

ROCKY MOUNTAIN CHAPTER

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upComing events

OKTOBERFEST 2002

Sunday thru Friday, July 14th -19th
Keystone Resort
Bruce Hazard & Fred Iacino, Chairs

ON THE HORIZON IN AUGUST & SEPTEMBER

SHELBY MUSEUM TOUR

Saturday, August 3rd, 10:00 AM
Peter Richards, Chair
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AUTOCROSS

Saturday, August 17th
8:00 AM, Coors Field
Mark/Darlene Irvin, Chair
Details Page 7

RAILROAD TOUR

Friday/Saturday, August 23rd & 24th
Dan Mazzeo, Chair
Details Page 9

GRAND PRIX OF DENVER

FedEx Championship Series
Friday thru Sunday, August 30th - Sept. 1st
Details 17

BIKE TOUR

Saturday, September 21st, 2002
Dave Walker & Leila Vale, Chairs
Details in August issue

Cover: Andrew Jordan's 1972 2002.

by Dave Walker

BMW Wagens Ho!

As Oktoberfest rapidly approaches, visions of multi-thousand-mile odysseys fill my mind. One's imagination cannot exceed the limits of what our fellow CCA'ers will endure in their dogged trek across the vast expanse of these United States when they all descend upon the idyllic resort town of Keystone, Colorado. Can you imagine a more perfect setting for a midsummer night's dream week of cars, carousing, and camaraderie? To escape the sweltering heat and oppressive drought of the Front Range with an easy hour's drive may be enough incentive for the natives. But at the same time, I harbor a certain envy for the myriad pilgrims traveling from far and wide who get to enjoy the hiatus between work and play that a road trip affords. The time and space between their innumerable starting points and this singular destination provides a welcome interlude between There and Here. Arriving in the proper frame of mind, relaxed and full of high expectations, can only add to the enjoyment of the planned events in Keystone. And if you happen to be one of the sojourners making the trek in a 2002 or other vintage Bimmer, we'll look forward to hearing your stories of pioneer-

ing spirit, grit, determination, and lessons learned (and parts lost...) along the trail.

To one and all, young and old, from near and far, welcome to the best that Colorado and the Rocky Mountain Chapter have to offer. And it's a pretty darn high standard, if you don't mind me saying so. As for Leila and me, maybe we'll leave a couple days early and take the long way there. Auf Wiedersehen in Keystone!



Keystone, Colorado
July 14-19, 2002

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A RMC BMW CCA member invented WheelWax. Developed to protect wheels from brake dust, WheelWax keeps them cleaner between washes and makes them easier to clean.

Research showed that negatively charged brake dust particles are attracted to a positively charged wheel surface that develops from the friction of wind rushing over the surface as you drive. WheelWax contains an antistatic element that keeps the wheel surface charged negatively. A negative repels a negative, so brake dust can't attach to the wheel surface.

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303.268.0323

WheelWax is available via the Internet at www.wheelwax.com for only \$15 delivered to your door and comes with a money back guarantee. Or call 303.268.0323 to order factory direct.

9/02

ponderings by the editor

by Darlene Doran

OKTOBERFEST IS NEARING

By the time you receive this issue of the *Motorsport Report*, Oktoberfest will be just around the corner. For those of you who will be attending, I hope you enjoy yourself and purchase some of our wonderful merchandise. This will be our first time attending and I am looking forward to being part of this exciting event. I want to express my appreciation for all the *additional time and work* volunteered by our club members who have participated in preparing for Oktoberfest. Job well done. © The website is bmwofest2002.com

SPRING PERFORMANCE DRIVING SCHOOL / DINNER

This being my very first driving school, I was not quite sure what to expect and was a bit apprehensive, but what a blast I had. I had several great instructors. Thanks **Bob Tunnell** and **Jim Leithauser** — you taught me so much and lived to tell about it. © I never realized how many extra muscles you use and how tired you are after a day on the track — I was pooped. I also want to say thank you to those who took time out of their busy schedules to attend driving school; I hope you had as much fun as I did. To the organizers — **Steve Williams, Gary Mayer, Jim Jenkins, Leslie Jenkins, Richard Reilly** and **Andrew Jordan** — so very many thanks for the great job they always put forth in making our driving schools safe and fun. I want to especially thank **Dee Raisl, Steve Farley, Mike Beyer, Mark Doran, Kathy Ambrose** and **Jeff Ambrose** for assisting me with check-in on Saturday and Sunday morning at O' dark thirty. Our many thanks to **Fred Iacino** (aka Flip) for speaking at the Driving School Dinner. We really appreciate you!

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took pictures for the July issue of the *Motorsport Report*: **Tim and Beth Jones** for the pictures taken during the April Autocross; **Dawn Putaturo**, and **Vaughn Toland** for their articles on the Car Control Clinic; **Greg East** for his article on the Inaugural Northern Colorado Bimmer Burger Night and **Mike Beyer** for photos; **Mark Irvin, Doug Bartlett** and **Bruce Mock** for their articles on the Spring Performance Driving School; **Mark Doran** and **Dee Raisl** for photos of the Spring Performance Driving School; **Bob Tunnell** for photos of the Brake Tech Session; **Andrew Jordan** for his article; **Candy Wall** for her article on the Spring Drive up through Poudre Canyon; **Doug Grande** for coordinating the Concours d'Elegance and his article; **Rick Viehdorfer** for being the Board Liaison for this event; **Dan Mazzeo** for coordinating the Railroad Tour in August and his article; and **Dave Walker** for his "late-braking news." A Big thanks to everyone for helping make this a great newsletter!

SYNDICATED WRITERS IN THE MAKING

Mike Beyer, Andrew Jordan and **Steve Hamilton** wrote articles pertaining to Oktoberfest events for our *Motorsport Report*. I want to acknowledge that these individuals have had their articles published in the *Bimmer Pilot*, Northern Ohio Chapter; *Buckeye Chapter*, Mid Ohio; *Sin City Screamer*, Las Vegas Chapter and *Der Maisbauer*, Missouri Valley Chapter. Way to go guys!

HAPPY BIRTHDAY / HAPPY ANNIVERSARY

Best wishes to all members who have birthdays or anniversaries this month!



THANK YOU ADVERTISERS!!

Remember to thank our advertisers for their support in helping with the costs of the *Motorsport Report*. They often give our members discounts on service, parts, etc. Thank you for sponsoring us in this way! We 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

REWARDS PROGRAM REMINDER

Looking to purchase a new BMW? You're 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>

James Stiehr
1358 Southridge Court
Golden, Colorado 80401

May 1, 2002

Darlene Doran
Editor, Rocky Mountain Chapter, BMW CCA
PO Box 370128
Denver, CO 80237

Dear Darlene

In a world in which we all too often are told to expect perfection from our employers, doctors and car companies (though strangely, not lawyers), bashing suppliers and service providers for less than flawless performance has become the norm. But as anyone who has ever tried to maintain a sophisticated, high performance car knows, maintenance and repairs are just part of the experience.

In 1998 I had a Dinan system added to my '95 M3, including a supercharger, stage 3 suspension and exhaust. The system has worked very well, except for a computer fault that has been generated from the beginning. It was rare initially, but recently was thrown virtually every time the car was driven. The result of the fault was a problem with the throttle position sensor that made it difficult to finely modulate the throttle - very annoying.

Steve Dinan, his tech support rep Eric Forrester and Dave Tooley at Murray Motors handled the situation very well. The Dinan folks tried many different things to fix the problem and at no time did they say "sorry, it's out of warranty" even though it was several years beyond the warranty. They were willing to take the high road, roll up their sleeves and figure out a difficult mechanical/software problem. (I don't mean to imply that they will always extend their warranty, just that under these circumstances they absorbed the cost of the repair.)

I'm grateful for what Dinan did to fix my car and help preserve its value. A company is not only defined by how few problems occur with their products, but more importantly, how they handle themselves when faced with those problems. My hat is off to Dinan.

Sincerely,

James Stiehr

car of the month

by Andrew Jordan

Tribute to 2002

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 of 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 following issue.

1972 BMW 2002

The proud owner of Our Car of the Month and 2002 Tribute belong to the one and only Andrew Jordan. Andrew has been a club member for many years. Here is what he has to say.

I absolutely adore my 1972 BMW 2002. It is 30 years old and still has that new car aroma about it. Jerry Hodges says that the paint job is so beautiful he wants to dive into the car and take a leisurely swim around the interior!



It took me 11 months to finally purchase the car. Yes, it took that long to convince the previous owner that his price was \$20,000 too high. Friends say I stole the car and should be locked up in jail. But then I would not be able to go out on Sundays and scream.

The first thing that everyone notices is the gorgeous finish consisting of 10 coats of metallic raspberry red Dupont polyurethane paint enhanced by another 5 clear coats, all accented by black anodized trim.

But this car's beauty isn't only skin deep. It's a real sleeper and surprises the heck out of Porches, Corvettes, Mustangs and — I'm sorry to say — M3s. I am yet to be beaten off the traffic lights in my stealthy little bombshell.

The vehicle has been fully restored and modified. The heart of my beauty is an E30 6-cylinder 3.0-liter stroker motor by Power Plant with lightweight connecting rods, Wiseco high performance pistons, Dbilas 312 cam, and titanium valve springs. A baffled oil pan and Bronze radiator with dual cooling fans help keep all the expensive parts in the right place.

It breathes through a honed intake manifold and six 45mm TWM throttle bodies, is fired by a fully programmable Electromotive Tec II direct ignition system, and exhales through a custom header and exhaust system with a FlowMaster muffler and Pace Setter tip. HPC coatings are used extensively.

All that power is transmitted to the ground via a lightweight flywheel, Sachs Super Sport clutch, new close-ratio gearbox, and 3.64 Quaife differential.

The drivetrain was reinforced to accommodate extra power using a lightweight flywheel, Sachs SuperSport clutch, new close-ratio gearbox, and 3.64 Quaife differential. Chassis upgrades included urethane bushings throughout, BMW front stress bar, Bilstein Sport shocks, Carrera springs, and Korman sway bars all riding on Momo 15x7 wheels with Falken 195/50/15 tires.

The transformation was completed with enhancements for the driver like a classic Nardi steering wheel and shift knob, Korman adjustable quick shifter, and Recaro seats with tan cloth covers.

Well, gotta go now. My baby needs some exercise. 😊

RKY MTN LITHO

2/03

by Peter Richards

Tour the "Shelby American Collection" Car Museum

When: Saturday, August 3, 2002, 10 AM - 12:00 Noon
(doors open at 10 AM)

Where: Shelby American Collection, 5020 Chaparral Court, Boulder, CO 80308 Telephone 303 516-9565, website: www.ShelbyAmericanCollection.com
(Northeast of Boulder, east of the Longmont Diagonal, Hwy. 119)

Cost: Adults \$8, Children \$4 (Children are 12 and under), Includes museum admission and a continental breakfast of juice, coffee, bagels, and donuts.

If you're a "baby boomer", were a teenager in the 1960s, and paid any attention to automobiles, you certainly knew what the Ford Cobra was, and who Carroll Shelby was. I certainly did, growing up in San Diego, reading *Road & Track* at age 16. My brother and I even conned our dad to take us to Riverside Raceway around 1964, to see the Cobra's clean up, with Ken Miles and Dan Gurney at the wheel.

This museum, commonly known as the Cobra Museum, is 10,000 sq. ft. with over 40 Carroll Shelby Ford cars, from the 1960's. In addition to many versions of the Cobra, the museum has Shelby GT 350 and Ford GT 40 cars, historical records and memorabilia. The museum is dedicated to the preservation of Shelby American automobiles and to convey the Shelby American team story to the public.

The collection includes the GT 40 driven by Mario Andretti at Le Mans in 1967, and prime examples of Cobra 427 S/C and competition models, 289 and 427 streetcars, Cobra vintage racers and AC Bristols.

Find out why this museum, established in 1996, is located in Boulder, CO??

Join your RMC BMW fellow club members for an interesting morning at the museum, and then join an 'ad hoc' tour and lunch in the foothills above Boulder, after the tour. (Some of the Spring Drive folks are even talking about going back to Walden for lunch!! Huh??)

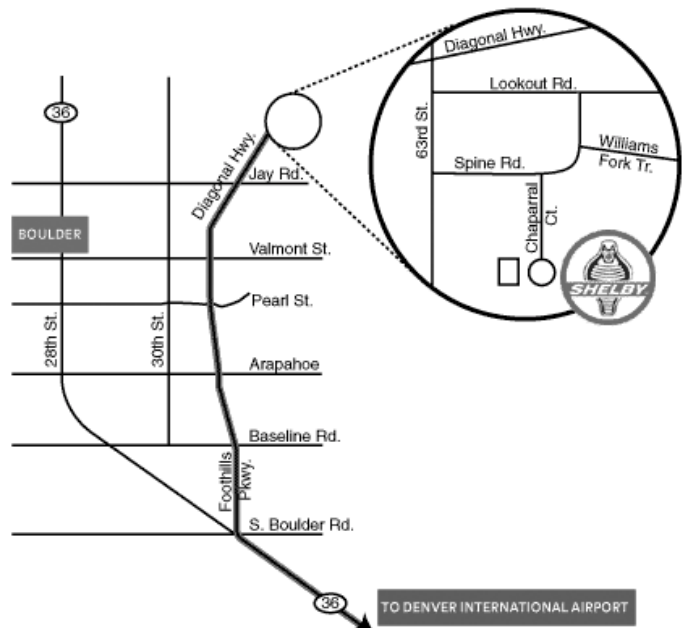
To make a reservation, mail your check made out to **RMC BMW CCA** to: Peter Richards, 470 University Avenue, Boulder, CO 80302, 303 449-2825. Be sure to indicate the number of adults and/or children you are paying for on your check. Deadline for mailing your reservations is a postmark of Tuesday, July 30, 2002. Refunds will only be given after July 30, 2002, if we are able to sell your tickets.



Carroll Shelby

Directions: Starting from the intersection of Diagonal Highway 119 (the big 4 lane highway between Boulder and Longmont) and 63rd St., go south on 63rd St., and take the second left (eastbound) on Spine Rd. Take first right turn (southbound) on Chaparral Court, and museum is at the dead end of Chaparral Court.

From the Denver area: take northbound I-25, get off at Colorado Hwy 52, go westbound, to Hwy 119, turn left (southbound-towards Boulder) on Hwy 119. The next light is 63rd St., turn left there, (southbound) and follow directions as above.



MURRAY MOTORS

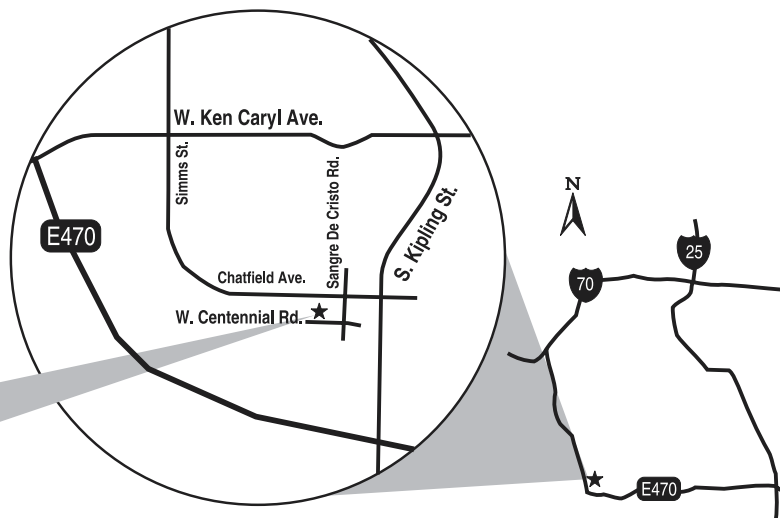
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by Mark Irvin

Get Ready for the Summer Autocross



We would like to invite all of you to our second autocross of the year, to be held in the east most parking lot at Coors Field, Denver, CO, Saturday, August 17th at 8:00 AM.

This summer's RMC BMW CCA Autocross event will start out with the morning session being a learning event. This will allow everyone a chance to get comfortable with the event and driving the course. We still do run and work groups in the morning, but times do not count toward trophies. Experienced Autocrossers will be available at the start line for anyone that would like a few pointers. You can even have them drive your car to show you a typical autocross line. We will break an hour for lunch during this event. This is a great opportunity to get to know some of your fellow Bimmerheads. The afternoon ses-



sion will be devoted to competing and all times count toward trophies.

You will need to visit the club website to classify and register your car for this event. You will be given the opportunity to choose your own number if one has not been assigned to another Autocrosser. Multiple-Driver cars will need to register all drivers with their own numbers. Instructions for obtaining your numbers will be posted. These numbers will be your season numbers and will not change unless the Autocross Committee has been instructed to do so by you.

Your car will need to be technically inspected, so please be prepared with good tires (no chords showing) and no obvious mechanical leaks. The entry fee is \$40. Please make your check payable to RMC BMW CCA and mail your checks and registration form to Doug Gordon, 16462 W. 56th Dr., Golden, CO 80403 by August 10th. You can also register for this event at our website www.rmcbmwcca.org. Please feel free to give us a call if you have further questions: Mark Irvin (303) 425-5604 or Doug Gordon (303) 215-9116.

Other members of the Autocross Committee include: Jeff Sherrard, Doug Grande, and Arnie Coleman. Please feel free to contact these individuals for further information regarding RMC BMW CCA Autocrossing

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



ITEMS & HELP NEEDED

Small R.V. with awning for Oktoberfest merchandise sales at events or pop-up tent camper or large semi-industrial tent with awning, and a volunteer to take up to Keystone. Contact Rick Viehdorfer at 303-422-1660

Autocross sites needed 25,000 square feet minimum; please contact Mark Irvin at 303-425-5604 with a contact name and telephone number.

Volunteers needed to organize the lunches at our Autocrosses. Contact Mark at 303-425-5604

Autocross Registration

Must be received by **August 10, 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:
Doug Gordon, 16462 W. 56th Drive, Golden, CO 80403

AUTOSPORT WERKS

by Dan Mazzeo

Tour to the Cumbres and Toltec Scenic Railroad Friday and Saturday August 23 & 24



*"A sure bet for a memorable ride. The Cumbres & Toltec Scenic Railroad never fails to impress."
— Southern Living magazine*

Although not as famous as its Durango/Silverton cousin, the Cumbres & Toltec Scenic Railroad is in many ways its equal in scenery and beauty. It is America's most authentic steam railroad, just as it was for a century, from the coal tipple to the conductor's smile. Twisting and turning through the beautiful San Juan Mountains on tracks that tamed the West, you'll cross the Colorado-New Mexico border eleven times. Count them as you look down from Windy Point, up at the spires of Phantom Curve, or into the depths of Toltec Gorge. The views from the train are truly spectacular and highly reminiscent of 19th Century travel,

starting out in the desert and passing through rugged high country terrain. The chuff of a coal fired steam engine ever present!

We will meet Friday evening August 23rd, 2002 at the Castle Rock outlet mall around 6:00 PM – **find your tour leader!** Given the area's heavy traffic, we will not leave until 7:00 PM for the ride down to Antonito to the Narrow Gauge Railroad Inn. It is an older motel with small rooms, but is clean and adequate. It is walking distance from the train depot. The motel will allow us to have our cars in one area and will keep an eye on them while we're on the train.

Saturday AM: We will meet at the breakfast place for coffee — al a Carte, between 8:00 AM and 8:30 AM. We must be at the train depot by 9:30 for a 10:00 AM departure. The train tour will take approximately 6 hours and will include a lunch stop at the halfway point. We will be brought back to our cars via bus over Cumbres pass from Chama, NM. **Bring a camera, a jacket and water bottle!** Refreshments are available on the train but are somewhat limited.

	Amount Included
Costs: Train ticket* with lunch	\$70 each
Motel – double occupancy	\$64 for 2
Total Included	\$ _____

*You may elect to just purchase train tickets if you wish.
Make checks payable to: **Rocky Mountain Chapter
BMW CCA**
Mail checks to: Dan Mazzeo, 5283 Golf Course Drive,
Morrison, CO 80465
Any questions: Call me at 303 697-9558
Checks MUST be mailed by July 22nd in order to guarantee a seat on the train!

motorsport report Advertising information

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

NOTE: The line screen for photos and graphics should be 75-85 lpi — no greater than 100 lpi.

The prices listed are for camera ready copy. If you need assistance getting your ad ready for the Motorsport Report, our publisher can be contacted for a cost estimate or technical support. (See numbers below.)

Contact the Advertising Manager to reserve space for your ad. The deadline for getting your ad copy to the publisher is 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).

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Publisher: Carol Rush, Graphic Results, Inc.
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303-691-2164, Fax: 303-758-7706, E-mail: csrush@aol.com

by Greg East
photos by Mike Beyer

Inaugural Northern Colorado Bimmer Burger Night

It was one of those ideas you have where you wonder if people will think it's brilliant or stupid. One of the drive-in burger places here in Loveland hosts a popular Tuesday evening 'Cruise Night' for the local hot rod set and it always looked like fun. There was some discussion on the RMC CCA Yahoo email group about organizing some informal drives and I threw out the idea of a little get together at the drive-in for us Northern Colorado Bimmerheads. The response was fairly enthusiastic so I made a phone call to Sonic, picked a date and posted a message to the Yahoo group ... and thus was born the "Inaugural Northern Colorado Bimmer Burger Night"



No burgers inside these cars!

The event took place on Monday, April 22 at the North Loveland Sonic Drive-In. To say that it succeeded beyond my imagination would be an understatement. I had hoped we might get 10 cars or so, half of which would have been personal friends of mine. It quickly became obvious however,



A sight for sore eyes.

that the idea had struck a chord with everyone and that we'd have a pretty good crowd.

The chosen Sonic Drive-In has 25 stalls so it seemed like we were safe, however the emails just kept coming in. We ended up with 35 cars and probably 50 people attending; it was quite a sight! There were beautiful BMW's in nearly every stall and we ended up double parking even more of Bavaria's finest behind those. The place was crawling with Bimmers. There were CCA'ers from all over Northern Colorado and several folks from Parker/Denver and Boulder. We had planned a little drive through the foothills west of Loveland, but everyone got so enthralled just admiring the cars, kicking tires and swapping lies, that it got dark before we knew it and needless to say we never went on our drive.

Special thanks to **BimmerHaus** for bringing their E46 M3 race car for us to salivate over and to **Co's BMW Center** for bringing along the equally tasty E39 M5, as well as several other great cars.

Bimmer Burger attendees (apologies to several more that I suspect I missed):

Greg East, Brian Bowden, Wietse Wullink, Troy Heckel, Gary Odehnal, Jim Little, David Kindvall, Robert Brooks, Mike Henning, Mike O'Donnell, Rich Krebs, Mark Andres, Doug Bartlett, T.J. Amen, Ryan Kick, Alain Van der Heide, Graeme Weston-Lewis, Kenton Dawkins, Ed Stuessie, Mark Doran, Chistina Dawkins, Dave Stackhouse, Bryant Richards, Cliff & Carol Hoelscher, Joshua Pearson, Mike Beyer, Susan Raikes, Steve Diamond, David Ellsworth, Mark Mathieu, Derek Walker and John Payne.

Oh, and by the way, the folks at Sonic were so pleased with us, they have volunteered to reserve all the stalls for us when we want to come back again, so get signed up on the email list and stay tuned...



Look at all the Bimmers and imagine all the stories.

article by Darlene Doran
photos by Bob Tunnell

Brake Tech Session

with the Bimmer Haus Performance Group

On Saturday, April 27th, Bimmer Haus Performance in Broomfield opened their doors to 26 Spring Driving School participants who wanted to learn more about proper brake maintenance and get their cars ready for the rigors of track use. There was plenty of high octane Starbucks and Krispy Kreme delicacies to keep everyone going.



Dave Stackhouse demonstrates how to change pads...

Technicians Jim Leithauser, Dave Stackhouse, Chuck Chittum, and Eric Loch first gave seminars on changing pads and rotors, flushing brake systems, and thorough brake bleeding for reliability and maximum performance. In addition to the brake system, a lot of teaching focused on the special suspension and drivetrain maintenance needs of a car used frequently at driver schools and track days.

A number of Tech Inspections for the Driving School were also conducted for those drivers unable to schedule them any other time.



...while Chuck Chittum helps inspect brake lines.



Jim Leithauser was professor of the "non-E36" group.

Then it was the students' turn and the racks and tool boxes were opened up for everyone to tackle their own specific needs under the watchful eyes and guidance of the Bimmer Haus technical staff. A total of 19 cars from 2002s to 850s and Ms of every flavor were showered with TLC in one form or another before the shop doors were finally rolled shut around 6:00 P.M.

Bimmer Haus Performance is planning a similar Tech Sessions for participants in the Oktoberfest Driving School, Club Race, and Autocross. Entrants should watch their entry packets for more information.



Sooner or later everyone got their hands dirty.

Car Control Clinic...

what's so exciting about that?

by Dawn Putaturo

Car Control Clinic...what's so exciting about that? Actually, it's a great enhancement to your driving skills and is a requirement for any new-bee (first-timer) to the BMW Performance Driving School, and a good one, at that. This year's Car Control Clinic was held on Saturday, April 20, at Red Rocks Community College. It was chilly, but thankfully no snow or rain, which left the sprinkler to do all the work for the skid pad exercise. We were glad to have Darlene Irvin and Wrigley (aka one of the Irvin puppies) there for moral support!

The event was well organized. They split each group to start off with either the braking exercise or the skid pad. Just exactly where is that "box" you're supposed to brake in? Turn off that stability control and feel how those brakes really work! Then it's on to the skid pad for more than a few "spins" around the skid pad. Feel the difference in radius when you increase or decrease speed ... feel the rear fishtail a little when you suddenly let off the throttle ... feel your stomach turning with the car ... No doubt about it, the instructors must have a strong stomach to ride with all us new-bees for a half-day, or it's a few Dramamine with breakfast!

The clinic also offered an opportunity to have your vehicle tech inspected for the upcoming driving school. This was a good thing, since I would have been very disappointed to miss a day on the track, because I needed new front brake pads, which they determined after my tech inspection.

Thanks to all the volunteers for organizing and staffing this event. We certainly appreciate the instructors' time and support too!

Seeking

SWMBH seeks SWFBH (single, white, male, Bimmer Head seeks single white, female Bimmer Head) for Oktoberfest fun. Send a picture of your BMW, production date, weight, color, number of headlights, size of headlights, and just how fast you really are. Bad exhaust gasses are not a deterrent, but a banged up body would be. Fluid leaks, excess body weight and a dirty exterior would be a negative attribute, but a clean, wholesome inner self would be highly prized. Ability to make your own car payments is essential. SWFBH's favorites should be, color-chrome, perfume odor-gasoline, favorite sound-a revving engine and her standard gift a set of R1's. SWFBH should call SWMBH at 303-426-6800 to arrange a tech inspection and a kicking of the tires.

The Importance of Learning Car Control

by Vaughn Toland

My need for a Car Control Clinic became painfully apparent about 2 weeks after purchasing our 2nd BMW, a 2001 Estoril Blue M coupe. Many of you may not be aware, but this is the first year that the M coupe and M roadster were offered with the new 315 HP S54 engine, the same engine in the E46 M3. This car represented an increase of 177 HP over our other Bimmer – a '97 318ti, and an additional 143 HP over the 95 VW Jetta GLX VR6, which the M coupe replaced in our garage. This may not seem like a lot on paper, but let me tell you, when it comes to real world driving, this is a ton of additional power! Neither my wife nor I had any clue what this new Munich machine would require in terms of requisite driving skill. This car demands respect and total attentiveness of the driver at all times. However, I didn't fully understand what this meant until it was almost too late.

Cruising on an unusually warm Sunday afternoon in early November on a twisty two-lane road in the foothills near our house, I suddenly and unexpectedly became aware, after a quick glance in my rear view mirror, of a black Audi TT closing on me at a high rate of speed. Based on the speed this car was traveling, I knew full well the intention of this guy was to blow past and embarrass this more expensive BMW.

Immediately, I shifted into third gear and pounded the accelerator to the floor. The car took off like a shot out of a canon, slamming my body against the seatback. Soon I was approaching 90 mph — on a 45 mph road. The TT was quickly becoming a speck in my rear view mirror. I felt completely confident, even arrogant, as I approached the first corner at this speed. After all, I was driving, as several BMW experts had told me, one of, if not the best handling BMW ever produced. The first turn was a gradual curve to the left, which the car glided around with relative ease, practically begging me to push it harder through the next turn that was rapidly approaching. By this time I had forgotten about the TT tailing me and was solely focused on the memorable driving experience afforded me by the M coupe. I then shifted in to fourth, reaching speeds in the triple digits, continuing on a brief straightaway that gradually curved to the right. The M coupe again felt solidly planted around this next curve; paradoxically, the car actually seemed smoother and more stable the faster I drove. I continued to push the car through the turn, steadily increasing the distance between the Audi and myself. However, this visceral pleasure I was experiencing wasn't quite enough. I wanted more! I wanted to leave no doubt in the other driver's mind that a BMW M car is nothing to be trifled with.

Not knowing this road well at all, I attempted to take the third and final corner at close to 100 mph, after lightly applying the brake before entering the corner. Unbeknownst to me at the time, the corner was basically a 90-degree right hand turn (the tightness of the corner was hidden by a slight hill), and was not conducive to a car traveling at this rate of speed. Immediately after hitting the corner, I began to feel the car

slide violently to the left. With my stomach in my throat, I panicked, having never experienced anything like this before in the seemingly invincible M coupe, I hit the brake hard and cranked the wheel to the right, attempting, however futilely, to correct my gross miscalculation. At this point, it felt as if the car was riding on its two driver side tires. Fortunately, for my Bavarian baby and me, the engineers at BMW had recently made DSC standard on the M coupe for the first time on the 2001 model year. For all of you non-believers or driving purists out there who think that DSC intervenes too much and takes away from the driving experience, I am here to tell you that it *saved my inexperienced butt* and kept my car out of the body shop and/or the salvage yard. Needless to say, DSC helped me bring the car back into the corner and keep it out of the quickly approaching ditch on the opposite side of the road. As for the black TT behind me, he was close enough to witness the whole event. As he pulled behind me at the stoplight at the top of the hill following that final, near fatal curve, I could see in his face the shock and disbelief that I had taken the corner at such a high rate of speed and lived to drive home in one piece.

After this harrowing experience, I was convinced that I needed to learn more about this car and how to better handle and harness its immense power. I swallowed my pride and admitted to myself that my innate driving skills had been overmatched and overwhelmed by this marvelous Bimmer. It was then that I recalled the salesman who sold me the car mention the BMW Car Club and that they sponsored driving schools and track days on a regular basis. I finally joined in January 2002. The first event that caught my attention, for obvious reasons, was the Car Control Clinic in April and the Performance Driving School in May.

continued next month



Group A on the grid at Spring Driving School 2002.



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11/02

Spring Driving School

Whoa...That was a great Driver's School!

by Mark Irvin, "Frankenbimmer's" Dad

Whoa... That was a great Driver's School! If you didn't make it, you missed out.

A big thanks goes to all those instructors who pushed us to the limits and made us learn a lot. Fantastic classroom instruction performed by **Gregg Ten Eyck**, **Jerry Hodges** and **Cliff Lawson** who put it all together for us.

I'd really like to say thanks to all those people who were behind the scenes, like, **Darlene Doran** who showed up at "oh my God :30 " to get us all in the gates on both days. The **Ambrose's** who kept it flowing and kept us informed. The **Jenkins** for taking registrations and helping at grid, along with other duties. And all the others that I didn't mention. Some of these people didn't even drive...how's that for dedication to this club?



Cliff Lawson trying to teach Group A students, is that possible?

I gotta tell ya, some of you instructors are out of your minds man! Pushing our poor little E30 hard in to those turns, I think we left more rubber on the track than what is now wrapped around the wheels ☺ You know who I'm talking about, **Mr. Stiehr**, **Mr. Mock**, **Mr. Peavy**, **Mr. Tunnell**, **Mr. Leggett**, **Mr. Bergen**, **Mr. Fornarolla**, and **Mr. Walker**! All kidding aside, Darlene and I really enjoyed the opportunity to have people push us into using this hardware.

Hey Andy, maybe next time we can squeeze a couple more into that fast grocery getter? ☺

Perhaps next year I can get a few of you instructors out to do a little Club Racing and we can play some TAG ☺ I'll be a Novice, so that should be an easy enough target... you know, the Big "X".

One last BIG thank you needs to go to **Gary Mayer** and **Steve Williams**. Putting these things on and organizing them is one huge task.

See Ya at the next driving event.

I'll Be Back

by Doug Bartlett

I had a fantastic time at the Driving School on Saturday. I learned a lot from all of my instructors — I will be back! (Not Sunday though — so much on my honey-do list and I'm still tired from Saturday's fun!)

I should have done this 2 years ago when I first joined BMW CCA. For those who have been reluctant to try a driving school — quit procrastinating and sign-up for one, but after I get in! :)

Many thanks to **Gregg Ten Eyck** for teaching the classroom sessions for C&D groups and to each of my instructors during the 4 track sessions: **Leila Vale**, **Gordon Haines**, **Tony Maciag**, and **Roni Marshall**.

Well he' s just an excitable boy...

by Bruce Mock

wow... Wow... WOW!

Well I had a really GREAT time at the D.S. this weekend! I'm sitting here this AM still replaying it all in my mind — savoring it all one last time...

Some miscellaneous ramblings:

Two rides in the 'FrankenBimmer' — One with "His" and one with "Her" drivers — Woe baby does this car ROCK around that track! (and BTW, BOTH of the Irvin family drivers ☺ YOU GO GIRL! ROCK too!) Man is this car neutral in the corners — and those brakes!!! Whew — I may have to have my eyeballs surgically pushed back into their respective sockets after that ride with Mark! This car is truly the best of the e-30 and e-36 worlds — The lightness/tossability of the e-30 chassis and the sweet and smooth free-revving power of the e-36 DOHC motor. Nice job Mark! Now — one last time...



Are they really listening to Cliff?



Gary Mayer and Mike Beyer watching corner one.

repeat after me: “DEEPER INTO THE BRAKING ZONE DUDE!!”

And then there was that little <Spoken with a proper British accent> jaunt around the track — shall we say — what — in the new Mini!!! On a Fun Factor Scale of 1 to 10, I would estimate this came in at about twenty-six!!! WAAA-AAAAAHHOOOOO-OOO I couldn't believe how willing this little 115hp sweetie was.

It was truly hilarious.. You boys in your fast 240hp cars (the guilty shall remain nameless — Hi Dennis!) would blow right by on the straights, pulling, what — 7 maybe 8 car lengths, on the Mini by the time we got to the end of the straight? — but... BUT... would then you have to get on the brakes sooo much sooner than I, that I would gain back all but about ONE of those car lengths. Hey, Hey, ☺ Ah what a difference being just a wee bit lighter makes! (What? 1200-1300 lbs or so?) You Guys need to go get into a Jenny Craig program just as soon as possible.

Fun, fun, fun... The steering response is phenomenal — she turns in RIGHT now! You can really do no wrong on the track with one of these either — They tend toward mild understeer and when pushed hard just seem to say “OK, I can do that, just give me a little time and I'll get you there. BMW is going to sell a LOT of Minis. They are way fun and WAY cool.

continued next page



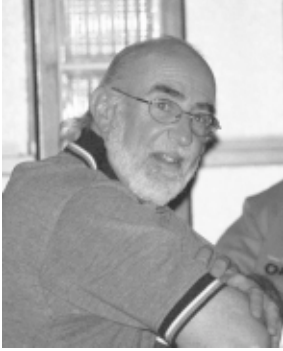
Group B on the grid.



Rounding turn one.

CO'S

Spring Driving School Reviews — continued from page 15



*Fred Jacino —
our guest speaker.*

Also, we have a new instructor in our midst: Steve “I don’t brake until I see the face of God” Lee. Welcome Steve! Psst... Hey Steve thanks for letting me ride around in the Mini with your GF. Shh — don’t tell anybody. I think she did have fun though!! Wait a minute; it is HER car isn’t it?

And now on to the Big Kahuna... My drive in the SMG-tranny e-46 M3.. One of our very kindhearted instructors <name withheld to protect you from everyone on this list calling you up wanting a test drive — but you know who you are — and again — THANK YOU! offered me some seat time in his new toy subject to the “you break it — you buy it” rule of motorsports. Hmm... should I risk it? Well we did leave the “electronic driving angels” in the on position just to be safe ☺

Well BMW has certainly uped the ante again haven’t they? The SMG takes a few minutes to get used to, but man is this fun — Can you say Video Game??? Not only is it fun, but more importantly but it allows you to be completely focused on driving — or should I say guiding — nay, piloting — with scalpel-like precision — this technological tour-de-force around the racecourse. And does this car hustle? Oh yea. It hustles. Big time. 333hp worth.



Listening to Fred’s stories.

The strange thing was that when I would just mash the loud pedal and request an up-shift, the shift — although lightening quick (100mSec best case scenario for you tech. types) seems harsh. Almost like I was abusing the car — even though it was the electronics/hydraulics that had performed the shift and not so much me. Hmm.. Fortunately, I had a previous conversation with our club SMG Guru Andrew Colfelt about this concept of “the lift”. The lift? Yes, the lift. Think about it... What is the very first thing you do before you perform a gear change? You lift off the gas. So in an SMG tranny car you can do a ‘lift’ before clicking the paddle as well. And when you do it feels very smooth, and, IMO, very right. And — Get this — you can also do a heel-toe-blip-the-throttle DOWN shift as well. Very smooth. Very cool.

What a Car. Kinda runs shivers up my spine just thinking about it. Go test drive one of these bad boys — assuming you can find one to test drive :)

Ferrari ain’t got nothin’ on BMW when it comes to SMG. Ha, take that you prancing-horse worshippers!

BIMMER HAUS



The Mark's are off to drive.



Deep breath... Cold Shower...

What a great school put on by a great bunch of volunteers! Thanks to all the unsung heroes who work so hard and so tirelessly behind the scenes and "make it happen"! Everyone tends to heap praise on the instructors, But as an instructor I can tell you that an event of this magnitude requires many, many hours of organization and planning by people other than instructors. Hats off to ALL the volunteers!

I hope I speak for all of the other instructors when I say that the students were simply great too! Willing to listen, willing to learn and willing to trust the advice and direction of their "teachers" Great Job guys! You ARE now a better and safer driver because of your efforts!

Looking forward to a great time at O'Fest!

Bruce "May I offer you my firstborn in exchange for an SMG-tranny M3" "excitable boy" Mock

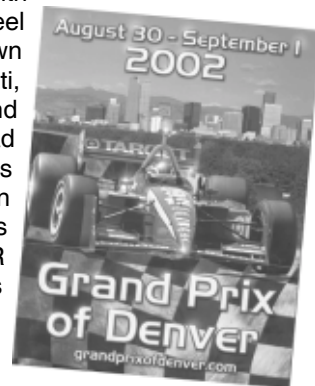


Group B entering the track.

GRAND PRIX OF DENVER

by Tamela Cash

The cars and stars of the world-famous CART FedEx Championship Series will rock the Rockies **Friday, August 30-Sunday, September 1** with their special brand of open wheel racing action. Internationally known drivers, such as Michael Andretti, Paul Tracy, Jimmy Vasser and more whip their 200 mph road rockets around the Pepsi Center's demanding 1.65 mile, nine turn circuit track. During the previous Grand Prix event, RMR and AMR members participated as ushers for the event. This year, our clubs have been asked to function as Race Marshals.



Grand Prix of Denver Race Marshal: A

race enthusiast willing to dedicate their time and efforts to insure the safety, comfort and satisfaction of both patrons and participants of the event. A dedicated individual that understands the importance each individual plays, as part of the overall team and insuring the success of the event.

We are in need of approximately 300 car enthusiast volunteers. The only requirement is you must be at least 18 years of age to volunteer. Ask your friends, neighbors and fellow workers if they would like to participate. Preferential jobs will be given to those who volunteer for all 3 days. Our understanding is the shifts will be long, however several long breaks will be given so that we will get plenty of time to watch the race action.

Jerry Cowan of AMR Porsche Club, Tamela Cash of RMR Porsche Club, and Dan Berry of RMVR (Vintage Racing) will act as liaisons for all volunteers. Watch your newsletter for more details, or contact one of us.

Tamela Cash - RMR 303-554-7464 tcash@healthaxis.com	Jerry Cowan - AMR 719-527-9141 aardvarkgraphics@earthlink.net	Dan Berry - RMVR 303-377-0109 startdan@aol.com
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Race Marshall Volunteer Form

Name: _____

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Please check days available and volunteer only for times you are sure you can make. We appreciate your commitment.

Friday, Aug 30 (full day) Saturday, Aug 31 (full day)

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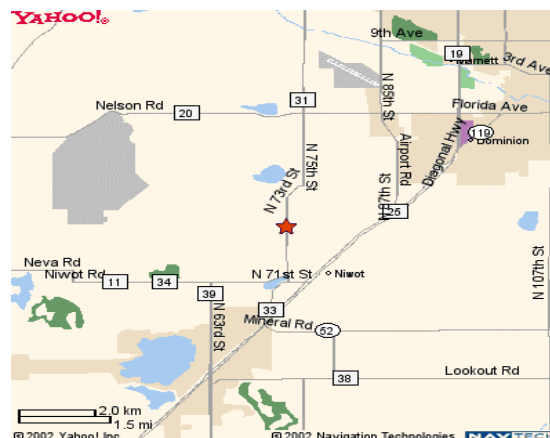
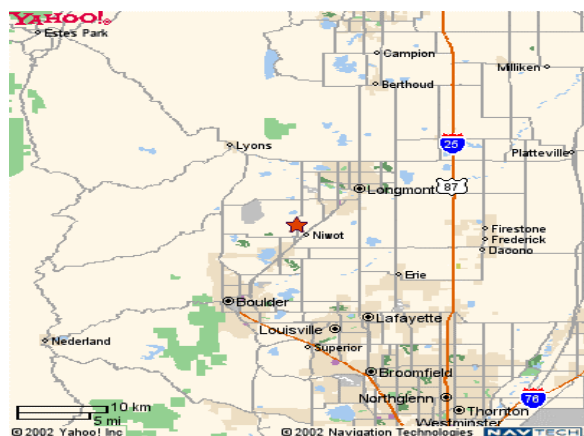
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SEVENTY955 PRODUCTIONS

by Candy Wall

2002 BMW Spring Drive

It was a beautiful spring day Saturday May 18th for our Annual Spring Drive. 19 cars met 9:30 AM at Co's for juice and muffins; Thanks Co's!. We drove up the Poudre Canyon. Had a few YAHOOOS (tourists) that held things up, but we all managed to get around them in due time (a few had universal signs of happiness to pass along).

The group had lunch at the Elkhorn in Walden, all orders were taken at the top of Cameron pass, to be called in, but Qwest hasn't figured out how to have cell phones work that high. The staff at the Elkhorn was great, they took all our orders on arrival and we had our food in about 20 minutes. Wow, 28 orders in total; a record setting time for short order cooks!


Several of the local teens were hanging out with their pool cues in the back parking lot admiring the fine collection of Bavarian machinery and asking questions, such as: "Do some of these cars run on NOS, MAN?" I was laughing to hard to really answer the question, Gary would have just shook his head in disbelief and walked away.

We continued our drive up Hwy 125 to Willow Creek pass. Wow, what a road! With Scenery such as this, it was outstanding! We continued through Granby then Tabernash. Stopped in Frazier for ice cream at the local Safeway — walking down one of the isles and looking down the row of the frozen food section you would have seen half the body of Belinda (AKA: ice cream cruise missile) as she was pulling out as many of the Dove Bars and Hagan Daaz as she could hold! Thank you Belinda! Thank you Gary O. for planning the event, it was a great trip. Also, thanks to Arnie (all the way from the Springs), Andrew (Mr. SMG) and Jim Little (540i tail-end Charlie) for carrying the radios. And again, thanks to Co's for muffins, OJ and Coffee! Thank you all for participating in driving such fun cars.

See you all at the next Club event or Drive! — Have Fun, enjoy Life, Be Happy!!

Candy Wall (assistant driver to the '98 M3 and owner of the '98 323is: Green Machine)


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10/02

We look forward to meeting you!

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.

NEW MEMBER		REFERRED BY
Bailey	Alex	Colorado Springs
Bartnik	Mitch	Glenwood Springs
Baughman	Jeff	Aurora
Bevacqua	Michael	Lyons
Boe	Harold	Centennial
Brautigam	Keith	Aurora
Brown	Bob	Arvada
Butcher	David	Arvada
Clark	Chuck	Loveland
Coen	Robert	Evergreen
Eschbach	Matt	Littleton
Evans	Steve	Parker
Fuller	Glenn/June	Aurora
Hester	Paul	Lafayette
Klein	Kurt	Aurora
Leveroni	Jeff	Colorado Springs
Listl	Andrew/Carl	Denver
Lowe	Michael	Denver
McFetters	John	Littleton
McMillan	David	Englewood
Miller	Andrew	Denver
Minovich	Victor	Littleton
Payne	Walter	Littleton
Rawsky	Blayne	Lafayette
Riley	Chad	Greeley
Rosenthal	Karen	Denver
Rosness	Trish	Aurora
Rupprecht	Mark/Jeff Shaffer	Denver
Topakas	Alexander	Boulder
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1996 Geo Tracker, 128K miles, green, auto, a/c, 4-WD, hi-lo transmission, soft top, very clean & well maintained, runs excellent! \$2600. Contact Rod 303-933-0486 or JohnsonHotrod@aol.com #144845 (7/02)

1995 GMC Suburban 1500 SLT, Décor white/beige leather, 95K miles, 4 bucket seats, TV / VCR / Radar 42 gal tank, roof rack, front & rear deflectors, 1 owner, garaged. \$12,900. Contact Dusty 970-845-3804, #186355 (8/02)

1994 540i, auto, black/gray, only 25k mi on dealer installed factory engine, 85k miles on odometer, traction, 6 CD changer, serviced at Ralph Schomp, records, outstanding condition, very fast. \$16,500 below book Contact Ed (303) 989-6216 #5538 (8/02)

1993 525i, Gold/tan leather, body is perfect! Air, cruise, all power, AM/FM/CD changer, sunroof, and more. All service at Ralph Schomp, all service records available. Non smoker, garaged, 118K miles, \$10,950 or best offer. 303-791-8024 (leave message), email: rafpmi@aol.com, #172870 (7/02)

1991 E30 M3 VIN WBSAK0319MAE34531, 45K miles, Brilliant Red with the rare Grey Interior, this is J.R.'s Baby! This car is as original as can be! Has Dinan Chip, Driven only in summer months. Flawless, no scratches or dings! Has on board computer, sunroof, and heated seats. This is a rare find for an E30 M3. \$20,000. FIRM. Call J.R. at 303-888-0696, #123875 (8/02)

1991 535i Calypso Red/Tan leather, 112k miles, auto, power windows, locks, sunroof, steering, ABS brakes, driver side airbag, AM/FM cassette. New thrust rod bushings, water pump and belts. MSW six spoke wheels, \$9000/obo. Omar Campbell (303) 776-4916 or coe1@uswest.net, #194676 (7/02)

1990 750iL Black/Black, 118,000k miles, excellent condition, well maintained & serviced by Bosch Mechanic. Body and paint perfect, new brake booster ad brake fluid by Ralph Schomp. BBS Wheels, sunroof, non-smoker, covered & garaged. Gorgeous example of BMW flagship, \$13,000. Contact Paul Broyles 303-798-1234, #279102 (8/02)

1988 528e, silver, blue leather, 5 speed, limited slip, sunroof, BMW high end stereo, A/C, C/C, two owners, all records since new, 230k miles, very reliable. \$2950. Bill Schaefer 303-799-3999 #27509 (7/02)

1982 320is VIN WBAAG3300C8058013 Henna rote/black clth, 3d owner, sport suspension with new H&R OE sport springs, Bilsteins, new rotors/pads/shoes, sunroof, cd plyr,Michelins on ground, new Pirellis on new wheels, all rcds, well maintained,garaged/covered. Good motorsports car. \$6500. Guy 970 577-0015 or vgmccoy2@juno.com #177039 (7/02)


1980 528i, Polaris/blue, 5-speed, 120K miles, tinted windows, new clutch, good running car, minor rust starting to show, has been a good daily driver, \$1000. Call Rod 303-933-0486 or JohnsonHotrod@aol.com #144845 (7/02)

1980 735i VIN WBA68310074027414, Silver metallic/blue cloth, 98K miles, 5-speed, sunroof, standard mag wheels, newer tires, (4 extra TRX wheels if wanted), European model, gray market import - EPA and Colorado emission exemptions documented. Very good condition in/out. \$5,500, Contact Jim 303-499-9705, toll free 888-499-9705 or pointofsalesolutions@usa.net, #289748 (7/02)

1973 2002Ti, White/blue, black int, very nice condition. Large sway bars, good shocks & tires. I've rebuilt the engine, transmission, injection pump & distributor. Very fun, just don't use it. Call John (970) 256-9284 or jeakins@wic.net #52472 (7/02)

1967 2000CS Coupe VIN 1101195, silver, blue velour, restoration car, minor rust, needs minor body work & 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, Contact Steve at 303-797-0997 or bphomes@worldnet.att.net #07967 (8/02)

3.0CSL 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 jbenmr@webtv.net, #194769 (7/02)



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(303)799-4100

• *Bean-counters with personality* •

12/02

TIRES & WHEELS

E28/24- 15x7 Fittipaldi wheels with Dunlop tires 60% tread life left \$400, Call Josh (303)254-6692(h) 720-323-4823(c), #270940 (8/02)

4 - 14x6 e30 alloys with new tires, wheels in great shape, fits e30 and 2002 \$120 for all 4, Call Wietse (970) 206 9594 or email E30V8@attbi.com #115671 (8/02)

4 - 14 x 6 BMW BBS Alloys in good condition for snow tires, Offer. Bruce Fronk 303-759-4613 (until 8pm) 303-875-5480, #119820 (8/02)

(4) Kumho 235/40/17 Escta Supras - 1/2 tread, \$150; (4)Yoko 225/45/16 A520's - less than 1/2 tread, \$100; (6) Hoosier 225/50/16 R-Compounds-2 track days, \$65 ea.; (4) Factory 205/14 E30 wheels and new tires (4 lug) \$350, Call Mark (303) 425-5604 or mirvin@fdm.net #164238 (7/02)

Original steel rims for 1980 528i, best offer. Jo-Ann Hall, at 970 925 2810 or aspencherub@attbi.com #101202 (7/02)

Set of five E39 5-Series OE wheels size 7Jx16 et20 with Yokohama S306 225/55-16 tires, \$200, Call Don at 303-805-3580. #282980 (7/02)

PARTS

87 535i exhaust for sale again name a price, E24 driver side fender \$120 navy blue great condition, Call Josh (303)254-6692(h) 720-323-4823(c), #270940 (8/02)

E30 Parts (1984 318i) - front fenders \$15 each (L&R), grills \$5, headlight buckets \$5 each, perfect white passenger power door \$50, bumpers (F&R) \$10 each, 318 short block - free, differential \$20, drive shaft \$15, strut housings (L&R)\$15 each, AC condenser \$10, lots of misc parts, all from straight car -very cheap, Call Wietse (970) 206 9594 or email E30V8@attbi.com #115671 (8/02)

Parting out '85 535i Black with tan cloth which is intact except for long block, Offer. Bruce Fronk 303-759-4613 (until 8pm) 303-875-5480, #119820 (8/02)

Complete good running '81 528i 5-speed but has body rust 180K, Offer. Bruce Fronk 303-759-4613 (until 8pm) 303-875-5480, #119820 (8/02)

Complete running '81 528i 5-speed. Body in very good condition but rocker arm noise in engine (217K), Offer Bruce Fronk 303-759-4613 (until 8pm) 303-875-5480, #119820 (8/02)

2 old '72 and '73 Bavarias. 1 stripped; 1 complete except for gearbox. Going to the car crusher this summer. Call if you need any parts, Offer. Bruce Fronk 303-759-4613 (until 8pm) 303-875-5480, #119820 (8/02)

Bavaria grills, early bumpers and mounts, misc. parts (cheap). 2002 parts, large sway bars, side draft Webers on Alpina manifold (not cheap), round taillights, bumpers etc. Call John (970) 256-9284 or jeakins@wic.net #52472 (7/02)

BMW M3 Stock Radio taken out of my 1998 M3, when I replaced the sound system. Only used for three months and is in perfect condition. Comes with anti-theft codes, but not the wiring harness. \$100 obo. Call Steve at 303-444-1229 or email me at sbrawley@7dogs.com, #289809 (7/02)

Race engine - M10 4cyl single cam fits xx02 thru 85 318i. 2130cc, 92mm bore, Diamond 10.5:1 pistons, Total Seal rings, dual valve springs, 284-292 cam, virgin crank, pan baffled for left turns, includes 2002ii ex and 2 barrel intake manifolds, lightweight block. Less than 1 hour since overhaul - \$1800. Call Bob at 303-682-2577 or Rebawn@aol.com, #75703(7/02)

Misc 2002/E21 320 parts - two 4 speed trans 2002, one 4 sp 320i \$50 ea, 2 pairs round taillights - soso cond, 2 2002 footboxes, several 3.64 & one 3.91 diff, 2 320 cast wheels, pair Boge front shocks 320, lots of 13x10 wide steel wheels, some 2002 & 320 suspension & brake parts - make offers to clean out my garage. Bob at 303-682-2577 or Rebawn@aol.com #75703 (7/02)

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 (7/02)

3.0CS, 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 (7/02)

BMW 1600 Race engine, professionally built, balanced and blueprinted. New venolia domed high compression pistons with Deves rings. New timing chain, cam spocket, tensioner, oil and water pump. The crank, flywheel and clutch have been upgraded to 320i. 121TI head with 301 Norris cam. Zero hours. \$2800.00 Trades considered. Ed Haynes (303) 589-8715, #179550 (7/02)

MISCELLANEOUS

Kids are aging! For Sale: Rhode Gear child's bike seat with bike rack -\$40; Burley Bike trailer (holds two kids) \$125; both excellent condition. Call Jeff 303-933-9493 or Jeff.Adams@gecapital.com #122644 (7/02)

Auto detailing this summer! I will be back from college on June 4, and can detail your car after that. The basic detail is about \$100 depending on what you want done, and the shape of your car. We can negotiate when you call for an appointment. Sign up early, as I tend to get busy at the end of the summer and couldn't fit everyone in last year. Carolyn Ambrose, cambrose@knox.edu or kambrose@viawest.net or 303-797-8795. #106224 (7/02)

For Rent: vehicle storage in a secure, heated space; electricity, fire sprinkler system, 24/7 access, located at I-70 & 44th Ave. \$95 per vehicle per mo. Charles Cordina, 303.989.4653, cjcordina@att.net, #48495 (7/02)

For Sale: epoxy paint for concrete floor. 8 gallons available (white and beige). \$25 per gallon. Charles Cordina, 303.989.4653, cjcordina@att.net, #48495 (7/02)

Need your car moved to or from AZ? BMW racer has 24' enclosed trailer, that goes between Phoenix & Denver on a regular basis. Call Dicken at 480-614-3800 or e-mail to BMW2002TA@aol.com, #96731 (7/02)

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: CompEnging@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 (7/02)

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 (7/02)

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.)

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PAUL M. SCHULTZ

8/02

JULY**activities calendar**

- 1 Mon DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR AUGUST ISSUE
- 10 Wed * Business Meeting, 7:00 PM,
Dorans, 17015 East Dorado Circle, Centennial, 303-758-4200 for directions
- 14 -19 Sun/Fri Oktoberfest, Keystone Resort, www.bmwofest2002.com
Bruce Hazard & Fred Iacino Chairs

AUGUST

- 1 Thu DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR SEPTEMBER ISSUE
- 3 Sat Shelby Museum, 10AM – Noon, 5020 Chaparral Court, Boulder, CO
Peter Richards, Chair, Details Page 5
- 7 Wed * Business Meeting, 7:00 PM
Pattersons, 15505 Benchley Drive, Colorado Springs, 719-488-5771 for directions
- 17 Sat Autocross, 8:00 AM Coors Field
Mark/Darlene Irvin, Chair, Details Page 7
- 30 & 31 Fri & Sat Grand Prix of Denver, Cart FedEx Championship Series, Details Page 17

SEPTEMBER

- 1 Sun DEADLINE FOR *MOTORSPORT REPORT* ADS AND COPY FOR OCTOBER ISSUE
 - 1 Sun Grand Prix of Denver, Cart FedEx Championship Series, Details Page 17
 - 4 Wed * Business Meeting, 7:00 PM
Warners, 2 North Adams St #309, Denver, 303-333-3987 for directions
 - 7 Sat Z Car Club of Colorado Track Day, Gary Bracken 303-969-9964
 - Fri - Sun PCA/BMW Joint Performance Driving School / Race
13 - 15 more information <http://vista.pca.org/rmr/events.html>
 - 21 Sat Bike Tour, Details in August issue, Dave Walker and Lelia Vale, Chair
- * *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/HOUSTESS 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

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