



NEWSWERKS

THE OFFICIAL NEWSLETTER OF THE IOWA CHAPTER BMW CCA

MAY/JUNE 2006

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You are Cordially Invited to the BMW CCA Iowa Chapter "Longest Day Driving School"

June 9-11th 2006 • Mid-America Motorplex

This will be the fifth year for our premier driving event and many innovations and improvements will make this *the* driving event in the Midwest. Among these are a one-day Novice registration, young driver discount registration, 3-day Solo registration, and the "High Performance Experience." New this year are two guest instructors, Bill Arnold and Tami Hull who are very accomplished drivers in the club racing arena and are three-time winners of the Targa Newfoundland. Also, door prize drawings, inter-event fun of all kinds, and a very cool event memento.

Some items that will not change include our location at Mid-America Motorplex, the safest driving facility of its kind in the Midwest, and our great group of driving instructors. We believe we have the cream of the crop from around the country.

So, whether you are an experienced driver, want to significantly improve your on-road driving skills, have a fully track-modified BMW M3, another brand of sports car, or a normal everyday economy car, we welcome all driving enthusiasts. "The Longest Day Driving School" is the place to be this June. This event is open to all licensed drivers 18 years of age or older of all skill levels and we welcome novice students.

Registration forms can be found on pages 5 and 6 and can be downloaded online at www.bmwia.org. Contact any of your BMW CCA board members for detailed information.

EVENT SPOTLIGHT



**Registration form on pages
5-6 of this newsletter or online
at www.bmwia.org**

Calendar of Events > May - August 2006

Events, club activities and all happenings BMW

May 7, 2006

The **Car and Driver ONE Lap of America** will be stopping at Mid-America Motorplex in Pacific Junction and we are planning to have a "Welcome to Iowa" group from our Chapter. If you would like to be there, contact Event Chairmain Brian Boehmer at boehmerbrian@hotmail.com.

May 10, 2006

Informal Social Event

TAKI Japanese Steakhouse – 2601 86th Street, Urbandale

Join us for drinks at 6:30 pm (club buys the first drink) and then we will go over to the Funny Bone to see Hypnotist J Medicine Hat.

May 21, 2006

Annual Clean Car Concours – J & J Motorsports, Cedar Rapids

A fun and friendly competition that benefits a local charity. For more information and official rules, visit our Web site at www.bmwia.org or contact the Event Chairman, Mike Bengé at president@bmwia.org.

June 9 – 11, 2006

Iowa Chapter Longest Day Driving School

Mid-America Motorplex, Pacific Junction, IA

A great school for novice and advanced students alike.

For more information contact Event Chairman Doug Wittkowski at wittawerks@lisco.com.

A registration form can be found on pages 5-6 or register online at www.bmwia.org. If you are interested in becoming a volunteer for this event, please contact Martha at newsletter@bmwia.org.

June 13, 2006

Informal Social Event – Outback Steakhouse, Ankeny – 6:30 p.m.

July 10, 2006

Informal Social Event – The Royal Mile, Downtown Des Moines – 6:30 p.m.

July 15, 2006

Annual Picnic – Caribbean Theme

Easter Lake Recreation Area-Shelter #3, Des Moines – 4:00 pm to ?

An event you don't want to miss! Great food, prepared by club member Don VanLengen, beverages and conversation! NO COST to members or their guest. RSVP by July 11 to Don at dvanlengen@mchsi.com

July 23-28, 2006

Oktoberfest – Amway Grand Hotel

The "Ultimate" BMW event. Something for everyone, so bring the whole family. Register today at www.bmwcca.org. Be sure to contact Scott Smed, the Iowa Chapter O'Fest Chairman, if you are planning on attending. Scott can be reached at joyceandscott@mchsi.com.

August 5, 2006

The Ultimate Drive will be at Kimberly Imports in Davenport. Be sure to attend, drive the new BMW's, and support the Susan G. Komen Breast Cancer Foundation.

August 6, 2006

Iowa Chapter Tailgate and Iowa Cubs Game– Principal Park, Sec Taylor Stadium, Des Moines

We will have a great tailgate party before the Cubs take on the Portland Beavers at 1:05 p.m.

Contact Event Chairman, David Trachtenberg at secretary@bmwia.org to reserve your seat!

Reservations are due August 1, 2006.

August 7, 2006

The Ultimate Drive will be at Dan Kruse BMW in Dubuque.

August 12, 2006

The Ultimate Drive will be at EuropeanMotorcars in Des Moines

Updated information will be posted on our Web site as it becomes available. Be sure to visit www.bmwia.org.

If you would like to receive event reminders via e-mail please send your e-mail address to: newsletter@bmwia.org.

NEWSWERKS

THE OFFICIAL NEWSLETTER OF THE IOWA CHAPTER BMW CCA

NEWSWERKS is published by VIVAMEDIA, Inc. for the Iowa Chapter of the BMW Car Club of America.

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To become a member of the Iowa Chapter BMW CCA visit our Web site at www.bmwia.org

Please submit material suitable for publication to: Martha Wittkowski at: newsletter@bmwia.com

Message from the President

Hello,

As your new President I thought it appropriate to introduce myself to you and set some challenges.

I'll start at the point most you would care about and that was my first introduction to a BMW. It was owned by a college buddy of mine from California and he and his family were all BMW fanatics. At the time I barely even knew what a BMW was, something foreign and expensive was about all I understood. It was a white 2002 tii, not sure what year, but what I remember about that car was how fun it was to ride in. That was something I had not experienced before, a car that was actually fun to ride in. The only thing more fun than riding in it was driving it. He actually let me drive it a couple of times and although I wasn't exactly sure what the differences were from a technical standpoint, I knew right away that this car was something special.

He had personalized it to some extent, for example, it had a Wink mirror. Anyone remember those? It went from one A-pillar to the other A-pillar. It provided extraordinary visibility and essentially eliminated blind spots. He also had 7" Cibie driving lights mounted to the front bumper. The other item I remember were the BBS wheels, simply beautiful.

That's when my interest in BMWs started, along with most things with engines. My dream car, at the time, was a 320is. I went to the dealership dozens of times to look at one on the showroom floor. The salesperson (I still know his name – how many car salesmen are that remarkable?) was extremely knowledgeable and helpful. He and I took one out several times for test rides. There was one amazing thing I remember to this day. He was going down a country two-lane blacktop at about 60 MPH and without braking pulled the car onto the dirt shoulder. Needless to say, I about had a heart attack! His point was that the car behaved almost identical on the dirt at 60 MPH as it had on the blacktop. He wasn't fighting the steering wheel, we were not swerving, nor were we being bounced around like ping pong balls in a lotto machine. Bear in mind this was before the alphabet soup of electronic car control. If you were to do that to the majority of cars of that era, it would have been a completely different experience. That's when I really knew how special and different BMWs are.

Ok, so what's that got to do with your new President you may ask. Fair question, it was those two sets of events that started my passion for BMWs. It literally started with those two watershed events. I'm sure most of you have something similar that happened in your lives that converted you from the everyday transportation to the "Ultimate Driving Machine." Mine was exposure to one of the most

desirable BMWs ever, the 2002tii, and a real world driving exercise that literally took my breath away.

I have a passion for BMWs that each and every one of you most likely shares in one sense or another. That's only part of what you should know about me, the other is that I firmly believe it's the PEOPLE in our wonderful club that make it fun, interesting and exciting. There are people I would have never had the pleasure of meeting had it not been for the BMW CCA – Iowa Chapter. There are people in this club who have driven in dozens upon dozens of driving schools, there are club members who can polish a car to the point it looks like glass, there are others who have so much technical knowledge about BMWs and cars in general they are like walking encyclopedias. They are like one big extended family to me.

As the incoming President, I would be remiss if I didn't extend a warm thanks to our past President, Dana Schrader, whose grace behind the wheel of a car was only surpassed by his grace as the club's president. It would be shameful of me not to mention all current and past Board members who have provided me with leadership examples and given me the confidence to accept this challenge of leading what is already a superb club. People have started asking me what my "vision" for the club is, where do I want to lead it in the next year and what will I do to make this club better. Those are all important questions, and ones that will play out in the next few months as I move into the new role. That's my challenge, to ensure this club continues on its path to being the best BMW club in the country.

I have one challenge for you, for each and every one of you. I challenge you as club members to participate in at least one event this coming year. If you don't find an event that strikes your fancy, contact a Board member and let them know what you would be interested in doing. We will entertain any and all ideas and we need to hear from you.

All Board members are dedicated to making this a better club and I assure you they will accomplish that. I'm looking forward to serving as your President and if you have a question, comment, or just want to talk about the club, please get in touch with me. My e-mail address, like all Board members, is listed on our awesome Web site (www.bmwia.org), or on page 2 of this newsletter.



Mike Bengel
President – Iowa Chapter BMW CCA

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BMW CCA IA Treasurer's Report

Assets

Checking & Savings	\$26,113.61
Merchandise Inventory	652.66
Undeposited Fund	29.00

TOTAL ASSETS **\$26,795.27**

Liabilities & Equity

Retained Earnings	\$29,319.00
Net Income	-2,523.73

TOTAL LIABILITIES & EQUITY **\$26,795.27**

Profit and Loss Statement- December 31, 2005

Income

Charitable Donations	\$1,801.00
Social Events	2,210.00
Driving Events	19,212.00
Other Events	254.00
Merchandise Sales	416.00
Miscellaneous Income	440.00
Newsletter Advertising	400.00
Rebate from National BMW CCA	14,982.57
TOTAL INCOME	39,715.57
Less Cost of Merchandise Sold	408.41

GROSS PROFIT **\$39,307.16**

Expenses

Bank Service Charges	\$0.83
Charitable Donations	2,357.00
Depreciation Expense	1,311.00
Social Event Expense	8,316.71
Driving Event Expense	15,489.96
Other Event Expense	970.93
Insurance	154.96
Internet/Website	4,624.50
Newsletter	7,656.38
Board Meeting	317.66
Postage and Delivery	1,773.00
Printing and Reproduction	-654.00
Supplies	37.76

TOTAL EXPENSES **\$42,357.31**

Other Income

Interest Income	\$220.05
Investment Gain/(Loss)	180.77
Other Revenue	200.00

Total Other Income **600.82**

Other Expense 74.40

Net Other Income **\$526.42**

NET INCOME **(\$2,523.73)**

Iowa Chapter BMW Car Club of America
"THE LONGEST DAY"
Driving School Registration Form
June 9th, 10th, and 11th, 2006
Mid-America Motorplex



Personal Information (please print clearly)

Name _____ BMW CCA # _____

Age _____ Date Of Birth _____ Address _____

City _____ State _____ Zip _____

Phone (Day) _____ (Evening) _____

E-mail _____

Car Information

Year _____ Make _____ Model _____

Significant modifications, if any _____

NO CONVERTIBLES OR TRUCKS ARE ALLOWED.

IF YOU ARE UNSURE IF YOUR VEHICLE IS ALLOWED, PLEASE CONTACT Safety Steward, Scott Smed at: joyceandscott@mchsi.com

Guest Information

To receive free admittance for guests that accompany or visit you at the track, enter their names below. Those not listed will be admitted, but Mid-America Motorplex (MAM) will charge them \$10/person/day.

Driving Event Experience

- First time (or limited experience) at a driving event.
- Driving event experience is over 1-2 years of events.
- Numerous driving schools over several years. Professional driving school experience (e.g. Skip Barber, Track Time, Bob Bondurant, etc.). Experience must be current.
- Racing experience with SCCA, PCA, BMW, Vintage, etc. clubs. Extensive experience at a variety of tracks over an extended period. Experience must be current.
- Instructor

Describe experience and/or specifics of recent events: _____

Fee Structure

In 2006, we will be experimenting with some different run groups and fee structures to better serve our students, instructors, and members. Please read them over and then **check only one**.

<input type="checkbox"/> “High Performance Experience”	\$50
Student will receive novice classroom instruction only and an on-track instructor ride as available, no driving.	
<hr/>	
<input type="checkbox"/> 1-day Novice Registration	\$150
Reserved for first time students only. Students will receive Saturday-only classroom and on-track instruction. A great way to finally get your feet wet in the world of high-performance driving.	
<hr/>	
<input type="checkbox"/> Young Driver Registration	\$240
Discounted full event registration for students from 18-24 years of age only.	
<hr/>	
<input type="checkbox"/> Full Registration	\$290
Normal full event registration	
<hr/>	
<input type="checkbox"/> Solo 3-day Registration	\$330
A 3-day full event registration Solo run group for pre-approved, advanced-level drivers to hone their skills without dedicated in-car instruction. You will be assigned an instructor to oversee your progress and offer consultation. You must be pre-approved for this very limited run group. Includes open track on Friday, with Saturday and Sunday run groups. Contact chief instructor Dana Schrader for pre-approval before registration.	
<hr/>	
<input type="checkbox"/> Instructor Registration	\$50
Includes free open track day on Friday, normal run groups on Saturday and Sunday, event memento, and our sincere thank you!	

Note: All students must be members of the BMW CCA per current IRS rules. Non-members may either sign up through the National office (www.bmwcca.org) for BMW CCA or dual chapter membership, as needed, or pay per the list below to have us register you.

<input type="checkbox"/> Non-members of BMW CCA (\$40 annual fee, which also includes Iowa chapter membership)	\$40
<hr/>	
Event Memento – Free with full registration, if received by May 15th	Free
<hr/>	
<input type="checkbox"/> (Required) Paper Event Packet Mailed (or free PDF download available at www.bmwia.org)	\$4

TOTAL \$

Registration Deadline is May 30, 2006 or when school is filled.

Note: Some run groups are very limited, so register early.

The chapter will forward any membership fees to the BMW CCA National office.

School registrations received after May 15th will not be eligible for the event memento, due to time constraints.

Send payment and completed form to: Iowa Chapter BMW CCA, PO Box 42113, Urbandale, IA 50323

Additional information, contact information and online registration is available at <http://www.bmwia.org>.

Driver Signature _____ Date: _____

M3... gone, but not forgotten

by Doug Wittkowski

In April 2006, production ceased on the current E46 M3. To say it has been the most successful M car of all time is a huge understatement. In fact, the E46 M3 has sold more units worldwide than all the previous M3s put together. We will all patiently wait for the new E90 version of BMW's flagship super-car, due in late 2007, but now it is time to reflect back on the current model.

Coincidentally, I am lucky enough to have a nearly new M3 in the EuroWerkz inventory, so this will be a great time to review the current model. WOW, pretty much sums it up. For many, including myself, this is, (not assuming dollar value), the absolute ultimate car in any brand for all purposes. Yes, there are those that will say she has grown too large and has lost its feel. Well, to that I say, not so fast. Remember that the M3 is based on the current 3 series, so size is dictated by what that car is at the present time. And yes, those of us that only take all-out track performance into account would love to have a new version of the first small and lightweight E30 M3, but how realistic is that for every day year-round use? A buzzy four cylinder that makes absolutely no low-end torque, and in a size more like the current Mini than the current 3 series. Don't get me wrong, the E30 M3 is still my all-time favorite M car, but how many of their owners actually use them as daily drivers... let me see? I know not one. The E36 M3 may well be the best combination of E30 toss-ability with some creature comforts for an everyday driver. But, I hate to break the news to you, they aren't making those anymore either and nice used examples are getting hard to find, believe me. Here is what most people



that casually evaluate the present E46 M3 never see, the car performs at an extremely high level. A level only appreciated at a track or in the hands of a very talented driver. These cars, in the right hands, will run with or run down nearly any performance car sold in the world, cars with enormous horsepower, huge brakes, steam roller-sized tires. How, you ask? The same way the BMW M group has always achieved this, with balance, poise, and extremely high levels of performance in all areas – braking, handling, power, gearing, and grip. Is it a perfect car? No, there have been problems. The early engines had a rod bearing/oil/clearance issue and some differentials have had problems, especially on SMG cars. But, BMW stepped right up to the plate with an extended warranty to 100k miles and M3 values have not suffered in the least.

But, the best performance car at any price? Yes, it is in my opinion. What is better? What car can you live with everyday of your life, in all four seasons, that has a very decent-sized trunk, comfortable passenger room for 4 full sized adults, comforts and features normally available only in top-of-the line luxury cars, high-quality fit, finish and materials, and a resale value that makes owning one a reasonable financial decision. All in a car that will take to the curves with the best of them and thrill even the most performance oriented among us. Many cars will do some of those, but which car does all of the above to such a high level? Yes, we are all waiting for the next M3.



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David 319-362-9076 or djiruska@yahoo.com.

Classified ads are free to club members.
Send your ad to newsletter@bmwia.org. The
NEWSWERKS is published six times annually
and ads must be received by the 10th of the
month for placement in the next issue. Please
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Shocking, A Technical Primer

by Doug Wittkowski

Shocks, struts, dampers, all have one job and absorbing bumps is not it. In reality, your car's total suspension system, including anything not supported by the spring, including the springs themselves, control arms, hubs, bushings etc., absorb the event of bumps, weight transfer while turning or stopping, and irregularities in the road surface. The shock absorbers' job is to keep the suspension extended and thus the tire in contact with the road as much as mechanically possible.

The real trick of the shock is to resist compression (BUMP), and to compress and return (REBOUND) as quickly as possible, all without being so stiff as to make the car un-drivable. So, why not just stiff enough on both bump and rebound to ride very well in all conditions? Well, that would be fine, except when the car is put into an event that requires hard braking or quick steering, it would go completely out of control. So why have any compromise? This is where things gets tricky, very stiff shocks and suspension are not the answer to making a car handle properly. Again, like everything else automotive, a compromise is the best policy.

BMW has a good handle on this black art of shock tuning. For example, a BMW 325i in standard trim is a great handling car for 90% of the driving we do and it also rides very well. Add a slightly more aggressive lower profile tire, a slightly lower ride height, and shocks tuned with a bit more BUMP stiffness and you have a BMW 325i with a sports package and a car that is much more capable at the upper limits of the driving curve, and much more fun. The ride quality suffers, just a bit,

but most enthusiast drivers think it is a must have option. The next step is a high-performance or heavy-duty aftermarket shock. There are many schools of thought here. In my opinion, these aftermarket shocks are not required unless: 1) you have lowered the car with shorter springs; 2) you want to do some serious autocross or track driving and you have regularly reached the limits of the standard suspension; 3) you have a BMW with many miles and the shocks are just plain worn out. I regularly see BMW cars with 75k+ miles with original shocks that are in great condition. After all, you didn't buy a cheap car, built with low-quality parts.

The higher BUMP levels and more aggressive REBOUND settings make high-performance shocks quicker to respond to changes in direction by slowing down the movement of the suspension. The thing to remember here is shocks do not reduce body roll or weight transfer; they slow it down and thus control it at a higher level. The next shock step is the dedicated, fully-adjustable coil-over suspension system. This is the ultimate on a BMW, and you will have the ability to tune your car for ride height, corner weight and balance, and shock BUMP and REBOUND for a variety of high-performance track conditions. Keep in mind that this is not at the push of a button, and will take some time and tuning to get it right, but the results are a car that is super capable at very high limits, yet can be dialed down to changing conditions or a comfort level that is as good or better than our little 325i non-sport package. For the majority of BMW drivers, the stock suspension and stock replacement parts for a BMW are more than capable of getting the job done very well indeed.

Roadster Homecoming – 10th Anniversary

A quick reminder for Z3 and Z4 owners of both roadster and coupe persuasions – keep an eye on the Roadster Homecoming Web site, www.bmwroadsterhomecoming.com, to sign up for this year's Labor Day weekend event at the Spartanburg factory. For more info on what happens at this event, check out the Chapter Web site for the extensive (OK, rambling to excess!) article about the 2005 Homecoming in last November's NEWSWERKS. Since this will be the 10th anniversary of Homecoming, the factory promises to put on an extra-special event.

Registration is strictly by online signup, and the procedures will be posted on the Homecoming Web site a couple weeks before the factory folks open up the registration. Usually, registration opens around the first Saturday in June, and in the last few years all spots have been taken within a few hours. If you don't succeed in getting registered initially, go ahead with the waitlist – last year was the first time that not all waitlisted applicants were accepted.

Questions about the event or registration? Contact Fred and Lynne Bell at treasurer@bmwia.org or 515-224-4179.



Volunteers Needed

The Iowa Chapter will once again be holding the **STREET SURVIVAL** Teen Driving Program on October 1, 2006 in the parking lot at the SE Polk High School. In addition to the Street Survival program we will also be holding a **Car Control Clinic** for adults on the same day and time.

Volunteers are needed to help with the organization of the event and volunteers will be needed the day of the event. Areas where volunteers are needed include, pre-event publicity, sponsorship recruitment, registration, tech, food and beverage, course setup and course workers during the event. If you are interested in becoming a volunteer, please contact Fred Bell, Event Chairman at treasurer@bmwia.org or 515-224-4179.



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