



# Bimmer Beat

Roadrunner Chapter BMW  
CCA  
www.roadrunnerbmw.org

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## President's Soap Box

Another month is here and our editor is asking for my thoughts once again. For those of you who missed our trip to the Mining Camp Restaurant / Goldfields Ghost Town, we had a wonderful time, thank you. Karol Clark, our Tour Director and Organizer Extraordinaire, put together another of her great events. Upcoming is our annual visit to the Rock Springs Café on Monday, April 9, 2001. This will be the site of our regular monthly meeting. We hope to see some new and old faces. The pies alone are worth the trip! Bring your spouse, enjoy the pies and clear bra's, and neither of you will need to be the designated driver.

Join us for the BMW CCA Club Races sponsored by the Sonoran Chapter at Firebird International Raceway on April 14 / 15, 2001 and they are back again on May 12 / 13, 2001. We are also going to the Sun 200 Grand Am Race on April 20 / 21, 2001 at Phoenix International Raceway. We hope to have many of our members at all the races to cheer on the BMW teams. If last year was any indication, it will be lot's of fun.

Lastly, we are really excited about the Route 66 tour. Come to the meeting for more details and/or check the website at www.roadrunnerbmw.org

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## Look at this!!!

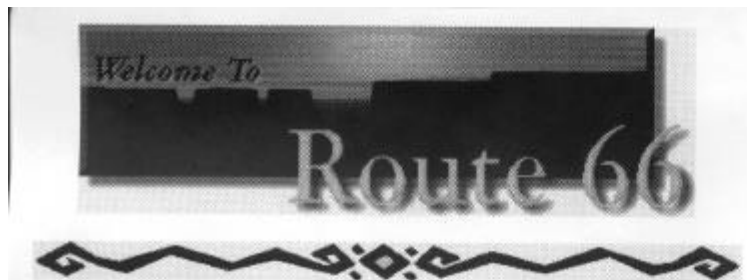
Come join us at our next meeting on Monday evening, April 9th at 7:00 p.m. at the Rock Springs Café, exit 242 on I-17 (Old Black Canyon Highway, Black Canyon City, AZ 480-374-5794) Have you ever heard of a "Clear Bra"? Our special guest speaker will be Tyler Quinn of ClearGuard and he'll tell us exactly what it is!

Roadrunner Chapter BMW CCA monthly meetings are held at 7:00 on the second Monday of each month at Chapman BMW, McDowell Rd. in Scottsdale, unless otherwise specified (see above).

### Roadrunner Chapter Planning Board

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Join us on a tour of Historic Route 66 on May 19-20. Watch for further details!



Forget all your cares as you travel the path of Historic Route 66. Crossing Northern Arizona from east to west, Route 66 offers many small towns to make you feel at home. Native American hand crafts abound in this region of the state as Route 66 crosses the Navajo Indian Reservation and nears the Hopi Indian Reservation.



Route 66 is loaded with natural attractions, Petrified Forest and Grand Canyon National Parks are easily accessible from towns along Route 66. Canyon de Chelly, the much photographed wonder of the Navajo Nation, is a short distance away. Walnut Canyon, Meteor Crater, and Homolovi Ruins are easily accessed from Route 66, America's Ghost Highway, which has been replaced in many stretches by I-40.

Popular destinations include Ash Fork, Flagstaff, Kingman, Seligman, Williams & Winslow Arizona - remember The Eagles tune, 'Standin' on the corner in Winslow Arizona, such a fine site to seeÉ"

BMW CCA RACING SCHOOL – ARE YOU READY?

BY DELIGHT LUCAS

What is a BMW CCA racing school? How does it differ from a high performance driving school? Why would someone who doesn't intend to start club racing want to take a racing school? Why choose a BMW CCA racing school over another driving school? What new skills and knowledge will the BMW CCA racing school student take home? To learn the answers to these questions, we went to Carl McGinn, one of the Pacific Region's best known Chief Driving Instructors.

Carl McGinn, along with an impressive group of instructors and racers, has put on three West Coast race schools in the past two years. He was also invited to oversee a race school in New Hampshire recently. (Roundel Magazine, Feb 2001) Carl, seen at most Pacific Region Driving Schools, has competed in numerous race events, including IMSA Camel GT series, Firehawk Series and the SCCA Playboy Series. He has owned, managed and/or competed with race teams in IMSA and Sportscar Club of America Series. The faculty, which includes Judy Ray, Steve Dinan, Jeff Ireland, Bob Perry, Darren Young, Ralph Warren, John Norris, Mike Ward, Billy Maher and Blaine McNutt, has been chosen to provide a broad variety of experiences from pro-racing to amateur with emphasis on communication skill.

“A race school is specifically designed to assist the experienced driver in making the transition from high performance driving to club racing. Students are exposed to traffic, passing, and lines that they don't get in a regular high performance driving school. Racing schools go several steps beyond a high performance driving school in both driver development and track experience.”, Carl explained. The typical BMW CCA racing school is similar to a high performance driving school in many ways: it is a two day track-based school, you drive your own car, track sessions are interspersed with classroom sessions, instructors keep a constant watch on you, and safety is first and foremost. Unlike a normal high performance driving school, however, classroom sessions are four to five hours per day, with exercises and lessons that go far beyond anything you experienced at your last high performance driving school. The curriculum includes vehicle preparation, driver development, rolling starts, restarts, passing, on-track space management, off-line cornering and co-existence. After every series of on-track exercises, students review “what just happened out there”. Sharing problems and reviewing mistakes as a group provides for a dynamic group learning process. Racing school student, Sam Bhaumik (Golden Gate Chapter), said of the classroom sessions, “We spent quite a bit of time talking about the mental aspects of driving fast which is something not really covered in normal driving schools”

Wenny Chang and Darryl Kwan from the Roadrunner Chapter were particularly impressed with the track exercises. “We feel we got more information and experience from the BMW Racing School because of the type of driving exercises. The wheel-to-wheel, the drafting, the starts and re-starts, the late (very late) passing, the three abreast around the entire track! And that is what the BMW CCA Racing School is all about...you learn a ton of information and you have fun while you're at it.”

BMW CCA racing school covers things you just don't get to do at a regular high performance driving school. “Nothing in my life prepared me for rolling starts!”, Donna Seeley from the Golden Gate Chapter stated, “I would have totally freaked out if a race was my first experience with one!” Gary Lencioni, a member of the Central California Chapter, came to the same conclusion. “A race situation is even more exciting than the CCA driving schools. The race schools made me an even more aware driver.”

Racing schools aren't just for the driver who is ready to hit the racetrack in nomex and a roll cage. Even if you don't think you're ready for competition, a racing school can be excellent training for students who want to take their skills to the next level. As one recent race school graduate, Navid Kahangi (GGC) explains, “The school teaches you survival skills in an environment where the driving conditions are very different from the courteous driving school situations” A race school teaches you how to drive safely in congestion and traffic, how to handle your car on less than the optimal line and how to judge what the cars around you may be about to do. Roger Scillely, Los Angeles Chapter, recommends any advanced student “who is looking for a little bit more should look into a race school, whether or not there is club racing in the future. The experience of driving off line and in traffic expands one's awareness of others around them, which translates to daily driving as well” Brian Lee, GGC, agrees, “I'd recommend racing school to anyone interested in learning things at the next level. It really is the logical next step”

David Macey, Los Angeles Chapter, attended the 1999 BMW CCA racing school at Willow Springs. “I took the school so that I could build my confidence in being on track with other cars in side by side situations.... Everything you can do to better prepare yourself for close quarter driving helps to make you not only a better competitor, but also a safer driver! It helped me to grow a great deal from where I was as an “A” level driver”.



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The following is a bit of information from *AMI Auto World Weekly*.

#### **RECALLS**

**BMW**

Models: 2001 325i, 330i

Manufacture Dates: Sept.-Oct. 2000

Defect: On certain vehicles, the machine used to mount and inflate the tires on the wheels at the assembly plant may have damaged the inner rim flange of the wheels. This could lead to a sudden loss of air.

Remedy: Dealers will inspect all wheels. If damage from the mounting machine is found on any wheel, all five wheels will be replaced.