737 Flu Tube, is going to NM. Three little letters (BMW) can be very persuasive.

The first stop on the way home was a visit to Sandia BMW’s Service Department in Albuquerque. They were top notch. They treated me as if I had bought a brand new 7 Series from them at



full MSRP. After an oil change, I was ready for the long, seven-hour drive home. I have made this trip before, and it usually feels like a much longer trip. Not in the 135i. Time seemed to fly by, although I attribute a lot of that to the twin turbos, and my lead filled New Balance right running shoe.

The landscape between Albuquerque and Roswell takes you through several small towns, filled with abandoned hotels, and local police with a jurisdiction of 1/2 mile or less. I'd highly recommend following the speed limit when passing through. In between these Deputy Dawg populated towns, is miles of absolutely nothing....for miles, and miles. Lucky for me, my 135i was equipped with a USB adapter, and an aux out, for my iPod. I had plenty of time to familiarize myself with the car's controls, and how intuitive everything is.

I finally reached the halfway point

in Roswell, NM, and filled the 135i with a full tank of V-Power. After filling up, I quickly sped away to avoid risking an Alien probing. The second half of the trip was tiring, but I had to the opportunity to test the suspension of the 135i. A Cadillac in Andrews, TX decided he was too good to stop at a red light, and made a right turn right in front of me in a 45mph zone.

I dropped to 2nd gear, and floored the throttle, utilizing full boost of the twin turbos. I also changed to the left lane to avoid the Cadillac, and noticed several things. In 2nd gear under full power, the DTC will kick in, to avoid spinning the rear wheels. Nice. Also, the stock 135i could seriously use some sport springs and shocks, with better rebound dampening. Under full power, the front end has a tendency to lift, in preparation for its NASA Shuttle Mission. As much as I appreciate the power, I like my front ends to remain planted at all times.

I'm nitpicking, as this car is very capable right out of the box. For a small investment in suspension parts, and Dinan Software, the 135i can easily become an M3 beater. At least that's my long-term plan.

The BMW 135i is the best blind date I have ever gone on. So good in fact, that I plan to make this date permanent. I may not always be in a 135i, but I'll always be in a BMW.

By the way, the Mercedes is now for sale. Hit me up, and I'll make you a sweet deal!



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Petit LeMans

By: Steve Hodges

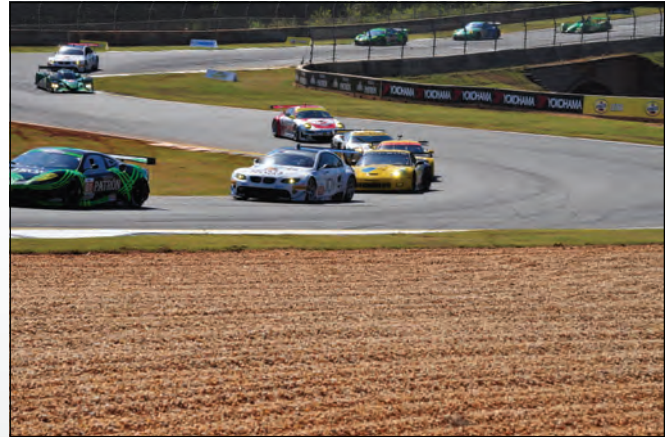
East bound and down, 18 wheels a rollin, we're gonna do what they say can't be done. Kinda anyway. We all were SUPPOSED to go to a track day on the last weekend in September at Motorsports Ranch. When that fell through, I popped off a phone conversation with Nick Papayanis "Then let's just go to Petit LeMans instead". I didn't think he would even consider it. Four days later plans were finalized and we were headed off to Atlanta GA! I head to Richardson on Friday October 1, to pick up the other members for the road trip. Are crew consist of Greg Snyder, Nick, and myself with Freddie Vasa flying in to Atlanta on Saturday morning early. If he only knew what all he missed by not riding in the car!

Nick, Greg and I head out from Richardson at 12:45 headed east. I know the GPS kept saying we would arrive in Atlanta at 2am, but surely that was a mistake, I never knew it could take that long to just get all the way across Louisiana! A gas stop where everybody in 3 counties was there and 3 hours later we were into Mississippi! Then it all started to go CRAZY. It was late and we all were hungry. Hmmm a Carl's Jr sounds pretty good at 10 pm. We pull in and get out to order. After getting in the building we all notice a white S10 pickup in the drive through and suddenly a load bang. He then puts it in reverse and floors it. Smoke boiling off the tires. The S10 then goes flying backward up the drive-thru and hits

the building. We were all standing inside watching with our mouths wide open not believing all this. The S10 then floors it forward out the drive thru, jumps the curbing and jumps the pickup into a deep drainage ditch running along side the drive thru.

You would have thought we were watching the "Dukes of Hazzard" The truck finally stops some 50 yards into the bottom of the ditch some 30 feet below the existing pavement! Police, fire trucks and an ambulance arrive very quickly. The police ask Nick if he saw anything, thinking quickly he said "No". We sure didn't want to get involved in all of who knows what that was all about. After all of the excitement in Mississippi, Alabama

was easy-peasy. To be honest, if you get tired of seeing the aTm and Longhorn stickers on cars in Texas you'd really get tired of the HUGE "A" on vehicles in



Alabama! It seemed like they were everywhere. We finally roll into Atlanta and to the hotel at 2am. I guess the GPS was correct although we did lose an hour due to the time change. 12 hours of driving was OVER! Bed at 2m was like heaven.

It seemed I had just closed my eyes when the alarm went off at 7am. Shower and breakfast and off to Braselton for the race. It amazed us all as how quickly we got into the



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track, Nothing like in Texas. We were in the gate and parked within 15 minutes. We head to the grid for the walk down pit lane to see all the cars. BMW was there in full force. Even Dr. Mario Theissen was there with all his wisdom for our Rahal letterman guys. The M3

GTR's are gorgeous machines. If only I could drive them once. Of course the Ferraris, Corvettes, and Porsches were also waiting for the long 10 hour race to start. Risi Competizioni had already won the drivers championship, but the Manufacturers and Team

championships were still open. All we needed to do was finish in front of the 45 Flying Lizard Porsche and BWM could get both of those titles. If you have never been to Road Atlanta Raceway there is no way to really understand just how much

elevation change there is around the track. It is a beautiful racetrack. Definitely a place anyone that like to see races should go see.

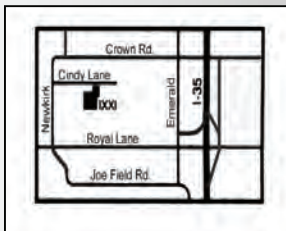
Now for the cars. I will just start at the top and go down. LMP1 is the first of the big boys with Peugeot and Audi being at the top. Both are turbo diesels and amazingly fast. At some sections they hit 200 mph. The thing that stuck out most in my mind was how quiet both cars are. As they came into and out of corners you would hear the gear-box whine more than you heard the engine. At the most you heard a slight deep growl on accelerations. The Peugeot was a gorgeous machine with a closed cockpit. The Audi was just as impressive



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only with an open cockpit. The second Audi had a major shunt (crash) that took it out of the race. With only one Audi left the Peugeot's started double teaming, which sealed the race win for Peugeot.

GT2 class was, at least for us, the main group we were interested in. The good guys of Rahal Letterman fighting back the evil horde of Porsche, Ferrari, Corvette, and Jaguar. The Ferrari is an amazing car, absolutely beautiful to look at and the engine sound is from the gods. Although after hearing them for 10 hours your ears will bleed! Now for the most obnoxious car on

track, the Corvettes. The exhaust note was so loud and each down shift made it even worse. The cars are fast sure, but come on, you can make an exhaust sound nicer than that. The Porsches have to be the best endurance car out there. So durable you hate them. The dang things never have a problem or break, going, and going, and going.



Then there are our guys. Rahal Letterman prepares great cars. Nothing flashy, a great exhaust sound and brakes that are as good if not better than those P-cars. Jaguar was new to the series this year and were having a ton

of growing pains, but the cars are easy on the eyes.

The 10 hour race went by so fast. It seemed like it was more like 3 hours. There is something in a car guy's mind that makes a race like this heaven on earth. So for 10 hours it was perfect. The skills of any of these drivers are unworldly. Every pass they made makes you realize we are only mere mortals in plain simple cars that can pretend to be them. As the race ends and all good fairy tales end the good guys win and the evil horde is defeated. Not bad at all for a team only in its second year in the program to capture the Team and Manufacturer's Championship. The way home was no where as eventful as the drive down, but just as long. So in 3 days we drove a total of 24 hours, watched a 10 hour endurance race, and slept a total of about maybe 8 hours. Would we do it again? Let's just say that's already planned!



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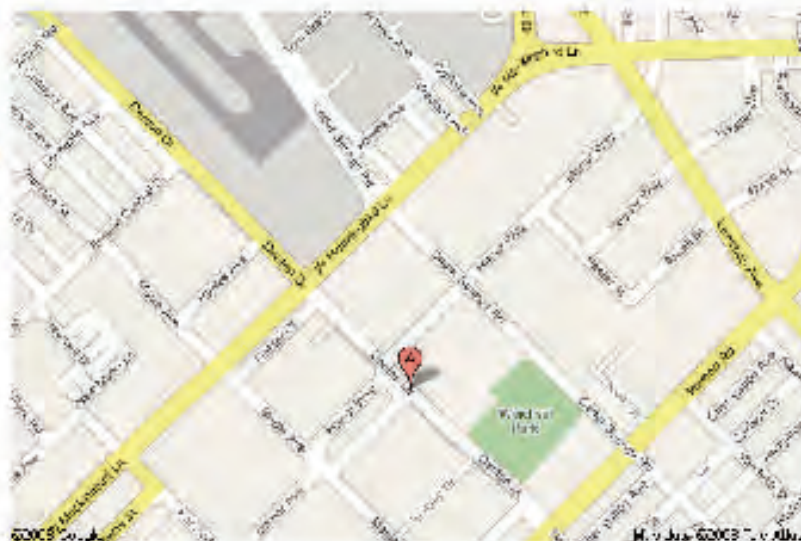
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