

Bimmer Beat

January / March 2008



BMW CCA Club Racing @ PIR

roadrunnerbmw.org

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Tire Time....

A brief explanation on plus sizing

Bimmer Beat

is online, check out the website.

This newsletter is produced in color and printed in black & white. To see the full color version, go the Roadrunner chapter's website at.....

roadrunnerbmw.org

and click on the link at the left that says newsletters. Thanks to Vance Williams for taking care of the club's website.

**Submissions?
Send them in.**

bmw@twistedpriorities.com

Production assistance provided by
Discount Tire
www.tires.com

Cover art for this issue.....

Driving Event Coordinator Rick Touton on his way to a second place win in March's Club race @ PIR

Photographed at Phoenix International Raceway by
Tom Barnes - twistedpriorities.com

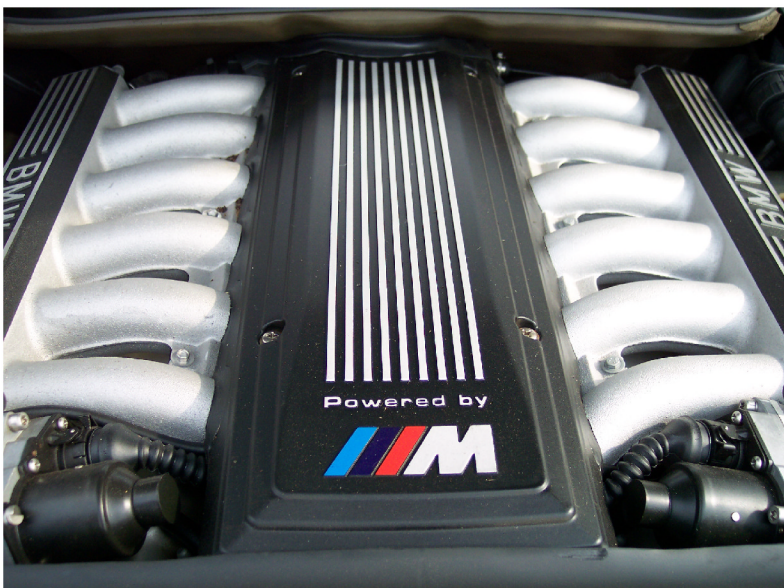
Change of address?

All changes / additions to your contact information for the club must be made through the national club.

Find the national club at:
bmwcca.org or 864-250-0022

the mailing address is:

BMW CCA
640 S Main Street Ste 210
Greenville SC 29601



Here's Marty.....

Well, it's Spring 2008 and by the time you read this, we'll have had our BMW Club race (thank you Joe) which was a great success. Depending on timing, we may have already done the BEAT tour (thank you Adam). So what's left?

The Club is having a driving school on May 3 and 4 (thank you Rick). These are always great events and you don't want to miss out. You don't have to be a hot shoe to join. As a matter of fact, the school is aimed at all levels of students, from those who think that they don't know anything to those who have done this for years. Sign up now. See the website for details.

We've put out a call for people to help organize events. Nothing extravagant, just simple Drive/Eat/Drives. The deafening silence tells me (i) that nobody likes to drive (ii) that nobody likes to eat and/or (iii) that everyone is intimidated by the process.

Let me take a shot at this:

DRIVE: Let's meet at 8:30 Saturday morning, May 10, 2008 at the parking lot in the shopping mall on the South East corner of Scottsdale Road and Bell Road (Frank Lloyd Wright). It's about half a mile south of the 101/Scottsdale Road exit. We'll spend some time telling each other how much we like our cars. Then, we'll head up Scottsdale Road to the Carefree Highway and head North on 17 to Rock Springs Cafe.

EAT: We'll stop and have some breakfast, brunch or just eat pie. Rock Springs is known for its pies. I dare you to leave there without taking home at least one.

DRIVE: After we've gorged, we can either find a scenic route back to town or just head back down the 17 into town and go about our daily lives. No muss, no fuss, no big commitments.

I anticipate that my total involvement in planning this is to call the restaurant once or twice, check the traffic warnings if I can, and plan some places to pull over in case we get separated too much. That's it.

If you are thinking you'd rather go someplace else or start someplace else, I couldn't agree more. It's just that this is the end of town I'm most familiar with.

continued on page 5 >>>>

STUFF AROUND TOWN...

(in no particular order)

The next Club meeting
May 12, 2008

Chapman BMW on Mc Dowell
get there early seating is limited
to the first 200 people.

BMW driving school
sponsored by Roadrunner and Sonora Chapters
PIR May 3 and 4 2008
Details on roadrunnerbmw.org
(click on events)

Roadrunner Chapter Saturday Drive
Saturday May 10

Starts 8:30 in Scottsdale
goes to Rock Springs for food
Drive / Eat / Drive
check Marty's article for more details
(page 3)

(SCCA) Auto cross

all events listed are at Firebird Raceway
April 20, June 8, July 13, August 10....
check out "On the Skidpad" with Mark Osier



Off The Marque

It's interesting how some politicians seem to be unaware of the fact that the people listening to their speeches can check the facts in a matter of minutes. Back in the day when there were only three news outlets, people believed what they were told at face value. Limited resources and basic trust of authority figures allowed politicians to present a story that would further their cause regardless of the facts and it would be accepted by the public.

For present day politicians to operate under the conditions of thirty or forty years ago illustrates the fact that they are out of touch with the vast majority of the people they are trying to reach.

One necessary partner in the process is the media. The media is the main source for information currently, however the information gathered from the traditional media is supplemented by a vast number of alternate sources such as the Internet and all of it's contributors as well as multiple news agencies and individual columnists competing directly with what used to be the three main outlets. There is an issue with the traditional media in that part of the tradition includes aspiring journalists being mentored by liberal professors that have not had any experience in the "real world", have never had to be productive in the sense of working in society as an employee or an employer and are for the most part out of touch with the way things work in society. There are a lot of similarities with politicians.

Couple these issues with the personal desires and educated but naive point of view of the professors trying to steer their students in their own direction, what you eventually get is a media that tries to advance the agenda of their past mentors. Take these members of the media and their drive to make a difference and in some cases control the public, they tend to promote the most liberal of the politicians. The traditional media has much more control than some realize and for the most part has lost touch with the idea that they are not supposed to have any control at all.

With the increased variety and availability of information, society has been making choices that have the traditional media scrambling to keep up. Once the media realizes that the public wants truthful, straight forward and honest reporting perhaps they can regain some of the market share currently being lost to the "new media". ..

but then you probably already knew that.

Club Races @ PIR

We did it again, the club race weekend went very well thanks in part to our very own Joe Cattaneo, the staff of NASA-AZ, the club's driving instructors and everyone that participated in "telling two friends" about the event making it a big success.

Racers from around the southwest were on hand to do battle at our hometown racetrack PIR. There was a test and tune day on Friday which is quite a bonus for the racers. An extra day at the track affords opportunities for more seat time and time to make adjustments that can avoid a racetime problem or make a bit of an improvement to the race car.



Bill Bentzen leading almost everyone to turn one

A day at the races is usually a good thing. A day at the BMW CCA club races is a really good thing. Why? you ask, well - BMWs, lots of them...and catered lunches. Great people, great cars, the sights and sounds that go with events of this kind are something to be experienced in person.

The race in early March included a large contingent from California as well as most of our favorite local people and cars from Arizona. Peter Gooding was back after a "car ending" incident last year with a new race car (E36 M3) prepared by Ultimate Auto Works.

...on to page 5



Peter Gooding just ahead of Rick Touton

If you have ever thought about going to the track or were curious about what it is like out there you have another opportunity in May. The first weekend in May the Roadrunner chapter is hosting another driving school. There is no cost to watch, (there will be racing that weekend as well) drivers are very accomodating if you have questions about the cars what it takes to make track days part of your routine. ...on to page 10



Loren Trefethen (from California) gives it a serious effort in turn 3 during the March event.
- Tom Barnes photo

Here's Marty.... from page 3

If you are proud of the part of town YOU live in and have something you think we should see, please plan one of these simple events for us.

Please RSVP to me (martysaltzman@gmail.com) as soon as you can so I can see if the restaurant will reserve a table for us. If not, we'll just have to hang around outside and wait. It's nice up there, so that shouldn't be a big deal. It provides still more opportunity to brag about our cars. If there is a problem with Rock Springs, I'm sure we can find someplace else to hang out.

The itinerary for this could change at any time and construction may be an issue, so keep an eye on your emails and look at the website from time to time.

Marty

To the Club racers and fans:

Thank you for your support.

Zax Trackside Lemonade would like to thank all of people at the club race at PIR that came by my lemonade stand for a bit of refreshment. *-Zach*

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Tire Time

this issue...plus sizing

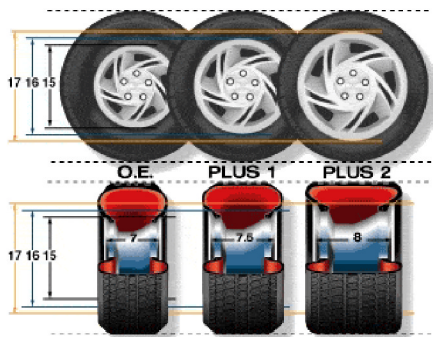
One very quick and easy way to increase the lateral stability and steering response as well as improve the appearance of your car is to go with a larger diameter wheel. The trick here is to keep the outside diameter of the tire equal with the original. The variety of sizes available in the aftermarket makes the option of plus sizing easier than ever.

New cars are being outfitted with these options in the higher trim levels but it's much more than looks, the handling of the cars is greatly improved as well.

We have all seen the trend toward larger diameter wheels, remember, up to a point there is a benefit, past that it becomes all about the wheels.

The diagram below shows the basic idea of plus sizing.

any questions? - yourtireguy@yahoo.com



A Three Year Old Speaks

Hi, my name is Zachary. I just wanted to tell you about something that happened the other day at my grama and grampa's house.

It was a nice Phoenix summer Sunday afternoon and we, (my big sister, my dad and grampa) were having some fun out by the pool. Grampa was showing us how to kick our feet, hold our breath under water and how to get back to the steps if we fell in the pool. FALL IN? but we were already *in* the pool...anyway...My sister was floating around with grampa's help and I was sitting on the top step and dad was watching all of us from the side.

I decided to walk along the second step that extended to form a bench under the water and I could hold on to the side.

There I was, walking back and fourth along the step when.....

Suddenly I stepped off the end of the bench that was holding me up so well. I was really surprised when I just started to sink - yea - sink, not float, like my sister (but wait) she had help from grampa.

OH NO!! - I'm under the water, better hold my breath like they said - why am I sinking? Where are those steps? I'm still holding my breath. How come I'm not floating? - THIS CAN'T BE GOOD!!

About half a second passed and then there's a hand on my arm and another one on my tummy, lifting me out of the water. Grampa and my dad who were watching me, saw me "go under" and were right there to snatch me up out of the water.

Again, my name is Zachary, I am three years old and this really happened to me.

This is an absolutely true story, written by Zachary's dad from Zachary's point of view. Zach slipping under the water was **silent** and the sight of the young boy starting to sink was quite dramatic but adults were on hand watching and able to snatch him up before he made it on the news. - He's nine now and doing just fine.

On the Skidpad

with Mark Oseir. Photos by Rob Rockenfeller

It seems our local SCCA chapter has a knack for pulling off near miracles. On March 9th 143 eager drivers lined up in everything from their daily drivers to all-out race cars for what turned out to be a very long, sunny and adventurous day of Auto-Xing. 72 of them decided 3 timed runs were not enough so they signed up for the "time only" runs that take place after the competition runs. Yes indeedy, it was a very long day!

The course on this day was called Mr. Ed, and to give you an idea of it's layout, imagine looking at the back half of a horse from the side...hence the Mr. Ed name. The tail was the last section and consisted of a slalom with the cones spaced closer as you weaved through to the timing lights to stop the clock. The main part of the course was a loop drive with gates and Chicago boxes to negotiate and big sweepers on both ends. The sweepers proved to be the most exciting section to watch as a spectator because some of the really fast cars were able to lift the inside front wheel.

Doug Rowse and Elliot Speidell, driving their DSP 2008 330i in the Sportsman category (SPM), set the bar pretty high in the wheel lifting category by getting the inside front wheel 3-4 inches off the ground, ... all the way around the sweepers. Their fast times were 37.837 & 39.572 respectively and seemed to get the attention of everyone there, and as impressive as it looked I can see why.



The fastest M3s there were driven by Dave Young, a regular at these events in his beautiful silver 2003 M3, turning in a 36.459 (fastest of the BMWs) capturing the Street Mod class. Tim Bergstrom, in his white 2003 M3 came in with a very respectable 38.090.

The only Z3 there was piloted by Dave Bibby in the B stock class and in the Street Tire 1 category,

he managed to finagle his roadster to a time of 40.354. Jon Roesch also ran in the ST1 category in the A Stock class with his bright red 2002 M3 and stopped the clock with a time of 42.136.

There were three BMWs competing in the Novice categories 1 through 3. Matt Reams raced his DSP classed 1994 325 to a time of 43.554 in Novice 2, while Sergio Perez and I ran Novice 3. Sergio broke in his new front tires with a time of 42.841 and I squeaked out another Novice 3 win by posting a 41.385. With that I'll be moving to the OPEN category for the next season...which will be next fall for me. You'd have to be crazy to do this when it's over 90 degrees!

Mark



Bimmer Beat

2007 Advertising rates

(priced per issue)

- Full page.....\$140
- Half page.....\$75
- Quarter page.....\$40
- Business card.....\$20
- NEW SIZE-
- Banner (width of the page)...\$20

There is a minimum of four issues per year. This year the plan is for six issues. The newsletter goes to about 900 household regionally and about a hundred additional people in other regions nationally

roadrunnerbmw.org

SMART For Two

Cute, Tiny - is there room in *your* driveway?

It starts with a mid-engine rear wheel drive, it's got a five speed and dual overhead cam engine. Sounds fun, sporty even, so you look a little deeper to find room inside for two, a leather wrapped steering wheel and shift knob, a stereo with MP3 input. You think cool, kinda small but cool. The Smart For Two also comes with a tire pressure monitoring system (required in the USA), it has ABS, traction control, airbags and most of the other 'safety' features one would expect from a new car.

With gas approaching something like 3.50 a gallon, this little car is starting to look good especially at 33 to 41 MPG. Then you notice -- 70 hp and 68 ft- lbs of torque and think hmmm, 'my new 335i has 300 hp'.

Take it for a drive, find it realitively roomy, easy to drive, really easy to park and it does come with a major cool factor like a scooter or a pedal car. Since the radio advertisement refered to the zero to 60 time as "well, whenever" you don't expect to be snapped back into the seat but the car is kinda fun, after all, you can almost park it in the bike rack or take it in the elevator with you.

Whether you like it because of the 35 MPG or the cool factor or due to the MSRP of \$11,590, there is a place for this car. . . but it's no BMW.

The car in the picture has a great graphic on it. That graphic may even help the performance.

Photo courtesy of Smartcar America

-Cooper



Club races @ PIR

Your 'Ultimate Driving Machine' deserves to at least 'see' the inside of a road course. Don't you think? I'm just saying. The driving school is not a racing school as such, it's more of a course that let's you experience some of the superior aspects of your BMW and gain confidence for those pesky daily commutes.

The BMW CCA driving school program is generally regarded as the best quality instruction of it's kind and the club races are great also.

Tom

Free Arts of Arizona

freeartsaz.org



words and pictures by Tom Barnes

Now that the little car is "legal" and licensed, it's time to make it drivable. Getting the car on and off the trailer and driving it for even a short distance revealed a significant need for some suspension work.

Phil, Jim and the guys at German Auto were able to take care of the details on the underside of the car starting with the thirty year old ... everything.

Sport shocks were chosen in place of stock units for a firmer ride than stock yet still good for daily use. The result is a car that is much more drivable, better ride, less bounce and one step closer to our goal of an inexpensive commuter car that is great fun on trackdays or trips up to the mountains.

Wheels and tires are also an important part of the project. For this we went to Discount Tire for a set of sixteen inch Voxx wheels and tires from BFGoodrich. The Voxx wheels are on the inexpensive side, have a simple classic five spoke design and are well built without extra weight. The tires are BFGoodrich G Force Sport they perform well on the street, priced right and had the size we needed for the little car that came with thirteen inchers.

Tom

People we like...

Here's a short list of some of the companies that make it a little easier for our club to do it's thing and enjoy our cars a little more.

(in no particular order)

BMW of North Scottsdale

Chapman BMW on Mc Dowell

German Auto

Bavarian Motors

Ultimate Auto Works

Club Racing Arizona

...and of course all of our employers that give us a day off, leave early and take an extended lunch to tend to our cars.

***Thank you
from
The Roadrunner Chapter***



Scenes from the December drive to Prescott
-- courtesy of roadrunner.org

FOR SALE



(520) 730-4546 Bill Bentzen

FOR SALE



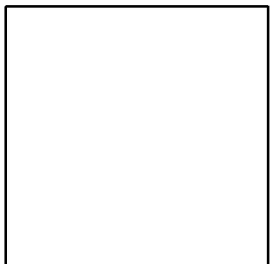
(480)-231-0225 Judi Sievers

2000 323i Fern Green Metallic, 122k miles, Automatic, Premium Package, new Michelins, Harmon-Kardon Sound system and Leather. \$8800 - Judi Sievers.



Lunchtime...gotta go...

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