



Freude am Fahren

"Deliriously happy with joy at driving"

I'm glad that everyone woke up on January 1st without the need for a portable generator or canned beans. The dawn of the new millennium has me thinking about the future of our chapter. It's hard to believe that our first meeting was only 6 months ago. We have come a long way in a short period.

Our first annual dinner in the Amana's was a huge success. With nearly 80 in attendance we surpassed some of the larger more established chapters in the Midwest which will remain nameless. We have received some very encouraging feedback from those of you who were there and it seems everyone had a great time, the food was good, and the door prizes plentiful. I also want to extend my personal thanks to our *Roundel* editor and guest speaker Satch Carlson for traveling far from his home in Alaska to keynote our meeting, as always he was very entertaining and informative. Fred Bell our treasurer constructed a very professionally designed rally and I think we have found our chapter Rallymeister although I'm sure he would welcome any help from the membership in that regard.

As in the past, we intend to piggyback our attendance with other Midwest car events for the time being, until we can grow this chapter in numbers and resources. We are however learning fast. If you are planning to attend some of these events please contact us so we can keep track of what interests are out there and plan some social activities around these events.

Please visit our new web site at www.bmwia.org for a complete calendar of events in the Midwest. We are constantly adding new information, so visit soon and often. Our previous Webmaster John Christensen has accepted a job offer too good to refuse in the Chicago area. He did a great job of getting us started with a web site and he will be missed. Dana Schrader has come forward with a little help from vice president Tony Wiles to take over the reins on the web site and has wasted no time in making improvements. We

welcome him as well as two other new members at large to the board, Tom Cook and Dave Johnson both of

Cedar Rapids. Jason Smith who helped us greatly in arranging the annual meeting as well as making some great suggestions for the club has also joined the ranks of the board as Eastern Iowa Vice President. Jason is a great guy and will be helping the board keep focused on the eastern Iowa membership. Give him a call or e-mail to show your support at (800) 373 2723 or jasons@iscins.com. As you know we need members from all over the state to help plan and organize your chapter events, so don't be shy.

I have just confirmed that we now have two drivers school dates at the newly constructed BMW performance center in Spartanburg South Carolina reserved for **Iowa Chapter members only**. We are all very excited about this opportunity. The dates are June 16th and September 29th (in conjunction with Oktoberfest 2000). These will be one-day classes using cars provided by BMW of North America and are limited to 20 students for each date. In addition we have booked group air transportation for the June school from Des Moines at a special rate. We will be flying to Spartanburg on Thursday and returning on Saturday night. We should also have some spare time for a plant tour and a visit to the BMW Zentrum museum.

These Schools are expected to fill immediately so do not delay. We will be closing reservations as soon as both dates are full. See the *School Daze* section of this *NewsWerks* for more specific details

News Werks

The Wire

BMW review

Back to School !

Lets go to Gateway

Horses

First Rally results

Disclaimer:

The NewsWerks is a publication of the Iowa Chapter of the BMW CCA and is in no way connected with Bayerische Motoren Werks AG. All of its contents shall remain the property of the club. This publication is mailed to chapter members in good standing. The ideas, suggestions and opinions expressed in articles are those of the club and/or its members.

The Editor of this newsletter seeks material suitable for publication by and for its members.

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Horsepower and Torque and how they effect car performance have always been a heated topic. Here I will try my best to explain how they relate to each other.

Torque is a measurement of **Force** and is expressed in foot-pounds. **RPM** is a measurement of **Time**.

Horsepower itself is not measured but is a sum of **Force** and **Time** and is an expression of **WORK** done. One horsepower has been explained like this, yes it involves a horse. It was once determined that an average horse could lift a 550lb. weight one foot in one second or 33,000 foot pounds per minute which they then determined was one **Horsepower**. If we now take one foot-pound of **Torque** in rotation of a shaft and try to get 33,000 foot-pounds of work per minute we would have to rotate that shaft 5252 **RPM**. Now we have some numbers to work with.

Horsepower = Force X Time / 5252 a constant for one Horsepower

Horsepower = Torque X RPM / 5252

Examples:

I'm right now sitting in a hotel room in Puerto Rico and several hours to the southwest is hurricane Lenny heading this way. I have just run the numbers and have made some assumptions about wind speed relating to torque but it looks like were talking about 50 Million **Horsepower....** Yikes, I need another Rum drink. The interesting thing about this scenario is that the Force of 100 mph hour winds are not that high in terms of foot-pounds of **Torque** but the Time expressed in **RPM** as it relates to the size of the hurricane is staggering. So we have learned from this example that there are two ways to increase horsepower, increasing torque or increasing the RPM.

A good example of a low torque/ High horsepower engine is the E30 M3 2.3-liter engine that makes around 200 Horsepower at 6800 rpm and 170 ft lbs. of torque at 4750 rpm. If you have ever drove one of these you know that they feel a little slow until you wind it up where it is making power and then its heaven. Another engine example is a 7.5-liter Ford truck I once owned. It also made 200 Horsepower but at 3700 rpm. But it also had to make 300-lb feet of torque because if you ever revved it past 4500 rpm you would have a very big clean up job on your hands. But with both engines at their peak power the acceleration would feel similar. In fact if you have ever seen a torque curve of an engine it will match exactly the acceleration curve of whatever car it is in.

One more example that might be interesting, the current Mercedes Formula 1 engine makes only around 300 ft-lbs. of peak torque but does it at 14,000 RPM. At its redline of 18,000 it is making only 234 ft-lbs. Okay do the math. Yes that's right 800 Horsepower from 3.0 liters. Formula 1 engines are the ultimate power plants, but power efficiency is a whole other subject and hopefully this article has helped you see how see how power is made and used



School Daze

The following list is of the Midwest area drivers schools, their locations and contact information. Please note: these schools fill up months in advance. So plan ahead!

(*) Indicates Iowa chapter group participation.

**March 18th "Spring Training"*

Along with our regular membership meeting, We will be holding our first Tech Session.

We thought it the perfect time for an introduction to driver's school. Our resident driver's instructor and all around great guy, Dave Johnson, from Cedar Rapids will be giving his now famous classroom portion of the BMW Driving School program.

Be there, or be left behind? ☺

April 15-16th

Ninth Annual Rites O' Spring Drivers School Putnam Park Indiana
(Great Track) Registrations open NOW! Hoosier Chapter event.
Jeff Kruse 317 535 0250 or m5jeff@netdirect.net

May 6-7th

Road America Experience Elkhart Lake WI
(Fast Track!) not for the novice. Two-day driving school

June 3rd-4th

GingerMan, South Haven MI.
(Fun Track)

Windy City Chapter events
Adams2002@aol.com or 847 724 2419 / 729 5268

June 16th

*Iowa Chapter sponsored trip to BMW's Spartanburg School
That's right, we have two dates this year! (Thanks, Dave) June 16th and September 29th
in conjunction with Oktoberfest (www.oktoberfest2000.org)
Contact Dave Brennan to get your name on the list

Note: We have a very special rate of \$125 for each of these schools and have booked a group flight from Des Moines for the June event. It is on Delta /Comair and is \$203 round trip. This is a first come first serve offer for chapter members and families only

We need your reservation and non refundable \$50 deposit by **MARCH 23rd !**

The deadline for reservations for the September School is **MAY 1st**

The Host hotel in June will be the Greenville/Spartanburg Marriott @ \$99 and reservations can be made directly by calling (864) 297 0300 ext.118 ask for Sherry Johnson

Don't miss this opportunity !

July 22-23

*Kansas City Chapter Driving School at Heartland Park Topeka
Many of us plan on attending this school !

Registration starts **APRIL 14th** and will fill immediately !
See your Roundel or their website for details (www.kcbmwclub.org)

DATES TO

REMEMBER

MARCH 18th

*meeting and
tech session*

"Spring Training"

Camp Sunnyside

MARCH 23-35th

Gateway Tech

St. Louis MO

APRIL 15th

First annual

"Clean it up"

Fun Concours

Camp Sunnyside

MAY 13TH

NEXT MEETING

Details to follow

JUNE 16TH

IOWA CHAPTER

Drivers school

Spartanburg SC

EuropeanMotorcars

DES MOINES

Lets Go to Gateway Tech

Many of you have told us that this is one of the events you are interested in and now its just weeks away.

Its still not too late to register for the premiere BMW technical sessions of the year.

There will be vendors and speakers on virtually every area of interest to BMW owners. The Social events are always fun and normally hold a few surprises too,

We are planning a group drive down on Thursday and would love to have you join us. The Saturday

night banquet and door prize drawing is a perennial favorite as well. They actually gave away a BMW last year along with many other nice BMW related goodies. So what are you waiting for, get registered and join us for " Spring in St. Louis. "

The event is located in the western suburbs of the City and offers various other activities that are non-BMW related,or so I have heard.

Check out there website www.stlBMWclub.com for more information or your current *Roundel*.



BMW 528 iT

Driving Impressions

I recently had a chance to spend a weekend with not only a friendly group of BMW enthusiasts but in the company of one of BMW's finest. I found the 528iT a very capable automobile in every respect. At first impression the car seems nice enough for a wagon, but hold the phone Henry this is no Country Squire.

The first thing I noticed and appreciated was the library like quietness, and due to the cold weather the wonderful heated seat and steering wheel was a nice touch. BMW's Dynamic Stability Control made me almost instantly confident in the light snow I was driving in at the time. The styling although just my opinion is good, although to be fair I have always preferred the previous 5 series. I found that my opinion could be flawed as I was stopped twice during my three days with the car for more particulars, both from non-BMW drivers. I wonder if this qualifies for a commission from European Motorcars, who I should mention graciously loaned us this beautiful car for annual meeting chores. To think that BMW could keep all of the spirit of their fine sedans in a very useful package like this tends to make me think that indeed sport wagons could possibly be the hot new product segment that will lead to the demise of the SUV. All the things about a BMW you have come to love are there. Braking second to none, great engine performance, considering you are pushing around nearly 2 tons with a 2.8-liter. (BMW claims 0-60 times less than 8 seconds) and vault like comfort and security. The fit and finish was near perfect and all the materials were what we have come to expect in a European luxury car.

A few things I would improve on of course. I thought the tires (Continental all season) were somewhat noisy for the amount of dry traction they provided, although they were superb in the snow. I would have liked to see a bit of the high-speed understeer dialed out, it was equipped with the premium package that included many very nice features but one that I could have lived without. The highly polished wood trim in the interior was Elvis Gaudy and belongs in a Chrysler certainly not a BMW. Most of these very minor problems could probably be avoided by substituting the sport package, which along with a manual transmission would have me considering this car very seriously if I was in the market for human and or cargo transportation. It also makes me yearn for the chance to test drive the new 3 series sport wagon. (Now there is a sentence I would have bet never left my lips).

The list price as equipped of \$46,000 seems high at first until you start shopping for luxury SUV's and then it appears like a near bargain. A good set of winter tires and a collection of music CD's for the great sound system and you will be smiling ear to ear as you drive around the \$50,000+ trucks bouncing along in the slow lane.

Pure BMW Heaven!

Classifieds

Cars

1984 633 CS1a cosmetically and structurally an A-. Large amounts of money recently spent on body, paint and suspension work. Engine could use a refreshing. Beautiful car. Great First BMW, Photo's at chapter web-site \$6500.

ALSO,

1984 Fiat Spyder Many new cosmetic and mechanical parts, Great summer toy, Cheap Z3 substitute \$5500.

Eric Burmeister
515 224 3617

1989 325i 2dr. 5spd. very good condition, Pirelli snows, reupholstered front seats
141k \$4800.

Jack @ 515 277 8562

1993 325is Black/Black 5sp Sport pkg. Loaded New tires, Extra OEM rims with Blizzacks, Mobil 1 since new 64k miles Excellent condition \$18750
(319) 247 5255

Parts

2002

13" steel wheels, with excellent Goodyear tires and hubcaps. \$120

ALSO,

3.0 CS

1974 Motoronic cyl.head 80k miles tested good. \$250.

Jack @ 515 277 8562

Non-commercial classified ads are free to chapter members, so clean out that garage !!!!

Important Reminder

It is important that you specify your preference to the Iowa Chapter. If you have received a questionnaire from BMW CCA please return it with the Iowa Chapter as your preference. If you have not yet received a questionnaire please contact BMW CCA to make sure you continue to receive our newsletter. This will be your last issue if you have not yet specified.

After all we have been through together, we would hate to lose you now !

Check out your new Iowa Chapter web-site

It includes a complete list of driving events in the midwest and many important links

www.bmwia.org



Easter Seals Iowa



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AMANA RALLY

One of the most enjoyable events of our first annual meeting was the Amana rally. Although the numbers were down due to sloppy weather and late notice, everyone who ran it had a good time. That was especially true of those who read the instructions and could follow directions. Fred Bell, our treasurer, did a great job of planning and fine tuning of the event and even managed to sack a few rally experts including our guest speaker Satch Carlson, who took it in stride and was genuinely impressed at our first effort. What was equally impressive is how Tony Wiles and his crew blew off all of the competition and took home 1st prize. That along with his luck with door prizes that evening has us wondering. Has anyone seen him lately? Last I heard he was seen ordering R compound tires at Tires Plus and snickering.

Results:

- 1st **Team "Wiles"**
- 2nd **Dana and Natalie Schrader**
- 3rd **Allison Bell, Steph Bell, and Chris Brennan**
- 4th **Janine and Jon Volz**
- 5th **Dave Brennan and Satch Carlson**



REMEMBER

Send the editor your e-mail address for important club information and inside updates

THE RISE AND FALL OF GREENWOOD ROADWAY

By Iowa chapter member **Jay Read**

During his talk at the annual meeting in January, Satch Carlson mentioned the old Greenwood race track near Indianola, Iowa. Because I have some knowledge of the track I was asked to write an article about its history.

In 1963 when I learned that a road course was to be built just 20 miles from my front door, I dreamed of driving my Austin Healey 3000 there. That dream was not to be, but a friend of mine became an SCCA racer so I got an insider's view of Greenwood and SCCA racing. This article was prepared from "Des Moines Register" news reports, Greenwood race programs, interviews and my memory banks.

Greenwood was a twisting, 3 mile, asphalt road course, built on 300 rolling acres, located along highway 65, south of Indianola. It was developed by a group of investors which included Walter Hotchkiss, an architect, who designed the layout. Hotchkiss, now 75, told me his design was a combination of the best corners of several other tracks and he loved it. He raced an Austin Healey, Sunbeam Alpine, Triumph TR4 and Porsche Speedster.

Paving was completed just two weeks ahead of the first SCCA races on June 8 and 9, 1963. The first race was delayed an hour because the telephone system didn't work. Spectator areas were not well developed and parts of the track were not accessible to spectators at all. Novice spectators complained that they couldn't see the entire track from one location. Saturday's crowd was 3000 and on Sunday 10,000 paid \$3.00 admission. Class winners in Sunday's four races included an AC Cobra, Corvette, Triumph TR3 and TR4, Lotus 7A, Fiat, Porsche, OSCA and Ferrari. The tight, narrow nature of the track became evident when Art Bunker's F-Modified 1600cc Porsche RS beat an A-Production AC Cobra in the 60 mile feature race with a 77.14 mph lap speed.

The second race weekend was September 22 and 23, 1963 for an SCCA Divisional race with over 120 cars entered. Spectator foot bridges were added, viewing areas were improved, a PA system was added and Sunday's attendance grew to 21,600. Dick Doane had his 536 HPC-Modified Corvette on the pole for Sunday's 25 lap Governor's Cup race with an 84.7 mph lap speed and 139 mph top speed but lost to Dr. Curt Gonstead's Lotus Ford 23B after Doane had mechanical problems.

In 1964 Greenwood was designated as one of 12 tracks for a national SCCA event. A regional race was held in May and attendance was down to 10,800 for the weekend. The 60 mile feature on Sunday was won by Dick Durant in his C-Modified, Pontiac-powered Jaguar, "Durant Special" at 76.38 Mph lap speed.

The highlight of Greenwood's brief history may have been in July 1964 when it was one of ten sites awarding points for the US Road Racing Championship (USRRC). This was the best of pro road racing in the US, drawing top drivers like points leader Jim Hall of the Chaparral Team, Ken Miles Of the Shelby Cobra Team and others competing for \$10,000 in Sunday's 165 mile final. Hall put his automatic-transmission Chevy Chaparral on the pole with a lap speed of 92.3 mph and a top speed of 167.5 mph. On Sunday Hall blew a piston ring and finished third running on seven cylinders. The winner was Ed Leslie in a Shelby Cobra. On Sunday 18,500 people paid \$3.50. It looked like Greenwood was on its way.

Next issue: Part Two

WANTED : M5

Anyone out there that owns a 2000 M5 and would like it to be famous ? Our new chapter member Russ Wiles is planning a winning assault on the now famous Car and Drivers "One lap of America" and needs an M5 to do the job. Your car will be treated to some performance improvements as well as gracing the pages of a national magazine. You could soon own not only a great car but a One lap winner.

Contact VP Tony Wiles for details

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Sponsor.....*

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