

**General BS
December 19, 2010**

Steve McKelvie

Targa New Zealand Rentals

This year the people at Targa New Zealand are putting on three separate events:

- Targa Bambina - 11th-13th March 2011
- Targa Rotorua - 3rd-5th June 2011
- Dunlop Targa - 24th-30th October 2011

The two shorter events will appeal to local competitors who might not have the vacation time to compete in the Dunlop Targa event.

I got an email this week from Dr. Kelly Silverthorn who is contemplating taking part in the Dunlop Targa event next fall. Kelly has been in touch with the event director Peter Martin with regard to renting a car for the Dunlop Targa. From what I gather the price to lease a BMW E36 for the 2011 Dunlop Targa is NZ\$20,000 plus GST. This is an all-in price including entry fee to the event, fuel, servicing, 6 tires & car lease. It does not include air fares, accommodation, function tickets or dinners, and gold coin donations.



I'm not sure what gold coin donations are; however, if you want to contact Peter Martin about a car rental he can be reached as follows:

Peter Martin, Event Director
PO Box 72502, Papakura 2244
341 Great South Road, Papakura 2110
P: +64 9 2988322
F: +64 9 2988266
M: +64 27 4525643
E: peter@targa.co.nz
W: www.targa.co.nz

Brantz Retrotrip Tests

Some of you might recall that after I competed in the United States Road Rally Challenge (USRRC), I complained about the performance of my Brantz Retrotrip odometer. This is an electrical/mechanical odometer that is generally accepted as a substitute for a mechanical odometer, such as the Halda Tripmaster or the Halda Twinmaster, in classic or vintage rallies. During the USRRC, the 1/10 mile digit, with some frequency, would not advance to the next digit.

I contacted several people who I thought had knowledge of these units and posted my problem on a UK-based classic rally forum and the speculated causes came down to vibration of the unit but the overwhelming suggested cause was an unstable power supply.

This week I set up a test facility in my basement for the odometer and I to date I have run 6 tests on the Brantz odometer. The test is done with a fully charged 12V motorcycle battery, which is a stable power supply, and the unit is sitting directly on my work bench to minimize vibrations. Both odometer displays are zeroed before starting the tests. The test results are as follows:

<u>Test</u>	<u>Left Display</u>	<u>Right Display</u>
1	66.63	68.04
2	73.70	73.80
3	78.44	78.24
4	140.37	140.03
5	90.57	91.50
6	96.97	99.72

I'm still trying to absorb these test results, but they re not encouraging. What this suggests to me is perhaps an operational approach to using this machine. The unit should be re-zeroed at every opportunity and that rally timing should be based on these incremental approach rather than using a continuous or total mileage approach. And further, as we did at the USRRC, use a supplemental odometer like the vehicle's stock odometer as a source of overall mileage.

My WINTR Series Schedule

This winter is turning out to be a very busy rally time for me. I plan on competing in the Son of Sno*Drift rally on January 8 with Frank Beyer. In addition, Frank & I will be competing in the Rallye des Neiges, the Ohio Winter Rally, and the Maple Leaf Winter Rally together in Frank's Subaru Forester.

Dave Siesicki and I will compete once again this winter in the Long Way Home rally in the Finger Lakes and in the Winter Challenge Rally in Vermont in Dave's Honda Civic.

The BMW 1500: The First of the “Real” BMW Sedans

In the past two collections of General BS, I had taken a look at the cars made by Glas and those cars later made by Glas and BMW after BMW bought Glas. As a result of this I was looking at some of the other cars that BMW was making at that time. Some of the cars that BMW were making in the late fifties were not very inspiring and someday I'll show them here in the General BS. Now to BMW's credit they had built some lovely sports cars in the 1950s, but the other cars were not impressive.

BMW was not in good financial condition in the late 1950s. See my comments on their cars above. BMW had lost money in 1959. Several other companies had tried to buy BMW including American Motors (think about that one for a moment), Britain's Rootes Group, and Daimler-Benz. BMW needed a successful car and they got it with the BMW 1500. To me this is what I have referred to as the “first” BMW. When you look at this car, then you see many of the same design themes in the modern BMW cars.



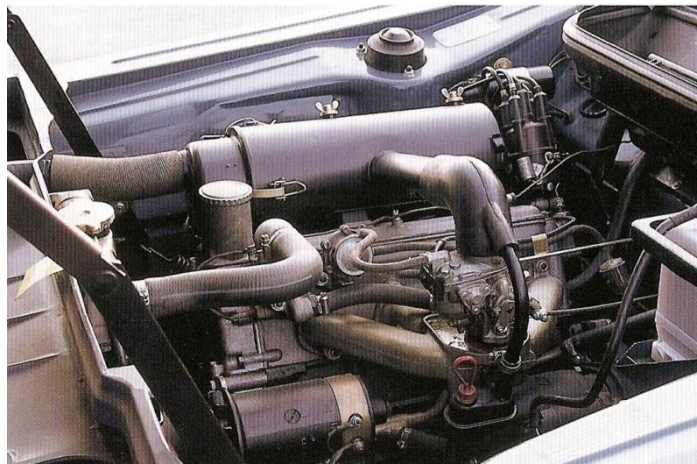
BMW 1500

The BMW 1500 was introduced at the Frankfurt auto show in 1961, but the car was not first sold until 1962 and it continued through 1965 although in a few places in the world it was available until 1966.



The BMW 1500 interior was rather plain, but typical of that period.

The BMW 1500 set BMW's formula for many of their future cars: four doors, room for five, a sporty SOHC engine with an alloy head, fine handling, neat styling and high-speed autobahn capability.



The four cylinder engine was slanted 30 degrees from vertical to lower the hood line

The BMW 1500 was able to achieve 80 hp with the 1499cc, 30-degree slant hemi-head four was mated to a 4-speed manual featuring Porsche synchromesh on all forward gears and to accelerate to 100 km/h (62 mph) in approximately 15 seconds. The performance was at the time considered lively in view of the engine size, and although the engine needed to be worked hard in order to achieve rapid progress, the engine ran smoothly and without gratuitous vibration even at speeds above 6,000 rpm. The firm suspension and correspondingly harsh ride came as a surprise to those familiar with the previous BMW cars.

The engine design (bore 3.23" x stroke 2.80") cylinder dimensions of the original 1,499 cc model, along with the overhead camshaft allowed the car's new four cylinder engine to be bored out (bore 3.50" x stroke 2.80") and used in the later BMW 316 and 318 models as a 1.76 litre engine up to 1985. As some of you might not know, engines that have short strokes rev up to higher engine speeds faster than similar sized engines with longer strokes. It's all about piston travel.



The BMW 1500 has set the BMW styling themes for years

The 1500's "kidney" grilles, tall greenhouse, low beltline, slim pillars, flat hood and deck, and straight-line bodylines were styling cues that soon became BMW hallmarks.

A total 23,807 BMW 1500s were made. I don't know how many came to North America, but I don't recall ever seeing one. It was a very significant car to BMW.

Volkswagen R Horsepower

This week Kelly Silverthorn also sent me a link to an announcement about the new Volkswagen R. As I noted last week, I did not know the horsepower of the new Volkswagen R – now I know it will be 256 horsepower. As I wrote to Kelly, if I was running VW, I'd tell them to go back to the engine shop and don't comeback until you've 280 to 310 horsepower. The 256 hp noted in the announcement won't do it. The standard Subaru WRX has 265 hp and the STi model has 305 hp.

What VW will have here is a very nice, very fast car; but it won't catch a Subaru on the road or in the sales department. And the body kit folks will be happy with a Honda Civic. If they were going to buy a VW, then a regular GTI would do or a plain Golf with a fart can exhaust.

NASA Rally Scoring System

NASA Rally Sport issued a statement this week about new technology that will be used to improve the process of getting results compiled for rally events.

The new technology consists of scoring software that is entirely hosted on the internet, commonly referred to as 'cloud computing', in a similar sense as Google's Gmail. All the scoring logic, generation of results pages and graphs, and data entry live on the internet. The software, which will generate 50 to 100 graphs per event, provides the world's most detailed rally scoring data analysis.



The cloud computing approach allows the scoring team to be spread out over the entire continent, with only the scoring chief being onsite to review time cards. The people on the racing stages call in the times to the scoring team to handle the data entry. That virtual team logs in to the secure web site to get all the racers' times entered into the results. I got a glimpse of this technique this summer at the Black River Stages Rally where I was the working with Anders Green as the Steward.

“One of the primary functions of a sanctioning body is to provide tools to the organizers they work with to make running their events easier,” says Anders Green, director of the Eastern region of NASA Rally Sport. “Scoring rally racing is the most difficult data collection operation in motorsports, since you need to move information from an area that can easily span a thousand square miles back to a central location. Race tracks have it

easy in comparison, as with a few dozen transponders and a buried loop your job is finished.”

With the best rally being grassroots efforts supported by volunteers, scoring has traditionally been a position that was difficult to staff. Convincing volunteers to drive the long hours to rallies that are spread out over the whole country, only to sit and enter data without being able to see any of the racing action has been difficult. The new software expands the volunteer pool to any of the 200,000,000 people in the US with an internet connection, and they can volunteer without leaving their house.

“At the first rally where we used this software,” says Green “we had ten volunteers who were spread all over the country, from Oregon and Arizona all the way South Carolina and Florida. And they really had a great time doing it, since they got to get the info from the rally before anyone else. For rally fans who love the sport and want to help, it was a fantastic way for them to feel connected and enjoy the racing.”

With the multiple thousands of driving miles that were reduced to zero, and no large trucks of scoring equipment being needed at the event, the carbon emissions related to this aspect of event operations have been brought practically to zero, while simultaneously enabling scoring teams larger than any previously seen in the United States.

“A sanctioning body has the responsibility to be the steward of the sport,” says Green. “Working to improve the efficiency of the event and reduce operating expenses for the organizers is one of the key things we think is important at NASA Rally Sport.”

This technique bears watching as this would be a major benefit to all kinds of rallying both stage rallying and TSD rallying. This could be a great service that an organizing body could bring to help improve the rally experience for the rallymasters and for the competitors to get faster results at the end of the rally.

Winter Alcan 5000 in 2012

The next time the Alcan 500 rally is run will be in February 2012. The rally will start in Seattle and end up in Fairbanks, Alaska. That will be a winter rally. I believe that there are some timed ice “races” involved as well.

It turns out that a fellow, Bob Vogel, who doesn’t live too far from me in Massachusetts has entered the rally. Bob and I met briefly one afternoon in a British Beer pub near Cape Cod 2 years ago when I was taking part in a motorcycle ride with my motorcycle club, the British Iron Association of Massachusetts and we stopped by for some refreshments. Bob was there also having some refreshments. At that time Bob was the president of the British Car Club of Cape Cod, I have a MGB and ride a Triumph motorcycle so the talk got around to cars. Bob has driven his MINI to some very cold places in the winter. The map on the next page shows his trip to Attawapiskat.



Imagine Driving North from Moosonee!

Bob and I exchanged contact information and this past week we reconnected. Bob has got the winter driving thing down cold. However Bob has little recent rallying experience, so I will be helping him with the navigational aspects of the rally.



Me and Harald von Langsdorff doing a winter rally in Ontario in his MINI

Massachusetts Peking to Paris Team might Speak at Larz Andersen Museum

Bob Vogel told me that the Massachusetts team that competed in this year's Peking to Paris Rally might be speaking sometime this winter at the Larz Anderson Museum in Brookline, MA. I hope this happens, as I plan to attend to hear their story.



The Massachusetts Team's 1949 Cadillac

Mille Miglia Related Items

The chances of me competing in the Mille Miglia rally are about the same as me winning the lottery. I can say this with some confidence because the only way that I'd ever get in the Mille Miglia rally is if I won the lottery. And if I ever won the lottery, then I'd go to Mille Miglia.



This year as part of the Santa Barbara Concours D'Elegance on October 29 -31, 2011 there will be a tribute to the Mille Miglia and a chance to follow the Red Arrow of the Mille Miglia. The Tribute will give Americans a taste of the emotions of the race by following a picturesque route through the most characteristic landscape of the West Coast. The event will be open to cars of particular historic value—built, of course, between 1927 and 1957—with entry privileges given to cars that have already raced in the historic Mille Miglia speed race. The folks at Santa Barbara must not have got that memo as their advertising says that the tour is open to all cars participating in the Saturday and Sunday events.

This scenic drive begins Friday morning and weaves through Santa Ynez vineyards, traverses over sun-drenched mountains and valleys, and tours through several charming towns along the way. Tour participants will enjoy a catered gourmet lunch on the property of an elegant winery, a champagne celebration at the finish, and commemorative gifts. It all sounds very elegant.

There is an event in South America that is very much fashioned after the Mille Miglia. The 22nd edition of the 1000 Millas Sport was held November 25-28, 2010 in the Patagonia region of Argentina's Andes mountains. Argentina's version of the Mille Miglia Storica consists of 150 participants driving pre-1980 automobiles over 1000 miles of breathtaking roads in a part of the world that we here in North America rarely get to.

This is a very successful rally and it really does not surprise me. The car culture in South America has always been strong. They've had major Grand Prix races for many more years than have occurred in North America, have World Rally Championship events and have you noticed how many professional race car drivers are from South America. And guess where the Dakar Rally is held!



A mid-1950s Bentley R-Type Continental competing in 1000 Millas Sport

The base of operations for the 1000 Millas Sport Argentina was the Llao Llao Hotel, which is located on one of the lower mountains within the Nahuel Huapi National Park – Argentine Patagonia – between the Nahuel Huapi and Moreno lakes, and framed by Mt. López, Mt. Capilla and Mt. Tronador. At the end of each day, the drivers and cars got much-needed rest at the hotel, in addition to enjoying big meals and parties.



Note the concentration of the navigator in this Bugatti!

The 1000 Millas Sport is part of the FIVA world calendar, featuring FIVA Sport vehicles, grouped as follows: Sport, Grand Touring and Touring – all approved under FIVA regulations. The Club de Automoviles Sport de la Argentina, organizer of the event and founded in 1948, has always been characterized in respecting and growing the culture of classic cars. The 1000 Millas Sport is an obvious demonstration of their values. For more information, visit www.1000millas.com.



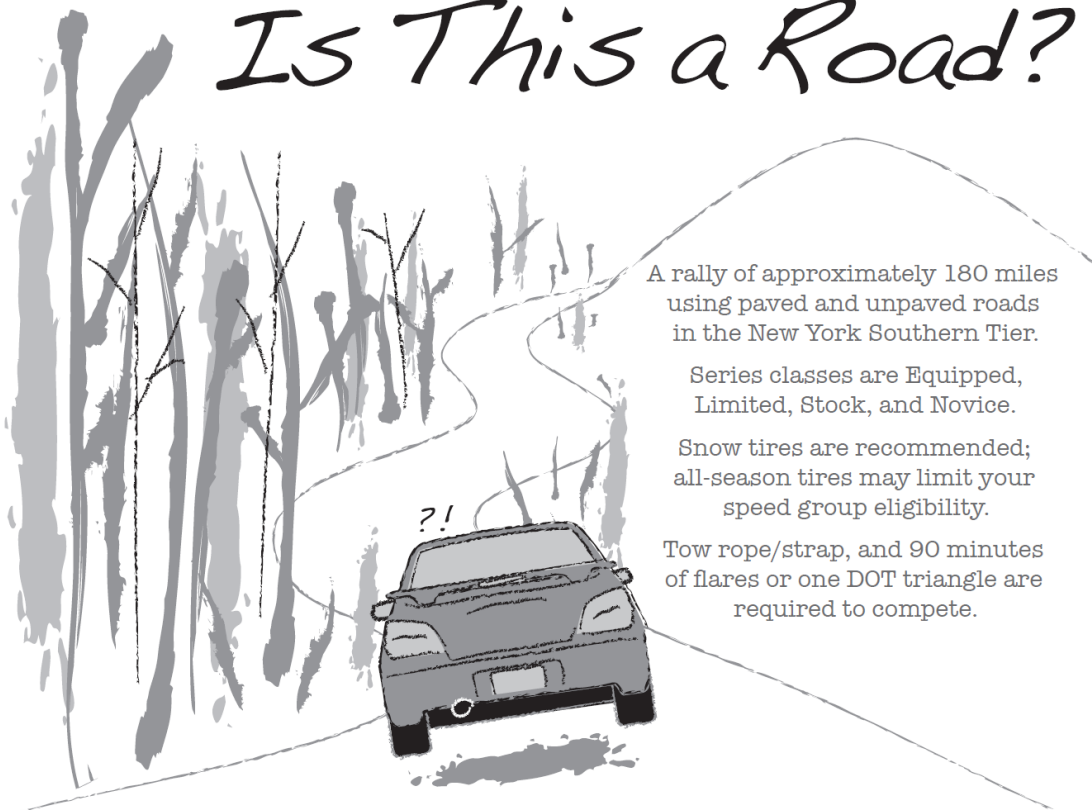
A Mercedes-Benz roars down the road at the 1000 Millas

Is This a Road Rally?

As I noted earlier in this General BS, I will be going over to the Detroit area to take part in the Son of Sno*Drift Rally on January 8th as part of the WINTR Series. However for folks who don't want to drive to Detroit and be part of the WINTR Series action, you don't have to sit at home and feel sorry for yourselves. On Saturday January 8th the Finger Lakes Region of the SCCA will be holding the Is This a Road Rally in Canandaigua, NY.

They have got lots of snow so far this year and I can't imagine that it will melt away so it should be a good rally. I have included a flyer for this rally on the next page with all of the needed information.

Is This a Road?



A rally of approximately 180 miles using paved and unpaved roads in the New York Southern Tier.

Series classes are Equipped, Limited, Stock, and Novice.

Snow tires are recommended; all-season tires may limit your speed group eligibility.

Tow rope/strap, and 90 minutes of flares or one DOT triangle are required to compete.

January 8, 2011 Event #1 of the 2011 Winter Rally Series

Start/Finish MacGregor's, 759 South Main Street, Canandaigua, NY 14424-2214

Directions From Thruway exit 44, take route 332 south into Canandaigua. MacGregor's will be on the left, just past the 5&20 intersection.

Schedule
3:00-4:00 Registration
3:30-4:00 Novice meeting
4:00 Drivers' meeting
4:31 First car off
about 10:30 First car finishes

Rallymasters Cory Kuhns, 585-210-0824, ckuhns97@gmail.com
Marnie Soom, 585-233-2760, marniesoom@gmail.com

Cost \$35/car SCCA members, \$45/car guests

More info <http://www.flr-scca.com/rally/>



Rick Macleod's 1966 Mustang

In addition to his Targa Newfoundland Mustang, Rick MacLeod has his 1966 Mustang up for sale well. This car has been set up for drag racing however it might be street legal or can be made street legal. The car was prepared by Sean Hyland Motorsports and I'm told that it will run the quarter mile in under 10 seconds. Rick has put a lot of money into this car and he is asking \$59,000CDN. Rick can be reached by email at rick-macleod at shaw dot ca



This Mustang will quarter mile in the 9s!

Monte Carlo Rally

I got an email this week from Alex Korovkine in which he forwarded to me the entry list for this year's Monte Carlo Rally. Alex expressed the opinion and I agree with him that the entry list and cars look a lot more interesting than the recent World Rally Championship events which have tended to be Sebastien Loeb/Citroen and then everybody else. The Solberg brothers, Petter and Henning, will compete along with current Formula One driver Robert Kubica. There are a number of other good drivers entered including Stephane Sarrazin, Francois Delecour, Chris Atkinson, and Toni Gardemeister, plus all the International Rally Challenge (IRC) regulars, and at this time, there are many teams that could win. This makes this series refreshing.

The full International Rally Challenge calendar for 2011 is as follows:

<u>Event #</u>	<u>Date & Country</u>	<u>Rally Name</u>
1	18-22 January, Monaco	Rallye Monte-Carlo (Asphalt)
2	11-13 March, Argentina	Rally de los Alerces* (Gravel)
3	06-08 May, France	Tour de Corse (Asphalt)
4	02-04 June, Ukraine	Prime Yalta Rally (Asphalt)
5	23-25 June, Belgium	Geko Ypres Rally (Asphalt)
6	14-16 July, Portugal	Sata Rallye Acores (Gravel)
7	04-06 August, Portugal	Rali Vinho Madeira (Asphalt)
8	26-28 August, Czech Republic	Barum Czech Rally Zlin (Asphalt)
9	09-11 September, Hungary	Mecsek Rallye (Asphalt/gravel)
10	22-24 September, Italy	Rallye Sanremo (Asphalt)
11	14-16 October, Scotland	RACMSA Rally of Scotland: Gravel
12	03-05 November, Cyprus	FxPro Cyprus Rally (Asphalt/gravel)

TBC Date TBA, Spain: Rally Islas Canarias, Trofeo El Corte Ingles (Asphalt)

Fiat/Abarth 695 Ferrari Tribute Car

Alex Korovkine also reminded me of the Fiat Abarth 695 Tribute car. This will be a real rocket ship with a supercharged engine putting out 180 horsepower in a car that will make a MINI look big. The top speed will be a little over 135 mph with a 0 – 60 mph time less than 7 seconds. Not cheap though at around \$47,000, according to Alex.



Fiat Abarth 695 Ferrari Tribute Car

The basic Fiat 500 should be available early in the new year starting around \$15,000. I think that there will be quite an interest in all of the models. I was disappointed that there was not one on display at the recent New England Auto Show in Boston.

Up Coming Schedule

Next weekend will be Christmas and I will be quite busy as a result next weekend will be a BS free weekend. As it turns out, I am planning on changing the format and delivery method of the General BS as I start the new year. It's still a work in progress, but it is something that Isaac Taylor has been recommending that I do for several years.

Merry Christmas and Happy Holidays to all! Be careful on the roads and remember that 50% of the drivers are below average in driving ability! And as I'm sure Yogi Berra must have said at some time, that 50% seems to grow when it comes to winter driving. Finally, have a Happy New Year! I'm convinced that 2011 will be better than 2010.

Steve McKelvie
Have Clock
Will Travel