

Spring Has Sprung Issue

Events and Dates

March 29th 11:00

A tech event for the whole club

The Art of Driving

True North Companies, Cedar Rapids Iowa

Many members have mentioned that they want to learn more about skillful driving, whether it be on the street for safety, or on the track for fun, but, they are just not quite ready to try a driving event. So, we will be holding a very interesting tech session on all the basics of better driving. I know, you think you know it all, don't you? Well, you might be surprised at all the new things you could learn in an afternoon inside. If nothing else, you can get a **free lunch** and enjoy some good company. This is the perfect event for a young driver, novice high performance driver, or someone hopefully determined to join all of us out on the track this summer.

April 27th 1:00p.m.

Iowa Chapter Clean Car Concours

Dales Tires and More, Des Moines Iowa

Many new twists to this years event. Door prizes, awards and a new venue. **X5 owners**, this is **your** chance, in 2003 we have added a new class for the **dirtiest BMW X5**. This could be an easy win as we have yet to see an X5 at one of our Iowa Chapter events. We know you are out there. Clean um up and bring them out. \$10 entry includes \$5 charity donation and refreshments.

May 18th 9-1:00

Rally Iowa

Another new Iowa Chapter event. A true **TSD** Rally. No traps, tricks, or riddles just a simple precision driving event for everyone, no experience necessary. Novice and Pro classes will be very loosely determined. No one will get lost, no dirt roads, and we have a great surprise at the end. All you need is a car full of gas, a driver and a navigator.

Yes, a very good friend or spouse will work fine, well, usually. **See page 3.**

June 28-29th

Longest Day Driving School

After our initial success last year, how could we not do this again? Many new plans for even more fun this year. This is **YOUR** chance to take advantage of the best BMW CCA has to offer. **See page 7** and register now at

www.bmwia.org

NEWSMERKS

*The
Wire*

Annual Meeting

New Events

Style?

New President

New Officers

Same Great Fun...



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Technique

By Doug Wittkowski

Tis' the season is right, time to blow off the stink of winter, open those windows, clean everything up and come out of hibernation. Can you tell I'm a real winter person?

Spring is also the season of beauty and new growth and somewhat related is the BMW question this month "Does style still sell cars?"

No, this will not begin another tirade against Mr. Bangle and his recent designs at BMW. In fact, in my opinion they are very forward thinking and I for one, (of the few) like the 745i and Z4. But then again, what do I know. I loved the Z3 Coupe. No, this is about what constitutes great styling or timeless design, what triggers sales, and is it still, the look? By now we all know that the new Z4 is certainly not a huge hit in the marketplace. Is that due to style, price, marketing, or is it the economy? I am a big believer in marketing and think we as the sheep of America can be sold just about anything. So maybe BMW missed the boat on recent marketing plans? But, no, the more I analyze this car market the more I think it just might be the same old thing, it is style that indeed drives the market.

Many of us, as lifelong car nuts, can remember the days of new model releases, I'm not talking a few changes, I mean way back into the 60's when every model in the line-up was new in some way. Do you realize back then it was common for every visual part of a given model to change every year? For me the big one was the original Mustang launch in Spring of 1964. I was only 8 years old but I vividly remember the crowds outside our local dealers to view the first pony car in existence. It was truly wild, like the Iowa State Fair in every city in the country. I also remember that these things were as hard to come by as Babe Ruth autographs. You just could not buy one, not just for a few weeks but for much of 1964, 65, and 66. My mother wanted a Mustang convertible badly and finally we ended up with a used company car from Ford. We had a choice between a red GT hardtop or a 6 cylinder convertible. That was it, take it, or keep waiting. I remember how much I wanted Mom to choose that GT, but looking back now it might have saved my life or at least my early driving record, that she decided upon the convertible. That same car stayed with us until 1979. My dad and I restored that car in 1976 and Mom still has a thing for Mustangs because of it. I sure wish she would buy another one...This time a GT, okay Mom?

The point here is this, "when was the last time that happened in the market place" Where is all the fire, have we too many choices now? Or, as I fear, are we bored with the styles. The domestic manufacturers have completely lost sight of the market and have become the Wal-Mart of car retailers. Yes, they make and sell many cars but there sure isn't much excitement. I was talking to a manager of a GM dealer last summer and he told me he wished General Motors would quit building cars, he just can't sell any. Hello, this is Chevrolet! General Motors? the undisputed king of the industry at one time. The domestics are doing well selling trucks and their SUV derivatives, but how long will that last? The Japanese and the Germans are selling some very nice versions of their own now, and guess what, they are soon getting into the truck market, Toyota and Nissan already have.

So, how does this relate to BMW. Well, BMW recently had their best year ever, selling over **1 million** cars in 2002. Now they are playing with the big boys. They are no longer the boutique Bavarian builder of fine German automobiles, now they must survive. So, you might think the recent BMW models are way out there in the style department, but this is just the sort of thinking that has the potential to bring a car that changes the world to market. I know that will not come from the domestics, lets face it, they are done making waves in the "Car" market. This car, whatever it is, will need to be relatively inexpensive, or at least cheap to own. It will need to fit most everyone's needs as transportation, and at the same time be able to be optioned or packaged to the sport minded. (read FAST) It will have to be easy on the environment, because no matter how long we try to put it off, pay day is coming in that department and it will need to be marketed like no other car BMW has ever sold? Some of BMW's big successes have almost come by accident. The 2002, the M cars that many club members begged them to import, The Z3 that Mazda forced them to build. So the question is "Hey BMW, are you up to it?"



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.

Send to: Doug Wittkowski
wittawerks@se-iowa.net

 YOKOHAMA MOTORSPORTS

TSD Rallying

In a Time-Speed-Distance Rally, the Route Instructions, in addition to information to keep a team on course, also give assigned speeds. These speeds are always legal, and often are below the posted speed limit. A TSD rally is a competition of precision driving - it is *not* a race! The goal of a rally team is twofold: to stay on the prescribed course and to drive at exactly the given speed. The perfect team would be *on course, on time* at any given point along the route. To score teams against this goal, *checkpoints* are sprinkled throughout the course at unspecified locations. Each team is timed by a crew at the checkpoint (also called the *control*) and their time is compared against a *perfect time* (computed from the assigned speeds and exact distances measured before the event). Each team receives a score based on its time for that portion, or leg, of the course. For each fraction of a minute early or late, the team is given points. The team with the lowest total score for all the legs wins. However, each leg is independent: time late or early on one leg cannot be "made up" on subsequent legs. After being timed by a checkpoint crew and receiving a score, the team is assigned an out time to begin driving the next leg.

Why Rally?

TSD rallies have become popular in North America because of the many people who enjoy driving. Most TSD rallies have a **Novice Class** designed for first-time competitors. The other classes, which allow varying amounts of rally equipment, provide keen competition for experienced rallyists. Many top competitors today began in Novice Class with no more than a speedometer of questionable accuracy, a wrist-watch, and a hazy understanding of rally basics.

For the driver, there is the opportunity to use a skill which most people spend years developing, but which few ever get to hone or test. But, unlike other motor sports, the skill does not involve outright car performance. More muscle does not necessarily help, so there are no artificial factors of performance to plague the rules of rallying. In fact, the rules which define the rally classes tend to be quite simple and provide a level playing field for competition.

Another thing which sets TSD rallying apart from other sports is its unique team aspect. In no other sport do a pair of people need to work so closely together, yet do fundamentally different things. Of course, when a team first starts rallying, both driver and navigator are simply concentrating on staying on course. Beginning teams do the timing by feel or some very simple calculations. But as a team gains experience, the driver and navigator begin to take on specific tasks.

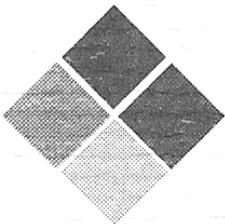
As the team's coordination continues to improve, so do its results. After a while, the team graduates to more difficult events where the course challenges them to their limits, not because of outright speed, but because of the frequency and difficulty of instructions, traps, or density of speed changes and timing problems. It is these events that can give a team a deep sense of satisfaction.

For all competitors, a rally provides a day, weekend, or week get-away, driving a course that often makes use of the most scenic roads of the area, and is usually followed by a **social event** to round out the weekend. Some say that a road rally is merely an excuse for a party!

Reprinted from chapter 1 of the Road Rallying Handbook and the Rally Central Website at <http://www.goss.com/rally.html>



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Presidential Comments

Everyone should know a little about the candidate they are voting on in an election. This year's Presidential election for the Iowa Chapter was a little different. I was the only one running, so unless there was a mass write-in, I was pretty much assured of the position. Since I'm now in the office, I thought I would take some time to share my history and plans for the club.

I grew up with in a family of 7 (3 brothers, 3 sisters) in Kansas on a farm about 25 miles south of Junction City, KS. It was about 1000 acres. We had both dairy and beef cattle. I graduated from a private Methodist university in Salina, KS called Kansas Wesleyan. I graduated with a BS in Computer Science and worked for a company there called Eagle Software. In the summer of 1988, I was asked to help out a company here in Iowa called ITA (International Travel Associates) Once my contract was up, they offered me a position and I stayed. That's how I ended up in Iowa. It's also where I met my lovely wife, Natalie. That, though, is another very interesting story... (grin)

As far as the car interests, I would say my brothers are responsible for that one. They are 8 and 12 years older and were always tweaking their '57-'59 Fords for that last bit of performance. They always had muscle cars like a '64 Galaxie 500 w/427, Boss Mustangs, Torinos, etc. My 1st car was a '73 Charger (YEAH!) with a Slant Six (WHAT!?!?! Someone was playing a joke here). It turned out to be my undoing. Because the car had NO POWER, I worked on making it handle and stop better. I was NOT going to win any drag races. Since that time, I've had mostly "sporty" American V8 cars. The only "slip" being a '78 Cordoba. Hey, it still had a V8 - A 4-barrel 400 V-8!!!! It need that just to pull it around. I now own, and drive with gusto, a 2001 M3.

In 1996, I went to work at Principal for about 1 1/2 years. While there, I met a new friend, Tony Wiles. Someone mentioned that he was into cars (BMW specifically) and so one day I asked "So, you like M3s, huh?". From the look on his face, I knew he was a "car guy". Since I was interested in driving schools, I signed up for the BMW CCA (owning a '97 Mustang-Cobra and '95 Jetta GLX at the time) and headed down to Topeka for my first driving experience with the club. I was hooked, not only to the events but to the people! Everyone was so friendly and helpful, even though I was driving a *FORD !!!*

Since I was active in the club at the same time Dave Brennan along with Doug and Martha Wittkowski were attempted to resurrect the Iowa Chapter, I was volunteered to assist in any way I could. Much has happened in those 3 years. The chapter is doing wonderfully, we are financially sound and the members seem to be participating in events in record numbers. I will work to continue that success.

Since my first event where *that FORD* was the car I was driving, I've realized that the "cars" were just a reason to get together and have these events. The *people* are what make it what it is. I want to continue in that tradition and would like to ask something of all of you - tell me what you see, or don't see, in the chapter. I welcome your suggestions, criticisms and/or comments. I am interested in everyone's point of view and wish to use that to help continue and improve our chapter.

Thanks...

Dana Schrader

President, BMW CCA Iowa Chapter

Simpson Motorsports

Business Card Ad

Use B&W version of supplied business card



Next Month, read about Team Fugowi's excellent adventure to Sebring

Bavarian ad

Note:

New Artwork included in previous packet

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Hint...Hint...Hint... Christmas may have passed, but this makes a great gift that gives adrenaline rushes all year long. We call it **Controlled Insanity** (prescription required)

Membership does have its rewards...

- **\$40** gate fee during the week, Tuesdays for Cars, Wednesdays for Bikes/Karts
- **\$50** Friday Test-n-Tune vs. the non-member fee of **\$125 full day / \$75 half day**
- You will also have access to the **MAM Club Only weekends** at a discounted price.
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Presidents, a pair



Who's next ?



Member of the year! Oh my, now I'm goanna pay



Let them eat



So many choices, so little time



Annual meeting 2003

Reports from members say this was our best social event yet!

On Saturday, February 1st, nearly 100 Iowa Chapter members and friends enjoyed a evening of fun together. Along with an even bigger selection of door prizes that last year (is that possible, yes it was) some of the other highlights included our guest speaker Bjorn Gunnerud from Fallon International. Bjorn's talk and video highlights of BMW advertising programs and some of his other favorite campaigns had the crowd cheering and laughing. Other important business was our special awards to members that included the "Cutting it a Little Fine " award which was presented to **Geoff Tolsdorf** from St. Louis Missouri. His miss-hap with a deer and his M3 on the way to instruct students at our first driving school last June didn't slow him down a bit, heck he even returned in September, now that is club spirit. Our member of the year award went to **Mike Benge** who is always available to help with events and will also be joining your board of directors this year. We welcome Mike and congratulate him. Our Vendor of the year award went to **Yokohama Tire Corporation**. Yokohama has always been there for us and since this was the first year for this award the board felt we should present it to a company that has shown support since day one, way back in 1999. The evening also included a champagne toast to ourselves with Iowa Chapter engraved flutes filled with sparkling wine provided by member and wine broker Brennan McGrath. The success of the Iowa Chapter of the BMW CCA has been phenomenal and we now look forward to taking this club and our activities to even greater heights. If you couldn't make this years bash we did indeed miss you. Take a look at the calendar for 2003, plan to attend one of our events, introduce yourself and buckle up..*This is just the beginning*



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June 28-29th 2003

That's right, were doing it again ! The 2003 edition of the "Longest Day Driving School" has been scheduled, actually a week later this year than last, but we liked the name so darn much we kept it.

Even more fun has been planned for this years event including a free BBQ party. We are busy gathering BMW CCA volunteers, instructors and students for what most members believe absolutely to be the "Ultimate Driving Experience". You will learn car control and high performance driving in a very safe environment from some of the best drivers in the country. NO experience is necessary, actually, the less the better as we want to get you started on the right foot. Undecided? Ask some of the novices from last year. I have, and they LOVED it and will be back for more. We had our hands full with our first schools last year but this year we will be dedicating ourselves to **filling** this event ASAP.

Please **DO NOT DELAY** find the official Registration Form at www.bmwia.org If you are a new driver, would like to improve your skills for safety, or have always dreamed of driving better and faster, this could be **your** new summer activity. *To the Ladies out there.* We need more participation from you! It's a known fact in the BMW CCA that women take to this activity quickly and are some of the best drivers in our club, just don't rub it in too much, okay?

Our goal is **your** fun ! Give us a chance to make **your** summer one to remember, **forever!**

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Drivers we need a few good men and women see page 7.

PARTS AND ACCESSORIES

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Help?

The National Club Archive is looking for Oktoberfest or chapter trophies, shirts, pins, posters, etc. from the past, for the new BMW CCA Archive/Museum. Do you have something of interest for donation? Contact Michael at the national office at: 864 250 0022/ mmitchell@roundel.org.

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