



ALLEGHENY CHAPTER BMWCCA

2006 Officer Elections

It is that time of the year again and the Chapter is looking for nominations for the officers of the Club. I have included a brief description of each of the offices. The descriptions are a general outline as provided by the Bylaws and information obtained at the Presidents Conference in 2003.

Inside this issue:

2006 Officer Elections	1
Chapter Information	2
Officer Elections—cont.	3
Volunteers Wanted	4
Last Drive—David Bentz	5
Science Behind Handling	6
Message from the Editor	8

Position: President

Officiates at all meetings and sets the direction of the club for the following year. Represents the club to outside interests and is point of contact.

Function

The President shall represent the chapter both internally to the BMW CCA and externally to other clubs, organizations, and associations.

Responsibilities

The President shall officiate at all chapter meetings. When engaged with entities external to the chapter, the President must represent the Chapter rather than their own agenda or positions. The President must participate and use their board vote as an individual and in the best interests of the members.

Position: Vice President

Must be willing and able to perform the duties of the President should the President not be able to fulfill their duties or to complete term if the President becomes incapacitated. Presides at meetings in the Presidents absence.

Function

Shall assume and perform the duties of the President in the case of the absence, death, inability, or refusal of the President. In so acting, the Vice President shall have the powers and restrictions of the President. The Vice President shall further perform, implement, or otherwise attend to any such other duties as from time to time may be assigned by the President and fellow board members in the developing and implementing projects and policies. *(continued on Page 3)*

2005-2006 Calendar

- **January 12** Monthly Meeting at Papa J's
- **February 9** Monthly Meeting at Warehouse Cafe
- **March 9** Monthly Meeting at D'Imperios
- **April 13** Monthly Meeting TBD

Check www.alleghenybmwcca.org for more information & updates.

Chapter Information

Position	Name	Contact
President	Susan Robishaw	(724) 969-5048 Sracer318@netscape.net
Vice President	Kevin Murphy	(724) 933-1619 Kmurph91@comcast.net
Treasurer	Susan Robishaw	(724) 969-5048 Sracer318@netscape.net
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Driver's Event Chair	Geoff Kao	(412) 352-7536 Meisterschaftmotor@yahoo.com
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Newsletter		
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Chapter News	-VACANT-	
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Allegheny Chapter members receive the Chapter Newsletter as part of their BMW CCA membership. Subscriptions are available for \$10 per year inside the U.S. and Canada. Please contact the editor for overseas rates.

Chapter Address:

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P.O. Box 1337
McMurray, PA 15317

The Fine Print

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Classified ad policies: Classified ads for BMW CCA members are free with a confirmed current membership number. Classified ads will run for 2 issues unless the editor is notified the item is no

(Vice President—continued)

Responsibilities

Attend required board meetings unless sickness, job, or serious personal matters prevail.
Reply promptly to specific requests for input on matters of Club policy, procedures, and questions that must be resolved from other board members, copying all where applicable.
Maintain the capability to assume the Presidential role by understanding and observing the duties of the President. Oversee organizational functions.

Position: Secretary

Maintains the minutes of all of the meetings. Fulfill the correspondence needs of the club.

Function

The Secretary shall maintain an accurate and complete record of minutes of all the Chapter meetings.

Responsibilities

Carry on all official correspondence originating from the Chapter. Keep the official records of all the meetings.

Position: Treasurer

Function

The treasurer is the Chief Financial Officer for the chapter. Keeps and preserves the records and books of accounts reflecting the financial condition and operation of the Chapter and any corporate documents that obligate the Chapter.

Responsibilities

1. Depositing the chapter's money, in a timely manner, into the chapter's checking account(s).
2. Paying the chapter's bills, in a timely manner, by issuing checks written on the chapter's checking account. This includes reviewing the invoices to ensure that they are not duplicates and are truly expenses of the chapter.
3. Recording the deposited money into the chapter's financial management system, in a timely and correct manner. This includes the money that has been electronically transferred into the chapter's checking account (i.e. PayPal, BMW CCA membership dues, etc.).
4. Record the chapter's expenses and payments into the chapter's financial management system, in a timely and correct manner.
5. Recording the Chapter's bank(s) statements each month, in a timely manner.
6. Preparing correct and up to date financial statements to the chapter.
7. Presenting the correct and up to date financial statements to fellow chapter board members for their review and information at each chapter board meeting.
8. Presenting the correct and up to date financial statements to the newsletter editor for publishing in the chapter newsletter on a t least a quarterly basis. (i.e. – year to date financial statements as of March 31, June 30, September 31 and December 31.)
9. Comparing each event's budgeted income and expenses versus its actual income and expenses.
10. Assisting event managers with creating budgets for their chapter events.
11. Determining a plan where the chapter can create and keep operating reserve equal to six (6) months of operating expenses.
12. Maintain the chapter's physical accounting records – paid invoices, bank statements, deposit records, etc.
13. Prepare (or ensure that they are prepared) the chapter's annual non-profit tax returns – for both the IRS and the Franchise Tax Board.
14. Provide the final annual financial statements to the National Office of the BMW CCA for their files.
15. Provide the final financial statements to the newsletter editor for publication in the chapter newsletter.

Position: Officer-At-Large

Function

The Officer-at-Large is a member of the Board of Directors.

Responsibilities

Attend all board meetings unless sickness, job, or serious personal matters prevail. Shall perform such duties as deemed necessary by the Board.

Volunteers Wanted for 2006

There are several other positions that help in the smooth running of the Chapter. All of these positions are available for the coming year. If you are interested in any of the following positions please contact any Board member.

Position: Membership Chair

Function

- The Membership Chair shall represent the chapter both internally to the BMW CCA as well as externally to other clubs, organizations, and associations.
- The Membership Chair shall assist chapter members with questions related to membership in the Chapter and BMW CCA.
- The Membership Chair shall assist in chapter efforts to retain current members and recruit new members.

Responsibilities

- The Membership Chair shall participate at all chapter meetings.
- When engaged with entities external to the chapter, the Membership Chair must represent the chapter rather than their own agenda or positions.
- The Membership Chair must participate and use their board vote as an individual and in the best interests of the members.
- The Membership Chair shall provide BMW CCA membership applications and informational material to the dealers, advertiser and interested parties to help maintain membership levels.

Position: Webmaster

Function

- Manage the technical aspects of the chapter website, facilitating chapter members to post information on the website promptly. The webmaster serves as a technical resource for the chapter Board and members.

Responsibilities

- Manage applications used by the chapter to ensure reliability and accessibility.
- Manage E-Mail: Manage the email infrastructure for the chapter website including email aliases for Board members and other volunteers.
- Coordinate technology purchase and approval. Track and manage acquisition of web-related assets including domain renewal and web hosting service.

Position: Newsletter Editor

Function

- The Newsletter Editor shall coordinate and edit the official newsletter for the Chapter.
- Coordinate submissions to the newsletter.
- Arrange for the timely and accurate publication of the newsletter to fulfill National requirements, and to best serve the Chapter requirements.
- Solicit or write articles to be included that reflect Chapter activities, general motorsports information, social events and meetings.
- Arrange the layout of articles provided in a cohesive, organized manner.
- Assure the integrity of the content for accuracy, legal issues, and reflection to the Chapter.

Last Drive of the Season

-David Bentz

So I think I did it. This weekend was what's probably going to be the last drive in the O2 before she gets tucked in for the winter. With the addition to our son this year, it was unfortunately, not one of my more exciting car seasons. I'd only gotten to take the O2 out a couple of times. But all in all, they were good short runs and I tried to make the best of them.

This run, at least for me, was really just about going out and really having some good honest to goodness fun and enjoyment in the O2. We ended up going with our neighbors to Frick to the dog park and walking trail they have there. Sure it's not the longest journey in the O2 (from south side to regent square) but hey, it's better than nothing. So my wife Brenda, and my neighbor's wife took the dogs and our son in one car and my neighbor, Mike, and myself took the O2. On the way out we just took the boring way there. Over 10th street bridge, down 2nd Avenue to get onto the parkway, exit off for Regent Square straight shot to the park on the left.

So it went well. Everything was five by five. Took a while to warm the old girl up, but that's to be expected with anything that had spend most of the past couple of months in hibernation. During the walk, I ask my neighbor who had lived in Regent Square for quite some time about any back roads to go back home. This question actually turned out to have a little irony because he was complaining about the way the ladies chose to go out to the park. So he definitely understood what I was talking about and had the perfect path picked out for the way home.

I guess at this point I should make a little confession. I've lived in Pittsburgh all of my life and pretty much know my way around but I get so focused on just about everything that is going on when I'm driving the O2 that really where we are going is pretty inconsequential to what is going on at the present time.

After the walk we got the girls all packed up and they headed home. Mike and I had to wait a bit to warm her up which if you've ever tried to make a left out of the park, there can be some time. He was great with directions. He let me know enough in advance as to where I was going to go, and what to look for in between here and there. It was almost as if I had my personal Rally Master sitting shot gun. So following Mike's keen instructions and not really paying attention to where I was, the trip was a blast. Then, at a light he says to me, "so what do you think about taking the lap of what is set up for the vintage grand prix?" What? Are you kidding me? Do I even need to answer? Let's do it! Sure I wasn't going as fast and full bore as the guys who drive that every year but *(continued on page 6)*

and I wasn't dicing it up with 15 cars in my same category but man it was fun to come up over those hills knowing what happens on these roads on one great weekend a year. She just hummed along and seemed to have as much fun stretching her legs as we were running her through the paces. Man, did it feel great.

We got home a solid 20 minutes or so after the wife's had. Both the dogs were lying around exhausted from running and here I walk in with a grin on my face from ear to ear like I just swallowed a canary. And Brenda asked, "So did you have a good time. Mike said he was going to get you around the vintage track." She didn't need to ask because she knew exactly how I felt. I thanked her and let her know how exciting and exhilarating it was go to on our little trek. Of course it wasn't a trip down to West Virginia to meet up with my other Mid Atlantic O2 buddies but for a quick fix I think I ended the season on a pretty high note. Thanks Mike.

The Science Behind Handling- Part 1: Definitions of Understeer and Oversteer

-Geoff Kao

You often hear people say understeering cars are safer while others argue that oversteering cars allow the driver to maneuver the car more effectively, what's the truth and science behind those claims? This first installment of the article will cover the basic definitions of understeer and oversteer handling dynamics.



I have been involved with high performance driving events as a spectator, as a student, and as an instructor for almost ten years now. In the summer of 1995, my dentist neighbor was the Porsche Club's president and a track nut with a Porsche 944 race car. He first introduced me to the whole thing; boy am I glad he did! After going to nearly every single track event to watch that summer, I was convinced I had to do it myself. I did my first driver school at Willow Springs in California in the summer of 1996 in my neighbor' John's (very nice, and GENEROUS neighbor) 944 race car. He was my instructor and he had no problems yelling at me as it WAS his car after all; he had all the best intentions. I remember John telling me that his race car was set up nice for the track. He had nearly gotten all the "push" out of the front end, and that I'd better be careful as the rear end was getting a little "loose".... I asked him what exactly he meant by that. The answer was seemingly a simple question that turned into a several hour long discussion over at John's house that night after the driver school.

I am sure you all have heard plowing/pushing vs. loose when you hear gear heads talk about how their cars handle. Now let's talk about what those conditions mean:

"Plowing/pushing" is also referred to as understeer when the amount of steering input by the driver on the steering wheel doesn't result in the vehicle's actual amount of turning. Example: The driver cranks the steering wheel and the car just wants to go straight with out turning.



"Loose" is also referred to as oversteer when the amount of steering wheel input by the driver on the steering wheel result in excessive vehicle directional change. Example: The driver enters a turn, barely cranking the

wheel, and the car goes completely sideways or even spins out.

Ok, now we have some kind of idea on what understeer/oversteer mean in vehicle's handling dynamics. Let's go a step further and talk about what's happening in those conditions.

When understeer is experienced, the front tires, whose job is to provide traction to guide the vehicle through the turn, lose their grip and start to slide. When this happens, the car stops following the curvature of the turning process and, instead, slides forward and off the turn.

When oversteer is experienced, the front tires maintains good traction and guides the vehicle through the turn, meanwhile the rear tires, whose job is to follow the curvature of the turn behind the front tires, lose traction and steps out. As a result, the car's rear end steps out and without proper timely driver reaction, the car can spin out.

So does everything makes sense so far? If not, drop me an email at *meisterschaftmotor@yahoo.com* and we can talk off line. In the mean time, let's continue with the discussion. We now know what understeer/oversteer mean and what we can experience in those conditions. Let's go a step further to do a quick recap in more concise words:

Understeer is when the front tires have less grip than the rear tires when the car is going through a turn and oversteer is when the front tires have more grip than the rear tires when the car is going through a turn. A neutral handling dynamic is when the front tires and the rear tires have equal grip going through a turn and both fronts and rears follow the turn's curvature equally. Think of a train with four wheels going through a turn on the railroad; all four wheels are following the rails' curvature. Since all four wheels are all riding on the rails, they all have the same grip ;therefore, no understeering or oversteering is observed, hence you hear people say their cars handle like they are on rails!!

In general, front wheel drive cars tend to understeer and rear wheel drive cars tend to oversteer. Ultimately, understeering and oversteering can be contributed to the difference in the amount of traction between the front axle tires and the rear axle tires; less front grip yields understeer and less rear grip yields oversteer.

Now that you have a basic understanding of these handling dynamics, stay tuned for the next few series of discussions of the science behind handling in the upcoming issues of the AC BMWCCA newsletter.



From the Newsletter Editor

-Geoff Kao

Hi everyone, welcome to the December issue of the Allegheny Chapter BMWCCA newsletter. I want to take this chance to wish you all Happy Holidays and Happy 2006! In this issue we have enclosed officer election information, please feel free to step forward if you are interested in running for any positions, the spirit of volunteerism is always welcomed here! I hope you are enjoying the newsletter so far this year, I want to thank many of the contributors of articles to the newsletter, and our webmaster Kevin's help in formatting and archiving the newsletter on the chapter webpage. Thank you all for the many complements and encouraging words for our efforts in providing you with the newsletters. We are always looking for suggestions and recommendations of events you want to see the chapter hold or provide, feel free to drop any of the officers an email and we'll be glad to discuss them with you. Better yet, come on out to the monthly meetings, check with the frequent updates on the webpage for time and locations! Hope to see you at the meetings!

From the Webmaster

-Kevin Murphy

I'd like to wish Happy Holidays to everyone. Hopefully, by the time you read this, the website will have been updated with the this Newsletter (in color) and with future meeting dates and locations. I guess there's not much to report on with regards to the website. I've been kind of busy with work and my 14 month old son so I haven't done as much as I would of liked to of by now but I still have some ideas.

One thing I recently did find myself doing is replacing a front wheel bearing on my 2001 M3. If anyone else had had a front wheel bearing fail, they know the symptoms....a low rumbling, rubbing type of noise at lower speeds from the front axle. The bearing swap was actually easier than I expected. As long as you have the right tools, I guess just about anything can be easy. The most difficult thing was trying to find a 46mm socket that would fit in the hub to remove the axle nut. I ended up just using a 1 13/16" socket from Sears. Once I was finished, the difference was night and day...no more noise!



Old Bearing/Hub



New Bearing/Hub



Exposed Axle Stub

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ADDRESS CORRECTION REQUESTED

