

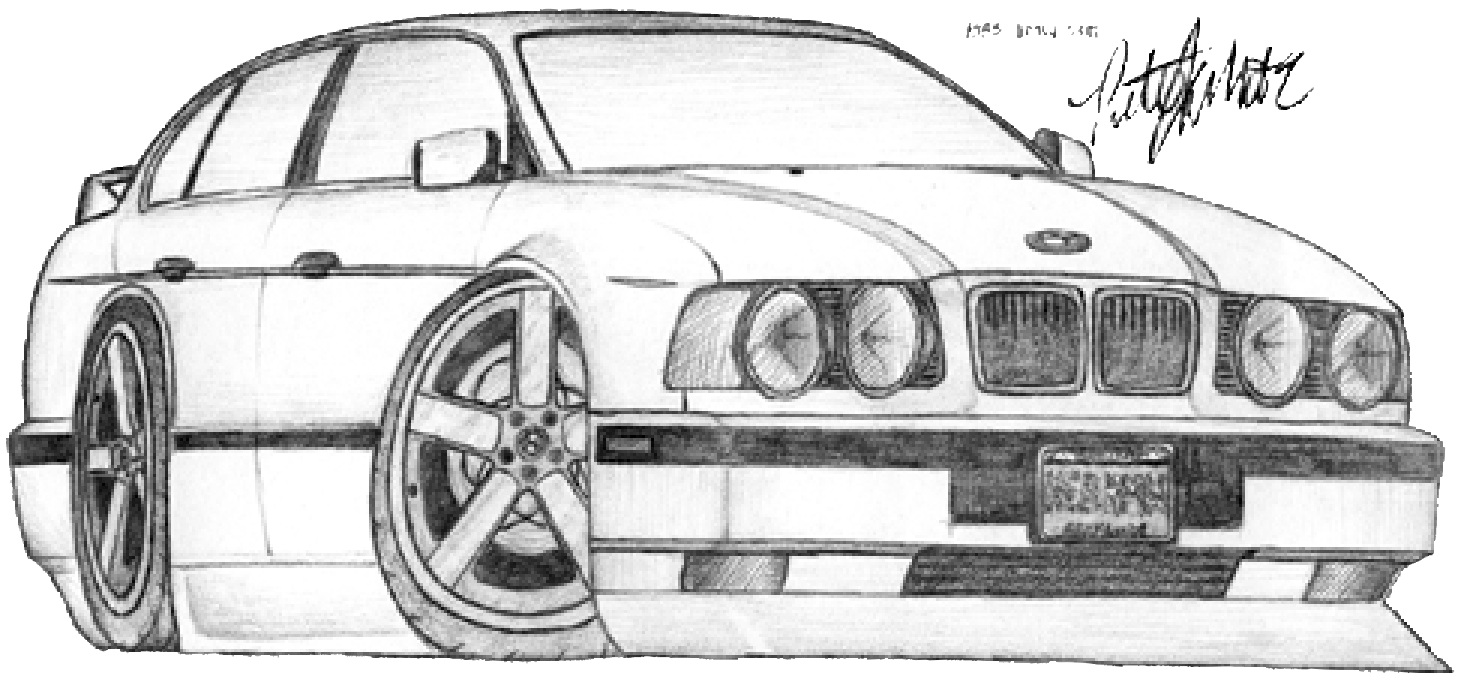
Rocky Mountain Chapter · BMW Car Club of America

motorsport



R E P O R T

November 2002
Vol. 28, No. 1



**Fall Dinner & Elections - November 2nd -
See Page 12 for Details**

**Holiday Party, "Dirty Grab" and Food Drive -
December 7th - See Page 14 for Details**



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upComing events

FALL DINNER & ELECTIONS

Saturday, November 2, 2002

Door Prizes (provided by BMW NA)

Dave Walker and Leila Vale, Chair

Details Page 12

PLANNING / BUSINESS MEETING

Sunday, November 10, 2002

Bring your ideas and a brunch item to share!

Alan Warner's Club Room, 303-333-9387

Details Page 13

DYNO DAY

Saturday, November 16 & 23, 2002

Alain van der Heide, Chair

Details Page 5

ON THE HORIZON IN DECEMBER & JANUARY

HOLIDAY PARTY

Saturday, December 7, 2002

Leslie Jenkins, Chair

Details Page 14

ICE GYM KHANA

Saturday, January 18, 2003

Paul Schultz, Chair

Details Page 15

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Gebhardt BMW	BC		

<http://www.bmwcca.org> BMW Car Club of America click "join now" become a member

<http://www.rmcbmwcca.org> Rocky Mountain Chapter calendar, photos of past events

<http://groups.yahoo.com/group/rmc-bmwcca> RMC's email discussion forum

Cover: The cover pencil drawing was done by chapter member, Peter Johnston. Peter was 16 years old when he presented the original to me as a gift. Peter is recovering from a serious automobile accident, which could have taken his life. We wish Peter well in his recovery. Jeff Baughman, a Rocky Mountain Chapter member is now the proud owner of this E34 530i.

MotorSport Report photos taken by Editor, Darlene Doran unless otherwise noted.

late-braking news

by Dave Walker

Volunteerism is alive and well in your local BMW club chapter. 2002 has been an incredible year in all respects—In keeping with the nature of the celebrated BMW model, with all this passion evident, how can you not get excited? The success of Oktoberfest held in Keystone mid-July may have been the pinnacle, on a national level certainly, if not to many of you personally. But many positive local developments have occurred throughout the year, including (in no particular order) a wonderfully expanded web site (which benefited O'fest as well), a profitable O'fest merchandise sales campaign, formal launching of an autocross series, purchase by the chapter of autocross equipment to support the series, a trailer to facilitate transporting equipment to driver's schools, autocrosses, and other club-sponsored events, and a much-expanded *MotorSport Report* with a new look. And this is just the beginning. The best news is that it's not just one, two, or a few hard-working individuals; rather, there's an incredible depth and diversity to the ranks of enthusiastic club members who've made it happen.

Our annual club elections will be held in concert with the Fall Dinner on Saturday, November 2 (check the October MSR for details). Returning for another term is our devoted secretary, Bob Sutterfield. Meanwhile, our outgoing treasurer, Malcolm Quentin, has his eyes set on greener pastures

beyond Colorado. Malcolm has been diligent and meticulous in fulfilling his duties; we will miss him at the board meetings and wish him well in his endeavors. Fortunately, we were blessed with not one but two unsolicited candidates for treasurer, Frank Delmonte and Swami Kavyo. Thank you to both of these highly-qualified candidates who've obligingly thrown their hats in the ring. In addition to the elections, we'll be voting on some long-overdue and much-needed revisions to the chapter by-laws. I hope you'll get involved and join us for an evening of good food, drink, company, and just a little business.

Speaking of getting involved, one week later on Sunday, November 10, we'll be holding a special board/planning meeting at Alan Warner and Janet Kiyota's "club house" in central Denver to discuss events and scheduling for the upcoming year. This Annual Planning meeting is your chance to voice your support for those events you want to see on next year's calendar, as well as make proposals and (most importantly) help out by being an event coordinator, or assisting with the event coordinators. You'll find that volunteering for an event is interesting, satisfying, sometimes challenging, but always fun. And I guarantee there's always a friendly fellow club member willing and able to help you out.

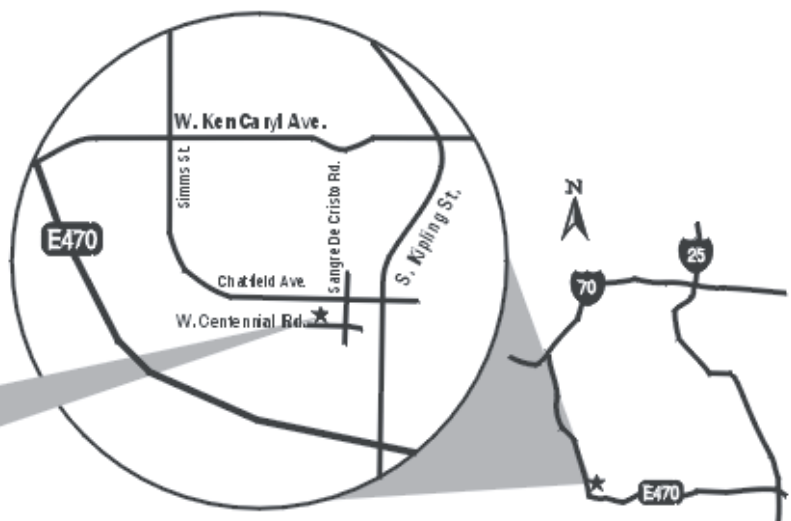
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ponderings by the editor

by Darlene Doran

**MotorSport Report has a new email address:
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THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the November issue of the *MotorSport Report*: **Leslie Jenkins** for coordinating and her Holiday Party article; **Steve Williams** for his Tribute to the 2002 article; **Alain van der Heide** for his Car of the Month article and photo; **Paul Schultz** for his Ice Gymkhana article; **Bob Tunnell** for his SCCA photos; **Peter Richards** for coordinating and his Shelby American Collection Car Museum article; **Leslie Jenkins** for her Train Tour article and photos; **Richard Rider and Dee Raisl** for their Train Tour photos; **Jeff Hope** for his Grand Prix of Denver article; **Graeme Weston-Lewis** for his Grand Prix of Denver photos; **Dave Walker** and **Leila Vale** for coordinating the Fall Dinner & Elections and article; and **Dave Walker** for his "late-braking news." A Big thanks to everyone for helping make this a great newsletter!

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!

HAPPY BIRTHDAY / HAPPY ANNIVERSARY

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



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>

The Rocky Mountain Chapter is talkin' online!

Join the RMC email discussion forum. You'll be in touch with more than three hundred of your closest Bimmerphile friends. You can keep up with the latest chapter news, and impromptu events, like the Bimmer Burger Nights and quickly organized drives in the mountains; argue over tires, wax, leather treatment, and Formula One results; and receive automatic reminders of official events on the Chapter calendar.

For all the discussions, send an email message to rmc-bmwcca-subscribe@yahoogroups.com

If you'd rather see only the official event announcements and calendar reminders, instead, send an email message to rmc-bmwcca-announce-subscribe@yahoogroups.com



July 22, 2002

Mr. Alan Warner, Membership Director
BMW Car Club of America, Rocky Mountain Chapter

Dear Alan:


On behalf of all of us at Cerebral Palsy of Colorado, we want to take the opportunity once again to thank you and the local chapter of the BMW Car Club of America for your generous donation to the 19th Annual Exotic Sports Car Show & Concours d'Elegance.


Alan, the club's \$250 donation will go a long way in helping provide the early intervention and education services Cerebral Palsy is known for through our Creative Options Centers. These critical services are making a significant difference in the lives of children and their families throughout Metro Denver.

We also want to thank you and all the members of the BMW CCA for your outstanding participation in the show. The quality and quantity of BMW entries offered our spectators a real treat and greatly enhanced the exhibition.

Plans are already underway for the 20th Annual Exotic Sports Car Show & Concours d'Elegance on Sunday, June 8, 2003. We look forward to working together on another successful event.

Warmest regards,


Judith I. Ham
Executive Director


Tom Scott, Co-Founder
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Dyno Day!

Hey horsepower fiends! Have you ever wondered how much oomph you really got from that supercharger, turbo, cam kit, chip, cold air intake or Type-R sticker? Now you can find out. We have two dyno days scheduled at Autosport Werks using their Dynapack dyno. This is a very accurate unit that bolts to your hubs - no worries about damaging your suspension with tie down straps. The dates are November 16th and November 23rd. Cost will be \$75/car. Space will be ***very*** limited. Contact Alain van der Heide at 720-494-1125 or ajvdh1@attbi.com.

— Alain van der Heide

car of the month

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 Cars of the Month, and a *Car of the Year* will be announced in the next issue.

Our November Car of the Month comes to you from Northern Colorado, belonging to Alain van der Heide.

My wife and kids refer to it as "Mr. Sulu", as in, "Make warp factor five, Mr. Sulu!" It's my first BMW, a '95 Avus Blue M3 with gray leather. I bought it from its first owner in '99. It was a great ride right out of the box — totally tractable around town, easy to drive fast, reasonably easy on fuel, and surprisingly practical with the folding rear seat. I'd come from a Sunbeam Tiger and, while the handling, braking and level of civility of the M3 were a revelation, I sometimes missed that good ol' fashioned "I'm going to hurt your neck now" torque. Worse yet, during a driver's school I got a ride around Second Creek in a Dinan supercharged M3, an experience that had me muttering like Tim Allen.

Naturally enough, a few months later when a used Mechtech turbo kit crossed my path, I decided that I hadn't done anything really stupid to a car for a while and started down that dark path of forced induction. Getting my car where it is today is a long, bloody story that I won't detail here, but I'll share a few of the high points. The pluses are: Gobs of midrange torque (7 psi of boost at 2200 RPM will do that), high-end power that puts a smile on your face, and a motor I



haven't managed to blow up in 17,000 miles. The minuses are, well... that's the long, bloody story I promised to not detail here. I will mention that it involved multiple software revisions, new injectors, turbo rebuilds and redesigning the intake.

Up to now, it has been my daily driver. But those fine fellows at **Bimmer Haus Performance** have had their way with the suspension (Koni coil-over kit, single adjustable in front, double in rear, and a set of GC camber plates to go with the X-brace and M strut bar that were already in place). I have decided to retire it from winter duty, as I think it's a great three-season car in its current configuration. It has enough power to get you into or out of trouble, the springs are compliant enough that it's comfortable on anything but totally trashed construction zones, and the extra stiffness brings out more of its "inner go-kart". It's just high enough that I can still get up my driveway if I angle it just right (much to the amusement of my neighbors). Those who have cowered in the right-hand seat while I ham-hand it around apexes would probably allow that it's a pretty decent track car too. Dialing in more camber for track or autocross takes about 5 minutes per side, cranking up the shocks takes another five, and now I just have to learn how to really drive it!

It is still a work in progress. There are still some tuning issues to be deal with (with a turbo? no, really?!) and then there's the roll bar I fantasize about putting in. And the race seats, and harnesses. And the brake ducting. And the weight loss program...

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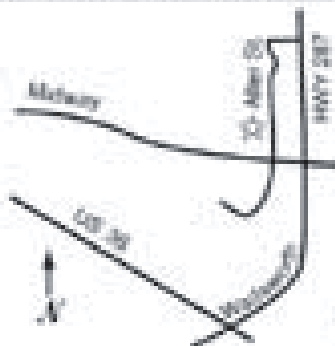
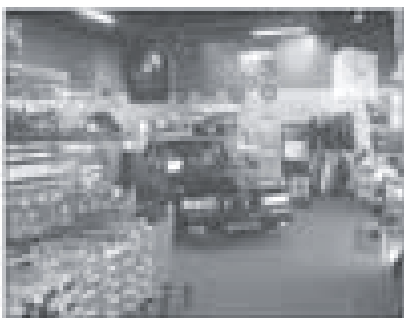
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tribute to the 2002

by Steve Williams SCCA ITB #28

One Piston Broke Racer's Tour A 2002 Race Odyssey - 1988-1997

BMW 2002's are a glorious combination of balance, fun and they put BMW on the map. They were wonderful racecars, and remain competitive even today. They rewarded me with many adventures, as well as, educated me in the search for speed, and that of racecar preparation and maintenance. They then allowed me to share The Joy of Speed, The Science of Smooth, and Finding The Line through instructing others at BMW performance driving schools. After the 2002 Oktoberfest, I completed my tenure as Chief Instructor for the Rocky Mountain Chapter BMWCCA. My two 2002's were so special — they led me down many paths.



A little history — Piston Broke Racing was a loosely organized group of 2002 enthusiasts who were also Rocky Mountain Chapter BMWCCA club members. They began racing in the SCCA Improved Touring classes in 1986. This is racing on the "cheap" — supposedly — where one can drive their racecar to and from the track and where only minimal performance modifications could be made. Over the years the class has evolved both in increased sophistication and in cost, due to rule changes and the desire to remain competitive, but not necessarily in racing fun. Bill Schaefer's infectious enthusiasm as one of my BMW driving school instructors, and then ice driving at Georgetown Lake, finally convinced me to jump into SCCA racing. Initially, this was only to be for a year or three in order to fulfill a high school dream, yet it was eleven seasons later that I finally hung up the racing helmet. A little more of my 2002 and *Piston Broke Racing* history follows.

Joe Levonas invented the group's name. He raced a BMW 1600 in the ITC Class (smallest horsepower class) and often found himself both pi - - ed and broke, thus the name's double meaning. Bob Maples and Mike Slouka, the machinist and 2002 parts manufacturer of the group, raced their 2002's in the ITB Class, and Bill Schaefer raced in the more powerful ITA Class with his 2002 tii. In 1988, I joined them with *Rocky Race Car*, a 1973 2002 in the ITB Class. In 1989, Fred Iacino and Bruce Hazard joined the group, sharing Fred's ITB 2002. About this time Gordon Haines started to share Bill's car, too. In 1990, Bruce was having so much fun that he got his own

car, another ITB 2002. Essentially the group was now complete. Much fierce racing ensued for the next several seasons, mainly in the ITB class, where there were as many as five 2002s, as well as, 5 to 10 other ITB cars, in a field that often held 25-30 cars total (ITC through ITS classes with ITS being the most powerful). During this time we had many adventures, highlights of which included going to Road America in Wisconsin in order to race in Bill S's "backyard". In fact, the first trip there, Bill and Mike drove their 2002's to the race and back. Bob Maples, however, with the 1st trailer anyone in the group owned, hauled his in air-conditioned luxury. We also raced at the one annual, national Improved Touring Championship race (the American Road Race of Champions), held at Heartland Park, KS for several years. Finally, in 1993, the whole team went to "summer camp" at Piston Broke Racing wannabe Gregg Ten Eyck's in-laws, to race at the Mid-Ohio Race Course which was near their home (Greg raced a Datsun 510 in the ITC Class). Piston Broke racers won all of the Rocky Mountain Division SCCA ITB Championships from 1991 through Bob Maples's seventh and last Championship in 2000. Four of the cars are still actively racing in the RM Region, but that is another story.

My personal log — From 1988 through 1993, I drove *Rocky* to, and usually from, the racetrack, borrowing truck and trailer occasionally when racing out-of-state. In 1993, my wife/crew chief Bev and I finally purchased a used trailer and a 180,000 + mile truck. Having our own rig now allowed us to tow *Rocky* to visit relatives in Pennsylvania and visit **Mid-Ohio, New Hampshire International, Watkins Glen, and Brainerd International** out and back. What an adventure and fulfillment of a high school dream. We raced well, but were not really competitive with the fastest cars, and would not have been even if I had known the tracks, but we learned a lot.



Steve, Greg, Bruce, and Bob at Road America

tribute to the 2002



Rocky 1 at Second Creek

THE APPLICATION OF LESSONS LEARNED IN '93

- **Weight Reduction** — lighten the car. The old rust filled “flexible flyer” was 150 pounds overweight, and then failed its annual tech inspection in '94 due to being “unsafe for racing” when massive rusted areas were exposed as sound-deadening material in the floorboards was removed. So Paul Schultz donated a 1970 body to the cause, stripped it, and we had our reduction in weight, a stiffer chassis, and a new sponsor, *Ultimate Detail Works*. **Thank you again, Paul.** Talk about going *above and beyond the call of any duty*.
- **Balance** — maximize suspension bits, and utilize careful corner weighting and wheel alignment.
- **Carburation** — maximize engine build, jetting, and pay close attention to the distributor advance.
- **Exhaust** — this is where power is made in IT racing so maximize it from header through collector and Borla muffler to the exhaust tip. David Rebello of Improved Touring Wizard (in California) built mine.
- **Friends** — make them as you go and keep in touch with those you have.
- **Competition** — breeds speed, so seek it out — and, **Large Fields** — help ensure close racing and several cars to race with all the time — thus, **RETURN EAST** — at the first available opportunity.

It took two years to build and shake down the new car at our affordable pace but in June of 1996, we were able to return east and raced at the following four tracks; **Summit Point, Watkins Glen, Pocono, and Mid-Ohio** on successive weekends. By applying the lessons learned in '93 we were more successful, always finishing in the top 10. At **Summit Point**, we were 8 of 28 in ITB, at **Watkins Glen**, 5/23, at **Pocono** we qualified 3/12 in ITB but a broken strut kept me out of the race, and at **Mid-Ohio** we took 3/32 in ITB and 3/47 Over-All on Saturday and 3/28 in ITB and 3/41 O.A. on Sunday. It's true, there are larger fields and more competition back east. I was fortunate Bev is an understanding wife who enjoyed the adventures, too, and that teaching allowed time off for us to travel in the summer, and we were always able to stay with relatives and friends, which kept costs down.

My first sponsor was **Willie Wilson's Tire Store** in Castle Rock. Willie was a sympathetic drag racer and he had his employees align *Rocky* as necessary; they also did all mount-

ing and balancing for free, a great help. My second sponsor was Paul Schultz at **Ultimate Detail Works** who supplied *Rocky II* as previously mentioned — again, WOW!! In 1995, my final sponsor became Cal Parker at **Bimmer Werks** who kept me going in so many ways. I sometimes wonder if, in the future, other car makes or models will remain competitive, be as successful, or engender as much support as a 25 year-old BMW 2002 does.

A Rocky II story — *Rocky II* was built in 1994 utilizing the lessons learned in '93. My goal was to make it “State of the IT Art” in order that it be competitive at the American Road Race of Champions held at Road Atlanta. Its shakedown race was to be at the Hallett track in Oklahoma; the plan was to have it track-tested prior to that race. HAH! I was running so far behind, that in sheer desperation I hauled *Rocky* up to Bimmer Werks on Wednesday evening where the engine wiring and a few other things were accomplished by a pro, Mark Hutto. On Thursday, Bev and I headed for Hallett at about 1 PM — way behind the eight ball. About 25 miles out of Castle Rock in Kiowa — BRAINSTORM. I asked Bev to drive and jumped into *Rocky* with a bunch of tools and wires. Nothing inside had been connected — not the dashboard, the instruments, or the



Rocky II in 1996

computer wiring. The seats had not been bolted down nor the seatbelts attached, the steering wheel was on the floor, and much-much more. I worked inside the car until dark and we got to Hallett for the Friday test day at 2 AM. Red-eyed, we were at the track by 7 AM, kept working, poured gas into the brand new fuel cell for the 1st time, turned on the ignition, and it started. Unbelievable! We tacked on some numbers (#1, whew, that was easy) using carpet tape that Bev found, and got out for the second session. We shook it down while learning the track the rest of Friday, washed it that evening, applied the graphics, and then raced the next two days while continuing to solve various glitches, like the tachometer that finally worked on Sunday. I think I took a 4th first time out. Bev's comments — “All I saw of Steve was butt, elbows, knees, feet, and occasionally his head as he bounced around inside the car. When he was finally forced out due to darkness he was full of cuts and bruises. I'm surprised folks didn't think him a victim of spousal abuse. I was appalled to find out that driving with him in *Rocky* on the trailer as we hauled toward Oklahoma was sort of illegal. OOPS!”

continued on page 10

tribute to the 2002

Continued from page 9

Rocky I (1988-1993) raced at Second Creek, Pueblo, Mead, and LaJunta in CO, Mid-Ohio, Watkins Glen, and at New Hampshire International, Road America, Heartland Park, and Brainerd International in Minnesota. **Rocky I** won two SCCA Rocky Mountain Divisional Championships in 1991 and 1992 ('92 shared with Fred Iacino), and two 2nd place finishes at the American Road Race of Champions held at Heartland Park in the same years.

Rocky II (1994-1997) has raced at Second Creek, Pueblo, LaJunta, and Stapleton in CO, the Hallett track in Oklahoma, Heartland Park, Mid-Ohio, Pocono International, Watkins Glen, and at Summit Point (W.VA). **Rocky II** was second in the SCCA Rocky Mountain Divisional Championships in 1996 and set several track records, which have been subsequently broken.

In 1997, I crashed **Rocky** in turn one at Second Creek when a brake pad sheared, resulting in metal-to-metal contact, much heat, and no brakes at the end of the front straight. Last moment braking and then frantic pumping coupled with high speed did not leave much room for error, but the tire wall did its job. **Rocky's** bodywork and paint was quickly repaired, but I just couldn't seem to get him put back together due to a "head and heart" thing. So **Rocky** went to a good home a couple of years later. John Fornarolla adopted him and now races **Rocky Race Car** in both SCCA and BMW Club races. In 1998, I raced my last race, sharing Andrew Jordan's car as relief driver in an enduro at Pueblo.

Memorable were those times when Bev and I would show up at a track, far far away, like in Minnesota or West Virginia and race well. The "locals" were always excited to see us arrive, made us feel at home, and were also very helpful. A major reason Bev and I kept racing is because of the people involved and the camaraderie exhibited even by fierce competitors; and the fact that a 2002 is a very special car surrounded by very special people. Many are those who assisted over the years — **THANK YOU ALL** — and also to you instructors out there who made my metamorphosis from a 2002 Racer into driving school Chief Instructor "work."



1991 - Oh Happy Day – A Championship!
friend Steve K., wife Bev, and me

We've had a delightful Fall so far...



...but it can't last forever.

October 23, 1997– Denver, CO – Denver Post • Rocky Mountain News • USA Today

"Snowfall amount in Denver was up to 20 inches as of the last report.

"Blizzard warnings were in effect in many parts of Colorado." • "This storm was so powerful it seemed to take on a life of its own!"

"Surprised motorists were stranded all along I-70, I-25, and everywhere in between!"

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5/03

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fall dinner & elections



Annual General Membership Meeting
Saturday, November 2, 2002
Cocktails at 6 PM, Dinner at 7 PM

Brittany Hill
9350 Grant Street, Thornton, CO 80229, 303-451-5151

Take the Thornton Parkway exit off I-25, between 88th and 120th,
Go east to Grant, then south to the entrance to Brittany Hill.

Great door prizes (provided by **BMW NA**) and elect our new chapter officers

Filet Mignon: \$30.00
Chicken Jerusalem: \$25.00
Pasta Primavera (Vegetarian): \$25.00

Send your choices with your check made payable to **RMC BMW CCA** postmarked
by October 26, 2002 to:
Dave Walker and Leila Vale, Chairs
8637 Hollyhock Lane, Lafayette, CO 80026, 303-499-7416

You may send your ballot with your check, or you may send the ballot to
PO Box 370128, Denver, CO 80237. If attending dinner, please vote in person.

Voting on changes to the Chapter Bylaws will also take place.
For an advanced copy go to the chapter website or
request from Bob Sutterfield, Chapter Secretary

FOOD DRIVE

Don't forget canned food donations for the Food Bank of the Rockies.
Please share -
your contributions go a long way
toward helping those less fortunate.



Please cut here to send in (make copy for associate member)

Ballot for 2003 Officers

Vote for one:

SECRETARY:

Bob Sutterfield

Write in candidate

Your name: _____

TREASURER:

Frank Delmonte

Swami Kavyo

Membership No. _____

planning/business meeting

Sunday, November 10, 2002 10 AM-Noon

**Alan Warner's Club Room
2 North Adams Street, Denver
Call 303-333-9387 for questions**

Bring your ideas and a brunch item to share!

This is your club – let us know events you are interested in, and especially any new ideas for events.

Do we want more driving events, social events or a weekend getaway?

We want to know what YOU want and what you will participate in!

If you can't attend, call or email any Board member with ideas,
we are listed in the front of the *MotorSport Report*

DIRECTIONS

From University & 1st, go east on 1st past the Cherry Creek Mall, turn left across Steele (staying on 1st), go one block, turn right on Adams, Mountain Shadows (2 N. Adams) on the right.

Park in their parking lot or on the street.


From I-25, take Colorado Boulevard North, turn west or left on 1st, turn left on Adams, Mountain Shadows (2 N. Adams) on the right

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3/03

upcoming event

by Leslie Jenkins, Coordinator

Holiday Party, "Dirty Grab" and Food Drive

On Saturday, December 7th, we will meet at member Ed Padalinski's Gateway to the Rockies in Aurora for our Holiday Party. This is a **NON-SMOKING** facility. We will have a delicious dinner costing \$20 per person, but **YOU ONLY PAY \$10 PER PERSON**. The Chapter pays the difference. The menu consists of mixed green salad with dressings, rotini pasta salad, fresh fruit salad, roasted Pork Tenderloin with brandy cream sauce, Tequila-lime Chicken (marinated in tequila, lime and cilantro with beurre blanc), London Broil with mushroom sauce, wild rice pilaf, green beans almondine, rolls and butter, sacher torte, cheese cake (BIG TIME!), coffee and iced tea. There will be a cash bar. For the babysitter, their phone number is 303-366-6600.



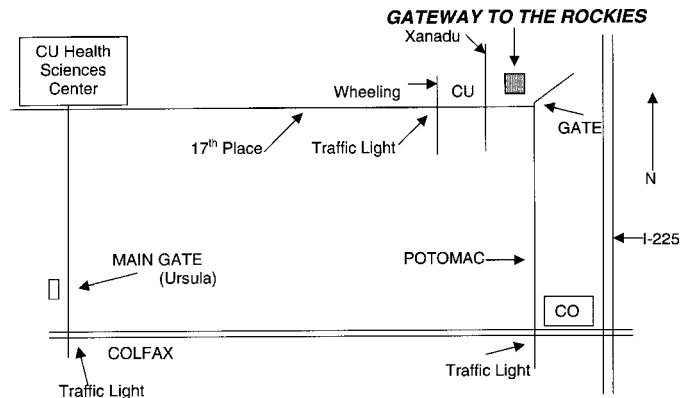
Send checks (made out to RMC BMW CCA) to Leslie Jenkins, 2026 S. Ironton Ct., Aurora, CO 80014 post-marked by **NOVEMBER 30th**. Questions? Call Leslie at 303-671-6131. **YOUR CHECK IS YOUR RESERVATION**. The social hour will begin at 6 PM with dinner at 7 PM, after which we will have our (in)famous "Dirty Grab."

Just what is a Dirty Grab, you ask? Everyone is to bring a wrapped gift valued at at least \$10 — no ratty used car parts,

PLEASE!! Through a hilarious procedure, all who brought a gift will depart with one.

Don't forget **canned food donations** for the **Food Bank of the Rockies**. Some examples of the foods they need are macaroni and cheese, peanut butter, tuna, pork and beans, vegetables, fruits, hash, canned stew and chili. Please share your food with those who are less fortunate.

This is our most popular social event — the one **NOT** to be missed, so send in your checks **NOW!!**



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

CO: Conoco

event review

by Peter Richards

Shelby American Collection Car Museum

On Saturday, August 3rd 2002, 41 of our Chapter members showed up for touring the "Cobra Museum" in N.E. Boulder. And we didn't even come close to running out of the continental breakfast. Thanks to all those who mailed or emailed to me an R.S.V.P. that made my planning much easier.

For those of you who could not make it but are interested in going again or at some point, (in the July 2002 *MotorSport Report* you will find a map, website address, and telephone numbers) it is open every Saturday from 10 AM to 4 PM. Admission is \$5 for adults. (It is closed the first Saturday in

December — the only exception).

The museum is very well done, in addition to the cars, there are lots of large photographs on the walls, garage accessories, Holman and Moody wood crates for shipping engines, racing tires and wheels.

For those of us who were teenagers in the 1960s, and paid any attention at all to automobiles, the museum has a special meaning of the legendary Cobra. And the more you learn about Carroll Shelby the more interesting it all is.

Thanks to all who attended,
Peter Richards

upcoming event

by Paul Schultz, Coordinator

Ice Gymkhana

Come play with us on the ice, **Saturday, January 18, 2003**. We have reserved **Georgetown Lake** for our annual ice-driving event. This will provide you the chance to learn and refine winter driving techniques. We will set up a winter skid pad, which will let you test the limits of your vehicle and allow you to remain in control. There will also be a course for you to drive and have an opportunity to make your best-timed run. Awards will be given for several categories based on vehicle and tire type.



We will meet at the Ravenhill, 612A 6th Street in Georgetown at **9 AM** for a brief, **REQUIRED** instruction session (a breakfast buffet will start at 8:30 AM). We will start at 9:30 AM at the lake. After the gymkhana, we will have awards. The **entry fee of \$35.00** includes the breakfast buffet, practice, gymkhana and prizes. **PRE-REGISTRATION AND PAYMENT BY DECEMBER 15TH IS MANDATORY. LATE REGISTRATION WILL NOT BE ACCEPTED!!** The **number of participants is limited to 25**, so send in your registration **NOW!!** If you don't want to drive, come on out and watch; we can *always* use some help. **For more information, call Paul Schultz at 303-690-1943**. One more note, there is an ice driving school which is ongoing in Steamboat Springs; call Paul at the above number for information.

Here are some suggestions as to what to wear and bring to the Ice Gymkhana:

1. Dress warmly in layered clothing.
2. Bring a hat and gloves or mittens.
3. Sun block will help protect against reflected rays from the ice and snow.
4. Lip balm can be used to prevent chapped lips. Runners use Vaseline on cheeks and lips, so take a tip from them.
5. Waterproof winter boots for your tootsies, but wear them loosely so they won't cut off circulation.
6. Bring your own lunch and plenty of hot drinks.



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1/03

ICE GYMKHANA REGISTRATION

Name(s) _____

Car _____ Tire type (studs?) _____

Number of persons ____ @ \$35 = \$ _____ enclosed

Phone # _____

Membership # _____

Make checks payable to: RMC BMW CCA
Mail to: Paul Schultz, 17159 E. Hinsdale Ave., Aurora,
CO 80016

by Jeff Hope

photos by Graeme Weston-Lewis & Darlene Doran

Grand Prix of Denver

I attended the race by way of volunteering (remember the ad in our *MotorSport Report*?) and had a great time. If you saw the yellow shirts trackside with "Race Management" on the back, that was us. Our function was to keep secure the alley area between the track wall and the spectator wall. We had to check credentials, help the corner workers with some of the trackside safety, and we also controlled the foot crossings and bridges.

My assigned area was from Corner 1 to the 11th Street Bridge. Let me tell you, there was no lack of action in Turn 1 and especially the runoff area! But get this, the best CART action was not during the race itself (which we all agree was relatively boring) it was during the test and tune, warm up sessions on Friday and Saturday. During that time there were cars going into the runoff area into the wall, into the tires constantly as they tested the track limits and worked on getting their cars dialed-in. I also had my scanner and was listening so some of the driver chatter, which was also more interesting during practice than during the race. The drivers definitely backed off a bit during the main race. I noticed that the lap times were down (perhaps due to traffic) and they were taking a slightly different line into Turn 1 (deeper/later apex-hmmmm).

The most interesting race was the Formula Atlantic. The corner workers in our area commented before the race, that it was going to be messy in Turn 1 at the beginning of the race because it was the last race of the season for all these wannabes trying to make a name for themselves. Turned out that they were not alone in their feelings, because the Race Central had all of us evacuate and all of the photographers from Turn 1 for the first 3 laps of the race. There was an entanglement, as planned, but somehow the drivers managed to get themselves untangled and all continued the race.

A couple of observations, I was surprised that crashes didn't make any noise to speak of. The sound of one of those open wheelers hitting the wall was roughly the same as a wadded up piece of aluminum foil being thrown at a wall. Also, I was very surprised at how slippery the track was after all the racing. The track had a nice layer of rubber dust on it; I can only imagine what that must be like mixed in with a little oil or coolant.

I think the volunteering experience was great. I was there for 3 full days which was pretty grueling since I had to be at the Coors Field parking by 5:45 each day to hand out credentials to the other volunteers. It was definitely a great (and cheap) way to be trackside and to have "all access" as well. There was also a lucky bunch that was assigned to pit lane, but we had a great view of the pits from our vantage point across from the exit. I am planning to move to Southern California this year and will definitely try to get a similar volunteer spot for Long Beach next year.



Above left: Dave Walker and Leila Vale
Below left: Paul Tracy #26



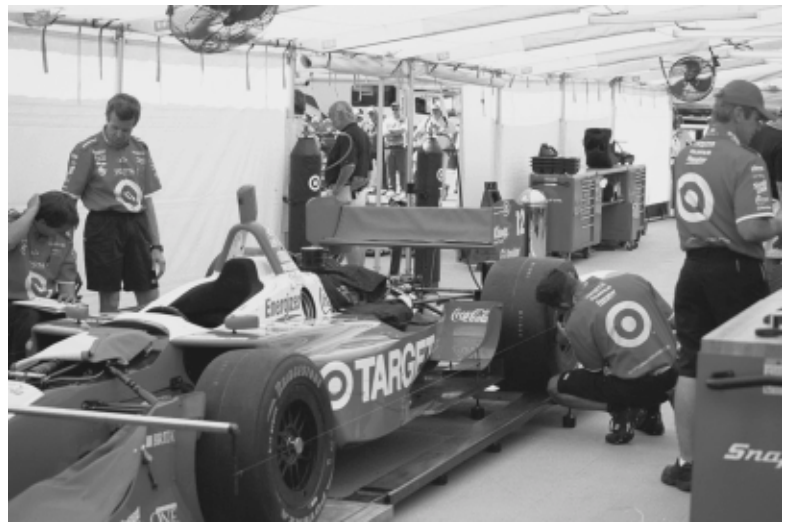
Left: Dario Franchitti #27



Ken Cosgrove with Sandy Mazzeo waving.



Ken Cosgrove, Sandy and Dan Mazzeo



BMW Car Club History Collection Museum

Preserving the CCA history The Club Archive is looking for Oktoberfest or Chapter events trophies, shirts, pins, posters, wine glasses, dash plaques, grill badges, programs, or anything else. Anything from the club's past for the Archive / Museum. Do you have extra items you would consider donating? Michael: 864 250-0022; mmitchell@roundel.org. (SC)

BMW CCA Decals Now available

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Please limit request
to one per vehicle.
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stamped envelope to:

Dee Raisl
1647 South Marion Street
Denver, CO 80210





by Leslie Jenkins
 photos by Leslie Jenkins, Ray Rider and Dee Raisl

Cumbres and Toltec Train Trip



Our chapter's first overnight outing on August 23-24 to the Cumbres and Toltec narrow gauge railroad was interesting, educational, and fun. Dave Stackhouse, Dee Raisl, and Jim and Leslie Jenkins went to Antonito early Friday evening. Dave Esler led a group consisting of John and Jennifer Googins, Ray and Sue Rider, and Frank and Jo Ann Rogers later that evening arriving about 10 PM. We all met the next morning for breakfast at a local restaurant.

and pointed out items of interest along the way. The guy was a font of information. He passed on tales about the history of the railroad, the surrounding countryside, and anything else you wanted to know about the train itself, even down to why the engine makes more smoke when working hard.

The trip was divided into two parts. The first half started in Antonito, CO and took us to Osier, CO for lunch, which lasted an hour. Then we changed trains and headed to Chama, NM. The whole trip took about 5 ½ hours and covered 64 miles. At Chama, we boarded a bus for the one-hour ride back to Antonito. We noticed right away there was no coal smoke on the bus!

Back in Antonito, we gathered for a few pictures and then all headed home in our own directions. Some went direct, while some stayed overnight elsewhere, and then drove home the next day. Not necessarily the most direct route either.

All in all, everyone thoroughly enjoyed the drive, the train and the whole event. Too bad Dan had to work; the club "train crazy" missed out on a train good time.



From left to right: John Googins, Sue Rider, Jim Jenkins, Jennifer Googins, Dee Raisl, Frank and Jo Ann Rogers, Dave Stackhouse, Leslie Jenkins, Dave Esler and Ray Rider.

Jim Jenkins took over as the conductor for our group because Dan Mazzeo, who set up the whole event, was unable to attend — something about his new boss saying, "No train, Dan, you gotta work!"

The train pulled out of the station at 10 AM on a beautiful day, no clouds, and lots of sun and truly great scenery. We all became acquainted with a few of the joys of old steam engine railroading, namely, coal smoke and cinders. Aboard the train in the open gondola car, was a host who answered questions



So You Think You're A Bimmerhead?

A bunch of buddies are sitting around a table, guzzling a couple of Warsteiners, and discussing whether they're Bimmerphiliacs or not. How do you compare to them?

Here are 25 ways to find out!

1. **You own ___ BMWs:**
 - A) Two or more
 - B) One
 - C) One, on a lease. I'll get a Chrysler Intrepid once I'm done impressing my entourage
2. **He/she is the person you see once a month:**
 - A) An unauthorized BMW mechanic
 - B) Your financial broker
 - C) Your doctor
3. **Your ultimate fantasy is:**
 - A) Get an Euro spec Bimmer and bring it home
 - B) Buy a 323i
 - C) To have a full time lover while being married
4. **You drive a:**
 - A) Standard
 - B) Steptronic
 - C) Automatic
5. **If you won \$15,000 in the lottery, what would you do?**
 - A) Upgrade your Bimmer, or buy another one
 - B) Finish paying off the 323i
 - C) Pay off the mortgage
6. **What has BMW made besides cars?**
 - A) Planes and motorcycles
 - B) Bicycles and accessories
 - C) Tanks for the German army
7. **What did Michael Douglas gave as an engagement present to Catherine Zeta-Jones?**
 - A) A BMW 740i, but she doesn't like to drive much
 - B) A baby! She's pregnant
 - C) An engagement ring
8. **What does BBS stand for?**
 - A) A mag
 - B) Short for better than bulls**t
 - C) The newest version of ABS
9. **What's your impression of the 2002?**
 - A) The ancestor of the M3
 - B) The ugliest car ever made by BMW
 - C) It's only the year 2001 - we're not there yet
10. **The E30 318is was made for only one year. What year was it?**
 - A) 1991
 - B) 1984-1985
 - C) Can't answer that. I've never liked the boxy BMWs anyway
11. **How many 8 Series cars were sold worldwide in 1996?**
 - A) 1496 units
 - B) Close to 10 000, mainly in California
 - C) They don't make an 840, do they?
12. **Why put Italian tires on a German car?**
 - A) They're a great match
 - B) Japanese is better
 - C) That's a dumb thing to do
13. **Ashley Judd's character in Double Jeopardy went to see a dealer in one scene...**
 - A) She went to a BMW dealership, but couldn't get a car because they attempted to verify her identity for financing purposes
 - B) An arms dealer, she had to get a gun
 - C) A drug dealer she suspected her husband befriended
14. **Almost three times more 6 Series cars were sold than the 8 Series.**
 - A) True
 - B) False
 - C) They never made the 6 Series, nor the 4 Series, or any even numbered series
15. **Your favorite mags are:**
 - A) *Roundel*, *Bimmer* (the commercial magazine) and *MotorSport Report* (Rocky Mountain Chapter newsletter)
 - B) *Fortune*, *Road & Track* and *Playboy*
 - C) BBS
16. **What makes a BMW mechanic an unauthorized one?**
 - A) He doesn't have the sophisticated diagnosis equipment that only dealers have
 - B) He didn't pass the BMW test
 - C) They're illegal and work under the table
17. **After Clueless, Alicia Silverstone did a forgettable movie in 1997, but her car couldn't be forgotten. What was it?**
 - A) An 850CSi
 - B) I didn't see that movie
 - C) Who is Alicia Silverstone?
18. **What is the American car whose new design was borrowed straight from the 6 Series, and released the same year as the 6 Series production ended?**
 - A) Ford Thunderbird Coupe, 1989 and up
 - B) I don't know
 - C) Americans copy Japanese cars sometimes, but not Germans
19. **Name three cars that James Bond drove recently.**
 - A) Z3, 750iL, and Z8
 - B) The M3 Roadster
 - C) Bond, being a British fellow, only drives Jag, Lotus, and Rolls
20. **What was the problem with the 8 Series?**
 - A) Was a 7 Series in a coupe
 - B) Was too expensive
 - C) Was too big a coupe
21. **Who is Dinan?**
 - A) The man behind the chips
 - B) Dinan's the man
 - C) Huh?

continued on page 20

photos by Hsun Chen and Chris Hartman

SCCA Honors its Top Solo Competitors and Supporters

The 30th Anniversary SCCA Tire Rack Solo II National Championship is underway in Topeka, Kansas, and on Wednesday night the Solo community honored 28 new National Champions and those who have gone above and beyond in the sport of autocross. The remaining National Champions will be determined during competition on Thursday and Friday.

Among those honored were Lindsay Wilson of Colorado Springs, Colo., who was presented with the Solo Cup, the SCCA's highest Solo award. Wilson, a former member of the SCCA Board of Directors, was honored for his contributions to the Solo Events program.

Longtime competitors and multi-time National Champions Bob and Patty Tunnell were presented with the Driver of Eminence award. The recipient-or in this case recipients-of



Chapter member Patty Tunnell

this award is chosen by the Solo Events Board for excellence in competition, sportsmanship, dedication and selflessness. The couple has a combined 12 National Championships and numerous ProSolo Championships, including the D Stock Ladies title that Patty won on Wednesday.

"This sport has given us so much," said a stunned Bob Tunnell. "I don't think we can give back half as much as we've gotten out of this."

Patty Tunnell was also awarded with the Roger Johnson Spirit of the Sport award, an honor bestowed upon those who exhibit the same spirit of having fun found in the award's namesake. The award is named for Roger and emcee at many of SCCA's major events. Johnson also serves as the unofficial mayor of "Solo City," the campground at the Solo Nationals where a sign at the entrance counts the number of days without a tornado.

Reprinted from SpeedTV site by Richard James Tustin, Calif., September 12



Bob Tunnell, owner of Bimmer Haus Performance

Bimmerhead Quiz — continued from page 19

22. Why is the top speed limited in BMWs?
 A) To save lives, just like the seat belt and the airbag
 B) Because there is no speed limit in Germany
 C) It's limited to the top speed that police cars can go
23. How can you tell the difference between a 750i and a 735i?
 A) The kidney grill is larger in the 750i
 B) Look at the trunk from behind
 C) Pop the hood and count the cylinders
24. These BMWs never crossed the Atlantic (albeit some of them "graymarket"):
 A) The M1, and all of the 3 Series diesel versions, the 3 Series Touring, the 316
 B) The boxy 323i
 C) All BMWs made before the seventies
25. Who is AC Schnitzer?
 A) A European performance specialist
 B) AC Delco's brand name in Germany
 C) A Formula One racecar driver now deceased

HOW DID YOU DO?

If you answered mostly A: Yes, you are truly a Bimmerhead, much like all BMW CCA members. Congratulations, and get your Bimmerhead baseball cap while they last.

If you answered mostly B: No, but you do appreciate BMW's fine craftsmanship and like to get your money's worth.

If you answered mostly C: No, but you have cash and a Bimmer is today's fad. Now if I tell you that Saab's are the next fad, you'll go get one, won't you?

If you answered some A, some B, and some C: No, you're pretty much like the C person, but you're undecided. You do hang out with a Bimmerhead or two, and it has tainted you. Time will tell if you're truly a Bimmerhead.

Bill Lamkin



Cliff Lawson



Topeka SCCA Results

Class	Rank	Driver	Car	Best Time
SS	46	*Cliff Lawson, Parker, CO	01 M3 Black	51.462
DS	5	Kristopher Michael, Cheyenne, WY	02 330ci Silver	50.787
DS	10	Victor Michael, Cheyenne, WY	02 330ci Red	51.420
DS	12	Mitch Beranek, Cheyenne, WY	02 330ci Red	51.781
DS	13	Brock Quinn, Cheyenne, WY	02 330ci Silver	52.035
DSL	1	*Patty Tunnell, Superior, CO	02 330ci Red	51.416
FS	19	Russell Wiles, Sioux Falls, SD	95 540i Black	52.640
ASP	3	*Bill Lamkin, Broomfield, CO	02 Roadster Blue	48.260
ASP	17	Eric Prill, Englewood, CO	M Roadster Blue	50.617
ASP	19	*Arnie Coleman, Colorado Springs, CO	00 M Roadster Green	51.851
BSP	2	*Bob Tunnell, Superior, CO	95 M3 White	47.744
DSP	3	*David Fauth, Centennial, CO	95 325is Black	49.057
DSP	13	Mike Becker, Aurora, CO	95 325is Black	50.663
DSPL	1	Kathy Leicester Wolfs, Nederland, CO	95 325is Black	50.239

* Rocky Mountain Chapter Members



David Fauth



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Snell Helmet Info

Have you ever wondered, what's a Snell Rating? So you're in line for tech inspection and someone comes up to your car and says, "Can I see your helmet? Is it Snell approved?"

Because the Club is updating the minimum helmet standard for Driving Schools to Snell 90, I became curious and decided to find out more. Here is what I discovered.

Back in 1956 a gentleman by the name of Peter Snell was fatally injured in a racing accident. Several members of the Sports Car Club of America at the time wanted to memorialize Peter because he was so well respected. The outcome of this desire became known as the Snell Foundation. The primary focus of the foundation was to ensure suitable head protection for motorsport participants.

The Snell Foundation is now known for its ongoing work in setting, maintaining, and upgrading the highest helmet standards in the US and throughout the world. Helmets meeting Snell standards significantly surpass those set by the US Department of Transportation (DOT), the American National Standards Institute (ANSI), and the Society of Testing Materials (ASTM).

The Snell Foundation currently tests over 6,000 helmets each year and maintains neutrality by remaining independent of helmet manufacturers, and government bodies! They do not accept donations from individuals or companies with a financial interest in the production of safety helmets. They are primarily interested in developing and promoting the latest in safety standards for helmets. Their income comes from testing fees and the sale of Snell Approved Labels. The labels found in all helmets meeting Snell standards are bought directly from the Snell Foundation. Each label, in each helmet, costs the manufacturer about 40 cents.

The testing that's done for a specific helmet model to pass inspection is incredible. They do a retention test, which is a dynamic strength test. They do a roll-off test (how easily it falls off the head), and a penetration test. This is followed by an impact series where they hit each helmet nine times, four times in the front, four times in the back, and once on top. The eight hits to the front and rear are in only four locations, using a laser guiding system to ensure the same exact spot is hit twice (For the engineers out there — the force used is a 150 joule impact-energy on the first hit and then 110 joule impact-energy on the second hit in the same location.) The penetration test is conducted by shooting the shield with a pellet moving at 500 kilometers per hour.

What I found very interesting is that they do all these tests under conditions normally found in nature: hot, cold, wet and ambient. This means they demolish four helmet samples for each helmet model tested: one for each of the various conditions.

So you might be asking yourself why must I stop using my beautiful helmet just because it only has a Snell 85 Rating. I easily found an answer for that question!

The Snell Foundation recommends that helmets be replaced every five years. This isn't a policy that stems from a

capitalistic desire to make more money. It comes from an objective to provide the safest head protection available. The intent is safety! Helmets have to be replaced because a variety of factors can cause the liners to degrade, such as the glue that holds the liner to the inside of the shell, perspiration, hair oil, and the normal compacting through long term use. The bottom line.... If the liner becomes deteriorated — your head is not as well protected. So as a general policy, because of normal degradation and improvements in the helmet, Snell recommends that helmets be replaced every five years.

The Driving Schools are all about safety, not speed. The safety we are concerned about is yours. Protect your head. It's the only one you get! Buy your helmet now, so that come Spring you will be prepared!

HOW TO BUY A PROPER FITTING HELMET

Conversion Chart Head/Helmet/Hat Size		
Inches	Helmet	Hat
21.25	X-Small	6.75
21.625	Small	6.87s
22	Small	7
22.375	Medium	7.125
22.75	Medium	7.25
23.125	Large	7.375
23.s	Large	7.s
23.87s	X-Large	7.62s
24.2s	X-Large	7.75

Here are a few very important things to keep in mind when you buy a helmet:

Use the chart at left to start the process. Measure around your head just above the ears and about an inch above your eyebrows. The chart should be thought of as a guide — not an absolute rule! It is important to keep in mind that people's heads are of different shapes.

Although two different people may have the same measurement, the shape of the head will have a dramatic effect on how well a helmet fits.

A helmet must be the proper size for your head if it is going to offer its full protection to you. A helmet that is too big is not a safe solution! For maximum protection, a helmet should fit snugly, not tight and uncomfortable, but snug.

After you have measured your head and gotten an approximate size, now you are ready for the second step. Put the helmet on and strap it securely, now hold your head still and try to roll the helmet off your head forward. If the helmet comes off you need a larger size!

The next test is to hold your head steady while grasping the helmet with both hands, try to move or rotate the helmet while keeping your head still. If the helmet moves around on your head while your head stayed still — try a smaller helmet!

If you can't seem to get a good fit because size is too big and the next smaller size is too tight — try a different model or a different manufacturer. There is a great deal of difference in the same size from one manufacturer to another.

So where do you go to try these helmets? In the past I have always gone to motorcycle shops, they have a large selection and a knowledgeable staff that can help answer your questions.

Reprinted from der BAYERISCHE BRIEF, by JD Walter

BMW Announces Prices for New 2003 Z4 Roadster

WOODCLIFF LAKE, NEW JERSEY, SEPTEMBER 19, 2002...

BMW released prices for the all-new 2003 Z4 roadster, the direct successor to the Z3 roadster that won customers hearts and souls, and virtually created the premium roadster segment. The Z4 roadster 2.5i will retail for \$33,795 and the Z4 roadster 3.0i for \$40,945 including destination and handling.

The Z4 roadster will be available in two models, both featuring BMW's renowned in-line sixes; the Z4 roadster 2.5i with the 2.5L, 184-horsepower power plant, and the Z4 roadster 3.0i featuring the 3.0L, 225-horsepower engine. The Z4 2.5i will accelerate from 0-60 mph in 7.1 seconds with the standard 5-speed manual transmission (7.2 with automatic); the Z4 3.0i needs just 5.9 seconds using the standard 6-speed manual (6.0 with automatic; 6-speed manual will be available as of December 2002 production.) The optional automatic transmission for both models is a 5-speed STEPTRONIC automatic.

Both versions come standard with a host of advanced features for improved handling: Vehicle Speed Sensitive Electric Power Steering, Dynamic Stability Control, Dynamic Traction Control, electronic brake proportioning, ABS and cornering/avoidance-stability enhancement. Also included are run-flat tires with flat tire monitor on 17-inch alloy wheels on the Z4 3.0i (18 inch with optional sport package) and 16-inch (17-inch with optional sport package) on the Z4 2.5i. These features, combined with the Z4's wide track, extremely low center of gravity and optimum 50:50 weight distribution, yield outstanding agility and handling.

The fully lined softtop features a heated glass rear window. The available fully automatic power softtop will open or close in just 10 seconds. Other standard features of the new Z4 include a leather sport steering wheel, sport seats, a rollover safety system, adjustable steering column and remote entry system.

A 10-speaker AM/FM/CD audio system with Radio Data System is standard in the Z4 2.5i and a Premium audio system with upgraded audio power, Carver Technology and 10 audio-ophile-quality speakers with two subwoofers is standard in the Z4 3.0i, and optional in the Z4 2.5i.



Other options available at extra cost include a DVD-based navigation system with 16:9 display which retracts into the dashboard.

These prices are listed in detail, along with all options, in the BMW Press Club website: www.press.bmwgroup.com. Additionally, prices and options for the full range of 2003 models are also available at the same location.

BMW GROUP IN AMERICA

BMW of North America has been present in the United States since 1975. Since then, the BMW Group in the United States has grown to include marketing, sales and financial service organizations for the BMW and MINI brands; a South Carolina manufacturing operation; DESIGNWORKS/USA, an industrial design firm in California; a technology office in Silicon Valley and various other operations throughout the country. The BMW Group is represented in the U.S. through networks of 340 BMW car, 327 BMW Sports Activity Vehicle, 148 BMW Motorcycle retailers and 66 MINI car dealers. BMW US Holding Corp., the Group's headquarters for North, Central and South America, is located in Woodcliff Lake, New Jersey.

O'Fest 2003...

...in Austin, Texas. Yes, that's right. BMW CCA's Oktoberfest 2003 will be in Austin. Unlike O'Fests in the past, the one in 2003 will be hosted by BMW CCA, not a local chapter. This came about because there were no proposals from chapters for 2003 and BMW CCA wanted to keep the O'Fest tradition going.

The bottom line is that, while the Texas Chapters are not hosting the event, there is plenty for the chapters and its members to do to support O'Fest 2003 and make sure that it is an outstanding event — one where BMW CCA members will be glad that they came to Austin the week of October 4-11.



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2002 M3 Convertible, VIN WBSBR93402EX21970, Titanium Silver, Red leather, black top, 2K miles, 6-sp, CD, H/K sound, xenon, cold weather pkg, sport pkg, Call Alan 303-347-9688 or 303-587-5680, #191775. (1/03)



1999 M Roadster Boston Green metallic, truly exceptional, VIN WBSC9333XLC88036, well cared for, under 30,000 miles, excellent condition, always garaged, never driven in snow, no salt, no dings no dents. 3.2 liter, 5 sp. Always protected by Zymol carnauba wax; winner of BMW club "topless queen" at Arapahoe Community College show last summer. Performance upgrades: Dinan cold air intake with KN filter, free flow throttle body, air meter, and chip Dinan Front strut brace, Supersprint stainless steel free flow exhaust (original stock exhaust as well) Extras: Factory hardtop (with stand and cover) and car cover. \$34,000 OBO (compare to similar cars in latest edition of Roundel same price, but You get about \$5,000+ of upgrades and extras free!) Call Richard A. Stacy 720 283-2712 or rastacy@attbi.com #150809 (1/03)

1998 Jeep Grand Cherokee 5.9 Limited, excellent condition, 70K, titanium silver w/black leather, new rotors (x-drilled), Kevlar pads, BFG all-terrains (5 mos. old) New Bilstein shocks, new windshield, K&N intake system, tow package, 2nd owner, all Amsoil synthetic engine/tranny. \$17,500.00 OBO selling to get another E30 or E36 Call Ian 970-479-7346, #56985 (11/02)

1994 530iT Beautiful BMW red Touring, auto, 142K miles, V-8 factory replaced at 80K miles, Dual sunroof, Tinted windows. Interior good. Looks great. \$11,950/obo. Extra set of wheels & new snow tires available. Call Keith Battan 303.422.1202 or email battanfk@yahoo.com #129831 (11/02)



1993 740iL Gold, 135k miles, excellent condition. New M5 16" wheels and 225/60R16 tires. Has Alpine CD changer and an extra set of wheels (stock ones) with Studded snow tires. Asking \$12,500 OBO. Call Frank Eichenlaub at 303-810-5741 or f.eichenlaub@attbi.com #193396 (1/03)

1993 535i, VIN WBAHD1319PBF13120, Silver/gray leather, 112K miles, 5 spd, heated / memory seats, ASC, CD Changer, recent clutch and Inspection II, new front control arms (upper & lower), with 750 bushings, and other miscellaneous parts. Extra set of Yoko snow tires \$12,500. Call Jamie at 303-355-6089 or Jamie.Schnell@Level3.com #167408 (1/03)

1992 325is Calypso Red/Tan leather, 69K miles, 5 spd, 2nd owner, purchased with 13K miles. All service records, serviced by Murray Motors Imports. Onboard computer, Anti-theft Cassette radio with 6 disc CD changer (trunk mounted), Sun Roof, Alarm System, BMW Bra, new spare tire, Blizzak Ice/Snow tires. Also comes with 4 additional BBS wheels with Blizzak Ice/Snow tires mounted. Excellent Condition, fully detailed by Co's BMW. \$12,900 OBO Call Dick 970-593-0120 or RCTimmons@aol.com #78812 (11/02)



1988 535i VIN WBADC8408J3261620 Cirrus blue/tan leather, 120,000 miles, 2nd owner (bought w/84,000 miles), auto, sunroof, Alpine Stereo/CD, newer M5 wheels, 225/50 R16 Michelin Pilot tires, complete BMW factory tool kit, Hard to find this car in this condition, all records, \$5,900 Contact Walt at 720-851-1889 or awsharpless1@attbi.com

#196292 (1/03)

1988 BMW M6, only original 33,000 miles. Never been in an accident nor had significant repairs. Black with black leather interior. 5-speed standard transmission. Very clean, no rust, excellent running condition. Must sell. Asking \$20,000 or best offer. Call Selma at 514-489-1325.

1988 Acura Legend, Silver, 4dr, body in great shape 166,000 miles. New tranny. Good tires, brakes, runs good. Small leak in radiator. Well maintained and have all records from 1998, I'm 3rd owner. Garaged and non-smoker, very clean. Selling to get an E30. \$4,000 OBO Call Jeff 303-875-2347 or bmwfitchai530@msn.com #294060 (1/03)

1985 Euro 635 CSI (M6) Black/Black buffalo leather, 96,000 miles, 5 speed, rebuilt motor, runs extremely strong; too many new parts to list but, lots of receipts. Very clean, fast, and beautiful, \$20,000. Details call Jim 970-884-1908 or marcid@frontier.net #156287 (11/02)

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. \$5900, OBO, Call Guy 970 577-0015 or vgmccoy2@juno.com #177039 (1/03)

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 (11/02)

1973 2002Tii, 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 (11/02)

TIRES & WHEELS

(4) Blizzak MZ-02, 235/60 R16 winter tires, mounted/balanced w/BMW covers. Used one season only. For E38 and maybe 5 series. Price reduced to \$250 Call Guy 970 577-0015 or vgmccoy2@juno.com #177039 (1/03)

(4) Michelin Artic Aplins P205/55 16 used 2 seasons at least one season left \$90. Call Jeff 303-933-9493 or Jeff.Adams@gecapital.com #122644 (1/03)

(4) Fulda 225/50/16 R-Rated winter tires, cool-looking and sure-footed, used for 2 seasons on my 2000 BMW 323i, less than 15K miles, Lease is up and I bought the tires myself, Tires new \$800. Offered @ \$400 for the set of 4. Call Kevin 303.659.7050 or kevin@kmfitz.net #181107 (11/02)

(5) E30 Alloys 14 x 6 like new. \$200 set, Call Brad 303-693-3201. #144634 (1/03)

E36 Wheels and snow tires, Pilot Alps (205/60-R15), BMW wheels, used 1 season, like new. Call Rich 970-461-8604 or rfk318@earthlink.net #117404 (1/03)

(4) Mille Miglia Spiders 16" with Blizzaks, fits E36 including M3. Wheels are good, tires have 1 winter season left, \$650 OBO. Call Alain at 303-652-2974 or ajvdh1@attbi.com #169127 (1/03)

(4) OZ Monte Carlo 16 x 8.5 wheels with fair to good rubber Blizzak and Dunlop 235/45 16, \$500 OBO, Call Skip Ahern 303-695-1400 x22 or sahern@qwest.net #289097 (1/03)

(4) 15" BMW-BBS 3 piece-5 bolt wheels: fair to poor rubber. \$400 OBO Jim at 970-884-1908 or marcid@frontier.net #156287 (11/02)

(4) Bridgestone Blizzaks, 225/45/17, 2300 easy miles, just like new \$400, (4) 13" Turbine wheels from a 320i very clean. Includes decent Bridgestone BT70's 185/70/13 \$150, Contact Mike 303-465-0769, or mikebeyer01@aol.com #101258 (11/02)

Original steel rims for 1980 528i, best offer. Jo-Ann Hall, at 970 925 2810 or aspencerub@attbi.com #101202 (11/02)

PARTS

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 (11/02)

Colgan bra 2-piece fits E36 M3, used two months, perfect condition \$75, Colgan mirror bras, looks funky, works great \$25, Mike at 303-465-0769, or mikebeyer01@aol.com #101258 (11/02)

MISCELLANEOUS

Kenmore White side-by-side refrigerator with through door ice/water, excellent condition \$500. Call Jeff 303-933-9493 or Jeff.Adams@gecapital.com #122644 (1/03)

Preserving the CCA history The Club Archive is looking for Oktoberfest or Chapter events trophies, shirts, pins, posters, wine glasses, dash plaques, grill badges,

We look forward to meeting you!

programs, or anything else. Anything from the club's past for the Archive/Museum. Do you have extra items you would consider donating? Michael: 864 250-0022; mmitchell@roundel.org. (SC)

Novara Trionfo 56 cm Road bike with algebra components, excellent condition \$400. Call Jeff 303-933-9493 or Jeff.Adams@gecapital.com #122644 (1/03)

For rent: a week at a condo in Orlando during January-mid April 2003 or the last 2 weeks of December 2003. Two bedrooms, 2 baths, sleeps 6. Beautifully and completely furnished-all you bring is food! Within 20 minutes of ALL major attractions. THINK Daytona 500, Spring Break or Christmas Vacation! \$700. Call Leslie or Jim at 303-671-6131 ASAP to get your first-choice week reserved!

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 (11/02)

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 (11/02)

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 & up. For more info contact: Competition Engineering, 9393 N. 90th St. Suite 102, Scottsdale, AZ 85258, e-mail to: CompEnging@aol.com #96731

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

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.



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Advertising in the *MotorSport Report* provides you a larger opportunity to reach car enthusiasts who tend to spend discretionary income on car-related products and activities. If you would like to advertise in the *MotorSport Report* please contact the Advertising Manager or Editor. Deadline for ad copy must be received by the 1st day of the month prior to the month of publication.

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Club Member Advertising

Classified advertising is free to all current BMW CCA members. The deadline is the **FIRST** of the month preceding the publication month. Ad will run in (2) consecutive issues, unless otherwise advised. **Non-member** cost is \$15 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.) To place a classified ad contact the Editor at 303-758-4200 or email motorsporteditor@speakeasy.net; fax

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

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NOVEMBER**activities calendar**

- 1 Fri DEADLINE FOR *MotorSport Report* ADS AND COPY FOR DECEMBER ISSUE
- 2 Sat Fall Dinner & Elections, Brittany Hill, 9350 Grant St. Thornton, Cocktails 6, Dinner 7
Dave Walker / Leila Vale, Chairs - 303 499-7416, Details Page 12
- 10 Sun * Business/Planning Meeting, Warner's, Denver, 303-333-9387 for directions, Details Page 13
- 16 & 23 Sat Dyno Day, Autosport Werks, 465 Alter Street, Broomfield, CO 303-460-9900
Alain van der Heide, Chair 720-494-1125, Details Page 5

DECEMBER

- 4 Wed * Business Meeting, 7:00 PM, Walker's, Lafayette, 303-497-5490 for directions
- 7 Sat Holiday Party, Gateway to the Rockies, former Fitzsimmons Army Garrison
Leslie Jenkins, Chair - 303-671-6131, Bring a \$10 wrapped gift, Detail Page 14

JANUARY

- 1 Wed DEADLINE FOR *MotorSport Report* ADS AND COPY FOR FEBRUARY ISSUE
- 8 Wed * Business Meeting, 7:00 PM, Doran's, Centennial, 303-680-7379 for directions
- 18 Sat Ice Gymkhana, Georgetown Lake, 9 AM, Learn car control on the ice
Paul Schultz, Chair - 303-690-1943, Details Page 15

* 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/HOESSTESS TO ENSURE ENOUGH FOOD, AND IN CASE OF CANCELLATIONS OR CHANGES

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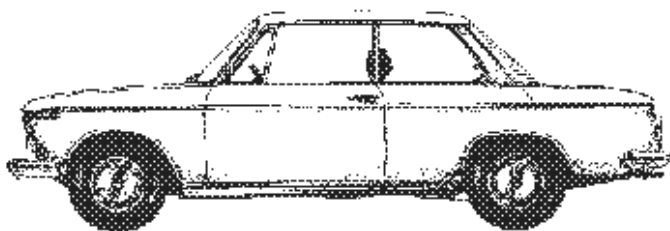
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