



NewsWerks

The official newsletter of the Iowa Chapter BMW CCA

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Registration is officially open for our biggest event of the summer!!!

Longest Day Driving School !

But Wait...

Before you try to talk yourself out of attending again this year, some things to consider:

Do any of these statements sound like you?

"I don't want to race."

This is not a racing school this is a DRIVING SCHOOL. Our goal is to help you become a better driver, on the street, everyday, for the rest of your life. Yes, you will have the opportunity to drive quickly, in a very safe and controlled environment, but above all else this is a learning experience. Although many talented racing drivers have come through the BMW CCA driving school system, that is not the focus of the event. Did you also know that by attending this event you might be eligible for an insurance premium discount? Many companies, including mine, offer a 10% discount for taking a driving course. Do I have your attention yet?

"I don't have the time."

Sure you do! Put down those silly golf clubs or gardening tools for a weekend and come out and practice at something you do everyday and have been taking for granted for much too long. Still can't find the time? We have tried to address that problem for this year. We are offering a limited number of 1-day, Saturday only, novice registrations, so you will only have to give up one day of your valuable weekend.

"I don't have the right car."

Sure you do! Does your car have four wheels? We are open to all cars no matter what make or model as long as they are not Trucks, SUV's, or Convertibles. Heck, some students have even rented cars to come out and have fun with us. You will

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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

SATURDAY, MAY 29

Scenic Drive - Destination

8th Annual Taste Louisiana Cajun & Zydeco Food Festival
Amana Colonies

Chairman Dana Schrader
(See Page 3)

JUNE 11th and 12th

Longest Day Driving School

Exciting New Innovations!
Mid America Motorplex, Pacific Junction
Chairman Doug Wittkowski

Saturday, July 23

ANNUAL PICNIC AND CLEAN CAR CONCOURS

10 am to 6 pm
Easter Lake Shelter #4, Des Moines
(paved roads)
Concours Chairman David Trachtenberg
Picnic Chairman Don VanLengen



Wednesday, August 17

European Motorcars Des Moines
10 am to 6 pm

Sunday, August 20

Kimberly Imports
625 W Kimberly Road, Davenport
10 am to 6 pm

Monday, August 21

Komen Transport
from Kimberly Imports to Rochester Motor Cars, Rochester, MN

September 17-23



for more information log on to
www.bmwcca.org

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DISCLAIMER

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

The Editor of the NewsWerks seeks material suitable for publication.

*Send submissions to:
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wittawerks@lisco.com*

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Fun Drive to Cajun & Zydeco Festival

Join us May 29th for food, friends, fun, photography, and definitely some driving!! We are having a casual drive starting in Marshalltown and ending at the 8th Annual Taste Louisiana Cajun & Zydeco Festival at the Amana Colonies Visitors and Convention Facility near Amana, Iowa. We will be traveling the Iowa Valley Scenic Byway that follows the Iowa River Valley from near Marshalltown through to the Amana Colonies. Be sure to bring your digital camera as we are having a photo competition as part of this event. More details on the competition will be available the day of the event.

We will be leaving Marshalltown at 11AM from the McDonald's located just north of Highway 30 at Exit 185. Meet us there after 10:30AM or join one of the 2 smaller groups joining up in both Cedar Rapids and Des Moines for a caravan to Marshalltown.

The group from Des Moines will be leaving at 9AM from the McDonald's located just south of exit 142 on I-80. This is at the intersection of Hubbell Ave (Hwy 65) and I-80.

The group from Cedar Rapids will be leaving at 9AM from the Target located on the west side of Cedar Rapids about .5 mile north of Highway 30 on Edgewood. Meet at the south end of the parking lot.

There is a cost of \$8/adult for admittance to the Festival. The Festival runs from Noon until after 10PM. For more information on the festival visit their site at:

<http://showcase.netins.net/web/cajunfest/index.html>

You can also see a preview of the route we will be following here:

http://www.dot.state.ia.us/scenic_byways/iowa_valley.pdf

If you have other questions you may contact Dana directly at president@bmwia.org.



Jim Simpson
319-351-1269

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Pics at <http://www.picturetrail.com/mdagitiz>

PARTS AND ACCESSORIES

Set of 4 E39 Five Series BorbetSport wheels w/ Yokohama A032R 235-40-ZR 17 tires. Wheels are in good condition, tires used for 3 driving schools. zone or two schools left. \$500 plus shipping. Contact Mike evenings 515-253-0483 or mwskrcn@mchsi.com

Set of 4 15" steel wheels & BMW wheel covers (Part # 36 13 1 129 843), with 205/65R15 Blizzaks with 7-8/32 left. Fit E34 5 series \$160 OBO Contact Mark at 515-255-3785 or iad507@mchsi.com

Set of 4 15" steel wheels & BMW wheelcovers in good shape for E36 3 Series. Fitted with 185-65 Blizzak winter tires w/ some tread left \$100 OBO Steve at 402-690-8655 or stevewilliams@ced9671.com

Set of 4 Blizzak LM22 235/45R17 94H on Borbet Wheels. Fit 2004 530i; only 4000 miles \$600 Paul at 515-202-6755 or paul.schickler@pioneer.com

Set of 4 Blizzak LM22/225/55 R16 tires on BMW Parallel spoke #82 16" wheels. E39 5 Series. Less than 2000 miles. \$1,200 Jim at 515-202-5718

Track Tires and Wheels New BF Goodrich Comp T/A R1's 235/245/45/17 [new] mounted on excellent stock E36 M3 double spoked staggered wheels, picture available \$1,000 shipping included. Contact David 319-362-9076 or djiruska@yahoo.com

4 Original Equipment Rims for 1998 740i - 16 inch originally purchased to use with snow tires. 3 in good condition; 1 has broken center cap. \$60 a piece and \$50 for 1 with broken center cap. Contact Dick Goodson 515-282-8192 or ceo@assoc-mgmt.com

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

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High Performance Ground School Tech Session

It was a great day for a drive to Phelan Interiors in Cedar Rapids for the Tech Session. Approximately 25 club members attended as Brian Smith presented the High Performance Ground School Tech Session.

If you missed it, shame on you. You missed an excellent opportunity to learn about the changes in this years Longest Day Driving School, what to expect when you attend a driving school and some great, really great video!

A special Thank You to, Tom Phelan of Phelan Interiors for hosting the event and for all the breakfast treats. Thank You also to Brian Smith for all his preparation, Tom Clark for bringing the equipment, Kevin Wake for helping out and to our panel; Dana Schrader, Tom Clark, Dave Brennan, and Doug Wittkowski.



F1 Season Is Upon Us...My Experience

By: Kolin Brighton

The 2005 Formula One season is now here. Melbourne has come and gone, and with two Renaults on the podium, it promises to be an exciting year. For the gangs of flag-waving Colombians, shouting Brazilians, and the swarms of red wearing Europeans, this is the start of their year. Here in America, the start of the F1 season is just another day, and most Americans don't even blink at the thought of another season. This is all for good reason, though. There are no American drivers or teams, and only one race is held in these great states. No wonder no one cares. I care, and that makes me a minority among my peers. The life of a stateside F1 fan is difficult at times, mostly because the races take place in far off lands and media coverage is minimal. Personally, I love the fact that I am a fan of the pinnacle of motorsport, and very few of my fellow Americans are there to join me on race day. On race day, people that share the common interest of F1, get together in homes, bars, and auto dealerships to watch the race. This can be fun for a few months, but after a while you get the urge to run away for the weekend and take in all the sights, sounds, and smells of an actual F1 weekend, not just the watered down action we get on TV. You feel the need to rekindle your excitement, something to spark your interest once again. But alas, the next six races are three thousand miles away and you don't own a plane. There is hope for you though. The United States Grand Prix is now entering its sixth year on the FIA Formula One championship calendar, and this is the race that most of us American fans choose to attend. The race takes place in Indianapolis which is especially convenient for all of us mid-westerners. I have made the journey to Indy twice now, the first in 2002 with my father, and last summer (2004) with fellow club member Tom Clark, and a friend, Eddie Parks. Tom was gracious enough to sell us his unused tickets which made it possible for us to attend. Arrangements were made, packing lists were written, and then all we had to do was wait.

My 1988 325is was packed and fueled Friday afternoon, ready for our departure that evening from Cedar Rapids. We finally rolled out of my driveway around 8pm, with spirits high and Kansas' greatest hits playing on the CD player. In the trunk were clothes for the weekend, a cooler full of Mountain Dew, and plenty of electronic equipment, digital cameras included. Some hours later we finally started seeing signs for Indianapolis and with our bodies running on caffeine pills and not much else, seeing these signs was a very good thing. After missing our exit and taking a ten minute return trip in the dead of the night, we found the hotel, got the key and finally got to bed around 2:30am. The 6am wakeup call seemed to come only minutes after I had fallen asleep. This was F1 after all, so I was soon up and on the road again. I rode into the city with Tom, in his bright red M3, and Eddie was riding shotgun in a Chicago-area club member's 740iL. After a quite spirited drive down the interstate, we arrived at the Hoosier Chapter BMW CCA car corral. The corral already had a very impressive array of cars were already parked. Breakfast was on the Hoosier Chapter, as was the bottled water. Free water should always be taken advantage of while at a race, for it is quite expensive once inside the gates. We loaded our cameras, snacks, and water in backpacks and headed for the track. \$25 got us in the door for the day; free to walk the grounds and sit where ever we pleased. The morning F1 practice session was just getting started as we arrived. Eddie and I hiked to the viewing mounds at the end of the long backstretch to watch the practice. The corners here are some of the slowest on the track, aiding us in taking pictures. The morning practice sessions can be fairly boring, and this one followed suit. As the F1 cars exited, another round of high performance cars entered. It was the first of the Formula-BMW races, which featured BMW-built open wheel racers, powered by 140hp BMW motorcycle engines. 140hp may not seem like a lot, until you consider the fact that these cars were being piloted around the track by kids, some of whom weren't old enough for a driver's license yet. After the Formula-BMW race finished, another group of amazing drivers and cars took the track, this time to the flavor of Porsche 911 GT3 Cup Cars and professional drivers. This was quite a sight indeed, as these \$150,000 machines were, what seemed like, carelessly driven around and bumped into each other. "Tis racing" one lowly spectator said while he shook his head in disbelief as he saw what was unfolding in front of him. Following the cup cars, a short break ensued and then the first of the Formula One cars began to emerge from the garages for the first of the two qualifying sessions. The first session was used to determine the running order for the second session, which was used to determine the starting grid positions for Sunday morning. Eddie and I watched the first qualifying session from the grandstands at turn 6, which is also a good place to take pictures as there is no fence and the cars are traveling at "fairly slow speeds". While this is a good place to sit, it lacks video boards to inform you of finishing times, running order, and provisional pole sitter. After the first session wrapped up, we made our way to the grandstands on the inside of the front straight to watch the second qualifying session. From these seats you can clearly see the brick finish line, flag man, and pit lane exit. You also happen to be very close to the podium, where the post-qualifying press conference is held. During the second qualifying session, the cars were allowed one flying lap to determine their qualifying time. Eventually, all the teams had sent their two cars out and had them come back, one lap lighter on fuel. The starting order for Sunday morning had been set, and the day was over. Qualifying in first position with a new track record was Brazilian hero Rubens Barrichello, followed by his teammate, German and reigning world champion, Michael Schumacher. Third was taken by a surprise driver, the young Japanese driver Takuma Sato.

Back to the Hoosier Chapter Car Corral we went, this time a bit slower, for we were also a few laps lighter on fuel. As we sat and rested, a plain black Ford Expedition pulled through the corral pulling a plain black trailer. A man hopped out of the truck and pulled the hatch down, revealing one of the Williams-BMW race cars from the 2003 season. He rolled it out for everyone to see, then went into the tent to get something to eat. A small crowd soon formed around the work of art, as these cars are usually guarded secrets, and not often brought out for public viewing. I made a few trips around the car, took some pictures and then just stopped to admire it for a bit. Thirty minutes later the man came back, rolled the car into the trailer, and disappeared just as suddenly as he had appeared. Seeing a modern Formula One Grand Prix car up close is an eye-opening experience to say the least.

Getting back to the hotel, we enjoyed a free cookout around the pool for the F1 fans. There is nothing better than free brats after a long day of standing and watching. We sat around the pool for the rest of the night, retiring to the room only after darkness had laid down in our midst.

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see everything from a fully prepared race M3, a vintage 100 horsepower BMW to the family wagon at our schools.

“I can’t afford it.”

Can you afford not to be a better driver? But we understand, and along with the one-day novice option, we are also offering a young driver discount. If you are age 18-24, we offer a substantial discount novice registration for you. In addition, we have worked hard to keep prices down and make this year’s event the most economical, full program, driving school for all of our students.

The biggie:

“I might feel intimidated.”

Yes, we all have felt that way at one time to some degree. Here is what I promise to you. The more intimidated you are at the beginning the more you will gain from this school. Becoming comfortable behind the wheel is the beginning of becoming a great driver. Women !!! Unfortunately, you of the fairer sex seem to have a real problem in this area. Here are a couple of secrets just for you. Some of our best drivers are women, including our current chapter president’s wife; ask me sometime how I know this. The other secret to learning how to drive correctly is leaving your ego at the door. Women are better at this for sure and we regularly see women improve dramatically in the course of just one school. No, not because they have so much to learn but because they are usually more open to learning. Most importantly, we don’t see enough of you girls out at our driving events. Lets make 2005 the year to change that.

“I already know how to drive.”

Of course you do, well, not really. This is for all of you out there that think you have some sort of natural driving ability. In short, you don’t. Come out to our school and I promise you we will break some bad habits and teach you some new ones that will make you safer, smarter, and even faster. BTW, to those of you that have done a few schools or have done a private school and/or some lapping days on your own? We are striving to enhance our advanced level curriculum for you too. We have some of the best instructors in the country and they have many advanced car control skills to pass along to you also.

“Fun.”

Yes, it will be fun for sure. Of all the events we do the driving schools always have had the most positive feedback. They are quite an organizational and financial challenge to your club but we continue to offer them because every year we hear things like...

*“ Why haven’t I done this before” “This is a blast”
“ I can’t believe I was doing it wrong for so many years”
“Now I Get It!” “OMG that is fun!”
“This is the most fun I have had in a car in my whole life”....*

Now is time to go to www.bmwia.org and make this your year to drive!





Iowa Chapter BMW Car Club of America
“THE LONGEST DAY”
 Driving School Registration Form
 June 10th, 11th and 12th, 2005
 Mid-America Motorplex

Personal Information (please print clearly)

Name _____ BMW CCA # _____
 Age ____ Date Of Birth _____ Address _____
 City _____ State _____ Zip _____
 Phone (Day) _____ (Evening) _____
 Email _____

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, Dana Schrader, d-schrader@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 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 2005 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.

“High Performance Experience”-----\$50
Student will receive novice classroom instruction only and an on-track instructor ride as available, no driving.

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.

Young Driver Registration-----\$240
Discounted Full Event Registration for students from 18-24 years of age only.

Full Registration-----\$290
Normal Full Event Registration

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 Scott Smed for pre-approval before registration.

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 do it for you.

Non-members of BMW CCA (\$40 annual fee, which also *includes* Iowa chapter membership) ----- \$40
Event Memento - Free with any full registration, if received by May 15th-----Free
(Required) Paper Event Packet Mailed (or **free** PDF download available at www.bmwia.org)-----\$4

TOTAL\$ _____

Registration Deadline is May 30 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 at vendor.

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

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

Driver Signature _____ **Date:** _____

CORRECTION FROM LAST ISSUE

In the caption under the Chili Cook-Off photo, one of the award winners name was inadvertently left off. Our apologies to Laura Toro, winner in the Red Category.



THE WINNERS

Diana Patten, Exotic
Doug Wittkowski, Chairmans Choice
Laura Toro, Red

ATTENTION CLUB MEMBERS WE NEED YOU!

Volunteers are needed for the

Longest Day Driving School

volunteers are needed to work registration on Friday evening and Saturday morning, and to work the "grid" all three days. You can volunteer for 1 day or all three! If you can help out or would like more information about volunteering contact Martha at wittawerks@lisco.com

Picnic and Clean Car Concours

volunteers are needed to help with registration for the Concours and to assist with set-up and clean-up for the picnic. If you can help out, contact David Trachtenberg, Concours Chairman at david.trachtenberg@mchsi.com

or

Don VanLengen, Picnic Chairman
at dvanlengen@mchsi.com

This is a great way to get to know your fellow club members and have fun!



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My Experience

Continued from page 6

Sunday morning we were all very anxious to get to the race. After all, this is what we had been waiting for. We donned our Williams-BMW shirts and hats, packed the car, and turned in our room keys. Traffic was fairly light until we were about a mile from the track. Everyone was trying to get as close as possible to the track, and traffic jams clogged most streets. We carefully threaded our way back to the car corral, along with the fifty or so other BMWs in attendance. Our race tickets were dug out; our bags were packed. We then did what any one of you would have done. We hit the fantastic, full breakfast buffet the Hoosier Chapter had laid before us. The food was wonderful, the atmosphere was excellent, the cars were beautiful; this was going to be a good day under the Indiana sun. Eventually we had to make the hike to the track one last time. We quickly found our seats and settled in. Our seats were in the section called "paddock penthouse A". It is the upper deck of the grandstand, across from the pit lane. We were in row A so we didn't have to deal with any loud Europeans in front of us anyway. Pre-race festivities are grand at any race series, but F1 really shines. A driver's parade was first up. The entire field of drivers was paraded around the track in old roadsters and convertibles, waving and blowing kisses. Ralf and Juan Pablo were true to their team and were in a pre-war BMW roadster. There was also the largest gathering of bagpipers I had ever seen. They played while walking down the front straight and it took quite a while for them all to march down the track while Sir Jackie Stewart led the way with a pair of Scottish terriers.

Once all the hoopla was over, the teams brought the cars out of the garages, sent them around the track, and parked them on the starting grid. As soon as the cars were on the grid and the engines were turned off and a fury of engineers and mechanics swarmed around the cars. They spent the next thirty or so minutes prepping the machines for the race. Tyre warmers were being used, fans were blowing through the radiators, umbrellas were keeping the cockpits cool, and fans blew air down the engines air intake port for those few seconds when they started the cars. They had laptop computers plugged into them measuring everything from PSI in the tyres to oil temperature to wing adjustments. Once all necessary steps had been taken, the drivers got secured and the engines were fired up one last time. The warmers were removed from the tyres and the drivers were sent off for the formation lap. While the cars were on the lap, all the equipment that had been strewn all over the grid had to be removed before the cars returned. It was organized chaos as the carts with thousands of dollars of equipment were pulled off and things were tossed over the wall to waiting crewmembers. Eventually the cars returned to a now empty starting grid and took their places. All was silent for the start; I know I was hardly breathing myself. The five red lights slowly began to go out, one by one. All of a sudden there was a yellow flag waving about half way down the grid, while the cars were waiting to start. The final red light was extinguished and the race was on, except for one car, which was the reason for the yellow flag before the start. I feared the worst, which was confirmed when Juan Pablo Montoya's car didn't move. The rest of the cars started the race, and poor Juan Pablo was running for the pits, eager to get in his backup car. His dead car was pushed off the track by the marshals as the rest of the field came screaming by, completing their first lap. He finally took chase after the pack when the backup car was brought to life and he was strapped in. Not until later would we realize he and the team had made a dreadful mistake.

The race was on and you could say, it was a typical race for the first half and I am sure you can recall what happened to our BMW's and how the race ended so I won't recount it here. Even though the Williams-BMW guys had a tough weekend, it was still one of the best weekends I have ever had. The people, the food, the cars, the smells, the excitement are really quite indescribable, although I tried my best to portray what a great time race weekend is. Being completely immersed in the Formula One experience makes you really appreciative to have had the opportunity to attend. Not everyone gets the chance to do something like this, but as an F1 fan you really owe it to yourself to take the plunge and order your tickets. I will be there, and I hope to see you all there too.

Pictures from the weekend can be found here:
<http://photobucket.com/albums/v117/bmw3er/F1/>

All photographs were taken by Kolin Brighton and Eddie Parks. If you desire a high resolution copy of any of the pictures or have any other questions in general, don't hesitate to email me: kolin.brighton@gmail.com

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Performance Automotive

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