



NewsWerks

The official newsletter of the Iowa Chapter BMW CCA

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The Ultimate Drive™

for the Susan G. Komen Breast Cancer Foundation

at EuropeanMotorcars Des Moines



The "Fleet"



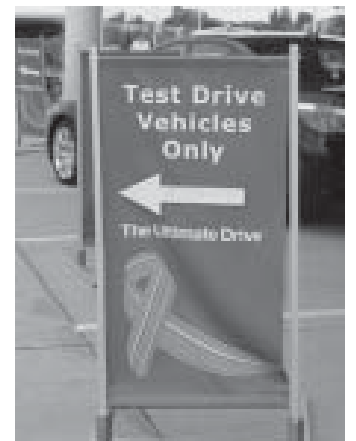
Bobby Cuillo, Dealer Principal EuropeanMotorCars, David Mogensen, Regional Market Manager, BMW NA and David Dean, General Sales Manager proudly display their Komen Award



The local Komen Volunteers



The Komen Crew from BMW NA



UPCOMING CHAPTER EVENTS

Updated information will be posted on the website as it becomes available. Be sure to check for current information at www.bmwia.org

We will be continuing the monthly social events and will also be "karting" at Sprockets Karting Center, monthly. Dates and times will be posted on the website as soon as they are confirmed.

November 13th Bowling-Merle Hay Lanes

Yes, you read it correctly, we are going bowling. With the cold and possibly snowy weather upon us we thought bowling would be a great social event and provide a few laughs. Don't bowl? Who does? No problem, just come and enjoy the fun and friendly competition!

The event will begin at 1 p.m. at Merle Hay Lanes at Merle Hay Mall. Cost will be \$3.25 per game per person. Shoe rental is \$1.25 Please RSVP, by November 6, to Tony Wiles at wiles330i@mchsi.com

December 18th Holiday Party

Airport Holiday Inn
Fluer Drive and Army Post Road
6:00 p.m. to ????

A casual and relaxing "open house" type event and one of our Annual Charity events. Once again, we will be collecting donations or items from the Animal Lifeline of Iowa Wish List on page 3. There is NO COST to attend and there will be plenty of hor d'oeuvres, conversation, music and a cash bar. Please RSVP, by December 11th, to Martha Wittkowski at wittawerks@lisco.com
The Holiday Inn has blocked a limited number of rooms at a special rate of \$72, which includes two full, made to order breakfasts. Call the Holiday Inn, before November 26 at 1-800-28-4013 and mention the BMW Club

January 29, 2005 2nd Annual Chili Cook-Off

Clark Alumni House - Coe College
Cedar Rapids
11 a.m. to 2 p.m.

It was so much fun and tasted so great last year we are doing it again. All club members and their families are invited to attend. Don't have a favorite chili recipe? No problem, just come and enjoy chili made by your fellow club members and vote for People's Choice.

If you would like to have your chili included in the "competition" just bring a big pot of it with you! The club will furnish the beverages and crackers!

Please RSVP, by January 22, to Mike Bengé at mbenge@mchsi.com
Please include if you will be bringing a pot of your "killer" chili with you.
Directions to Coe College can be found at www.coe.edu

February 26, 2005 Annual Meeting and Banquet

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The Editor of the NewsWerks seeks material suitable for publication.

Send submissions to:
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wittawerks@lisco.com

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The Board of Directors will soon be selecting the
MEMBER OF THE YEAR
award winner.

Awarded at the Annual Banquet, the winner is a chapter member, currently not serving on the Board of Directors. Criteria includes chapter involvement level, participation in events, and overall contributions to the chapter and it's member.

If you have a member that you would like to be considered, please contact any Board Member, by December 31st, with the members name and why you feel they should be considered.



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CALL FOR NOMINATIONS FOR THE BOARD OF DIRECTORS

As outlined in the Chapter By-Laws, we encourage members to nominate individuals to serve on the Board of Directors. There are 4 officers positions, President, Vice President, Secretary and Treasurer and a minimum of 3 At-Large positions.

If you are interested in serving on the Board of of Directors or would like to nominate a fellow club member, please submit, in writing or electronically, your nomination to the Chapter Secretary, David Trachtenberg at david.trachtenberg@mchsi.com or 3514 SE20th St., Des Moines, IA 50320



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DIVERSITY.....YOUR CHAPTER

Diversity, a word that is currently being used way too much in this year of elections and political ramblings but diversity sure describes your 900 plus member BMW CCA chapter in Iowa. Having met a good portion of our active members, I am amazed at how little we all have in common, and that is an interesting phenomena and in my view a great thing.

What other group of people do you associate with that do so many different things for a living? I have met machinists and managers, dentists and doctors, teachers and tire builders, attorneys and accountants all in a relatively small group. Their life-styles also differ quite a bit. Some have young families and are building careers, some have "been there and done that" and are now starting to slow down a bit. Some live in single-family apartments or townhouses, some have made their homes in rural areas, posh subdivisions or live in the country. Their ages are just as far reaching from, 16 to nearly 80. I, for one, have met people that I now deal with on a regular basis in business and for services. And have made many friends!

You might think that we all have BMW's in common but even that bond differs quite bit between members. Many of our members just love their cars but really don't have time to be active with the club events. I receive e-mails from these members often. They are so happy to be club members, think our chapter has done such a great job and wish they could be more active but they just cannot find the time to make it to our events. Other members are willing to give everything a try; they show up rain, sleet or snow to participate in everything from driving events to social events. There are other members that are strictly here to drive and drive fast, we see them at not only our driving schools but driving schools all over the Midwest. We call them Track Junkies and I can attest to how easy it is to become hooked on this sport. We also have a large number of members that love their cars but have no interest in driving anywhere but during their normal daily routine. They keep their cars very clean and show a pride in ownership second to none. You might find these members discussing the latest wax or car care technique. I call these members the Waxoholics. We love them and understand their afflictions. Then there are the newbie's, young or old, usually new to BMW ownership or possibly new to driving anything. These members will be the future of our club, so we want to make sure we keep them active and excited. In fact, we want to keep everyone of our members happy, excited, active, and involved. Then there are the wallflower members. They are the vast majority of members, not only Iowa, but also the whole BMW CCA. We know you are out there, reading your Roundel, wondering what it might be like to try an event, wondering just how strange we all might be to devote so much time and effort in running this club and the events.

By: Doug Wittkowski, Iowa Chapter Board Member

There is only one way to find out and it is really very simple and painless. Come to one of our events, not only attend but make sure we meet you and get to know a little bit about you. Some of us may look so busy organizing and trying to make everything go as planned but we are just all "Like That" type "A" personalities trying to make everything run like clockwork. I can assure you, we would much rather meet you than say, count raffle tickets. I can also assure you that we all enjoy this club very much and if you give us a few minutes of your time, I think you will find that we are not all that much different from anyone else. You might make a few new friends and that is the whole idea. There is one more thing we would like to see from every Iowa Chapter BMW CCA member, that is feedback. Yes, even if you have not yet attended an event. Give us your opinions, ideas, complaints, comments. This is YOUR chapter and we very much welcome YOUR thoughts and YOUR direction.



Guten tag Y'all
Buff Bimmerhead here to tell you about OKTOBERFEST 2005. We're doing it in September, just like the folks back in Munich. But this one's in North Carolina, where the sky is blue, the weather mild, and driving is our passion. Look for me in the coming months, as I'll guide you through a series of previews of the terrific events in store for you at OKTOBERFEST 2005, CAROLINA Style! It's an adventure you won't want to miss!

 **oktoberfest** '05
TARHEEL Chapter BMW CCA
Greensboro, North Carolina
Virginia International Raceway

THE NURBURGRING

By Tom Clark, Iowa Chapter Member

Jackie Stewart called it The Green Hell. No other place on earth comes close to the Nürburgring and the famous Nordschleife. The world's longest race track, it was built in the late 1920's and early 1930's as a test track for the German automobile industry. Ever since the world's best cars have been proven in this world-class laboratory and the best drivers in the world have shown their skills in this crucible. And every year, a dedicated group of BMW fanatics get to test themselves at The Green Hell during the Internationaler Fahrerlehrgang Nürburgring. This year I was there for the test (a second time.)

The Nürburgring experience starts each year in Munich. BMW CCA host Dan Tackett always puts together an interesting and fun schedule of activities to get everyone acclimated to the European time and German driving and eating. Each year, he manages to find something new to keep even veteran "Ringers" coming back. Unfortunately, this year I wasn't able to attend this portion of the trip, but I did get a rundown from those who were in attendance including some of the following description from Mr. Tackett himself. And I know from my previous trip, I was sorry I had to miss it.

On Thursday evening, August 5th, the students that participated in the Munich activities all met in the Champions Bar at the Marriott Munich Hotel for the first gathering and distribution of nametags. After a few good German beers, everyone went to a welcome dinner at the California Grille restaurant inside the hotel. It may not sound Bavarian, but it had a varied menu and it was convenient to their rooms so everyone could retire early to recover from jet lag.

Friday morning everyone met in lobby, walked to subway, and took the train to Mobile Traditions for a 2-hour private tour of BMW's living museum. The public is not allowed in because this facility is not intended for display; it is a workshop and tightly packed storage for BMW's living history. But for true enthusiasts, it is Nirvana. On four floors, they could examine a pristine example of nearly every road car, racecar, and motorcycle that BMW has ever built. Including everything from a 100-year old Wartburg, descendent of BMW, to a custom-interior E46 M3 that was just added. In-between are Dixis, 328s, a 502 police car, several 507s, Isettas, 700s, every 2002 body style, CSLs, E30 M3 Evos, and all of the modern cars.

Racing cars from the 328 Mille Miglia winner to the McLaren F1 Le Mans winner to a Williams FW 25 are all there. The entire collection of BMW Art Cars is there. Everything is kept in running order, with current license plates, and some are even available to rent for special occasions! One member of the tour even saw an un-disguised Exx M6 being driven through the factory gates! Mobile Traditions itself is worth the trip to Germany but like I said, it's not open to the public. The only way to gain entry is with a special tour group like the International BMW Drivers School!

After lunch in a Biergarten, the group headed for the Olympic Park across from BMW's famous 4-cylinder headquarters building. The public BMW Museum is closed for renovation, so a temporary display has been created in a tent and an inflatable globe in the Park. It was quite impressive and fully up to BMW's image, providing a sampling of BMW's history in sheet metal. Included were BMW-powered Formula One cars side-by-side, the World-Champion Brabham from 1983 and a BMW-Williams F1 example, looking remarkably similar in color scheme but vastly different in detail. A display giving a glimpse of BMW Welt, the spaceship-like delivery and cultural center scheduled to open in 2006, was also inside. The Munich group later went to the old city for a traditional Bavarian dinner.

Saturday was the first day for driving partners to become familiar with their rental BMWs before they exercised them on the track. At 8:30 that morning, all the participants met in the hotel lobby for a day trip briefing. Self-guided route instructions were provided for drives on entertaining Bavarian roads, including visits to famous castles, a German car museum, or preserved Renaissance-era cities.

Sunday everyone was on their own to travel from Munich to the village of Nürburg which is located in far western Germany very near the Belgium border, about 50 Kilometers south of the city of Bonn. It's about a 5-7 hour drive from Munich to Nürburg and the Nürburgring so many of the school participants joined up in convoys to make the trip. Last year I did make this drive as part of a group with former Iowa chapter member Siraj Podikunju and his wife Vinitia Mathews, Windy City member James Natoli and my daughter Lindsay as well as my wife Marita and me. Most of the trip was on the German Autobahn, which is their Interstate highway system, only with a higher degree of order and courtesy than anything you'll find in this country. Absolutely no one hogs the fast lane in Germany unless they are, well fast! *Very fast.* **continued on page 9**

Editor's Note: Tom has been an active member since the chapter was formed. He served on the Board of Directors for several years, has served as Chairman for several events and was the 2003 Member of the Year Award winner. Thank you, Tom, for sharing this story.

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SCENCES FROM THE FALL COLOR TOUR 2004

Article on page 8, more photos page 10



The Start



The Pit Stop



Photos courtesy of Lynne Bell and Roger Menneke





FALL COLOR TOUR 2004



Do you always say, "Next Year"? Because if you missed the Chapter's Fall Color Tour this year, you missed a wonderful time! Once again, our BMW chapter provided an absolutely delightful weekend. It really does not get better than this. Quality time with your beautiful BMW, quality time to enjoy the beautiful fall colors, quality time to test your skills on the TSD rally, and quality time with your beautiful traveling companion. Okay, the last one may not apply to you, but next year you write this article and say whatever you want! In addition to the actual rally to Storm Lake, with its beautiful lake and fascinating wind turbines, we had a terrific drive down to Manning, Iowa. I admit we did pass many miles of corn, no beans as they were already harvested, but the air was crisp, the sun was almost bright and the roads were great.

It all started as we pulled into the parking lot at Walgreen's Saturday morning. Immediately we saw Fred and Lynne's distinctive Boston green M coupe. Fred, as you all know, was the Rally Master/Event Chairperson and did an excellent job. Thanks, Fred, and thanks to Lynne too, as I suspect she also contributed significant time. I also saw 2 Acuras as well, but that's okay, as Dana Schrader and Mike Benge came to operate checkpoints, which I'm told does not require a BMW. Special thanks to them for taking time from their busy Saturday to operate the checkpoints. Dave Brighton also needs a great big thank-you for participating in the planning of this very successful event, especially the wonderful drive home through parts of the Loess Hills in western Iowa. It was beautiful!

A total of 9 cars participated in rally. Don and Stacy Van Lengen in a bright yellow E36 M3, Jim and Linda Paine in the beautiful silver 530, Jack and Janel Kramer in the newly arrived red M6, Carol and Dave Hanf in the sleek silver Z4, Scott and Katie Hamilton in a race'em red E30 M3, Denny and Sandy Bryant in the not-Estori blue Z3, Roger and Dianne Menneke in the Estori blue M roadster, Kolin Brighton and Eddie Parks in the shiny black E30 325is. And although it was a bit chilly, Rick Talbot of Des Moines Valley Region SCCA in his white Miata, who had the top down, his earmuffs on, and no navigator! Gee, and we thought drivers WITH navigators covered their ears...

Denny and I chose to reduce our stress and operated a checkpoint, a new and very pleasant experience for both of us. Fred provided outstanding directions for us. He must have taken lessons from "Rally Checkpoints for Dummies", as the directions were very clear. We had a leisurely drive to Ogden. We found our location and carefully placed the checkpoint sign directly across from the manhole cover according to Fred's explicit directions and waited. Fred had even provided a list detailing by the minute of when to anticipate each car. As we sat parked in Ogden, both the local police and animal control officer also parked just across the street. There must not be much else to watch in Ogden on Saturday afternoon. But soon came the excitement, within 2 minutes of perfect time, the first car came to a stop, then another, another and another. 2 minutes apart, is really not much time in between. Fred also stopped by to be sure we were doing okay. But he could hardly stop laughing after overhearing Kolin's comment at the last checkpoint, "Oh, crap I've got an oil light on. Put a quart in - - QUICK!" and then proceeded to add the quart and leave the checkpoint less than 30 seconds late. Very soon, the remaining cars came through our checkpoint, unfortunately 2 cars did not see us, and did not stop. But lunch was in the Café in Ogden and we all gathered for lunch, and everyone was back on track. The rally's final checkpoint was in Dolliver State Park, yet another beautiful park in Iowa that I did not know existed. More time to enjoy the terrific cars and the outstanding fall colors. And then we drove on into Storm Lake, our final destination.

For dinner we had great food and fellowship at Baker's, not the Square one. Fred compiled the rally results, and announced how each team had placed. The unique river-look trophies went to: First Place, Kolin and Eddie; Second Place, Scott and Katie; Third Place, Don and Stacy; Fourth Place, Carol and Dave; and Fifth Place, Jack and Janel. A few door prizes were also given out, or should I say disposed of? And again everyone had a great time.

On Sunday, we drove off together following Dave on a magnificent tour of the Loess Hills. A stop at the Hausbarn in Manning provided yet another excellent meal. The dessert table alone was reason enough to stop. And as the sun gets higher in the sky, the convertible tops come down, and we have yet another wonderful day with our beautiful BMWs enjoying the beautiful fall colors of Iowa. Hope to see you all next year.

Cindy Dolmage

Photos of the Fall Color Tour can be found on Pages 7 and 10

THE NURBURGRING

continued from page 6

Yes Virginia, there are areas of the Autobahn where there is no speed limit but since the fall of the Iron Curtain, most sections are now very crowded and have a speed limit of 130 kph, or about 80 mph. When you do find an unlimited section, your only limit is how much you can stand and the amount of traffic on the road. I have a picture of my speedometer reading 230 Kph, about 140 mph, on a public road! What a great way to travel!

After several hours of driving, we stopped for lunch along the Mosel River before continuing our drive to the Nürburgring. It was extremely relaxing to sit and watch the river barges moving down the river and enjoy the "slower" European style of life. It was a perfect interruption to our drive but the track beckoned. When we got to the track, both last year and this, we caught the tail end of a vintage racing weekend, seeing everything from pre-war racing machines to recent Formula One cars. The parking lots were interesting to peruse too-lots of nice hardware across the pond!

Many of the group took advantage of the time and got onto the Nordschleife for a few laps during public lapping. The Nordschleife is the original legendary portion of the track. It's 13 miles around and depending on how you count them, there are more than 170 turns on each lap. By German law, it's a one-way toll road with no speed limit so during open laps you will see all kinds of vehicles from mini-vans with the family strapped into car seats to Porsche Twin Turbos to super bikes to plumber's vans. It's actually quite hairy during open laps and first timers are advised to take a few laps with more experienced drivers behind the wheel!

Monday morning we all met at 7:15 am in the parking lot for the track entrance where we were directed to the front straight and lined up in our groups. The Nürburgring School is run differently than any of the schools we have in this country. Because of its length, it would be very difficult for anyone to learn the track by making full laps so the track is divided into sections and each group drives a section of the track at a time. There are also no in car instructors, rather each group is assigned an instructor and a coach. To show the proper line, the instructor drives the line and the students follow. The coach takes a position about halfway through the group. The group drives through each section of the track lead/follow fashion and stops at the far end of the section, turns around and goes back to the start of the section. Lather, rinse, repeat. Several times during the day, the instructors stop the group in the middle of the section and get everyone out to walk through it and get a closer look at some of the finer points. At the end of the hour we spent on each section, after we were pretty familiar with it, we'd move on to the next section and start the process over.

One exercise that we definitely don't have at any of our driver's schools is one I call "Leaning on the Guardrail." The idea is simple, you're driving down a mountain road and push on the brakes – nothing happens! What are you going to do? Simple, drive next to the guardrail and safely bring the car to a stop by turning into the steel Armco. Sure it does a major number on the bodywork, but it's better than a plunge over the side of the mountain, right?

BMW provides the school with a few "crusher" cars, cars that for one reason or another can't be sold and are to be destroyed, for this exercise. The object is to drive very closely to the guardrail and accelerate to about 35 mph then turn the car slowly into the guard rail. As contact is made, you turn the wheel sharply into the guardrail to slow down. It's amazing how quickly the car will stop following this procedure. An enormous amount of heat is also created – enough to weld the car to the guardrail if we didn't turn away from the rail just before the car stopped. This year the car in use was a new 545i touring. At the end of the first day it was undriveable and the rest of the groups had to miss this popular exercise.

During the lunch hour, each of the first two days, we had the opportunity to tie all of the sections together by taking full laps around the Nürburgring Nordschleife. Trying to learn the track in sections is fine but it does present some problems when it comes time to drive the full track. Earlier we started each section from a dead stop but now we are entering each section at speed. To help ease our transition, during the first day, the instructors take us on the lead/follow path for a couple of laps. We quickly learn that we *can* put everything together, at about 10 minutes per lap! We even had the opportunity to drive the track in a thunderstorm on day 2. Most of my group was from California and they were a bit hesitant about trying to drive in the rain but it was nothing compared to the snow and ice we're all used to.

After a full 12 hours on the track, each day, a good meal and a few better German beers were just what the doctor ordered. The first night we had an impromptu dinner at the local BMW motorcycle dealer. It seems that having a Biergarten in a motor vehicle dealership isn't as strange an idea in Germany as it would be here! Any way, the food was good, the beer was better and the main guest for the evening was Robert Fassl. Robert is a BMW test driver and has

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SCENCES FROM THE FALL COLOR TOUR 2004

Article on page 8, more photos page 7



The Cars, the Beautiful Cars



The Chairman, Fred Bell



The Group



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K & N Super Sprint and 17 x 8 BBS RK 235x40zr Potenza Contact David 319-362-9076 or djiruska@yahoo.com

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Classified Ads are free to club members. Send your ad to wittawerks@lisco.com The NewsWerks is published six times annual and ads must be received by the 10th of the month for placement in the next issue. Please include your membership number.

Members may also post their ads on our Chapter website forum at www.bmwia.org

THE NURBURGRING continued from page 9

literally hundreds of thousands of miles on the Nürburgring. His primary job for BMW is helping to develop the suspension on the road cars. If you like the way your BMW handles, Robert is the guy to thank!

Wednesday morning was the big day of the school. The day starts with two hours of uninterrupted total laps so you can make sure you didn't forget anything overnight. After all our practice and instruction, it was time to find out if we could put what we had learned into practice. It was time for graded laps. The Internationaler Fahrlehrgang (International Drivers School) has a different way of providing feedback to the student. The instructors are positioned on several of the major corners and each student is sent out on one full speed lap of the track. The cars are spaced so that during your lap you never see another car and you don't have to worry about faster cars coming up behind you – all you have to do is concentrate on driving the best lap you can. As you pass each instructor, they rate you on a scale of 1 (Weltmeister, World Champion) through 10 (Blech oder totales Chaos, Garbage or total chaos). Your scores, from each corner, are added together to give you a total score but they don't tell you what it is just yet. All students are scored and the results tallied and printed so they can be handed out at the evening award ceremony. The top three, (actually the three with the lowest score), from each group are presented with trophies. In addition, trophies for the overall best driver, male and female and the overall best motorcycle rider, male and female. Every participant also gets a small commemorative trophy, a pretty good meal and one last time to socialize with their fellow ringers before heading home.

A couple of days later I was sitting on a plane from Frankfurt International Airport flying into Chicago. On the long flight, over the ocean, there is not much scenery to look at so I took the time to relax and think about the week I'd just spent on the most amazing racetrack in the world. I have a tremendous number of memories from this trip and if I tried to write them all down, this story would probably rival Bill Clinton's for length. You'd all be pretty bored reading them too. The best thing would be for you to make the trip next year and make your own memories!

One final memory I'd like to share. As we flew over the north Atlantic, I looked out the window to see vast snowfields below me. It was Greenland, probably the most remote spot on earth. Far below us was a village on the west coast. All around we could see ice breaking off the glaciers and floating out to sea in great icebergs, their white peaks shining brightly in the setting sun and their great bulk below the surface almost luminous in the blue green water. It was a moment of incredible beauty that I will remember for the rest of my life. Next year I hope you will join me on that flight.



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