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upComing events

FORNEY MUSEUM

Saturday, March 9th

11 AM to 5 PM, catered lunch at Noon

Jim Jenkins, Chair

Details Page 11

WINTER SPORTS EXPEDITION

Saturday, March 16th

9 AM Whistle Stop Restaurant, Nederland

Leila Vale, Chair

Details Page 11

MINI PREVIEW UPDATE

Week of March 18th

Pete Myers, Chair

Details Page 11 & Chapter Website

ON THE HORIZON IN APRIL & MAY

AUTOCROSS

Sunday, April 14th

8:00 AM, Bandimere Speedway

Mark/Darlene Irvin, Chair

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CAR CONTROL CLINIC

Saturday, April 20th

8:30 AM, Red Rocks Community College

Bruce Hazard, Chair

Details Page 11

DRIVING SCHOOL

Saturday & Sunday, May 4th & 5th

Second Creek Raceway

Gary Mayer, Chair

Details Page 8

DRIVING SCHOOL DINNER

Saturday, May 4th

Social 5:30 PM, Dinner 6:15 PM

Gateway to the Rockies

Details Page 13

Cover:

What obligations do we have to our children when it comes to teaching them automotive responsibility? Traditional high-school driver's education courses teach them nothing but the basics, like how to parallel park, stop at the crosswalk line, and avoid puking during the obligatory gory driver's ed "this could happen to you" movies. You have to start somewhere, and these classes are adequate preparation for passing the driver's license exam—which, as far as I can tell, requires only that the applicant be able to fog a mirror. BMW owners, I believe, generally take a more proactive role. We buy these cars in the first place due in part to BMW's "active safety" emphasis—the belief that it's better to avoid an accident than try to survive one (although BMW is at the forefront in passive safety as well). Chassis, suspension, and braking system engineering have always been BMW's forte, making the cars both safe and fun to drive. Who says you can't have your cake and eat it, too?

Without being too melodramatic, may I remind you that a car is a lethal weapon? The single most important piece of safety equipment, without a doubt, is "the nut behind the wheel." No amount of modern technology—air bags, side-impact protection mechanisms, electronic stability-control systems, etc.—can compensate for a basic lack of proper training and regular practice. How many of you go out to an empty parking lot after the first big snowfall of the season just to hone your low-friction driving skills? I hope your

answer is, "That's me!" The fact that it's fun is a secondary benefit. Heaven forbid that your first time "practicing" skid control is while sliding off of some icy roadway. That's not so much fun.

Our club's annual Winter Ice Gymkhana, held this year on January 19th, is an ideal opportunity to teach both young and old the finer points of slip-slidin'-away-style winter driving. Once again, Paul Schultz and crew did a great job organizing and running this event. In six years of attending this event, though, I've never seen so many "next generation" drivers at the wheel! Besides eight young drivers, we had several sub-sixteeners learning the skills from the back seat. Art and Betsy Krill brought their daughter, Amy Krill, who drove with her friend Spencer Roth riding shotgun; Erin Reilly took the wheel with her dad, Richard Reilly; Rick Remus worked hard to keep up with his able father, Chuck Remus; LeAnn Jordan, daughter of veteran club racer Andrew Jordan drove well, and along with Paul's son, Tim Schultz, helped out with the event; and finally, I'm proud to have had my own two daughters, Megan and Alana Walker, driving for the first time. To all of these aspiring ice racers I say, "To every season, turn, turn, turn, opposite lock, easy on the gas, feel the ABS pulsing, yeah, you stopped in the box!!" Lessons learned in youth become life-long habits, and it was heartwarming to see all these young pilots in Paul's "flight school." Did I mention that it's also great fun? *Read Paul's write-up on page X.*

MURRAY MOTOR IMPORTS

A GREAT BIG THANKS

Big thanks to these members who wrote articles and took pictures for this newsletter: **Bob Tunnell** and **Andrew Jordan** for their articles, **Paul Schultz** for a job well done and his article on the Ice Gymkhana, **Dave Walker** and **Judy Balice** for the Ice Gymkhana photos, **Andy Peavy** for arranging the Go Kart event, **Jim Jenkins** for coordinating the Forney Museum tour, **Pete Myers** for another note on the MINI Preview, **Janet Kiyota** for coordinating the Pizza Video Night, **Mark and Darlene Irvin** for coordinating the Autocross, **Leila Vale** and **Dave Walker** for coordinating the Winter Sports Expedition, **Bruce Hazard** for coordinating the Car Control Clinic, **Gary Mayer**, **Fred Iacino**, **Steve Williams**, **Leslie** and **Jim Jenkins**, **Richard Riley**, and **Andrew Jordan** for coordinating the Spring Driving School and **Dave Walker** for his "late-braking news." A Big Thanks to everyone for helping us to make this a great newsletter!

Thank you for renewing your ad: **Rocky Mountain Litho and AutoSport Werks**. Thanks to all of our advertisers for sponsoring our club in this way. We all appreciate all that you do for the Club!

VOLUNTEERS NEEDED!

Looking to get involved in the Rocky Mountain Chapter BMW Club! We are always looking for volunteers for upcoming events. If you have given your name to **Doug Gordon**, he will be contacting you soon. Please consider getting involved in our upcoming events and/or committees. Please call or email Doug at 303-215-9116 or gordonm3@rmi.net

Corner workers needed at our various driving events. Please see the announcement about the Crash & Burn School, Page ****, where you can learn to be a corner worker. Note: they do get paid at our Driving Schools. Since we are hosting the national Oktoberfest here this July, we will need corner workers there, also. (We will have our two days of Driving School, May 4 & 5, and also two days of Driving School at O'fest, plus the Club Race that weekend, autocrosses, and Instructor School. We will need MANY corner workers!)

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12/02

Lawyer needed with corporation experience to look over our Bylaws to make sure they are in compliance. Please call **Dave Walker** at 303-499-7416 if you can help us out with this.

GATEWAY TECH 2002

Gateway Tech 2002 is scheduled for March 28 - 30, 2002, hosted by the St. Louis Chapter. This will be the last year the St. Louis Chapter will host (this traditional spring event. Additional information on their website at:

<http://www.stbmwclub.com>

OKTOBERFEST 2002

O'fest 2002 to be held in Colorado this year! Dates are July 14 to 19, 2002, so make your hotel reservations now (as space will be limited), call 1-800-258-0437 and use the group code: CSOCBMW). Committees are already forming, and volunteers will be welcome, as the event gets closer. Most important, put it on your calendar! Visit the O'fest website at:

<http://www.bmwofest2002.com>

REWARDS PROGRAM REMINDER

Looking to purchase a new BMW? Your in luck, BMW CCA has brought back the Rewards Program; all vehicles qualify except the Z8. The only qualifications are you must have been a Car Club member for at least one year. Check it out in your monthly Roundel or the BMW CCA website at:

<http://www.bmwcca.org/services/svcfset.shtml>

CORNER WORKERS NEEDED FOR O'FEST!

ATTEND CRASH & BURN SCHOOL TO QUALIFY

Saturday & Sunday, March 16 & 17, 2002

Vintage racers (RMVR), SCCA, Porsche Club and shifter cart folks are putting on a "crash & burn" school. This is serious training to be a corner worker! It's flags, radios, timing & scoring, but the second day gets into serious stuff about saving people in a crash: extracting someone from a wreck, and handling fires. These will not be just classroom, but use actual vehicles, fuel and fire, and be serious training.

This will be held at the North Washington Fire Station in Northglenn, with only a nominal charge for lunch, but no fees as long as you are a club member. The hope is that you will take advantage of your new skills and participate in BMW CCA, SCCA and other club events.

For more information and registration, contact Art Krill at 303-449-3999 or 303-938-1600.

Why Modify Your BMW?

Almost from the day I purchased my first BMW three years ago, I have been inundated with catalogues urging me to make my car crisper and faster. After-market tuning of BMWs is a big business and there is a lot of sales pressure out there to get you to spend your money. These companies know we are car enthusiasts and have this need for performance. They often take advantage of our weakness.

I am glad I refrained from spending \$2,500 on suspension modifications on my '95 BMW 540iA. My new 330i has since replaced the 540iA and money for the new suspension would have been lost. Instead, I spent my \$2,500 on BMW performance driving schools. The skills I have gained are transferable to every new BMW I drive and increase my safety in everyday driving. I urge everyone to stop and think hard before modifying his or her car. Not only is it expensive, but also you might not end up with a faster, safer, or better handling car. I can guarantee you that a performance driving school will make every car you drive faster, safer and better handling.


BMW's are pretty darn good cars right out of the box. They are comfortable, fast, and forgiving. They are designed by real engineers unlike many of the after-market parts advertised in magazines and on the Internet. They allow you to drive safely on rutted roads and in the pouring rain with your children in the back seat. They protect you from inattentiveness by building in a certain amount of understeer. In spite of

what you are told, this is not a bad word or a bad thing. I have seen too many people get themselves into trouble by modifying their car and stripping it of its well-balanced and well-engineered features.

If you haven't participated in a lot of performance driving schools, you probably do not yet have the skill to safely handle a car at high speed equipped with short springs, stiffer sway bars, more horsepower, and R compound tires. If you plan to participate in an upcoming school, you definitely do not want to modify your car first. Learn to drive your unmodified car to its limit first. I guarantee you that your stock BMW is better than you are. I watched BMW factory driver Bill Auberlin at the Oktoberfest driving school at Road Atlanta. He drove a student's stock M3 and passed every other driver on the track. Consider the added expense and danger involved with premature modifications. To increase driving performance, money spent on driving on schools is much more effective than equipment modifications. Even if the after-market modifications work as advertised, you've raised the limits of the car making learning more difficult. That is, as limits are raised, cars generally become more responsive and less forgiving because everything happens more quickly at higher speeds. You might not want to go there yet.

Engine modifications are high risk. Whether or not they void your engine warranty, they offer an expensive way to


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1/03



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5/02

small true performance gain with a big downside. In older BMWs without knock sensors, performance chips can cause pinging that can destroy an engine after relatively short use. Drop-in performance filters may allow more harmful debris into your engine and shorten its life. The more an engine is tuned and tweaked for maximum performance, the shorter its life (a racecar being the extreme example of this). Many stock BMW engines see well over 200,000 miles before a rebuild. Maybe the engineers at BMW know what they are doing.

Suspension modifications are very tricky to get right and potentially dangerous without proper planning. Without a definite plan about what handling characteristic you are trying to change, and for what purpose you are making this change, you probably should not attempt this. The odds are stacked against you in achieving an overall faster car. Most people fail to realize that stiffer sway bars can actually promote less grip by increasing inside wheel lift and working against suspension independence. They also put more force on attachment points and can destroy other parts of the car. Shorter, stiffer springs give you less feedback when you are learning to manage weight transfer on the track. Plus you can have less grip in many situations where bumps and uneven pavement come into play. Don't forget that our nice understeering BMW becomes much more neutral in high-speed turn. I wouldn't want to drive someone's modified, oversteering autocross car at Summit Point in turn 10 at 85 mph. Ask any Formula One driver why understeer is good thing.

Competition (R compound) tires increase the forces on all suspension components and increase the wear and tear on your car. Plus, they are also potentially dangerous when you first venture out onto the track. Competition tires allow an inexperienced driver to go faster with a false sense of security. The increased grip and lower slip angles will hide many mistakes until it is too late. One definitely doesn't want to learn where their limit of adhesion is at 90 mph with a tire that decides to "let go" abruptly with little warning. Add to this scenario the aforementioned suspension changes, and one has a truly dangerous situation. Witness some of our Chapter's best driving instructors who spent years driving their cars on the track with street tires. They are smoother and faster and safer as a result.

I encourage anyone interested in learning to become a safer and faster driver to bring his or her BMW out to one of our Club schools. The spring Highway Safety School is an excellent place to test the water if you're not yet sure about attending a performance driving school. Ignore everyone who tells you to modify your car before you come. Spend your money wisely. Learn to drive your well-engineered, stock BMW the way it was meant to be driven: safely and responsibly. Once you have learned to extract everything available from the stock configuration and have gained enough skill to handle the higher release speeds, and consequently the reduced reaction time available, then think about what could be modified. Of course, by then it might be time for a new car. See how much money you saved!

Reprinted article By Eric Carnell, NH Chapter, Jan '01

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11/02

Exploring Myths About BMW Modification

OR... WHY NOT MODIFY YOUR BMW?

Spring is coming. We enthusiasts are getting cabin fever. Over the winter we've been scratching our high performance itch by watching reruns on Speedvision and arguing on Internet special interest groups over which brand of oil causes VANOS rattle and whether the E30 is the only *real* M3.

I'm unaffected by most of that bickering, but there is one opinion espoused frequently this time of year that rattles my roll cage like no other: "You should *never* modify your car until you've taken at least (pick a number) driving schools." A novice's plea of "I just want performance!" is often answered with a sanctimonious shout of "You can't *handle* performance!!"

Now, don't get me wrong, I'm a great believer in the value of driver training. I've taught vehicle dynamics and high performance driving techniques for more than 20 years. Trust me... I get it.

But even if I were to ignore the thrill of personal expression and individualism that accompanies modifying one's car, I simply must comment on the fact that our cars (yes, even our beloved BMWs) can actually be made **safer**, more **responsive**, and more **enjoyable** with some carefully planned, well engineered modifications. And - despite what many would have you believe - it's possible to do so without completely voiding the factory warranty, destroying your car's reliability,

or turning your daily driver into a thoroughbred only Juan Montoya could handle.

Let's take a look at a few common myths and misconceptions about modifying your BMW.

Myth: Aftermarket modifications void your car's warranty.

Not true thanks to the Magnusen-Moss Warranty Act* of 1975. Installing an aftermarket part will probably void the portion of the warranty that covers that particular part, but the remainder of your warranty is unaffected.

Myth: A car with no modifications is safer/better for an inexperienced driver.

Not true. Well-engineered suspension modifications will make a car perform in a more linear manner, meaning that it will respond more **directly** to the input from the driver. A less responsive car that wallows and gets easily out of phase (it does things long after you've told it to) is difficult to control and is **more** dangerous during evasive maneuvers. An inexperienced driver lacking catlike reflexes will actually benefit more from a more responsive car.

Myth: All engine modifications are a bad idea because they are expensive and shorten engine life.

There is **some** truth to this. BMW engines, especially M motors, come from the factory running at near their maximum performance level. Adding forced induction (super or turbo

BIMMER HAUS

charging) frequently leads to problems in a daily driver. However many BMW engines respond quite favorably to relatively inexpensive software upgrades and mild intake and exhaust modifications with little or no sacrifice in durability. Extended oil change intervals and over revs kill far more BMW engines than high performance filters or aftermarket chip upgrades.

Myth: You should use only OEM parts because they are designed by real automotive engineers while most aftermarket parts are not.

Mostly untrue. The top products - those you see used in racing venues around the world - are designed by honest-to-God engineers (often leaving OEM for more demanding challenges) and are usually constructed of aircraft quality materials within manufacturing tolerances meeting or exceeding those of the OE manufacturer. Yes, there is some junk out there. But quality is not limited only to factory parts.

Myth: You'll always learn more in a driving school on street tires.

This is a controversial issue and I won't make any friends among my instructing brethren on this one, but I'm a firm believer that you should upgrade to whatever tire you will use in the discipline you want to focus on. For example, if you're trying to learn to autocross or improve your experiences during lapping days, then take schools on R-compound tires. If you are taking driving instruction **solely** to improve your techniques on the street, then take the school on whatever tires you'll be driving on the street. You wouldn't learn to play ping-pong with a tennis racket because it's "more forgiving" or "less responsive," so why make the same mistake with tires?

Myth: You should drive your BMW in 100% stock form until you've spent a couple years extracting everything you can from the stock components and are prepared for the "dangers" of a more responsive car.

This logic makes about as much sense to me as sending your kids off to college with a "perfectly good" 286 computer and telling them, "If you can master the intricacies of DOS by the time you're a Senior we'll upgrade you to a Pentium and you can begin to test the waters in Windows!" Give me a break.

I see no valid reason to deny yourself the most capable driving machine possible. Accidents at driving schools and on the street are more often caused by a raging ego or unbridled aggression than by sophisticated machinery that has somehow been savagely transformed by aftermarket springs, shocks, sticky tires, and a chip.

If your goal is to become a better driver, attend a BMW CCA High Performance Driving School. It will be money well spent. If you want to personalize, customize, or upgrade the performance of your BMW, then by all means do it. Many enthusiasts do both.

With careful planning, a knowledgeable sales person, experienced technicians, and realistic goals, modifying your BMW can enhance the experience in **Your** Ultimate Driving Machine.

Footnote: *In a nutshell, The Magnusen-Moss Warranty Federal Trade Commission Improvement Act of 1975 dictates that the manufacturer of any vehicle after 1975 cannot refuse to honor any part of a vehicle's warranty simply because parts of the vehicle, unrelated to a warranted failure, have been replaced by other than OEM parts. The M-M Act is contained within section 15 of the US Code. If you're having trouble sleeping, you can read the full text at <http://www4.law.cornell.edu/uscode/15/45.html>.

Car of the Month is a series in which Club members will have a chance to showcase their pride and joy in the Motorsport Report. Our membership will see the variety of BMWs and the level of personalization that makes each car unique.

Each month throughout the year we will feature a "Car of the Month". Any car owned by a Chapter member is eligible. Just send several photos (they will be returned to you) of your car, along with a written description about the vehicle. But wait, there's more, in the December/January issue you will find a ballot to choose from the 12 Cars of the Month, and a Car of the Year will be announced in the next issue.



MARCH

Due to deadline issues, I'll start; our first Car of the Month comes to you from Mark and Darlene Doran, Centennial, Colorado. Their 1994 325i is white with black interior, and has approximately 134K miles. Modifications: the car has been transformed mechanically into an M3 sedan with a 3.0 liter M3 lightweight engine transplant, other M3 parts include; tranny, 2:23 differential, sub frames, brakes and exhaust. In addition the car has been treated to such upgrades as a custom Jim Conforti Chip, Euro HFM, Blueprinted injectors from RC Engineering, Shark Cold Air Intake, Bilstein Shocks, H&R Springs, UUC Adjustable Clutch Stop, UUC Evo Competition Short Shifter, UUC Brushed Shift Knob and E-brake handle, High Performance Stainless Steel Brake Lines, Poterfield R4 pads, Strong-Strut Cross Brace, Motorsport X-brace, and RD Sport Adjustable Sway Bars. Other than the clear front indicators, side markers and tail lights, 17" BBS RC's with 235/40 Michelin MMX3 rubber. the car looks bone stock. Being hundreds of pounds lighter than a stock M3 makes this car a blast to drive at Drivers School. Chuck Chittum of Bimmer Haus Performance was the technician who performed the transformation and did an outstanding job. Don't ask why anyone in his or her right mind would do this, clearly shows we're crazy.

2002 Spring Car Control Clinic & Performance Driving School

The Rocky Mountain Chapter of the BMW CCA is pleased to invite you to attend our **Spring Car Control Clinic**, held April 20th at Red Rocks Community College and **Performance Driving School** at Second Creek Raceway, on Saturday and Sunday, May 4 and 5, **two one-day driving schools**. Second Creek is an excellent track for teaching: safe and demanding, yet fun and visible from the grandstand. (No convertibles will be allowed at the Driving School).

On Saturday, April 20th, there will be a **Car Control Clinic**. This is a mandatory event for all students who have not attended a Rocky Mountain Chapter BMW CCA Driving School or Car Control Clinic. Exercises are designed to familiarize the student with the handling and braking fundamentals of their car. Exercises planned include: slalom, braking exercise, and skid pad. All members and teens (and convertible drivers!) are invited to attend the Car Control Clinic, even if you don't want to attend Driving School. (\$25 if not attending Driving School, and can be paid at the Clinic).

The purpose of our **Performance Driving School** is to give you the opportunity to drive your car at speed and to experience more of the potential of the unique combination of car and driver. You will learn to drive this track smoothly and safely. This is NOT a racing school. Anyone over 16 with a full driver's license may attend, (not a provisional license or learners permit). A parent/guardian must sign a Minor Release Waiver for anyone younger than 18 years old.

On Saturday, May 4th, we will have an **Italian Dinner Buffet** for Driving School participants, instructors and workers, as well as all other Chapter Members. It will be after the Driving School is finished on Saturday, May 4, and will be held at "Gateway to the Rockies" (the same place as the Holiday Party - see map below). The cash bar will be open at 5:30 PM, and dinner will be served at 6:15 PM. There may be a speaker at 7 PM. The cost for participants and members will be \$15. Your check is your reservation. **DINNER ONLY** reservations must be postmarked by April 27th. (See Registration.) The menu is vegetarian and meat lasagna, a pasta bar with various pastas and sauces, anti-pasto, salad, bread, coffee, tea and dessert.

There is a **mandatory technical inspection** required of all cars before they will be allowed on the track. All safety equipment will be checked: brakes, tires, brake fluids, battery hold-downs, seat belts, wheel bearings and more. If there is any doubt about the condition of your equipment, have it replaced (although brand new tires are not automatically recommended). You will be mailed a vehicle inspection form in your registration packet to be completed by your mechanic (expect a charge) or there will be a free technical inspection on **Saturday, April 20th, from 8:30 AM to 1:30 PM** at the Car Control Clinic being held at Red Rocks Community College. (You must attend this if you have not attended a Car Control Clinic, and it is included in the price of Driving School).

Hotels nearest the track are located south on Tower Road near DIA. Some of the available hotels are La Quinta, Holiday Inn Express, Marriott Courtyard, Red Roof, Fairfield Inn and Hampton Inn.

Second Creek Raceway is located at 88th and Buckley, near DIA. There will be air and water at the track, and a food concession will be available with such things as coffee, breakfast burritos, rolls, and juice for breakfast, and hamburgers, hotdogs and pop for lunch.

Instructors: Our experienced instructors have come from racing, autocrossing and BMW CCA schools and can help you develop your potential.

Cost PER DAY for Driving School (includes Car Control Clinic)

BMW CCA member: \$120, \$215 per couple per day
Non-member: \$145, \$240 per couple per day
Car Control Clinic only (no Driving School) \$25 per person

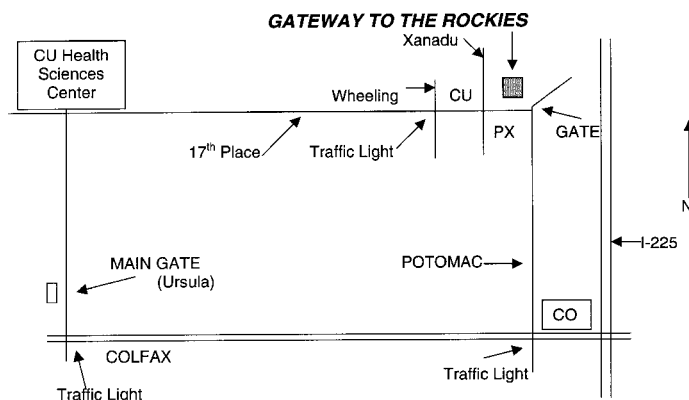
A couple is two drivers who register at the same time and share the **same** car at the school.

Late registration fee: \$10 per driver, after April 20, 2002.

Mail your form and check made out to RMC BMW CCA to: Leslie Jenkins, 2026 S. Ironton Court, Aurora, CO 80014, (303-671-6131). On April 10th, you will be sent a registration packet that includes a map, schedule, inspection form and other details. **Cancellations by April 20th will be refunded the registration fee, less a \$10 handling charge. No refund for cancellation after April 20th.** Call Leslie Jenkins to cancel. We reserve the right to refuse entry and participation to anyone for any reason. For questions, call Gary Mayer, Chairman, 303-618-6102.

APPLICATION POSTMARK NO EARLIER THAN MARCH 15, 2002. BMW CCA members will have registration priority if postmarked by April 1st; non-members will be placed on a standby list. Non-members will be inserted into vacant school positions in the order their applications are received. ****** NO HAND DELIVERIES ACCEPTED *******

YOU ARE ENROLLED UNLESS OTHERWISE NOTIFIED!!!!



Gateway to the Rockies is located near the Potomac Gate on the former Fitzsimons Army Base in Aurora. Exit I-225 at Colfax and go west. You can enter Fitzsimons at either the Potomac or Ursula Gates.

CU: Credit Union

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Spring Driving School Registration

Driver #1

Name _____

Address _____

Phone (h)(____) _____ (w)(____) _____

Car: year _____ model _____

Driver License no. & state _____

BMW CCA Member: no ___ yes ___ number _____

Experience (schools, racing, etc): _____

Experience level: novice ___ intermediate ___ advanced ___

Last RMC driving school attended _____

In Emergency notify _____ Ph. # _____

Will this person be at the track? Yes ___ No ___

Current medications _____

_____ Blood type _____

Allergies _____

All Driving School participants receive a T-Shirt.

Circle T-Shirt Size: M L XL XXL

We will try to accommodate your choices as we have space.

Do you want a Driving Manual? Yes ___ No ___

DRIVING SCHOOL CHOICES (mark first and second):

_____ Saturday, May 4 only \$ _____

_____ Sunday, May 5 only \$ _____

_____ Saturday OR Sunday \$ _____

_____ Saturday AND Sunday \$ _____

(If we have space available)

Car Control Clinic ONLY (\$25 ea.) \$ _____

(Price is included in Driving School fee)

Dinner Saturday PM (you don't have to

participate in Driving School to attend!)

Number attending _____ @ \$15 each \$ _____

(Saturday Dinner only - Postmark by April 27)

Late Registration Fee after Apr. 20 \$ _____

(\$10 per driver)

Total Fee Enclosed \$ _____

Driver #2

Name _____

Address _____

Phone (h)(____) _____ (w)(____) _____

Car: year _____ model _____

Driver License no. & state _____

BMW CCA Member: no ___ yes ___ number _____

Experience (schools, racing, etc): _____

Experience level: novice ___ intermediate ___ advanced ___

Last RMC driving school attended _____

In Emergency notify _____ Ph. # _____

Will this person be at the track? Yes ___ No ___

Current medications _____

_____ Blood type _____

Allergies _____

All Driving School participants receive a T-Shirt.

Circle T-Shirt Size: M L XL XXL

We will try to accommodate your choices as we have space.

Do you want a Driving Manual? Yes ___ No ___



Mail your form and check made out to
RMC BMW CCA to: Leslie Jenkins, 2026 S. Ironton Court,
 Aurora, CO 80014. **APPLICATION POSTMARK**
NO EARLIER THAN MARCH 15, 2002

2002 Winter Ice Gymkhana Review

Our annual event was held on Saturday, January 19, 2002 at Georgetown Lake. The weather was quite pleasant and warm enough to make ice conditions challenging. Keeping the pylons in their proper positions was also a challenge, due to the wind gusts. Following breakfast and a brief instructional meeting, drivers took to the ice for determining their vehicle handling capabilities. There was a skid pad, the shore area and the practice course. After lunch, participants were required to complete the pylon course, which included a 360-degree loop around a cone in the snow bank, and a vehicle stop box. Multiple runs were made and best times were used for trophies and prizes. Thanks to Fred Iacino, Jerry Hodges, Judy Balice, Dave Walker, Leila Vale and Alan Warner for their assistance with the course, scoring and traffic.



The new generation of BMWer drivers - back row: Spencer (who rode support for Amy Krill); middle row: Richard Remus, Erin Reilly, Amy Krill, Tim Schultz; front row: LeeAnn Jordan, Alana Walker, Megan Walker



Betsy and Art Krill

RESULTS:	BEST TIME	VEHICLE
<i>Class A studded</i>		
1. Amy Krill	1:54:12	325
2. Andrew Jordan	2:14:60	2002
<i>Class B non studded</i>		
1. Chuck Remus	1:44:69	323
2. Jeff Watkins	1:46:72	328
3. Richard Reilly	1:52:22	318ti
4. Megan Walker	1:56:19	540i
5. Don Pearson	1:56:40	325
6. David Kelley	1:59:28	325
7. Tim Pearson	2:00:38	325
8. Rick Remus	2:01:78	323
9. Paul Day	2:01:59	535
10. Beth Kelley	2:02:81	325
11. Erin Reilly	2:03:11	318ti
12. Kevin Day	2:03:94	535
13. Karl Corona	2:04:53	530
14. Dave Acton	2:06:69	323
15. LeAnne Jordan	2:09:03	325
16. Alain VanderHeide	2:12:38	M3
17. Andrew Webb	2:14:33	Mcp
18. Alex Lunsford	2:18:36	M3conv
19. Lisa Corona	2:20:42	530
20. Alan Webb	2:33:33	Mcp
<i>Class C 4WD studded</i>		
1. Alana Walker	1:39:97	VW
<i>Class D 4WD non studded</i>		
1. Art Krill	1:37:66	325iX
2. Don Murrell	1:41:82	Audi
3. Dave Murrell	1:41:97	Audi
4. Betsey Krill	1:58.81	325iX
<i>Class E other</i>		
1. David Mohensi	1:39:50	Saab

Lunch at The Forney Museum of Transportation

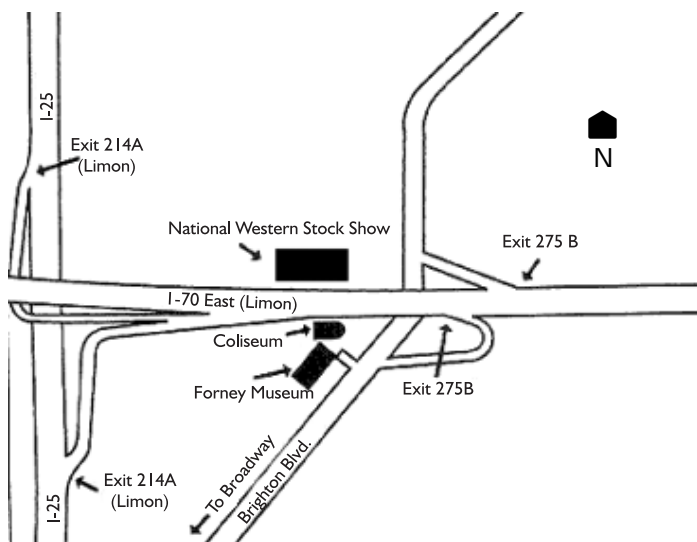
Saturday, March 9, 2002

If you're a car buff, you like cars of all types. Come join the club at the Forney Museum of Transportation.

We are planning to serve a catered lunch at the museum at Noon. The cost per person for lunch is \$7.50 for adults and \$5 for children 12 and under. To make a lunch reservation, send your check made out to RMC BMW CCA, to: Jim Jenkins, 2026 S. Ironton Ct, Aurora, CO 80014-1029 or for more information call Jim at 303-671-6131.

There will be reduced admission for adults and children for unlimited entry to the museum. (Adults \$5; kids 12-18, \$3; 6-11, \$2) You can come early, and then have lunch, or have lunch and then visit the exhibits. Reduced admission starts at 11 am and is good till closing, 5 pm. Information on the museum is available on their web site: www.forneymuseum.com

Forney Museum, 4303 Brighton Blvd., Denver. 303-297-1113; Exit I-70 at Brighton Blvd., Southeast to the museum on the right.



MINI Update

Ralph Schomp BMW/MINI in Littleton has offered to host a Wine and Cheese Party for us to see this exciting Motoring Marvel. Ralph Schomp was chosen by BMW NA as Colorado's exclusive new MINI dealer. The exact date for this event can't be nailed down, however, we have a tentative date that Ralph Schomp will have their Grand Opening March 22, 2002. Pete will keep us up dated through the Chapter Website Calendar: <http://www.rmcbmwcca.org> So stay tuned!

Winter Sports Expedition

Saturday, March 16th

Join us Saturday, March 16th for a few hours of snow-white fun with fellow club members! We'll meet at the Whistle Stop restaurant in Nederland at 9:00 AM for breakfast, and from there head out into the wilderness beyond Eldora Mountain ski resort for a 2-3 hour snowshoe hike or cross-country ski—your choice. The format is relaxed, the emphasis is on fun, and all ages and abilities are welcome to attend. If alpine skiing is your style, join us for breakfast and then enjoy Eldora for the day. RSVP to Dave Walker and Leila Vale at 303-499-7416, so that we can make breakfast reservations, and indicate whether you intend to snow shoe, cross-country ski, or alpine ski. Be sure to leave your phone number, so we can call you in case of bad weather cancellation, but be advised that's highly unlikely since we're praying for snow!

The Whistle Stop is located in the middle of Nederland, accessed from Hwy 119 out of Boulder or Hwy. 72 (Peak to Peak Highway) out of Denver via Coal Creek Canyon and Wondervue. There's a prominent roundabout in the middle of Nederland, and the Whistle Stop is a block south and ½ block west on the first side street, near the visitor's center and public parking lot. See you there at 9:00 AM on the 16th!

Car Control Clinic

Saturday, April 20, 2002

ALL members and teens (convertible drivers and walk-ins are welcome!) are invited to attend the Car Control Clinic, even (or especially!) if you don't want to attend Driving School.

This is a mandatory event for all driving school students who have not attended a Rocky Mountain Chapter BMW CCA Car Control Clinic.

Hour and a half sessions will be at 8:30, 10, 11:30 and 1:30 PM at Red Rocks Community College

Exercises are designed to familiarize the student with the handling and braking fundamentals of their car. Exercises planned include slalom, braking exercise, and skid pad.

\$25 if not attending Driving School, which can be paid at the Clinic. (This fee is included in the Driving School fee). There will be a free tech inspection of all cars attending Driving School.

To make your reservations, send your check made payable to BMW CCA for \$25.00 to Leslie Jenkins, 2026 South Ironton Court, Aurora, Colorado 80014 or 303-671-6131

What is an Autocross?

As the year came to a close, it has become apparent to me that we have quite a few people that are members of this club, but hesitant to join in on some of the activities, because there may be a danger or, in most cases, a lack of knowledge of the associated activity. The "real" purpose of this club is to enjoy each other's company, make new friends, and most of all **HAVE FUN!!!** I would never propose an activity to the club that is contrary to the aforementioned. I know from my past year as an active member, there have been many instances of anxiety, simply because I had no idea what some of the activities were. However, I love to explore, and as a result I have found that there really is no reason to be afraid to participate. As a matter of fact, you really miss out when you don't. These car events are fun and don't require much from an individual to participate. Hence, here is a short and sweet explanation of an autocross and hopefully I can take some of the anxiety away and get more of you interested.



An autocross is both a social event and a driving event that will help sharpen your driving skills, let you compete for trophies, and explore the limits of your BMW's handling capabilities. Aside from running over a few cones, autocrossing

need not be hard on your car. In fact, the fastest times come from the smoothest drivers. As with driving schools, the more you practice the smoother you get. It's a simple idea, really. A bunch of BMW nuts drive to a parking lot or an abandoned airfield, put down some cones, and then drive between them as fast as they can against a clock. Cars are never close enough on course to hit each other. Hitting cones causes penalties (2 seconds added to your time for each cone), this you usually try to avoid. However, driving off of the course gets you a DNF (Did not finish). Sometimes hitting the cone is better than missing it, because a DNF time does not get recorded. If you get off course or start hitting cones, don't worry about it. Laugh a bit and enjoy it for what it is, and make up for it on your next run. By your final run, you will have a pretty good idea of what you need to do to achieve good run times.

The real key to getting better is to walk the course as much as possible. Walking the course is permitted before the event begins. This usually will include a "rookie" walk, where an instructor will walk a group around the course and explain how to drive a good line. Every autocross course is designed differently, so you will never be able to practice the same course from event to event. Autocrossing is different than tracking your car, in that you are on the course for short stints, most of the time less than 60 seconds (per run), and you are forced to concentrate on your technical abilities, rather than high speeds to win.

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9/02

upcoming events



Cars are divided into run groups, which are comprised of sub-groups called classes. These classes are based on the car manufacturers performance levels. This means that M3's would run in a different class than 325i's, and Z3's would run in different groups than M roadsters, etc. These classes compete against each other for the trophies. Run groups are designed so that you have a fixed amount of cars that will be in the grid area during run sessions and it also divides out the day. While one group is performing their runs, the other groups will be working the course.

What do you mean by "working course"? Unlike Performance Driving School, autocross requires that each participant also get involved in putting on the show. This means that everyone will also need to help out by doing work assignments such as corner working, safety, registration, teching out cars, announcing or any other items event coordinators may assign. Not to worry... you don't have to have previous experience, we have chiefs that will guide you through. Working is a benefit and is fun to boot. You get a great opportunity to watch fellow drivers up close and you learn quite a bit in the process.

A typical RMC BMW CCA autocross event will start out with the morning session as a learning event and which will allow everyone a chance to get comfortable with the event and driving the course. We still do run and work groups, but don't count any of the times. Instructors are available at the start line for anyone that would like a few pointers or even have the instructor drive your car with you or ride with you (driving by instructors in your car is only permitted during the morning session). Typically, we will break an hour for a catered lunch (usually included in your fee). This is a great opportunity to get to know some of your fellow Bimmerheads. The afternoon session is devoted to competing and all times count toward trophies. I can't emphasize enough, how important it is to enjoy yourself and do what you feel comfortable with. Even the afternoon competition session should be looked at as fun and not an all out pro race. However, you are going to get hooked and will want to get better and better with each run, trust me on this. Last year several women, including my wife, were having so much fun, they could hardly wait to tear it up ... and they did just that, by improving their times each session. Autocrossing is not just for guys with big horsepower; Moms, Dads, teenagers, computer geeks, doctors, lawyers, carpenters, you name them, and they all enjoy this event.

With that I would like to invite all of you to our first autocross of the year to be held at Bandimere Speedway in Morrison, CO, Sunday, April 14th at 8:00 AM. Your car will need to be technically inspected so please be prepared with good tires (no chords showing) and no obvious mechanical leaks. Lunch is included with your entry fee of \$40.00. Please make your check payable to RMC BMW CCA and mail your checks and registration form to Mark Irvin, 6022 Yank Court, Arvada, CO 80004 by April 5th. You can also register at our website

www.rmcbmwcca.org. Please feel free to give us a call at (303) 425-5604, even if you have general questions about autocrossing or the day's events. If I don't have the answer at that time, I will find out the answer and respond to you promptly. Please come prepared for any weather, it is April in Colorado.

If you are interested in being a part of the planning team for this event please contact me. Our club is always looking for enthusiastic people to get involved. I look forward to hearing from you!

Autocross Registration

Must be received by April 5, 2002 - mail today!

Driver Name: _____

BMW CCA Member #: _____

Phone number: _____ email: _____

Vehicle Make: _____ Year: ____ Model: _____

List modifications for this vehicle (including racing tires):

Experience: # Driving Schools attended: _____

of Autocrosses: _____

Please fill out and enclose a check made payable to RMC BMW CCA for \$40.00 Per Driver and mail to: Mark Irvin, 6022 Yank Court, Arvada, CO 80004

DRIVING SCHOOL DINNER

Saturday, May 4th, 2002

All Driving School students, instructors, workers,
and ALL other Chapter Members invited!

After the Driving School on Saturday, May 4th
Held at "Gateway to the Rockies"
(the same place as the Holiday Party -
see map Page 8)

The cash bar will open at 5:30 PM
Dinner served at 6:15 PM
There may be a speaker at 7 PM

The cost is \$15 per person.
Your check is your reservation.
Reservations must be postmarked
by April 27, 2002.

(See Driving School Registration, Page 8)

The buffet includes vegetarian and meat lasagna,
a pasta bar with various pastas and sauces,
antipasto, salad, bread, coffee, tea and dessert.

RKY MTN LITHO

2/02



RMC member, Leslie Jenkins (left), and Olive Campbell from the Food Bank of the Rockies, stand behind the 238 pounds of food collected at the October and December events. Photo by Jim Jenkins



January 16, 2002

Leslie Jenkins
BMW Car Club – Rocky Mountain Chapter
P.O. Box 370128
Denver, CO 80237

Dear Leslie:

On behalf of the staff and volunteers here, and all the less fortunate people who received a portion of your generous donation, I would like to thank you and everyone else who was involved in making the BMW Car Club's food drive such a success.

The 238 pounds of food that you collected has been distributed to the people in our community who most need our assistance. The \$50.00 that you also contributed will enable us to distribute more than 500 additional pounds to people in need.

There are currently over 50,000 families and individuals in our metro area who are struggling to meet their most basic needs. Your donation has provided many nutritious meals to disadvantaged children, low-income seniors, the homeless, disabled persons, victims of domestic violence... anyone in need.

It is a pleasure to have such caring people as you, and the other folks in the Car Club on our team. Together we can continue to fight hunger and feed hope.

Thank you,

Mike Gilligan
Mike Gilligan
Resource Manager

Jerry Stander's

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10/02

Telephone conversation by Andrew Jordan

Nudge, Nudge, Wink, Wink

"Hey Art"

"Yes Andrew"

"I really enjoyed playing with your wife this afternoon."

"Really?"

"Yeah. She is the fastest woman I know. She has great lines and I enjoyed following her through her curves. We got very close to each other." "Then she made a pass at me. Shortly thereafter, I retaliated by making a pass at her. This went on for about 20 minutes."

"Really?"

"I tell you Art, she does not know when to stop. I had to slow down after awhile, but she kept right on going."

"Yes Andrew, and I got to watch both of you going at it."

Oh the joys of BMW club racing!

Printed with the kind permission of Art Krill, Betsy Krill, and Andrew Jordan

AUTOSPORT WERKS

wilkommen

We look forward to meeting you!

Welcome NEW Members

We would like to give a warm welcome to our new members and to those who have moved into our Rocky Mountain Chapter, BMW CCA. We invite you to join us at our upcoming events and monthly Club meetings. We hope to see you at our many events planned for this year. We look forward to your ideas and participation.

Alt, Rick Colorado Springs
 Andres, Mark Longmont
 Boice, Charles Parker
 Carey, Jill Arvada
 Churn, Wayne Colorado Springs
 Clark, Ken Aurora
 Cole, Brady Highlands Ranch
 Cugini, Michael Denver
 Fisher, Michael Denver
 Goldsberry, Jina Highlands Ranch
 Hanawalt, Ryan Castle Rock
 Hettinger, Bradley Aurora
 Hodge, Douglas Greenwood Village
 Johnson, Matt Englewood
 Kidd, Doug Englewood
 Lee, Raymond Cherry Hills Village
 Lindsay, David Louisville
 Lippert, W. Colorado Springs
 Lubaguin, Fernand Lafayette
 Marks, Sandy Denver
 McGrath, David Parker
 Mello, David Colorado Springs
 Micciche, Marc Broomfield
 Mullen, Tom Parker
 Myers, Sharron Aurora

Anderson, DeVonn Fort Carson
 Baldwin, Sylvia/Ed Highlands Ranch
 Bone, Ryan Fort Collins
 Carlson, Ray Parker
 Clark, Stephen Highlands Ranch
 Clark, Brant Boulder
 Croucher, Doug/Chris Boulder
 DeWitt, Paul Littleton
 Ferchaud, Cutler Crested Butte
 Gow, Scott/Bonnie Aurora
 Heckel, Troy Loveland
 Hines, Vance Longmont
 Hopker, Dwight Castle Rock
 Jones, Bart Colorado Springs
 Kinning, Jon Denver
 Lindauer, Billy Arvada
 Lindsey, Jim Thornton
 Lopez, Lisa Highlands Ranch
 Maldin, Michael Boulder
 McCord, Patricia Evergreen
 Mees, Eric Littleton
 Menard, Michael Boulder
 Monroe, Luke Englewood
 Mullins, James Littleton
 Nessel, Graham Lakewood

O'Brien, Mark/Jody Aurora
 Olander, Herrman Longmont
 Patton, David Fort Collins
 Riviere, Brad Highlands Ranch
 Rockafellow, Gordon Englewood
 Roots, Tyler Longmont
 Roush, Robert Parker
 Sarvis, Robert Louisville
 Shoub, Edward Lyons
 Smith, Dylan Denver
 Stoddard, Terri Arvada
 Taylor, D Superior
 Toland, Vaughn Littleton
 Williams, Lawrence Denver
 Emenheiser, Patricia/
 Clarence Colorado Springs

Ogle, Rich Highlands Ranch
 Parker, Rob Louisville
 Percival, Sonja Aurora
 Robbins, Sandy Denver
 Robben, Heber/Annet Littleton
 Robben, Michael Littleton
 Royal, Don Northglenn
 Sawyer, Greg Littleton
 Smith, Stephen Centennial
 Steveson, C. Warren Littleton
 Steveson, Carol Littleton
 Torgerson, Laura/Todd Denver
 Whittlesey, Brad Englewood
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fellow BMW fan

9/02

CARS FOR SALE

'91 325IX 4dr, Lazer blue/dark blue leather. Auto, power windows, locks, sunroof, steering & brakes. AM/FM/weather band cassette radio. ABS and air bag. New transfer case at 94k. New fan clutch, PS hose, water pump, timing belt & inspection II. New BFG Touring T/As. 106k miles on a very nice AWD car. \$7950. Dan Gaddy 303-690-4122(h), 303-676-7383(o). dannygaddy@aol.com, #184271. (3/02)

'97 Z3 2.8 VIN 4USCJ3323VLC00706 35k miles, red, tan leather, tan top, heated seats, wood trim, trip computer, alarm, no dings or accidents, cd changer, clean, garaged, one owner, all books and records, Redline synthetic lubricants used throughout (engine, trans, diff), \$24,900. Kirk 702-656-7799 or KLchmn@aol.com (NV). (3/02)

3.OCSL Race Car roller: Full Gruppe 2 1974 aero body, SCCA GT1 roll cage, coilovers, new brakes, Motorsport dash with instruments, Chamonix white. Just needs drivetrain (perfect for M88 engine) and wiring to finish. \$15K. 970-472-1391 or jbemr@webtv.net, #194769. (3/02)

'69 2002 runs good, orig. Tucson, AZ car, looks fair, rear fender & rocker panel rust but very little frame & stress point rust, alloy wheels, white w/brown, Weber carb, rebuilt head in Aug. Incl. new & used parts galore (See "2002 Parts Warehouse" ad under Parts). All \$1900, car only \$1200 OBO. Jim 303-438-1810 or jcwoods@qwest.net, #279132. (5/02)

'87 535is Red with black leather. 94K miles, 5-sp. Second owner of this Colorado car. Upgrades include: blaupunkt in dash CD, forged 16" BMW cross spoke wheels, and TMS chip. Includes the original stereo and metric wheels/tires. Beautiful condition and meticulously maintained, \$9200. Troy 720-256-3105 or troy_love@hotmail.com, #161174. (3/02)

'67 1600 Vintage racecar, Gulf yellow, exceptionally well-prepared, low miles on Weber carb'd motor, Quaife diff, 5 spd close ratio box, full cage, could sell with/without spares or enclosed trailer. Call Vic at 303-674-2996, #32032. (03/02)

'67 2000CS Coupe VIN 1101195, Silver, blue velour, restoration car, Arizona-Colorado car w/ minor rust, needs minor body work and paint, many new and used spare parts, new windshield in the original box, spare chrome, 45 DCOE webers, and Solex carbs. In storage since 1989, 3rd owner, \$3,900. Steve 303-797-0997, bphomes@worldnet.att.net, #175393. (03/02)

'93 525i, Gold/tan leather, body is perfect! Air, cruise, all power, AM/FM/CD changer, sun roof, and more. All service at Ralph Schomp, all service records available. Non smoker, garaged, 118K miles, \$11,950 or best offer. 303-791-8024 (leave message), email: rafpmi@aol.com, #172870. (5/02)

TIRES & WHEELS

Four Vredestein 185/70 SR 13, steel belted radial studded snow tires. These are the very best snow tire you can buy. Like new, less than a 1000 miles. Asking \$200 for all four tires purchased new for \$400 (make offer) Call Ron 303-973-5071, 303-904-3936 or BMWwerboy@aol.com, #87056. (5/02)

Four Dunlap winter SP 205/65 R15 studded tires on steel rims. Used two seasons. Came off of E32. Should fit E24 & E34 also. \$200. Jay eves at 719-390-8945 or jkuhns@codenet.net, #160960. (5/02)

Five bottlecap wheels for E30 325i, \$200. Gerard 303-347-2884, #71805. (3/02)

Snow tires/rims & covers. Four Blizzak MZ-02, 235/60 QR16, mounted & balanced with BMW wheel covers. Used one season only. Fits 7 or 5. \$350. 303 577-0015 or vgmccoy2@juno.com, 177039. (3/02)

PARTS

Close Ratio 5 speed, fits E30 M3, E34 M5, E28 M5, adaptable to CS coupe (kit available), 5,6,7 Series. Rebuilt, warranted - \$1800. Overdrive 5 speed, good used - \$650, or rebuilt for \$1200. 970-472-1391, jbemr@webtv.net, #194769. (3/02)

3.OCS, CSI, CSL, 2000CS parts and cars. All CSL fiberglass parts, air dam \$200. rear bumper, GR2 flares, rubber wind splits: \$275/pair. 5 speed OD or CR conversions from auto: \$1200. Wheels of all sorts. Refinished wood, rechromed bumpers, glass, anything for your coupe. 970-472-1391, jbemr@webtv.net, #194769. (3/02)

M30 single cam race engine: 3.5L over bored, 304 cam, triple weber 45s, Venolia forged pistons, balanced, hemied head, just needs final assembly: \$5900. 5 speed close ratio transmission, fits E30 M3 too, rebuilt with 6 month warranty: \$1800. 970-472-1391; jbemr@webtv.net, #194769. (3/02)

'95 M3 OEM exhaust for sale. Will fit all 6 cyl. E36. Great upgrade from stock. Increased bolt on sound and performance. Very easy install, 30 minutes. Removed at approx 45k miles. Good for at least another 50k. All stainless steel and is in excellent shape. Denver area. \$150. Call Drew at 303-667-5575, #177686. (3/02)

Black hardtop for E30 ('87-'83) convertible, \$1500. Gerard 303-347-2884, #71805. (3/02)

2002 Parts Warehouse: 2 engine blocks, side & down draft Weber Solex carbs w/manifolds, carb linkages & kits, transmission, exhaust manifolds, heater & blower assy, alternator, rebuilt starter, wiper & washer motors, new brake & clutch hydraulic cylinders & kits, assorted new bearings, ring set, gasket sets, motor & trans mounts, misc. chrome and much more. All \$900 or will piece out. Jim 303-438-1810 or jcwoods@qwest.net, #279132. (5/02)

'95 E36 M3 Parts: muffler \$180. Front sway bar w/adj link \$100. Rear sway bar and links \$80. Springs F&R \$100. Dennis Nappier, 303-766-8216 /303-804-3250, or dennapp@attbi.com #86838. (5/02)

'67 1600 race engine, professionally built, Venolia, domed, high compression pistons, Deves rings, Schrick

cam and valve springs, titanium valve spring caps. New valves, timing chain, cam sprocket tensioner, oil pump, water pump, rocker shafts. Polished rockers and rods. 121 head milled .0005". Crank, flywheel and clutch upgraded to 320i. Twin Weber 40 DCOE side drafts. Zero hours. Below cost, \$4000 or trade. Ed 303-589-8715, #179550. (5/02)

Garage Sale: Miscellaneous tools, torque wrench, cylinder ring compressor, quick-disconnect compression gages, vacuum gage, auto analyzer, come-along puller, feeler gages, wheel pullers, large diameter metric sockets, liquid evacuator pump, and more. 5 gallon can of Castrol Hypoid 90 weight oil, and 5 gallon can of Castrol Non-hypoid 80 weight oil. BMW parts, filters and gaskets. George 303-471-9735 or ggrenz@qwest.net, #243. (5/02)

MISCELLANEOUS

Need your car moved to or from AZ? BMW racer has 24' enclosed trailer, that goes between Phoenix, and Denver on a regular basis. Contact Dicken at 480-614-3800 or e-mail to BMW2002TA@aol.com, #96731. (5/02)

Drivers Wanted: Nationally Sponsored Motorsport Team, seeks qualified individuals to join a progressive step Motorsport program. Drivers will start in Karts, and move into various types of Amateur Road Racing, with a possible chance to have a career in Professional Motorsport. Ages 8 and up. For more info contact: Competition Engineering, 9393 N. 90th St. Suite 102, Scottsdale, AZ 85258, e-mail to: CompEng@aol.com, #96731.

For rent: a week at a condo in Orlando during January-mid April 2002 or the last 2 weeks of December 2002. Two bedrooms, 2 baths, sleeps 6. Beautifully and completely furnished - all you need is food! Within 20 minutes of ALL major attractions. \$700. Call Leslie or Jim at 303-671-6131 ASAP to get your first-choice week reserved! #23674.

Helmets are required at driving school. BMW of Denver, one of our Motorsport advertisers, has offered to make available to Club members new HJC helmets that retail for \$150, for \$120. Call at 303-936-2317 if interested.

WANTED

Twin Cam Racing Engine - M49 or M88, prefer usable as-is. Also, Kugelfischer slide injection systems, other race engine parts, turbos, etc. 970-472-1391, jbemr@webtv.net, #194769. (3/02)

CSiL - LHD - any condition, but lightweights only. 2275xxx or 4355xxx vins. Anywhere in the world. Leads rewarded, finders fees gladly paid. 970-472-1391; jbemr@webtv.net, #194769. (3/02)

Wanted: Clean, reliable E30. Contact Darlene, 303-758-4200 or choicebizops@qwest.net

Wanted: Contributors of articles for the *Motorsport Report*. Fame, fortune, seeing your work in print and possible syndication in other newsletters will be your reward. Spelling and grammar will be corrected. Everyone has a story to tell, or for a list of suggested topics, call Editor, Darlene Doran, 303-758-4200. Remember: this is YOUR newsletter. All disks and photos will be returned.

CLASSIFIED AD INFO

NOTE: Send classified ads to RMC BMW CCA, PO Box 370128, Denver, CO 80237, or fax 303-758-1841, or email choicebizops@qwest.net. They will only be run in TWO consecutive issues unless otherwise advised. The deadline is the FIRST of the month preceding the publication month. The ads are free to members. Non-member cost is \$10 for 2 lines per issue and \$5 per photo per issue. (Membership is \$35 per year and includes a subscription to our local newsletter, the *Motorsport Report* and the national magazine, the *Roundel*, and various club events.)

motorsport report

Advertising rate schedule

Ad Size	Quarterly (3 issues)	Annually (11 issues)
1/8 page - 3-5/8 x 2"	\$70	\$212
1/6 page - 3-5/8 x 3-1/4"	\$87	\$261
1/4 page - 3-5/8 x 4-7/8"	\$121	\$363
1/2 page - 7-1/2 x 4-7/8"	\$200	\$593
Full page - 7-1/2 x 10"	\$360	\$1,067

Advertising Manager: Geoff Patterson, 719-488-5771

Publisher: Carol Rush, Graphic Results, Inc.
1510 S. Krameria St., Denver, CO 80224
303-691-2164, Fax: 303-758-7706, E-mail: crrush@aol.com

These prices are for camera ready copy. If you need assistance in getting your ad ready for the camera, our publisher can be contacted for her rates. The deadline for getting your ad copy to the publisher would be the first of the month before the month it will run. In other words, June 1 for the July issue (to be delivered about July 1).

MARCH**activities calendar**

- 1 Fri DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR APRIL ISSUE
- 6 Wed * Business Meeting, 7:00 PM
Doran's, 17015 E. Dorado Circle, Centennial, 303-758-4200 for directions
- 9 Sat Forney Museum, 11 AM to 5 PM, 4303 Brighton Blvd., Denver
Jim Jenkins, Chair, 303-671-6131, Details in the February issue
- 16 Sat Winter Sports Expedition, 9:00 AM, Whistle Stop Restaurant, Nederland
Leila Vale, Chair, Details Page 11
- 16 & 17 **
Sat/Sun Corner Workers "Crash & Burn", No. Washington Fire Station, Northglenn
Art Krill, Chair, 303-449-3999 or 303-938-1600 for information
- 22 - 24 ** BMW CCA Club Racing, North American Challenge Race, Texas World Speedway, College Station,
Texas, for information, contact Art Krill, 303-449-3999 or 303-938-1600
- ?? ** Mini Preview, Ralph Schomp BMW
Pete Myers, Chair, Details on the Chapter Website

APRIL

- 1 Mon DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR MAY ISSUE
- 3 Wed * Business Meeting, 7 PM,
Quentin's, 8350 Steadman Dr., Colorado Springs, 719-282-9593 for directions
- 14 Sun Autocross, 8:00 AM, Bandimere Speedway
Mark/Darlene Irvin, Chair, Details Page 12
- 20 Sat Car Control Clinic, Red Rocks Community Clinic
Bruce Hazard, Chair, Details Page 11

MAY

- 1 Wed DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR JUNE ISSUE
- 1 Wed * Business Meeting, 7:00 PM
Walkers, 8637 Hollyhock Lane, Lafayette, 303-497-5490 for directions
- 4 & 5 Driving School, Second Creek Raceway, Two days, Leslie Jenkins, Registrar
Sat/Sun Details and Registration Page 8
- 4 Sat Driving School Dinner, Gateway to the Rockies, Aurora, Social 5:30 PM
Dinner 6:15 PM, Leslie Jenkins 303-671-6131 Details Page 13
- 4 & 5**
Sat/Sun NASA/Cobra Track Day, PPIR, Leslie Howard, 303-457-9797
- 11 Sat ** Z Car Club of Colorado Track Day, Gary Bracken, 303-969-9964
- 11 Sat ** CECA Track Day, Pueblo, 2nd Creek, Bill Miller, 303-421-3009
Timed laps, which may void insurance coverage

* All members are urged to attend the Business Meetings, held the first Wednesday of each month (with some exceptions). IF YOU ARE COMING, PLEASE CALL THE MEETING HOST/ HOSTESS TO ENSURE ENOUGH FOOD, AND IN CASE OF CANCELLATIONS OR CHANGES

** We are printing these events as a courtesy and are not responsible or liable in any way.



Rocky Mountain Chapter
BMW Car Club of America

P.O. Box 370128
Denver, CO 80237

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