



DAS BIMMER RUNDSCHREIBEN

Oktober 2010

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das Bimmer
Rundschreiben
October 2010

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das Bimmer Rundschreiben is published by the Lone Star Chapter of the BMW Car Club of America. All of the information furnished herein is provided by the membership of the club for the members only. The Club membership assumes no liability for any of the information contained herein. The ideas opinions and suggestions expressed in this newsletter are those of the authors and no authentication is implied unless otherwise noted.

Cover: The cover art was taken with thanks from the BMW Press Club.

MEMBERSHIP

National : 76,450

Lone Star Chapter: 1,369

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.

NEWSLETTER CONTRIBUTIONS:

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

BMW CCA
South Central Region



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The First Word

By: Mark Williams

I got a bad review recently, and I am very bummed out, so I figured I would share it with you. I mean, I couldn't ignore it. It was right there in the Lone Star Chapter forums, the title of a new thread. It said, "THIS CHAPTER SUCKS...!!"

Wow... was that a gut shot...!!

I was floored... I went down like a sack of potatoes.

That's a pretty declarative statement, period. No matter when or what caused the frustration level that created such an outburst! In our web-enabled world today, for better or for worse, it's easy to post one's immediate feelings on a blog, to a forum, or to a social networking site and let the world know how you feel. We've all known forever that you can't please everyone, all of the time.... However, as chapter president it's my hope that everyone in the chapter feels like they are included, and that the club is a source of fun diversions and opportunities to be taken advantage of! I do feel that I owe the chapter members a great apology. While my first order of business was to improve our chapter infrastructure with lots of new faces that are energetic and passionate... we have lagged a bit in communication! Our website was not being kept up well, the dBR has been intermittent, and we have not been able to reach all members in the chapter. So, communication will be a big focus over the next few months as we work to get our dBR delivered to you in a timely fashion, as well as utilizing other methods to get news

out to you as quickly as possible.

Keep in mind however, that the DBR is a bimonthly publication. So, if you feel that you are out of the loop, be sure to check some of the following options for club news.

We have a page on Facebook, currently with 120 followers, and more every day. Of course there are the chapter forums which have been available for quite some time. This is a great place to post a question, and responses to questions in the forum seem to be very timely! Ken Orgeron has stepped up to take over updates to the website. Hopefully you have already noticed is that the chapter calendar on the site is more up to date, on top of the fact that there are more events on it, not just motorsports! We also have a Yahooogroups email list where our social chair Karen sends out updates and reminders about coming events. And finally, as long as you have provided a correct email to BMW CCA National you'll also see direct email from the chapter as well! Each month I receive a list of new members in our chapter and I have sent a few mass emails and will do more in the future.

If there's one thing every chapter member should know, it's that the volunteers in the club are here for you. We want to provide events that YOU want to do and that you can enjoy with your BMW. We want you to enjoy your BMW, whatever model it may be, to the fullest. We also want to provide the opportunity for you to network and expand your circle of friends and knowledge. I

mentioned some of our new volunteers earlier. I am happy to report that your updated board has begun to form plans to make changes and improvements, but we also want YOU involved. If there is an idea that you would like us to explore, then let us know. We invite your input!

Our names and contact info are listed on the chapter website, and here in the DBR. Many of our chapter board members keep some odd hours, so go ahead and fire off an email at any time! We always want to hear the ideas that chapter members have, and we will put as many of these ideas into action as possible! Do keep in mind though, that we just might recruit you to help put on the event...(grin.) We are not only looking for idea generators, but people that have the desire to pitch in to get things done. As we improve our communication with you, it's likely that you will see that we are planning many more social events for you to attend than we have in the past, and I hope to see you at them. After all, you only get out of the club what you put in....

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LONE STAR BMW CCA PRESENTS- Fall Tour Time!

By Marc Leediker

Touring through the Arkansas Oauchita Mountains for Fall Color October 29-31, 2010

We're planning a 3 day retreat to the Oauchita Mountains of central Arkansas this year over the Halloween weekend of October 29-31. The fall color should be spectacular and we'll be staying in Hot Springs as our base for several spirited mountain drives (just as pretty as Eureka Springs but 6 hours closer!).

Please see the attached information from Debbie at the Park Hotel for room options and prices.

We are receiving a club discount, so please mention you're with the Lone Star Chapter of BMW CCA when you call to make your reservations to receive these prices.

The Park Hotel is a classic boutique hotel – only 60 rooms but it does have a restaurant in its environs and is very close to the shops on Central Avenue, the business district of historic Hot Springs. Close by, there is still a working 'bath house' using the same 140 degree water that the likes of Al Capone and Harry Truman enjoyed during the 20's and 30's. One of Al Capone's vintage Cadillacs (complete with bullet-proof glass!) is on display in a nearby hotel – all within easy walking distance of the Park Hotel.

Here's the details!

o **FRIDAY 10/29** Depart from the Cotton Gin in Crandall (yes, I do love their breakfasts!)
9:30 am

o Arriving in Hot Springs, Arkansas, around 3:30 pm

o Dinner Friday night at the BrauHaus Restaurant in historic downtown Hot Springs

o Saturday Morning – Plan A – 150 mile Tour through Hot Springs National Park

§ Plan B – hit the spas for some downtime

o Saturday Afternoon – shopping time for 'significant others' or sampling the on-tap selection at the BrauHaus

o Saturday Night – Dinner at "Angels in the Park"

o Sunday – less frenetic return pace to DFW – who's actually going to be in a rush to get back to Big D after touring in the Oauchita Mountains??

Please check your calendars and join us for an enjoyable weekend of colorful drives, wonderful food, and Bavarian-inspired camaraderie!

Please send me an email if you have any questions or plan to attend!

Marc Leediker

marc3509@sbcglobal.net

The Tourmeister

HOTEL INFO

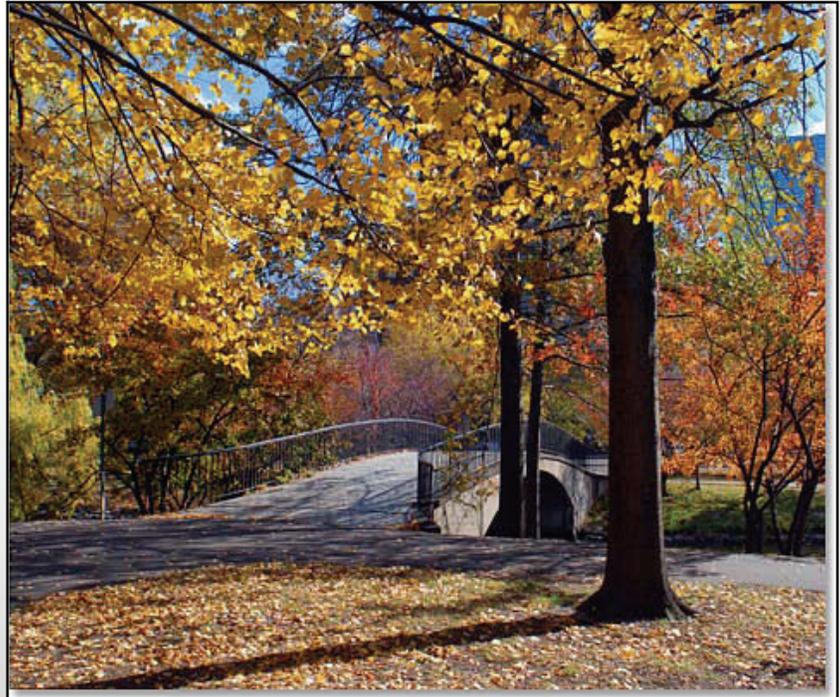
Following is our 10% discounted rates for the rooms you may be interested in:

Room Type	1 Day Rate	2 Day Rate
Queen w/ Shower	\$88.25	\$172.55
Queen w/Tub & Shower	\$93.34	\$182.73
2 Full Beds	\$104.53	\$205.11
King Mini- Suite	\$123.85	\$243.75

We're located at the upper entrance to the National Park Grand Promenade (it is right across the street and visible from most rooms in the hotel), the infamous red brick path through the woodsy hills behind the world-renowned Bath House Row and the illustrious shopping and dining district of Hot Springs. Our location provides our guests the opportunity to stroll downtown or bike the many trails that radiate from the Grand Promenade into the National Park. The hotel is listed on the National Register of Historic Places and exemplifies the architectural brilliance of the 1920's & 1930's. It was opened to

the public in 1930 and is a melange of Art Deco and Spanish Revival influences.

Also, keep in mind that we have associations with Quapaw Bath House and Nurture Day Spa who are giving our guests 10% off their spa services. One example is the 2-hour mineral bath soak in the pools at Quapaw for only \$11.30 per person. Please feel free to give us a call at any time, we are here 24 hours a day.



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BMW CCA Club Race School at Eagle's Canyon

By:
Ross

"There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games."

Even though I was born in Spain, and played basketball there for two years after undergrad, I never quite got around to mastering bullfighting. And mountain climbing? Um, no thanks. (How can someone 6'9" can be afraid of heights? It's not so much the heights, as the falling from them that scares me.) But auto racing, that's something I feel like I can sink my teeth into.

I've done my fair share of HPDEs, with BMWCCA, the Driver's Edge, and Apex. But, it was diving into a LeMons race that really got this all started. Some friends and I decided that we wanted to join the fray, so we built a LeMons car out of a 225k mile, blown head gasket having, e36. Our team (all 4 of us are BMWCCA members, and two are HPDE instructors) will have done three races by the time this is printed. So, I guess you could say that I had the bug ... wheel to wheel was where I wanted to be. But, what next? I didn't want to just do LeMons races forever, and doing HPDEs didn't seem quite as much fun as before. (Especially in a MINI. You NEVER get the pass!) Enter the BMWCCA Club Racing School.

When Bruce Heersink first posted the information for the Club Racing School on MetroplexMINI.org, I was immediately intrigued. I got some advice from good friends, Brett Gabriel and David McBee, who race in Spec Miata and PCA, respectively. I also called Brain Wisler, a fellow MINI owner, and discussed the possibility of us both attending. After he said he was interested, so long as he could get some overheating issues resolved, I shot off an e-mail to Bruce to make sure that I had enough experience. Also, I explained to him that I was interested in the possibility of racing, but wasn't 100% sold on the idea. He informed me that graduating the school doesn't automatically guarantee you a Club Racing license, and that even if I decided

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• See website for more details

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(Includes garage)

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not to race after attending, the car control skills that I could learn from driving in such close proximity to other cars would be extremely valuable. Additionally, Ron Checca, a longtime racer from the Northeast would be the panel chair, along with James Clay and David White, co-drivers of the #80 BimmerWorld 328i in the Street Tuner division of the Continental Tire Sports Car Championship. We would also have some fantastic on-track instructors with Bruce, Greg Smith, Dick Hunter, BJ Meyer and other LSC members. I was sold, so I hit up motorsportsreg.com and put my money down.

"I feel safer on a racetrack than I do on Houston's freeways."

We arrived Saturday morning bright and early, and it was already HOT! The forecast for the weekend was sunny and 99° both days, with humidity indexes into the 100's. Hopefully, we'd all make it through the weekend with no heat-related issues ... to the cars or the drivers. (More on that later.) I felt a little out of sorts in the paddock as my MINI looked out of place next to the e46 M3's, race-prepped e36 M3's, 911's and even a Spec Boxster. Still, I was ready for a weekend of fun. Everyone checked their pressures, torqued their wheels, and headed up to the paddock.

Once inside the classroom, Bruce introduced the instructors, ran through the schedule, then told us to get in the cars and head out.

The first session on track was pretty much a yellow/red HPDE session, mostly for those unfamiliar with the track to learn it. I had driven the track twice in the previous month, so I used it as an opportunity to see if there were any changes in the driving surface and make sure my car was set up the way I wanted it. Unfortunately for my friend Brian, his overheating issue resurfaced, and he was forced to retire. (He's since started building it into one of the first R56 dedicated track cars in the US.)

After that run, we came back in for a quick classroom session, then it was back on track for some laps running three-wide. That's right, three-wide around the whole track, including turns one and two. It's easy to forget

that the majority of racing surfaces can easily accommodate three cars all the way around them, with plenty of room to spare. In this exercise, we would stay three-wide though the turns, then shuffle around on the back straight and again on the pit straight, that way everyone got a chance to be inside, in the middle, and outside. If your group of three was spread too far out, then they made you get closer. I must admit, even though we weren't going very fast, when you're in your daily-driver and are just a few feet away from someone in his daily-driver, it does make you learn to respect the people you're driving with pretty quickly. It also let us get accustomed to wheel-to-wheel at a slower pace. Following that exercise, it was back into the classroom and lunch, along with a valuable presentation from Brian Hanchey of Advanced Suspension Technol-

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ogy (AST). On a side note, the surreal moment of the weekend was sitting at a table and talking with David and James during lunch, while we watched the replay of their race at Mid-Ohio from the previous weekend on Speed.

“If you ain't first, you're last. You know, you know what I'm talking about?”

Now it was time for something completely different, rolling starts. (Alternative title –

YEE-HAW!) After some explanation of how rolling starts generally work, and the rules involved, it was time to practice them. We all gridded up two-by-two and made our way around the track. The pace car kept us at about 35mph as we came up the front straight, then it pitted in. It was now the job of the first line of cars to keep us at the proper speed, and the rest of us had to make sure we stayed close enough to each other that it wouldn't allow any “running starts.” If the officials saw any big gaps, or thought we were going too fast, they would wave off the start, and we'd have to go around again. (Wave offs can be

the most nerve racking, because you're all amped up to get on the gas, or you're already on the gas, and you have to suddenly back it down while not hitting the car in front of you and not getting rear-ended.)

As we came up for the first rolling start, I was trying to stay focused ... watching the car in front of me, the car beside me, the car behind me, and the official at the start/finish. It seemed like it took forever to get up the pit straight, then suddenly, GREEN! We all

floored it, fanned out 3 and even 4 wide down the pit straight, then had to brake hard for turn one, probably the slowest turn on the track. Amazingly, no one made contact, no one spun, we all went through cleanly. From there, it was a full-on race all the way to turn four. Once we reached turn four, it was back to yellow-flag speeds. We then swapped spots, front to back, inside to outside, etc., and came back around to practice another start. This continued for the rest of that session and into the last session of the day.

So that was day one. Much sweat, much learning, and no breakdowns/incidents. Well, no major incidents anyway, just a newbie mistake on my part. Before the last session of the day, I decided to pull my wheel to check my pads. The outer pad looked fine, but they seemed to be getting softer. Lo and behold, the inner pad had completely warped, and the middle section was almost down to the backing plate. All I had with me were the OEM street pads, and it was too late in the day to find any locally. So, it was going to have to be street pads for me for the rest of the weekend, on one of the hardest tracks for brakes in these parts. Why must all my lessons be learned the hard way?

“I just need you to move me to the fastest run group so I can drive my car flat out. That is how

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I drive ... flat out."

Day Two started off pretty much how Day One ended. (Well, at least for those of us who hadn't locked our keys in our cars.) We practiced some more rolling starts, this time racing all the way around to turn 6. As I look back on it, I think having to drive on street pads actually made me a better driver, as I had to brake much earlier and smoother, get my lines right, try to carry as much speed through the turns as possible and get back on the throttle as early as I could.

One of the things that turned out to be the coolest part of the whole weekend was that, unlike at a DE where the instructor is in the car with you, the instructors were on the track in their own cars, racing side-by-side with us. Many times, even though they were much, much faster, they would come up right behind you and stay right off your bumper, making sure that you could hold your lines and keep your car under control with other cars inches away. Additionally, driving two or three wide, two or three cars deep, into various turns around the track required learning new lines and driving through dust/gravel/marbles at full speed while maintaining control. It was like doing a wet and dry DE all in the same session. We did have one classmate lose his brakes going into turn 11, slide into the haybales and start a small fire, but he was fine and his car wasn't too badly damaged.

We finished up Sunday with a rolling start into a full 20 minute

race. I can't say that I won, but I definitely wasn't last. The racing was good and clean and damn fun. We finished up with one more classroom session, and Bruce informed us that the instructors would be getting together after the school to discuss whether or not we graduated. I'll admit, that made me a little nervous. Finally, there was a Q&A for those who were contemplating getting into Club Racing. I hadn't really thought that much about it beforehand, but I stayed and participated in the Q&A ... because I was hooked.

life doing things badly. Racing's important to men who do it well. When you're racing, it's life. Anything that happens before or after is just waiting."

It didn't take long until we got our results. About a week after the school, I received an e-mail from James Clay informing me that I had graduated, and that I was eligible to receive my Club Racing School jacket from BimmerWorld. I ordered that sucker ASAP.

I would highly recommend this experience to anyone who might be interested in racing someday. I wasn't 100% sold on the idea beforehand, but am now. I know I

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learned much more in that weekend than I ever imagined I would. I'd like to thank the Lone Star Chapter, along with BimmerWorld, for putting on a fantastic program. Additionally, I would like to thank Autoscope and Lone Star Bavarian, whose sponsorships made it possible for this event to take place.

In the meantime, I seem to find myself perusing the BMWCCA Club Racing rulebook, checking out all the different classes, picking the brains of current Club Racers on the LSC forum, and checking Craigslist

over lunch, searching for the perfect candidate.

Footnotes:

- 1) Ernest Hemingway
- 2) A.J. Foyt
- 3) Ricky Bobby
- 4) Richard Allister
- 5) Michael Delaney

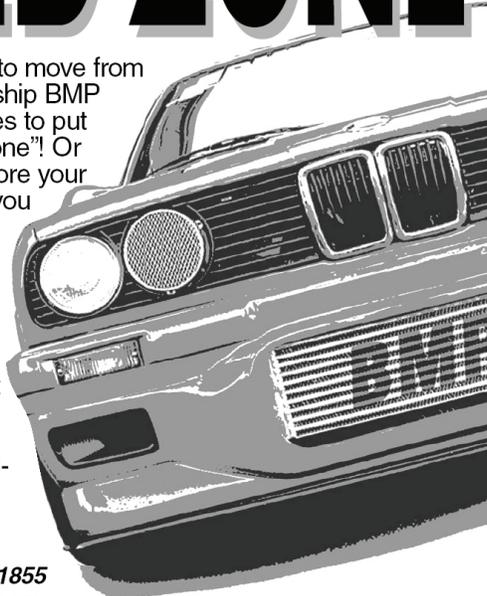
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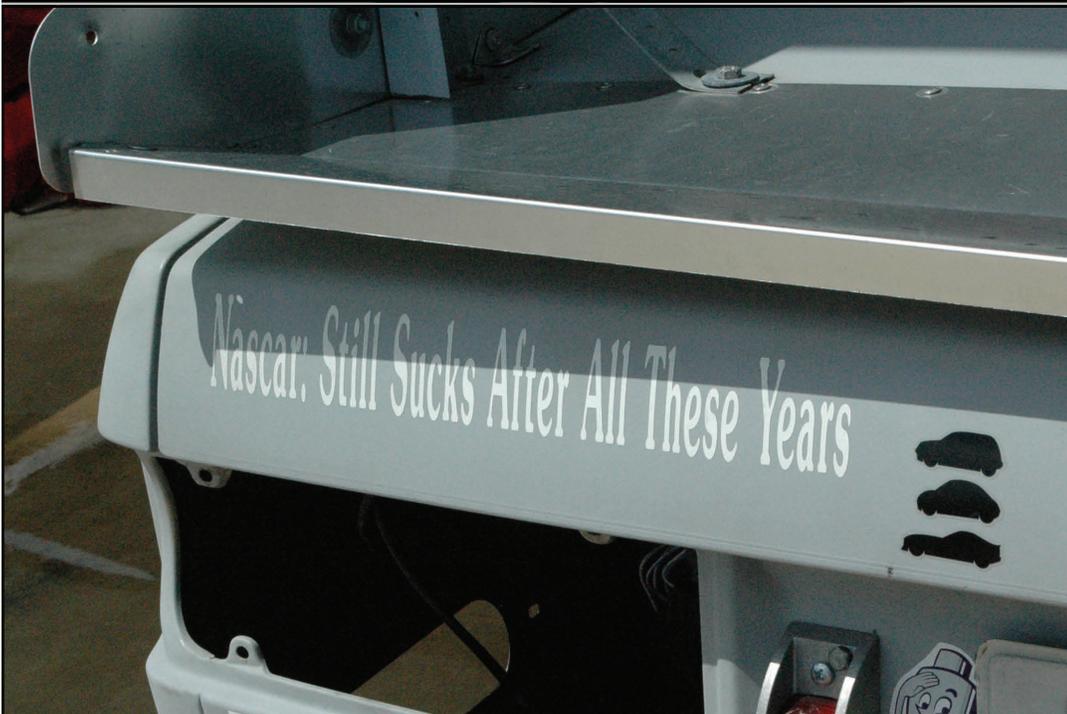
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Above:
It used to be a 2002, but
now it's a LeMons racer,



Left:
Words of wisdom from
an E30 LeMons racer



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The First shall be Last and the Last shall be First....

By Marc Leediker

We had a fun group to gather on Saturday morning, August 14, to do a tour eastward for a most excellent hamburger. But I get ahead of myself, for the 'fun' began two nights earlier as I was pre-driving a portion of rural road that had previously been under construction.

On that earlier Thursday evening, I was most unfortunate to have a puncture in a brand new tire on my M5, and those of you who drive M cars know, you have no spare. Ah, but, if you go prepared, you do have a spray can of 'roadside repair stuff' that will re-inflate your tire and get you upon your way. My trusty can was the one that came originally with my car, in the fall of 1999 – yes, it would seem, a pre-millennial can of roadside repair.... Upon twisting the can's extension tube onto my tire's stem and pressing the requisite button on top of the can, imagine my surprise to suddenly be baptized in 'roadside repair stuff' as the tube promptly detached itself from the top of the can! So, after cleansing myself in a nearby and very gracious restaurant's restroom and a tow truck ride back home, I was faced with a dilemma, beg for the use of another club member's 'for sale' M car or, heaven forbid, cancel Saturday's tour?

To my rescue came our club's erstwhile Vice President, Joe Sullivan, with the loan of his gorgeous silver M5 and our Saturday tour was on! Now this is where it gets interesting! For those of you who have toured with us in recent years, Joe typically

functions as the 'tailgunner' on our tours whereby he brings up the rear, looks for touring members having mechanical issues, and thoroughly enjoys 'catching up' with the rest of the group at ... accelerated rates of speed.... from time to time. So, as he explained to me, his car wasn't used to the rarified air at the head of our tours, it was more accustomed to sucking up the exhaust fumes of the brave and stalwart leaders at the front. Well, I'm here to say that the expression, "the first shall be last and the last shall be first" could not be more true. Joe's gorgeous (and 'for sale') M5 could not have functioned better as lead car than it did for me as we would wound our way through the piney woods and gorgeous hills of east Texas!

With 10 cars (and 18 hungry mouths to feed), we headed eastward on some very finely maintained 'secondary' roads that proved to be just challenging enough that everyone enjoyed the drive. The East Texas Burger Company, in Mineola, was kind enough to setup two quiet tables in their Party Room for our intrepid band of wayward drivers. We were able to catch our collective breaths, recompose our composes, and let the ingested sustenance do its thing in replenishing our strength so that everyone was ready to enjoy the return trip westward, although it was not a direct route home at all.

First, we had to tour a bit further east, enjoying the sights (~ 20 deer eating on the side of the road!), the sounds (many Harley riders also tour on these roads with their Screaming

Eagle tailpipes), and the smells (Pine scented cleansers use the smell of pine trees for a very pleasant and aromatic reason!) of the east Texas forests that are just far enough off the beaten track to provide our club with very enjoyable venues for our tours.

Second, as the tourmeister, it is my responsibility to minimize 'friction points' with local law enforcement officials. This was another successful tour in that regard – no performance awards were earned by anyone on the tour – now after people get back home, any performance awards earned are not the tourmeister's responsibility! (But suffice it to say, I was most chagrined to learn that the Captain of the Queen Mary was popped by one of Plano's finest after he got home, unloaded his car, and merely drove around the corner to his local gas station...) It is the tourmeister's responsibility to pick safe roads and in that regard, as we were returning to the DFW area through one particular stretch of twisty road that winds past a number of beautiful horse farms, we were all surprised to find a state trooper and a local sheriff who, at first glance, appeared to be guarding a large, round bale of hay in the middle of the road, but upon second look, were there to keep everyone safe as we slowly maneuvered around the deposit of pasture produce – I have to wonder what the person hauling the hay thought when he got to his destination and realized he was short one very big bale?



Above:

Team Operation performs a routine pit stop at the 24 Hours of LeMons in Houston this September. I don't know if you've watched an Audi pit stop at LeMans, but it looked pretty much like that. Your fearless editor played the crucial, and often underestimated, role of pit stop photographer, because nothing is as vital to a fast pit stop as a well timed photo.

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What the heck is a DIY?

By Will Atkinson

If you're new to the club, you've probably seen the term DIY on the calendar or the forum, but what is it all about?

No, it's not a secret internet abbreviation that all the forum veterans use to insult the newbies, and it's not a secret password into the hidden BMW lair of free parts and grease free repair jobs.

It's just an abbreviation for Do-It-Yourself, which is an idea, or a movement really, that is at the heart

of the BMW CCA and its chapters around the country.

DIY means: If it's broke, YOU fix it. Don't take it to the dealer, or an unknown repair shop, get in there and expose those virgin fingernails to a little "BMW character."

DIY'ers come from two basic folds. First, those who can't really afford to pay someone to work on their car/cars. Hey, for me, DIY was a way to afford a race car. No way could I buy a built race car, or pay someone to build me one. But I could afford some parts and a lot of long nights.

The second camp are the "tinkerers," the ones who know better, but can't leave well enough alone. I also fall into that camp, but old cars are too neat to keep your nice clean hands in your nice clean pockets.

In the context of the club, a DIY day is a day on which a local shop offers the use of their lifts, some tools, and their advice to club members who want to tackle repairs that might otherwise be difficult, daunting, or downright impossible. So, if you've got the itch, pick a task and head out to the next DIY, with some hand cleaner, of course.



Street Survival Update

By Will Atkinson

This is really meant to be just a quick update on the state of the union in the world of Street Survival in north Texas.

We have already had one school this year that went well despite a few hitches, and we got another crop of teens a little more training in real-world driving and accident avoidance.

By the end of the day the surly visages had become smiling faces again, as they always do, and I am confident that the volunteer instructors can rest assured that

they helped save at least one teen from having a life changing accident.

If you aren't familiar with the program, Street Survival is a program organized by the BMW CCA Foundation, and sponsored by The Tire Rack, that provides in car and classroom instruction in real world driving dynamics and accident avoidance skills that they cannot get in driver's ed.

We setup safely managed exercises to give teens a good look at scenarios such as driving in the wet, dealing with skids and spins, avoiding sudden obstacles, and

maintaining good judgment to make good decisions.

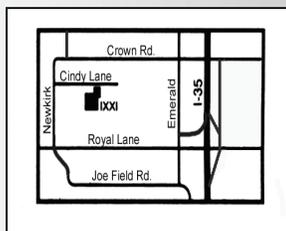
The next school put on by our chapter is actually going to be in Oklahoma (I know, don't tell anyone!) at the Michelin facility in Ardmore. Michelin has been a huge supporter of the program, and we're doing a school just for the kids of their employees on October 23rd.

For more information on the program visit www.streetsurvival.org Or e-mail me at Watkinson@lscbmwcca.org

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SCCA Road Rally Novices on the Loose

I never thought of myself as a writer at all, but our club President Mark Williams asked me to write an article for the DBR, so here ya go! On the 31st of August, fellow club member Freddie Vasa and I decided to venture out from our normal Des and track days and try out the local SCCA road rally. This is an event that values precision and careful calculation over speed, not to mention the tricks and traps that are deliberately thrown in.

To say we were novices was an understatement. When it comes to a track we are both at home, but following directions on a sheet of paper and looking for answers to questions from a sheet of paper was different. Heck I even failed those "Follow the instructions" tests in high school. After listening to the Rally chief instructor give his morning spiel, Freddie and I looked at each other and laughed, we knew we were in a ton of trouble.

I shall explain, I drive an '88 E30 M3, with no air conditioning, a nice stiff race suspension, and fiber-

glass race seats that are comfortable for minutes at a time. The perfect car for a full day of driving when the temp outside was going to be about 105 degrees. Sounds like a great day in the car trying to figure out directions on where to go, but some of these directions really don't apply to anything! Woooooohoooo!

So Freddie and I head off into the wild blue wonder (Airport Rally Theme of the Day). The first few clues went great. We got all the landmarks and all the directions spot on! Then the stupidest words of the day came out of my mouth. I quote, "This Rally stuff seems to be pretty easy!" Then the Rally Gods smote me down. We didn't find the next few clues, then took the wrong road, doubled back, and still couldn't get to the right place. We used the GPS to find locations where we were suppose to be and yet found nothing. No clues to where we should be. So after driving around for another 30 minutes we decided head to the restaurant for lunch. After getting to The Black Eyed Pea in Denton we found out there were directions and

signs on the road that had been left off the sheet and roads! WHEW! We weren't the only ones who had gotten lost 15 times!

After lunch we head out to part 2 of the rally! We were bound and determined to make this section dead on right. We nailed the first few clues and questions 100%. Although we drove all over the south Denton area we kept getting all the clues and finding all the answers to the questions and clues. It was like a second wind. We thought we had nailed everything. It was not without moments of wonder. We hardly EVER saw another car after the first few questions. We kept wondering if we were really on the right path. Every time we questioned ourselves we found the next clue! We forged on, literally onto the wide open back roads of Texas. Talk about being in the middle of nowhere! We felt like ever corner we turned we were still there! As we finished at Meacham Field in Fort Worth, we heard that at 5 pm there were still 25 cars still out on the course somewhere. Maybe we didn't do so badly after all. After seeing the results a few days later I guess for the first time out as a team we did ok, at least not dead last of our group.

Would I say it was something I would do all the time? Probably not, but it was fun. I still prefer the DEs because, hey, at least I know where I am going on the track!

Steve Hodges
DE Chairman



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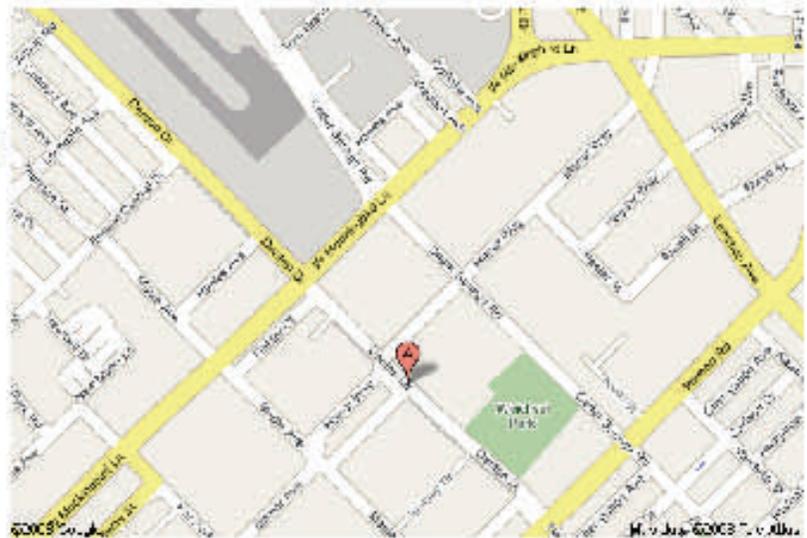


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For the latest news go to www.lscbmwcca.org

October 2010

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| October 16th | DIY at Louden Motorcars
8am-12pm | Louden Motorcars
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972-241-6326 |
| October 16th | Autocross in Paris
8am | Cox Field
Paris Texas
Ken Orgeron
214-999-4958 |
| October 23rd | Street Survival #2
9am | Michelin Facility
Ardmore, OK
Will Atkinson 817-300-2419 |
| October 24th | Autocross #8
8am | TMS Bus Lot
Ken Orgeron
214-999-4958 |
| October 27th | Monthly Meeting
6:30 | Fox Sports Grill—Plano
Shops at Legacy |

November 2010

- | | | |
|----------------------|----------------------------|---|
| November 6th | Autocross #9
8am | Lone Star Park
1000 Lone Star Parkway
Grand Prairie, TX 75050
Ken Orgeron
214-999-4958 |
| November 17th | Monthly Meeting | Fox Sports Grill—Plano
Shops at Legacy |



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