



## Freude am Fahren

"Deliriously happy with joy at driving"

To paraphrase an old saw, 'spring has sprung, and turns the thoughts of BMW owners to...driving events.' If you've checked our web site, [www.bmwia.org](http://www.bmwia.org), you will see that there is a wealth of driving events available in the Midwest. As we have previously mentioned, we are piggybacking our events with other groups until we have enough people with sufficient experience and depth of commitment from our members to support our own activities.

Take special note of our first Iowa Chapter only event, where upon in mid June, 20 Iowa Chapter members will fly to Spartanburg to drive 328i's owned by BMW on the track at the BMW Performance Center. Sorry, this event has no more openings, but we are planning an encore event at the Performance Center on September 29. This is the Friday before Oktoberfest, with a Petit LeMans and Club Race at Road Atlanta thrown in for good measure. There are still plenty of openings available for this event, but the deadline of July 1<sup>st</sup> is approaching after which we will open it up to BMW CCA members across the country. Therefore, if you are in the least bit interested, or are planning to attend Oktoberfest, (you did send in your application on April 17<sup>th</sup>, didn't you?) you should let me know as soon as possible. Don't forget the Kansas City Chapter's annual "Surface of the Sun" driving school at Heartland Park in Topeka, KS on July 22-23. They will be running a dual event there this year, including an autocross in the infield on the same weekend. The first day registration opened was April 14, so it's probably not too late to get your application in.

Some people may ask, "What's the point of all of the interest in these driving events besides returning home with a grin that you can't wipe off for a week?" "Yes, they are great fun, and yes, they seem at times like an exercise in middle age crisis therapy, or reversion to teenage self-indulgence, but when it all comes right down to it, what's the point?" Well, I'm here to tell you, literally, that participating in these exercises can help save your life. I do not say this in order to sensationalize the issue or to seek an emotional reaction, but only to make you think. . . I was driving my 318ti on a dark county road a few weeks back, when 3 deer suddenly appeared in front of me. , it occurred so rapidly at cruising speed that there was literally no time to think. I do not claim to be a great racing driver, but I do

believe that the experience I've gained driving at high speed on the track did help me to make the correct response to the situation 'instinctively', and without the luxury of processing the information before making a response. I do believe that, if I had not reacted as I did, I would have struck one of the deer broadside. Of course, it's legs would have been knocked out from under it and it would have gone either through my radiator and engine compartment, or been thrown up on my hood and through my windshield. . As it was, I swerved to the left around a deer to my left, and struck one in front of me with my right front fender on it's head. My car suffered only cosmetic damage that was easily repaired. It could have gone differently. So, when you are weighing the pros and cons of attending a driving school, let my experience show you another good reason to help you decide .

For all Iowa Chapter members, but especially for those of you from eastern Iowa, we plan to have our next membership meeting on Sunday, May 21<sup>st</sup> at around 10:00 a.m. at the Waterloo Greyhound Park before the SCCA Solo II (autocross) is held. Please note: the Des Moines Valley Region of the SCCA does not yet have any co-chairmen for this event. If anyone would be willing to co-chair this event, it would be the least we could do to help. It only involves setting out the cones and running the timers and PA system. . What a great opportunity for our new, budding Iowa Chapter autocross chairman? If you are interested, contact one of the Iowa Chapter officers or DMVR SCCA Solo Events Director Ron Foote at (515) 279-2706, or Solo Rules Director Bart Holden at (515) 961-0072. Remember, this event will not happen unless we have some volunteers!

# News Werks

## The Wire

*Gateway Report*

*Glory Days*

*Important dates*

*Clean Cars !!!*

*Tony ?*

### 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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Your President ,**Dave Brennan**

# Glory Days

by Doug Wittkowski

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There seems to be a “retro” phenomenon sweeping the country these days that is especially prevalent in the auto enthusiasts hobby and industry. All of us baby boomers are now getting old enough, free enough, and dare I say rich enough to really go at this with a vengeance. This is especially true in the “Muscle Car” arena. Muscle cars as collector’s pieces as well as weekend hobbies are big business, and big fun. I have seen more Hemi Mopars, Boss 429 Mustangs and 427 Camaro’s than I ever remember during the peak of their era.

I was recently talking to an old friend about an event held in my old stomping grounds of Detroit. Its called the “Woodward Dream Cruise” and it consists of a Huge collection of street racers, cruisers, and muscle cars and even more spectators gathering on the legendary 12 mile Detroit avenue called Woodward. In the few short years of this event it has grown from a one-day gathering to a four-day weekend. It has grown in attendance from a few thousand to over 1 million with more than twenty thousand cars cruising the avenue. That is impressive, and to be honest I would love to attend it myself one day.

In that vein I started to fantasize about what car I should put together for this event. I started my days on Woodward in my cousin’s 1965 GTO at the age of 10 and that began a career of cruising, street racing, and various other Woodward related activities that didn’t stop until I was married and semi-responsible 15 years later. I might add, I married a very nice young girl (our own chapter secretary Martha) whom I met on the avenue, so it wasn’t all about cars and street racing, far from it, but that is getting off into a whole other area of fun memories.

So what is the perfect car to cruise the avenue in? In my mind I went through the various Falcons, Fairlanes, and Mustangs I have ran that street with in the past as well as the Pontiac’s, Plymouth’s and Chevy’s of my friends, most of them were very respectable cars in their own time. Many of them also seriously fast. But then it came to me, a revelation in a way I suppose. You see I can no longer picture myself driving a muscle car from the 60’s or 70’s. Ah, you say I have gone soft? I’ve matured, I don’t appreciate the *glory days*. I’m not a purest? Quite the contrary; I lived those *glory days*. Sadly they are long gone and even more disappointing were the truly horrible automobiles we lived through the years following that era. But there is no need to mourn the past; cars with “Muscle” are back and in a big way.

Yes, I’m planning on returning to my beloved Woodward Avenue one day but it is going to be in a BMW, most likely of the “M” persuasion. A car that will keep me cool and warm in quiet comfort. A car that will eat up the 800-mile drive at 25 miles per gallon to Detroit like a walk in the park but will clean the streets with all but the most wicked of muscle machines. A car that you can actually drive rather than ride in. My friends, you see, *these* are the “*glory days*”.

We have the privilege to live in a time when we can own and drive the legends and dreams of the future. Maybe “The ultimate driving machines”? We are experiencing a period that we will fondly reminisce about and long for in the years ahead.

What are you waiting for? Get out, take a drive, hit the track, go for a cruise, make some memories! Just make sure you invite all of us along for the ride.

*Your Editor*



# Dates to Remember

- May 21** Membership Meeting and SCCA Autocross  
Waterloo Greyhound Park, 10:00 am  
Group drive to the event planned.
- June 10** Family Picnic/BBQ/Potluck 3:00pm  
Easter Seals Camp Sunnyside  
Meat/Beverage Provided – Bring Side Dish  
\$5 per person \$2 children under 12
- June 15 –17** BMW Performance Center Driving School  
Note: All registered attendees need to have their account paid up  
In full to Dave Brennan by May 1<sup>st</sup>.
- July 15** Membership Meeting and required safety Drivers School Tech Session  
**July 16** SCCA Autocross – DMACC Ankeny campus
- July 22-23** Kansas City Chapter Driver's School  
Heartland Park, Topeka, KS  
Many plans surrounding this event.
- August 12** Membership Meeting
- September 29** BMW Performance Center Driving School  
Contact Club President Dave Brennan  
Note: Registration deadline **July 1st**
- October 1-6** **BMW CCA** OktoberFest, Greenville/Spartanburg, SC
- October 15** Fall Color Tour – NE Iowa, A weekend event Contact Jason Smith or Tom Clark
- November/December** **Enjoy the Holidays!**
- January 20, 2001** **Iowa Chapter Annual Meeting ! Big fun planned !**

**EuropeanMotorcars**  
**DES MOINES**

# Gateway Tech

*Spring in St. Louis*, The weather was wonderful for the first spring gathering of Midwestern BMW Racers, Restorers and Techies.

The Iowa chapter was well represented with a full table at the Saturday banquet. Our chapter member Roger Sitterly from Des Moines even drove his 1973 2002 down for the festivities. He and Famed 2002 Guru Mike Self went over his future restoration project from top to bottom.

The event consisted of information on everything from “Frozen” brake rotors to “Hot” new ways to upgrade OBDII engine software. They even had the New BMW Z8 and M5 on display. Sadly the St. Louis Chapter also had some last minute scheduling problems and some of the session presenters were unable to attend so numbers were down. The social fun of this event was in full

swing though and the beautiful mid 70-degree weather and a parking lot full of Bimmers made for some

very interesting conversations. It was also a great chance to make new friends and catch up with old ones. We also were introduced to the new BMW “M” brand manager **Tom Salkowsky** and hearing his passion for BMW’s and Motorsports certainly impressed the crowd.

The Iowa Chapter members did well in the door prize department which picked up their spirits after watching our Iowa State Cyclone team fall apart while trying to make into the NCAA final four.

This event traditionally kicks off the season of BMW CCA events around the country and seemed to be enjoyed by all. Mark your 2001 Calendars for late March and join us next year for Gateway Tech.

*MechTronics Ad*

*Bavarian Ad*

*Don't forget to support your sponsors*

**Oooooops**, Last Month I incorrectly identified our newest Board Member at Large as Tom Cook. His real name is **TOM CLARK from Cedar Rapids**. Sorry Tom. ....Okay, no Pulitzer for me this year.

# Classifieds

## Cars

**1980 528i** Blue/tan, New Brakes, tires, exhaust, clutch, ECU, fuel injectors, windshield. Excellent Interior, Has hail damage and engine problem. \$1200 Jack 277-8562

**1984 733i** High miles,needs some TLC or would be a great parts car, recent Transmission overhaul and many new parts including tires. \$1900 obo Steve (319) 277 6854

**1984 633** CSIa 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

**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 !!!!



*Creating solutions, changing lives.*



**Check out your new Iowa Chapter web-site It includes a complete list of automotive events in the midwest and many important links WWW.**

**bmwia.org**

**Our web site is now sponsored by: International Travel Associates**

# ***Who's Who***

## **Tony Wiles, Vice President**

I guess I'd describe myself as an average BMW CCA member. I joined the BMW CCA in the late 80s or early 90s. I really don't remember the exact year because before becoming an official member, I tagged along with my BMW enthusiast brother and dad. Russ Wiles started the whole BMW craze around 1980. He came home with tales of small boxy, fast little cars with round taillights. I remember tagging along when he went to look at a used 1972 2002. He bought it and the BMW saga began. Within a few months, dad bought a 320i. We all developed an interest in Roundel magazine. Twenty years later, I still wait anxiously to see what's inside each issue. Russ was an avid auto cross driver and soon my father joined him. The bug had bitten. Dad wouldn't let me drive the 320i alone or better yet to the prom. So, as big brothers so often do, Russ came to the rescue and offered me his 2002. My date said "I think you like the car more than me." Well the car was more fun, but that's a different story. Russ started my auto cross training in the 2002 and my dad, Jim Wiles finally let me drive his new 318i. Russ drove to a few national Auto X championships. After a trip to O'Fest, Russ and dad took part in BMW drivers schools. Between Russ and dad, they auto crossed/schooled nearly every new 3 series. Dad would get a new 325es then Russ would get a new 325is. Finally, they both owned E30 M3's. I occasionally drove one of their cars at local events. Ownership would have to wait because I was a struggling college student. (I drove various automotive trash. The worst was an orange Ford Fiesta which needed the heater running all the time keep the engine from overheating. I always had to carry tools, brake fluid. Hey, it's a slow leak. A putter to whack the sticking solenoid, from time to time, but I survived)

In 1993 married, and a recent graduate of the University of Iowa, I investigated the possibility of getting my own BMW. My wife put up with my car obsession and learned to identify most any car. She can point out a BMW from a mile away, guess that why we've stayed together for nearly 12 years. Later that year, we purchased a '93 325is. I think it had 1200 miles before its first auto cross. A short time later I went to my first BMW driver school. Word of warning: driver schools are addicting.

Last year we moved up to a '99 M3. Another word of warning: if you're thinking about getting an M3, do not drive one at the track unless you're serious about buying. Two laps around Heartland park in Russ' lightweight and my mind was made up. I had to have an M3. Last year I saw the same thing happen to another instructor at Road America. He had a nice '92 325is. A couple of laps around the track in a fellow instructor's M3 and it was all over. He came off the track, called his wife and asked her to look for used M3's in the paper. One week later he became the proud owner of, you guess it...an M3.

If you go a BMW driver's school, remember. You will have fun. And, you will learn a lot about driving. But don't say I didn't warn you if you end up with a new addiction. So, in answer to the question Who is Tony Wiles? Suffice it to say he's a fellow BMW driver. To me, it is without question the ultimate driving machine. I look forward to helping new members experience the joys of driving.

Tony Wiles

99 M3

PS. My Wife wanted it to be known she was not my prom date.



*TireRack Ad*

### **REMEMBER**

Send the editor your e-mail address to receive important club information and inside

# ***THE RISE AND FALL OF GREENWOOD ROADWAY***

## **PART II**

By Iowa chapter member **Jay Read**

In the last issue I discussed the creation of Greenwood in 1963 and some of the races held there including national SCCA and USRRC events in 1964. When the plans for the track were announced in 1963, skeptics said the population of the Des Moines area was not large enough to support such a facility. By the end of the 1964 season though, the future looked good.

An SCCA regional race for sedans, sports cars and formula cars was held in May 1965. Only 2200 spectators attended Sunday's races, a big drop from the 1963 and 1964 numbers. It was noted that the asphalt was cracking at several locations. Four cars rolled on the wet track and one driver broke his back.

In June 1965 a crowd of 10,000 watched a \$12,000 USAC stock car race. The teams had difficulty adjusting their suspensions for Greenwood's twisting layout and some of the drivers considered the track to be downright dangerous. Nevertheless, the top cars did 85 mph lap speeds and 156 mph top speeds. Note this is equal to the C-modified sports cars. The heavy rains and heavy cars did a number on the race track. Large chunks of asphalt were torn out requiring repair of several corners. One car slid off the track and nearly submerged in a water-filled ditch!

In 1966, the fourth season of racing at Greenwood, the track corners were repaved and shoulders regraded. SCCA races were scheduled for July and September, motorcycles for August and go-carts for July and September - a promising schedule. The July 1966 national SCCA event was the last time Walt Hotchkiss (track designer) drove at Greenwood and was, he believes, the last SCCA event held there. He has a trophy for driving his Porsche Speedster at that race. The attendance on Sunday was 7100, the largest crowd since 1964. The fastest car that day was a Wolverine Chevrolet which won the modified car race at 87.8 mph.

A newspaper report said that a national motorcycle race was held in August 1966 with a Triumph, ridden by Gary Nixon, winning the 37 lap, expert class race at 81.29 mph. Attendance was 10,000. This was evidently the last race held at Greenwood. I could find no reports that the SCCA race, scheduled for September, was run.

What happened? Hotchkiss believes the track was under-financed. He says that some of the partners thought they were making money and were surprised when they went broke. There were rumors of graft but Hotchkiss doubts that was true. He said the original asphalt was supposed to have been four inches thick but was only two inches in some places. This probably increased the track repair costs later on. Attendance at the sports car events was declining. In the end, cash flow apparently declined as well. It was an entertaining four years though.



**Note:** Your Chapters Board as well interested parties are currently "Greenwood" to an active road course. We all sincerely hope that this is not the final chapter of this story.

as many other enthusiasts and meeting and negotiating to return

# Concourse De'Elegance

Yes, I know it was supposed to be a fun event. But by the looks of what I saw this was a very serious crowd. We had over twenty of the nicest BMW's I have ever seen show up for our first annual clean car event. Despite the cold and semi-wet weather, spirits were high and the cars were CLEAN!

Jay Read brought out what had to be one of the cleanest daily driven BMW's in the country. Fred Bells M Coupe's interior was absolutely virginal. I thought it would be fun to Judge for best of show in this event having done some concourse showing in my younger days. But, there were so many nice cars I had a hard time picking a winner. Jason and I basically had to nit pick our way through this field of beauty's to come up with faults.

As it turned out the winner was easy to judge. I had known this car to be clean having looked at it previously, but I had no idea how truly spotless a car that is over 10 years old could be. Our winner was **Gene Nelson** of Clive and his **635csi** and it was well deserved. Congratulations Gene.

Our Members choice winner was less of a surprise as **Chuck Clark** of Iowa City brought out his new **2000 M5** for all of us to drool over. Congratulations to Chuck on his great taste in Automobiles. We ALL want to see Chuck at the next track event to help us fully appreciate this beauty.

Thanks to event Chair Jason Smith for a great job as well as to Fred Bell's help with the plaques. We also need to thank **EMMONS COACH WORKS** for their prize donations. Damn, I need to get to work on my M3 for next year.

**Next  
Event:  
May 21st  
Meeting and  
DMVR Solo  
II autocross  
at Waterloo  
greyhound  
park**



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"Memories"