



**Special points of interest:**

- Board Members
- Full schedule of events
- Driving Event Information

# Volunteers are special people

We held our March driving school on the last weekend of March.

We have had some rain on one day during past driving schools, but never anything like the weather we experienced during this past school.

On Sunday, the National Weather Service reported that record rain fell on the Spokane area. It was the most rain in 114 years of record keeping for that date. Saturday wasn't much better as it rained most of that day too. The rain was accompanied by various amounts of wind and was also sprinkled with a fair amount of snow flakes and sleet.

We had 17-18 volunteers each day. Amazingly, almost all that volunteered on Saturday, returned to help man the corners on Sunday.

What a great group. The instructors and students had nothing but compliments for our group of volunteers. With all the water on the track, the volunteers were, at times, busy reporting spins and cars off the track. Their dedication to safety provided forewarning to those on the track of trouble ahead and prevented minor incidents from becoming major problems.

The club officers decided to do something special for these hardworking folks. A breakfast was held on  
*(Continued on page 4)*



**What a team - Rose and El Wanda.**

## Summer is just around the corner

We have some fun activities planned for the coming summer months. Stay tuned to this location for details about the Day Trip being planned by Chris Brown and the Shine and Show family picnic/BBQ and concours. Watch for details in the Jul/Aug newsletter.

We'd like to see other activities too - wine tasting, etc. If you'd like to help plan something fun, please contact the newsletter editor or come to one of our monthly membership meetings.

Oh yeah, and don't forget about that June driving school coming up quickly.

## It's here now...

... electronic copies of the newsletter. To defray printing and mailing costs, we will now be delivering the newsletter via email. You may request a printed copy if you are a member of the local chapter. You will also receive a printed copy if we do not have a valid email address for you in our files. Email your information to the editor if it needs freshening. The color pictures are cool.

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AUSPUFF ANLAGE

BMW CAR CLUB OF AMERICA  
INLAND EMPIRE CHAPTER

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## General Information

Please send address changes to the National Office or email them to [bmwclub@aol.com](mailto:bmwclub@aol.com).

### Monthly Member Meeting

2nd Tuesday of every month, 6:30 pm. at Rosauers Restaurant 9414 N. Division St., Spokane, WA. At the "Y". All members are encouraged to attend. A short business meeting will also be conducted -- everyone's input is welcome.

### Inland Empire Chapter Website

[www.iebmw.org](http://www.iebmw.org)  
Webmaster: Miki Haraguchi

### Chapter Message Board

None at this time.

### Newsletter E-mail Address

[editor@iebmw.org](mailto:editor@iebmw.org)

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## Calendar of Events

### Longinotti Farewell

No host Dinner Party  
May 10, 2005, 6:30 PM  
Rosauer's Restaurant  
9414 N. Division St; At the "Y"

### High Performance Driving School

June 25-26, 2005  
October 22-23, 2005  
Spokane Raceway Park  
Scott Adare

### Autosports Northwest Autocross

May 15, 2005  
June 12, 2005  
July 17, 2005  
August 14, 2005  
September 11, 2005  
October 8-9, 2005  
<http://www.autosportsnorthwest.org/>



## President's Corner

Greetings everyone,

Just when you thought it was safe to come out from your winter hibernation, Mother Nature throws you a curve. The last part of March was filled with sunshine and spring temperatures until our driving school weekend. We were blessed with the most rainfall on those two days in the past 114 years of record keeping.



Throw in some decent wind and low to mid 30s for temperatures and you have yourself a pleasant two days at the track. I want to thank all the students, instructors, and most of all, the volunteers, for making the school a success. The volunteers braved the weather both days and provided excellent track coverage in some of the worst conditions I have ever experienced at Spokane Raceway Park. My hat is off to everyone who participated in the March school.

We are looking ahead to the summer and would like to hear from members who are interested in organizing a one day drive, a picnic

*(Continued on page 4)*

## Learn to Heal and Toe

The following article is reprinted with permission from Roundel Ramblings of the Northern Alberta BMW Club. Written by **Peter Spencer**, the chief instructor of the Alberta Advanced Driving School. It is the best written description of high performance driving's most enigmatic skill. Learning to heel & toe will better serve you and your car. It is a must for reaching the advanced level of driving in our High Performance Driving Schools. - Scott Adare - - -

If you don't know how to do heel-and-toe downshifting, now is a good time to get started. You'll have all spring long for it to become automatic – like riding a bicycle.

There's only one excuse for not learning to heel-and-toe: that's if you're riding around the track with an automatic or semi-automatic transmission (e.g., Tiptronic); then you're excused. Otherwise, get with the program! It's easy to learn and will help you in several ways.

### Benefits

Heel-and-toe is an essential skill that allows you to downshift while you are braking without upsetting the car. If you want to go faster in the future, you'll need to be able to heel-and-toe.

(Continued on page 5)



### 1974 2002 Tii For Sale

Malaga with black interior and sunroof. Excellent example of originally restored Tii with minor performance mods that enhance the joy of everyday driving.

Documented CA car, absolutely no rust & no accidents. Has been stored in heated garage & not driven, winters since coming to WA 9/02. Rolling restoration completed in 1999. Documentation...pics...all info on who/where body & engine work was done.

The car has approximately 250K original miles with less than 50K since restoration. Highlights include rare quick ratio steering box, 5 speed OD transmission with 3.91 LS differential, Bilstein HD's with H&R springs, Alpine in-dash CD player.

Asking \$12,000. Contact Kaye Hambrook 995 5781C /456 8724H /354 7730W

Email [kmhambrook@comcast.net](mailto:kmhambrook@comcast.net) for more info. Lots more info! Everything done to the car has been fully documented since 1984 including appraisal done in CA in 2000.

## Classified Ads

### Mechanic Masters

Specializing in German car repair. BMW CCA Member and Inland Empire Chapter Board Member. 2510 North Monroe, Spokane, WA 99205. (509) 328-9437 or [cara@mechanicmasters.com](mailto:cara@mechanicmasters.com)

### BMW OEM Parts

Everything wholesale. Online catalog. 85,000+ OEM parts. Visit us online at [www.ehautoparts.com](http://www.ehautoparts.com)

### Preserve BMW CCA History

The Club Archive is looking for Oktoberfest or chapter event trophies, shirts, pins, posters, wineglasses, dash plaques, grill badges, programs or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Contact Michael at (864) 250-0022 or [mmitchell@roundel.org](mailto:mmitchell@roundel.org).

### Allen Erickson Restoration

Specializing in body and paint restorations, custom paint and metal work. Top quality complete paint jobs.

Current projects include: '58 Karman Ghia, '58 Alfa Romeo, '63 Ford Galaxie 500 convertible, '91 318iS race car, '80 Porsche 911 and fabrication of a seat pan for a custom motorcycle.

In business since 1999.

### AutoFanatics.Com

The special 10% discount code\* for Inland Empire BMW car club members is **IECBMW**. Be sure to include this special code in the coupon field of the web site form when ordering. Membership participation will help keep this discount active.

[www.autofanatics.com](http://www.autofanatics.com).

\*May not be combined with other specials or discounts. Certain items are excluded. Subject to change without notice.

Businesses may place an ad in Auspuffanlage for a minimal charge. Club members may advertise free of charge.

- business card sized ad \$10.00 per issue, \$50.00 per year
- 1/4 page ad \$25.00 per issue, \$100.00 per year
- 1/2 page ad \$50.00 per issue, \$200.00 per year
- full page ad \$75.00 per issue, \$300.00 per year

Yearly ads must be paid in advance. Contact the newsletter editor to place an advertisement.

## ASNW Autocross

BMW CCA has been a sponsor of Autosports Northwest for years, but here is a brief re-introduction to autocross for our members.

There are 2 ways of perceiving autocross as a sport: 1) An introductory motorsport that is a step towards road racing where you learn the basics of performance driving at a lower speed, with less risk of damage to you or your car. 2) A sport that stands on its own merit, requiring as much skill and just as rewarding as road racing.

ASNW firmly believes the second opinion, we have heard autocross described as being like the last batter up with 2 strikes in the 9th inning. You don't get another lap to try again, it's now or never. It has also been said that an autocrosser can usually become a good road racer, but a good road racer may not always be able to be a good autocrosser.

To come to one of our events, all you need to do is go to our web site, or some of the other following links, and learn a little about how the event is run. Then show up a little early, find a regular to help you out, and you'll be good to go.

Bring a helmet if you have one, we do have loaners though. Try to determine what class your car is in. Be aware that one of differences between ASNW and SCCA is that we require a roll bar in any open car.

Check out these information sources:

<http://www.autocross.com/autoc/stated.htm>

<http://www.sfrscca.com/solo2/faq/auto.htm#102>

<http://www.scca.org/Solo/Solo2.asp> or <http://www.autosportsnorthwest.org/>



Maybe John and Yuro need to look for a drifting event?



BMW's get to enjoy the rain, too.

## Best Wishes Tony & Patty

Please come attend our farewell dinner for long time board member and friend Tony Longinotti and his wife Patty.

They will be moving to the Virginia where Tony will be working with former board member, Frank Conway, for a firm that provides training for instructors and students from the State Department in protective services.

Tony, thru his association with our local club and his business, Mechanic Masters, has helped many club members over the years.

The no host dinner will be held at the Rosauers Restaurant on North Division at the 'Y' at 6:30 PM on Tuesday May 10th 2005.

*(Continued from page 1) Volunteer's are Special People*

April 9th for any of the March volunteers who could attend. Some of the volunteers live outside the Spokane area and were unable to attend the breakfast. We had 14 attend and were treated to a great breakfast, good company, and lots of discussion about their experiences at the March school.

I want to thank each and every one of the volunteers who braved the elements to make our driving school a positive experience for the instructors and students. They are: Jeff Brooks, Chris Brown, Jerry Butler, Jay Greene, Kerry Groves, Rory and Rose Leeson, Monty McCoy, Ben Ogle, Manami Ota, Brian Pickering, Mike Poorboy, Pat Retallick, Bill Shirrel, Larry Simmons, Melissa and Zach Wiens, Bryan Woodbury and Doug Smith (one of our in-

*(Continued from page 2) President's Corner*

at a local park, or a gathering at a pizza parlor. Bring your ideas to our monthly membership meetings. The meeting is held on the second Tuesday of each month. It's best to check with a board member a day or so prior to the meeting to make sure it will be held. At times, adjustments in the meeting date are needed due to scheduling problems for board members. We also have opportunities for anyone to help with our three driving schools each year. These schools provide the financial foundation for our club activities. If you are interested in helping with the organization, registration, or volunteering to work the turn stations during the schools, contact any board member for more information.

Hopefully the cold temperatures, snow, and otherwise nasty weather is behind us for awhile. I encourage each of you to become an active participant in your club activities. I know, from recent personal experience, what a great bunch of caring, supportive friends are part of this club. I'm looking forward to seeing more new faces at our future meetings, driving schools, and other club activities.

Ken Groves - President

structors who doubled as our E-truck operator).

I look forward to having the opportunity of working with many of you again at our June school. We can turn in the five layers of clothes, rain slickers, and full face masks for sun screen, short sleeve shirts, and floppy hats. Again, you folks are the greatest!

Ken Groves - Volunteer coordinator

(Continued from page 3) *Learn to Heal and Toe*

Heel-and-toe is also important in preventing damage to your expensive equipment. A downshift without heel-and-toe often sends a big shock through your car's drive train. It's a surefire way to increase the wear and tear on your clutch and transmission. The end result is that you'll have to replace your clutch or transmission sooner rather than later.

Here's what happens if you don't have the ability to heel-and-toe: You approach a turn, going fairly fast. It's obvious that you must slow down to make the turn. You must also get into a lower gear to accelerate out of the turn. You put on the brakes – no problem. But when you shift into the lower gear and let out the clutch, a sharp impact goes through your car's drive train. Your rear wheels make a loud chirp on the pavement and the car stutters. You get through the corner, but it wasn't real smooth and you have the feeling that your car didn't appreciate the shock treatment.

And here's what happens when you do have the ability to do heel-and-toe downshifts: You approach the same turn. You reduce speed with your right foot on the brake. At the same time you hold the clutch in with your left foot and move the gear lever to the lower gear. With your right foot still on the brake, you blip the gas pedal with the heel or side of that foot. The motor spins up, matching the speed of the gears in the transmission. You let out the clutch, everything engages smoothly, you ease on the power, and zoom away -- smooth, easy and fast!

### **Before You Start**

Heel-and-toe is an easy skill to learn, but it takes some conscious practice – 2-3 hours should do it – to get the movement and the sequence right.

Then it becomes automatic. It's something like learning to tie your shoes or ride a bicycle. After a while you don't even think about it. When was the last time you thought about the sequence of steps involved in tying your shoes or riding your bike?

It's worth noting here that the name "heel-and-toe" may be something of a misnomer. It is reported that the name comes from many years ago, when the pedals were arranged somewhat differently than today's standard clutch-brake-accelerator layout. With today's pedal setup, some people are probably able to scoot their foot around so that their toe can remain on the brake pedal while their heel stabs the gas pedal. However, most people simply put the ball of their right foot on the brake pedal and turn their ankle so the outside of that foot depresses the accelerator. Perhaps the term should be "ball & edge" rather than "heel & toe"!

Your car may need some physical adjustment to allow for easy heel-and-toe. Porsches, for example, are often delivered with the gas pedal well below the level of the brake pedal. With this setup, heel-and-toe can be difficult unless you're a contortionist. There are several ways to raise the level of the accelerator or lower the brake pedal using adjustments that are built into the car. There

are some complexities to these adjustments, however, so do some checking or get some advice before you do this. You can also purchase aftermarket pedals which can help overcome problems with pedal height and foot size issues.

Shoes are another consideration, especially for women. Some shoes are simply too narrow to cover the gap between the brake and gas pedals, so don't waste your time and patience by trying to learn this technique with inadequate shoes. Running and walking shoes work fine, as do most men's shoes.

### **How to Learn**

Most high performance driving books explain heel-and-toe in some detail. Two of the best, *High Performance Driving and Secrets of Solo Racing*, have excellent illustrations of the sequence. Go to the bookstore or library. Read the explanations. Pick the one that connects best with you.

Here's how to get it grooved: Find a big, empty parking lot. Sundays and late at night are good times. Drive around in circles, shifting from first gear to second, then downshift back to first using your new heel-and-toe technique. Go slowly, concentrating on the sequence of movements. Do it 10 times. Do it 20 times. Do it for an hour or two. After a while you'll feel the beginnings of an automatic sequence. Then move up a gear, shifting up from second to third and heel-toe downshifting back to second. Do it for a

few minutes every day for a week and you'll never forget it. Do it driving to work for a month and it will become completely automatic. Just like tying your shoes or riding your bike.

### **Where to Get Help**

Help is just a phone call away. Your favorite PCA or BMW driving instructor will be happy to give

you advice or assistance. Good books include *High Performance Driving* (Bob Bondurant and John Blakemore, Motorbooks International, 1987, pp. 56-58); *Sports Car and Competition Driving* (Paul Frere, Robert Bentley Publishers, 1963, pp. 26-29); *Driving in Competition* (Alan Johnson, W.W. Norton, 1971, pp. 60-61), and *Secrets of Solo Racing*, Henry A. Watts, Loki Publishing Co., 1989, pp. 50-51).

### **Practice Makes Perfect**

Need more help getting the hang of it? Come join us at the Alberta Advanced Driving School! You'll have the chance to practice heel-and-toe downshifting in a controlled environment for helping drivers get the most out of their cars without endangering themselves or other members of the public. You'll also have the benefit of direct instruction from a PCA or BMW driving instructor.

Before you know it, you'll have it mastered and just in time for the summer driving season.

*"Porsches are often delivered with the gas pedal well below the level of the brake pedal. With this setup, heel-and-toe can be difficult unless you're a contortionist."*

BMW Car Club of America,  
Inland Empire Chapter

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## My BMW

We want to continue our section where we feature one of our members and their BMW. We have a questionnaire to fill out asking numerous questions about your car. We will need a complete bio on the car, pictures, where you got it, how long you've had it, why is it special to you, favorite place to drive it, where you would like to drive it, things of that nature.

It will be fun and interesting to learn about some of the cars that are right here under our noses. I know there are some unique specimens near by.

So, if you would like to share your BMW with us, contact Larry Simmons at (208) 265-7888 or email me at: [editor@iebmw.org](mailto:editor@iebmw.org).

