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REPORT

Dec. 02/Jan. 03
Vol. 28, No. 2

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upComing events

HOLIDAY PARTY "DIRTY GRAB" FOOD BANK

Saturday, December 7, 2002

Leslie Jenkins, Chair

Details Page 11

ON THE HORIZON IN DECEMBER & JANUARY

ICE GYMKHANA

Saturday, January 18, 2003

Paul Schultz, Chair

Details Page 9

GO KARTS

Tentatively, Saturday, February 22, 2003

TBC Indoor Racing, Denver

Andy Peavy, Chair

Details & registration in February issue

PIZZA/VIDEO NIGHT

Weeknight in February

Social 6:30 PM, Dinner 7 PM

Janet Kiyota, Chair

Free pizzas, car videos – bring your favorites

Details in February issue

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

<http://www.bmwclub@aol.com> To report address change

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

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

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

by Dave Walker

IN PRAISE OF WINTER TIRES

Did that sudden blast of cold and snow the last week of October hit you by surprise, too? It's always a bit disturbing wearing shorts one week and down parkas the next! One amazing — but totally predictable — event is how long it takes to get to (or from, depending on the time of day the white stuff starts flying) work when the first snow storm of the season hits. Leila and I had a record one-and-three-quarter hour seven-mile commute from work to home on that fateful first white night. It's as if many drivers either forgot how to drive on slick roads since last season, or didn't bother to mount snow tires yet...if ever.

Now, I'm all in favor of people slowing down when the adhesion between tire and road diminishes, but since you're a BMW driver, too, I know you appreciate efficient travel in all weather conditions. First and foremost on your winter driving equipment list should be a *full set of four winter-specific tires*. "All-season" tires, chosen by many average drivers as "good enough," since that's probably what their car came with, are a poor and even potentially dangerous substitute for a proper winter tire. The difference in grip when accelerating and braking, as well as, stability and control in all situations, with good winter tires is nothing short of night and day. Anti-lock brakes, traction control, torque-biasing differentials, dynamic stability control, and even all-wheel drive only help take advantage of whatever traction is available. The only way to increase that traction is with the right tires.

So, how do you pick winter tires? Several of our *MotorSport Report* advertisers offer winter tires and wheels especially suited for your BMW, and they have the know-how to help you choose what's best for your (not necessarily run-of-the-mill) vehicle. Some good, generic information is also available on the Tire Rack web site at <http://www.tirerack.com/winter/tech/faqs.html>. New tires sold in the U.S. meeting certain minimum requirements for winter use are marked with a snowflake-on-the-mountain symbol. Some older models may also meet the requirement but won't have the label, so check the list at <http://www.tirerack.com/winter/tech/severe.html> to find out if yours is one of them.

Another point I want to make concerns the proliferation of SUVs, believed by many to be safer in winter driving conditions by virtue of their all-wheel-drive (AWD) systems, high

ground clearance for driving in deep snow, and good visibility with a high seating position. Taking them in order, I'd respond by pointing out: AWD only helps acceleration, not braking or turning; unless you go off-road, almost any car with the right tires will get you through a road that hasn't been closed already due to heavy snowfall; and that high center of gravity just makes it more likely (uh, like *four times* more likely on average, according to published statistics) you'll roll over in the event of a mishap. One thing I've rarely heard mentioned, though, is that many SUVs that use "light truck" size tires simply don't have the same choices for state-of-the-art winter tires as most cars do. So-called "All-Terrain" tires aren't necessarily any better on snow and ice than mediocre all-season tires (I wonder how many SUV owners know that?). To be fair, a few manufacturers now offer light-truck sized winter tires using high-performance winter compounds and tire designs. If you own and drive an SUV in the winter, I strongly encourage you to search out one of these models! But for the most part, the percentage of SUVs I see on the road this time of year with real winter tires is far lower than for cars. Maybe that's why so many more of them seem to end up going off-road mostly in the winter?

Those of us with sportier-model BMWs (think "M") often suffer a similar problem of limited winter tire options: "Low-profile winter-specific" is practically an oxymoron. If you drive your car throughout the winter, it's probably sensible to go to narrower, higher-profile winter tires ("minus" sizing as opposed to "plus" sizing) as much to protect your beloved Bimmer as for the performance advantages they afford on slick roads. Since *most* winter driving on the Front Range is on dry roads, I've made the compromise of sticking with the OEM 17" wheels on my 540i and purchasing the one-and-only winter-specific tire in my size, with the understanding that it's really only for occasional ice and snow use. After all, I want to make sure the car and I both arrive safely home from winter club meetings and events in Denver or the Springs, and more than once I've encountered dry roads going down only to watch it snow sideways on the way home.

Want to learn how to take full advantage of those awesome new winter tires you've just invested in? Be sure to join Paul Schultz and the rest of us for a day of educational and entertaining slip-slidin' away at the annual Ice Gymkhana, Saturday, January 18th, 2003. Donut miss it!

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John Armstrong
Client Advisor

12/03

ponderings by the editor

by Darlene Doran

**MotorSport Report has a new email address:
MotorSportEditor@speakeasy.net**

ONE YEAR LATER!

Time flies when you're having fun, as they say. It doesn't seem like a year has come and gone since I committed to the job of *MotorSport Report* Editor – I guess that means I'm one year older☺. I find being the editor of our *MotorSport Report* very gratifying, and I am having a tremendous and fulfilling time doing so. I want to personally thank all members who have contributed articles, photos and advice to the production of the *MotorSport Report*.

I have implemented several new ideas, such as the "Tribute to 2002," "Car of the Month," Advertisers Index and somewhat of a new look.

We have a number of new advertisers and are in the process of soliciting some national advertisers. A national advertiser we landed, Bavarian Autosport, has committed to a one-half page advertisement on a yearly basis.

We would like to increase the quality of our photographs in the *MotorSport Report*. We will need help from those who will be providing photos. If you are using a digital camera, the photos need to be *high resolution*, if at all possible. As always, you can mail photos to me and they will be returned, unless otherwise stated.

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the December/January issue of the *MotorSport Report*: **Leslie Jenkins** for coordinating the Holiday Party and her article; **Bill Schaefer** for his Car of the Month article and photo; **Alain van der Heide** for coordinating the Dyno Day and his article that appeared in the November issue; **Paul Schultz** for coordinating the Ice Gymkhana and his article; **Thom Frey** for his Letter to the Editor; **LeeAnne Jordan** for her article on the US Formula 1 Grand Prix and photos; **Andy Peavy** for his article on Piston Broke Racing and photo provided by **Bill Schaefer**; **Mark Glodava** for his article on the SCCA Enduro Race and photos; **Doug Bartlett** for his

article on tire wear/damage at autocross; and **Dave Walker** for his "late-braking news." A BIG thanks to everyone for helping make this a great newsletter once again!

THANK YOU ADVERTISERS!!

Bavarian Autosport and **John Armstrong** are our newest advertisers. Thank you for joining us! Thank you for renewing your ad for another year: **Ultimate Detail Works**, **Jerry Stander's Collision Works** and **Red Rock Motorsports**. 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>

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)



Wishing you Happiness this Holiday Season
and May your holidays be filled with good time, good cheer,
and a New Year of health, happiness and prosperity.

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 February issue you will find a ballot to choose from the 10 Cars of the Month, and a Car of the Year will be announced in the next issue.

Our December/January **Car of the Month** comes to you from Lone Tree, Colorado belonging to Bill and Anna Schaefer.



Dave Walker got me started thinking about one. Others encouraged me. And finally I acquired it — a 1995 540i M-Sport. An M-Sport is basically a late-model E34 M5 with a V-8 engine instead of the six-cylinder Motorsport engine.

Dave offered to let me drive his M-Sport at the Chapter’s Fall 2001 Pueblo driving school. Would you make this offer to someone whose first name is “Wild?” I have never been one to refuse a free track drive in a BMW, so off we went. The 540i is a large car, and getting comfortable with its weight took a little getting used to, but I warmed up to it as fast as the brakes did. At the end of the day, I asked Dave about the relative rarity of an M-Sport and if he thought that I might be able to locate one for myself. Ever the optimist, he proudly proclaimed that he would help me search for one.

This isn’t the type of car that you can just go down to your favorite BMW used car dealer and buy off of the lot. There were only 200 5-Series M-Sports made; 135 six-speeds and 65 automatics. The six-speed transmission was the one that I wanted. I didn’t want a black one, mostly for practical reasons about keeping it looking clean. Too bad for me that black was the most popular color. And I wanted a western U.S. car, since being originally from Wisconsin I knew what the tin worm does to steel. So, from the original population of 135 cars, there were maybe 35 potential cars in all of the USA. Truly, a needle in a haystack.

I have to mention that the most I had ever spent on a car for myself was \$5600 for my 120,000 mile 1988 528e back in 1994. I had visions of my obituary stating, “...a lifelong lover of cars; too bad he never spent any money on one.” So, it was time to move up. Try to imagine spending five times as much on a car as you have ever spent before. That was a mental

struggle for me. Luckily, with Dave’s and Gordon Haines’ thoughtful counseling, I quickly got over this hang-up (kind of like addicts coaxing you to join their group).

Dave and I used several sources to dig up leads. The best ones were the Roundel and Auto Trader, which is an internet on-line compilation of classified ads. A nice, white M-Sport was discovered in San Jose, California, but that deal fell apart. Coincidentally, the owner had just moved from Boulder — too bad I hadn’t seen it a month sooner. Then a red one was found in Florida, but that car also sold quickly. This car was originally a Colorado Springs car — too weird.

Finally, in January 2002, I spotted the ad on Auto Trader. A nice, one owner, low mileage Los Angeles car in my favorite color combination — silver with a light silver gray interior. After a HUGE struggle to finally come to terms with the seller, Dave and I flew to L.A. to pick it up and bring it back to Colorado. On our drive home, Dave was very respectful with the new factory engine as he adhered to the recommended maximum RPMs of 4500 (which is 145 MPH in sixth gear). If you ever need to get a car home fast and safely, Dave is your man.

So what is my favorite feature of my “new” 1995 540i M-Sport? The adaptive M suspension (EDC) is nice. With a push of a button, the ride changes from comfortably firm to sport stiff. So I can have a firm suspension at the track and a softer ride for the other 363 days of the year. The M5 brakes and the sport seats are a super upgrade. These options remind the driver that this car is not an ordinary 540i. But my favorite feature is the heated seats. What a great idea! I have never had this option in one of my cars before. I guess that as I get older, I am beginning to appreciate these creature comforts more. Yup, it’s great to have a car from the 1990s.



A Family Affair

Several months after Bill landed his M-Sport, yet another local friend (and long-time 2002 owner), Scott Crist, bought a gorgeous one-owner 48,000 mile white-on-black 6-speed M-Sport out of New Jersey. The story behind that purchase is almost as sordid a tale as Bill’s; from start to finish the negotiations took four months! Recently, Bill, Scott and I met at Bill’s house in Lone Tree for a little family reunion. Remarkably, we’ve discovered there are at least *seven* of these ultra-rare BMWs residing between Denver and Longmont — and that doesn’t include the two cars Bill tried to buy that were originally from the Front Range. It’s remarkable to think that 5% of the entire production run of the 6-speed M-Sport is right in our neighborhood! With any luck at all, they’ll be plying our roads for many more years to come.

— Dave



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tribute to the 2002

Reprinted from the October Boston Bimmer, by Pier D'Aprile



It has been one of the best investments I have ever made.



The green monster at The Green Monster.



Over time, like so may other 2002 owners, I have become attached to it like a pet owner to their pet.



My 2002 playing tourist at Cheers.



I am still waiting for the second piece of good advice from my brother.

It all began in the spring of 1993; I had just graduated from college and relocated from Boston to Playa Del Rey in Southern California. My brother and his girlfriend were coming in for their first visit. At that time, I was driving a 1985 Honda Accord that was definitely "broken in."

The Honda was okay for basic transportation but not the ideal vehicle for a single male in Southern California. My brother and I grew up working on cars, in fact, I was sometimes referred to as the neighborhood "grease monkey." I planned to take advantage of my brother's visit to upgrade the Honda for a newer rust-free import that would appreciate with time.

While looking through the paper, I found a late model FIAT X1/9 with low miles that looked promising. My brother said "no way" and grabbed the newspaper from me. A few minutes later, he said, "here's the car for you, a 1976 BMW 2002 with a sunroof and air-conditioning."

For the first time in over twenty years, I got good advice from my brother. We took the car for a test drive and were both impressed. I made the owner an offer and he accepted.

My girlfriend at the time absolutely hated the color and at first, I was not too crazy about it either. I immediately planned to have the car painted a different color — but that didn't happen. Instead, over time I have come to really enjoy the unusual color of mintgrun.

It's not easy to explain, but the 2002 has this way of seducing its owners. Over time, like so many other 2002 owners, I have become attached to it like a pet owner and their pet.

Driving any car requires routine maintenance and the 2002 is no exception. I have replaced many parts over the years. From new seats to a high performance cam, the 2002 requires constant attention and TLC. In this regard, I owe many thanks to Jim Compeau — who was the original owner of 2002 AD in Sun Valley, California.

Jim absolutely loves the 2002 like no one else I have ever met. Like many others, Jim became frustrated finding good quality used parts at reasonable prices. Therefore, he decided to open his own 2002 savage yard.


Over the years, Jim has probably saved more 2002s that anyone else. In fact, he saved mine twice. The first time was when one of the rings on the number two piston broke and wore a huge hole in the block. The hole was too big to bore out so Jim found a recently rebuilt engine for me. I have put over 50,000 miles on that engine and it is still running strong.

The second time Jim saved my 2002 was after I let my father drive it. Believe it or not, but some cars can magically appear "out of nowhere." He never saw the stopped car making a left turn from the left lane and proceeded to drive into it.

The insurance company said it would cost too much to fix and wanted to total it. Fortunately, Jim provided good quality used parts much cheaper than the insurance company estimated and the car was saved. To the best of my knowledge, Jim has sold 2002 AD and has retired to Oregon where he was planning to restore a couple of 2002s per year.

Ten years after buying the 2002, I can honestly say it has been one of the best investments I have ever made. I can also say that my father will never drive one of my cars again, and I am still waiting for the second piece of good advice from my brother.

I wonder what would have happened if I bought that FIAT after all?



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12/02

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.

ICE GYMKHANA REGISTRATION

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Car _____ Tire type (studs?) _____
Number of persons _____ @ \$35 = \$ _____ enclosed
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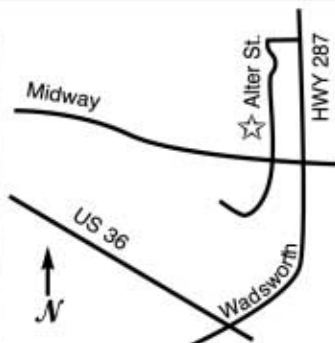
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upcoming event

by Leslie Jenkins, Coordinator

Holiday Party, "Dirty Grab" and Food Drive



On Saturday, December 7th, we will meet at Gateway to the Rockies in Aurora for our Holiday Party. This is a **NON-SMOKING** facility. The delicious buffet menu includes 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. **Vegetarian Dishes Available Upon Request.** There will be a cash bar.

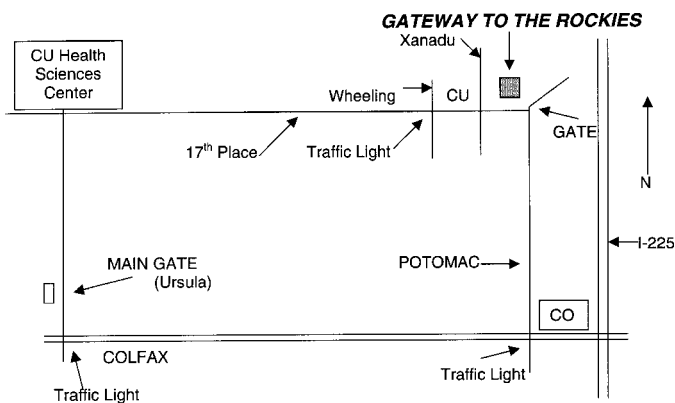
Just **what is a Dirty Grab**, you ask? Everyone is to bring a wrapped gift valued at at least \$10 — no ratty used car parts, **PLEASE!!** Through a hilarious procedure, all who brought a gift will depart with one.

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.

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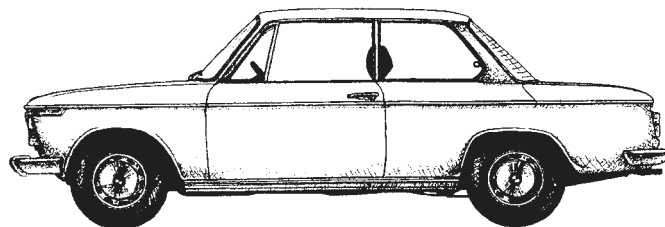
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11/03

Fall Dinner and Elections

There were fifty-three present to enjoy the view from Brittany Hill. Those who won door prizes are in bold print. Those present were: Jeff and **Kathy Ambrose**, Kevin and **Karen Andrew**, **Mike Beyer**, **Charles Cordina**, **Mark and Darlene Doran**, **Roberta Doran**, **Thom** and **Elaine Frey**, Mark Glodava, Mark and Paula Googins, **Jerry Hodges**, Mark and **Darlene Irvin**, Marie and Kira Isabelle, **Jim** and **Leslie Jenkins**, Andrew Jordan, **Swami Kavyo**, **Janet Kiyota**, **Michael Kone**, Debra Longman, **Gary Mayer**, Peter Meyers, **Sharon Myers**, Barry Norman, **Gary Odehnal**, Geoff and Diana Patterson, Malcolm and **Zita Quentin**, Marta Quentin, **Abby Robinson**, Bob and **Lauri Sutterfield**, **Decker Swann**, Bob and **Patty Tunnell**, **Rick Viehdorfer**, Merl Volk, **Leila Vale**, Dave Walker, **Candy Wall**, Alan Warner, Steve and **Bev Williams** and JJ Wilson.

Congratulations to our new Officers for 2002-2003: **Bob Sutterfield** for his second term as Secretary and **Frank Delmonte** and **Swami Kavyo** for Treasurer – yes, both. Your exact job description was discussed at the Planning Meeting.

A 10-year Membership Longevity Pin was presented to **Sharon Myers**.

***Mark and Darlene Irvin** – Autocross committee and ceaseless at-the-ready volunteers **Jeff Sherrard**, **Doug Grande**, **Arnie Coleman**, **Dawn Putataro** -Autocross committee

***Mark Doran** – ASS (Administrative Support Spouse)

***Dee Raisl & Rick Viehdorfer** – O'fest Merchandise committee chairs

***Bruce Hazard & Fred Iacino** – O'fest chairs

***President's Award to Gordon Haines**— for continuing contributions to RMC's driving schools, particularly the instructional boards for O'fest

Thank you very much BMW NA for the following door prizes: (2) Ofest 2001 wine glasses, (2) Ofest 2002 wine glasses, BMW tie, BMW golf towel, (2) Zymol kits, BMW button down shirt, BMW sweater, key fob, 507 roadster mug, tie bar/money clip, (2) BMW magazines, decal page, (4) press packets from the 2001 Detroit Auto Show, (5) BMW Williams F1 team 2001 booklets, BMW 3er Cabrio model—1:87 scale.

These Oktoberfest Merchandise items were also used as door prizes: (3) 2XL Polar Fleece Vests, (4) XL Polar Fleece Vests, (1) Youth White T Shirt, (1) XS Green Ribbed T Shirt, (1) Lg Heather Gray Ribbed T Shirt, (1) Lg Denim Shirt, (3) 2XL Heather gray Sweatshirt, (4) 3XL T Shirts, (2) Coffee Mugs, (1) Black hat, (1) Gray/Khaki hat.

Our Chapter donated the following BMW CCA door prizes: (2) Black coffee mugs, (3) Golf Towels, (1) Golf Balls, (2) Key fobs, (1) Silk Tie, (3) White Visors, (1) Blue Visor, (1) Blue/Khaki hat, (2) Pens, (1) M3 Holiday Card Set, (9) Decal sticker sheets, (1) 30th Anniversary Poster.

Thanks to Dave Walker and Leila Vale for coordinating the Fall Dinner for our chapter at Brittany Hill; **Darlene Doran** and **Roberta Doran** (Mark's mom) for checking people in, handing out ballots, and door prize tickets, and **Leslie Jenkins** who handed out the door prizes and helped **Darlene** count ballots. Thank you all who provided items for Food Bank of the Rockies to share with those less fortunate. As a reminder, we will be collecting for the Food Bank at our Holiday Party, December 7, 2002.

Dave Walker, our President, awarded appreciations gifts to:



Leslie Jenkins - Chapter Mom Award showing off her new scarf



Gary Mayer - RMC & O'fest driver safety school coordinator



Left: **Bob & Patty Tunnell**— Autocross support and congrats on Patty's SCCA Solo II championship in Lady's D-Stock class

Below: **Darlene Doran** - MotorSport Report Editor extraordinaire (did I say that?)



* Also received awards



Enjoying conversation



Leila Vale conversing with Alan Warner & Janet Kiyota



Mark & Darlene Irvin, Jerry Hodges



Malcolm & Zita Quentin



*Foreground: Geoff & Diana Patterson
Background: Jim & Lesline Jenkins*



*Foreground: Bob & Patty Tunnell
Background: Mike Beyer & JJ Wilson*

Meet & Greet New Members Pizza Video Night

Keep your eyes open for the February issue of the *MotorSport Report* for details on our annual Pizza Video Night.

FREE PIZZA!

We have a great time
at this popular event!
Videos on the big screen TV



Piston Broke Racing Goes NASCAR

The idea apparently started years ago. Bill Schaefer was attending a race where he gave his name to a racing school that runs NASCAR type stock cars. Many direct mail campaigns later, Bill finally succumbed and started doing research on attending a Drivetech school. Drivetech lets you drive at your own pace, rather than doing “parade laps”. Also, Drivetech’s courses are priced more competitively than the others. Bill organized a ‘Racing Adventure’ that gives you 30 minutes of time in the car. Bill, Bruce Hazard, Fred Iacino, and Steve Williams (all from the road racing division of Piston Broke Racing), and I (from the kart racing division), decided we had to experience this.

Arriving at the track, we checked in and got suited up. Mark, our instructor, introduced himself and then we all piled in the pace van for some orientation laps. Mark asked us about our experience while he showed us the line at Pikes Peak International Raceway (PPIR). They had taped some simple ‘gates’ on the track and he stressed to us that we needed to hit those gates and if we missed them, to error on the low side. The track above the line was filled with tire marbles and other debris. Mark didn’t want us to drive up into the gray area because that is the quickest way to get into the wall. The pace van had no trouble running at a pretty good clip around the track due to the banking at PPIR.

After some quick orientation laps, we started the classroom session. Mark talked a little about his background and the goals of the school. He is an officer for the Tucson Police Department and he attended a Drivetech school years ago and got hooked. For the first few laps we would be behind the pace van while going through the motions of passing and scrubbing the tires. Mark told us that if we followed the exercises quickly and safely, he would give us more green flag time. He explained how each of us would be listening on the radio for his commands and how important those commands would be. The day before a student hadn’t followed the passing commands and the result was a car making contact with the wall. We were then assigned car numbers and I wondered if I’d remember my car number while on the track. Fred didn’t. More on this later.

The cars are built like Southwest Tour stock cars. Entry is Dukes of Hazzard style. Once in the seat, the first thing I noticed is that the top of the dash was about eye level. Not much view, but you should be looking farther ahead anyway. Also, there was a nice panoramic-view mirror that gave a nice view of the entire rear interior of the car. Unfortunately, the

rear plastic window was so scratched up, I really couldn’t see much outside of the car. Good thing Mark was on top of the timing and scoring building to spot for us.

A crew member helped us get the harness buckled up correctly. He tightened the belt until I could barely breathe, then he tightened it some more. I strapped on the helmet, neck brace and then attached the steering wheel to the quick release hub. In the following minute or two, I tried to pull the wheel off a few dozen times. I’d rather find that problem here in the pits rather than in turn one! We got the command to start the engines and mine fired right up — nice V8 sound and cool vibrations running through the chassis. Inside of 30 seconds, I’d estimate the cockpit temperature rose to at least 130 degrees.

The pace van started out and we followed suit. First and second gears are low and we got into third before exiting pit lane. The power and torque brought a smile to my face ☺. We followed the pace van for a lap or two to see the line while in the car. In preparation for the passing exercise,

Mark told us to squeeze up to about a car length following distance. Remember the dash level? It felt closer than a car length. The passing exercise went perfectly. Next time around, we got to scrub the tires and tried to get a feel for their grip. The scrub helped my comfort level a little, but I couldn’t push it too much and spin on the pace laps. Their rules say that two spins and your day is over.

Mark has us spread out while the pace van accelerated away. Still under yellow, Mark wanted us to slowly pick up speed and run at 3800 rpm consistently for a few laps. Not too hard, although I found it was difficult to look ahead as the A-pillar was right where I wanted to look. A few laps later, Mark has us run at 4000 rpm.

This is where fear started to become a factor. Putting four wheels off between the drag strip wall and the track at the exit of turn 10 at Pueblo was nothing compared to this.

We slowly brought our speed up to 4000 rpm and I wondered out loud, “I hope this car will stick at 4000 rpm!” It did. A few laps later, they threw the green flag and we were allowed to go as fast as we dared — well, at least up until the rev limiter kicked in. Brakes were not needed going into the turn as the engine compression provided enough resistance to slow the car.

As I started to get comfortable running at speed, the walls kept trying to steal my concentration. PPPIR’s front straight is slightly curved, while the back straight is actually straight. The wall at the exit of turn 2 comes up real quick! The splat mark on the wall in front of me also caught



Bruce Hazard, Steve Williams, Andy Peavy, Fred Iacino and Bill Schaefer

my eye each lap. "Look ahead." I told myself repeatedly.

Just as I got comfortable running with a small amount of lift into the corners and slowly applying power about midway through, the session is over.

After stopping in the pits, crew members brought water in small Dixie cups. Needless to say, it is quite difficult to drink out of a cup with your helmet on. Spilling water down the front of the fire suit was not a big deal, as it seemed to be up near 130 degrees in the car again. Meanwhile, Mark was very impressed with our consistent lines and our behavior with passing, so he had the crew members adjust the rev limiters up to 5000. I made note of where they made the change, but could not reach the dial to turn it higher. The location being out of the student's reach is obviously by design. I think Fred reached his dial, although he denies it.

After no more than two minutes in the pits, we are told to start up the engines and go back out. The first few laps were under yellow and we slowly came back up to speed. Thoughts of how much temperature the tires lost in the pits filled my head. The walls again kept trying to steal my concentration.

We get back up to speed and the higher revs are welcomed, as we're able to accelerate more coming out of the turns. The extra revs were nice, but there was ample power to get up to 5000 just after the exit. I followed someone who got a little high into turn one and it was obvious there wasn't as much

grip up there. I heard some of the debris hit my car and I made a mental note to stay on the low line. Turns out that was Wild Bill. Once again, the walls kept trying to steal my concentration.

Just as before, right when I settled into a groove and got comfortable, the checkered flag came out. Was that it? Bummer ☹

After exiting the car, which is much more difficult than getting in, we are told that this was the first time they have ever raised the rev limit on a 30 minute class. They stroked our egos and told us how well we did.

Mark commended Bruce for being the most consistent. He said Bruce ran a great line lap after lap. Mark also talked about Fred. Fred seemed to want to drive his own line, but Mark trusted us so much, he let Fred prove he could do it. On the radio, Mark would repeatedly talk to Fred and say, "Don't drive that low. I know what you are trying to do, but it is making the boss nervous." Later, Fred said he didn't hear him. I think Fred forgot what number car he was.

And that was it. A quick taste of the banked oval experience in a stock car. The physical and mental exertion was the same as one of our driving schools. It really makes you appreciate the professional drivers performing at the limit for hours on end. The Drivetech folks were nothing but professional and everything went smoothly. For more information, see www.drivetech.com.

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12/02

What A Rush!

The alarm sounded at 6:00 am. Boy, that was early and my first thought was, “What the heck am I doing?” I had never attended an autocross before and now I was scared.

I arrived at Bandimere Speedway just before 8:00 am, got all checked in and ready for the rookie orientation walk. Bob Tunnell of **Bimmer Haus Performance** was our tour guide through the course. Since we would only have 6 runs on the course throughout the day, the walkthrough is a great opportunity to “practice” beforehand.

The day was divided into morning and afternoon sessions. The morning session consisted of three practice runs and we could have Instructors ride with us if we wanted. The afternoon would consist of three more runs, but this time they were timed to the thousandth of a second for competition and we would be forced to go “solo.”

At the Drivers Meeting the 100+ drivers were divided into 3 heats. I was scheduled to run in heat 2, so I was able to watch Bob Tunnell, Jim Valdez, Arnie Coleman, Mark Irvin and other veterans in heat 1 before I went out. They made it look so easy! (Well, all but Mark; he went fishtailing around the beginning of the course before spinning out on the backside of the course. I thought he was going to hit the mountain. Yikes!)



Knees knocking, but ready for my first run.



Autocross Committee Members – Mark and Darlene Irvin, Dawn Putataro and Arnie Coleman

Well, the time came for me to go out on the course for my first run and Jim Valdez (putting his life in my hands) rode with me as my instructor. I told Jim prior to going out that it would probably take me 30 minutes to get through the course. He just laughed. Well, my first ever autocross run did take me 54 seconds, but to me it felt more like Bob Tunnell’s 37-second run. Boy, do things happen fast when you’re out on course! (I told Bob that some day I was going to take the “National Championship Title” away from him. He just laughed, too. ☺)

As soon as I crossed the finish line I noticed my knees were weak, my elbows were knocking, and my hands were trembling so badly I could hardly get the car back to my grid spot. But soon it was time for another run and I was ready! I

cut 2 seconds off my first run time and another 3 seconds on my third run! I told myself if I could get a 50 I was doing okay.

I was standing with Doug Grande and Doug Gordon when my husband Mark finished his first run with a time of only 45 seconds. When I cracked, “45 seconds!” Doug asked me, “What’s wrong with that?” I explained, “My first time was 54 seconds!” and Doug responded, “Yeah, but Mark is a guy!”

Mr. Gordon is lucky to still be alive after that comment.

After lunch it was time for the afternoon “competition” session. When it was my turn to run the course Ian Bogert told me, “Go out and drive it like you stole it!” Hmm... that’s what Jim Valdez and Arnie Coleman had told me – be more aggressive.

I got the green flag for my first run and headed out on course thinking of nothing but the sea of orange cones and was totally focused on getting through them as fast as I could. As I pulled to the starting line for my second run, my husband Mark was standing there smiling and said, “This time drive it like you stole it... and the police are chasing you!” I imagined sirens and flashing lights following me all around the course!

When I pulled to the starting line for my third and final run, Mike Beyer was holding the green flag and asked, “Are your knees still knocking?” When I told him they were he said, “Good! You’re doing it right!”

What a rush this sport is! Everyone tries to get faster with each run and that is exactly what I did. My final time was a 49.2, I guess not too bad for a first timer. All three runs in the afternoon were in the 49-second range. Doug Gordon told me “he could not believe how consist I was.”

For anyone who has been hesitant about running an autocross, I have one bit of advice — don’t hesitate any longer, your missing tooooooo much fun!

I had a really great time and the event ran like clockwork. The entire autocross committee deserves a hearty congratulations for their hard work and great job. ☺



Janet Kiyota with Alan Warner as her instructor



LeeAnne Jordan ready for the course "solo"



Ian Bogert in his 1989 325i



Kelly Petersen in his Mini Cooper



Mark Doran for a practice run



Cars on the Grid

Bimmer Haus Performance

PRESENTS

Rocky Mountain Chapter BMW CCA Autocross - October 20, 2002

Car #	Driver	Year	Model	Best Time					
					90	Richard Miller	1991	M5	44.224
					61	Charles Anderson		330i	45.346
					112	Ken Hammack	2002	Z3	47.643
					88	Tim Jones	1988	325ix	47.837
					75	Tom Chaney	1994	325i	48.759
					222	Mary Popejoy	2002	330ci	49.765
					150	Matt Puccio	2001	330ci	50.026
					185	Adam Moore	1987	325is	50.261
					188	Beth Jones	1988	325ix	51.330
						Class ES			
					56	Doug Bartlett	1999	328i	43.902
					84	Zach Schroeder	1990	325i	45.659
					181	Brian Green	1991	325i	46.532
					60	Steve Farley	1995	325i	46.715
					111	Clay Mlner	1989	325i	46.921
					82	Tim Paich	1972	2002	47.099
					72	Gary Allen	1972	2002	47.279
					182	Alexis Paich	1972	2002	49.175
					117	Darlene Doran	2002	330xi	49.237
					91	Frank Delmonte	2002	540i	DNS
					171	Keith Boyle	2002	330xi	DNS
					191	Jeanette Schuck	2001	325ci	DNS
						Class FS			
					227	Ben Lucero	1975	2002ti	46.651
					220	David West	1975	2002	46.821
					65	Stuart Neil	2000	323i Touring	47.822
					64	Alan Warner	1973	2002	48.141
					186	Brad Slack	1992	750 iL	51.045
					164	Janet Kiyota	1973	2002	51.256
					187	Shawn Moffatt	1993	740 iL	51.642
						Class X		(times indexed)	
					98	Bob Tunnell	1998	E36 M3	31.753
					127	Jim Valdez	race	320	32.922
						Class R		(times indexed)	
					223	Scott Stekr	1967	1600	39.449
					300	LeeAnne Jordan	1972	2002	39.632
						Class O		(times indexed)	
					67	Nicholas Machol	2001	IS300	34.570
					204	Dan Hackett	2000	Subaru Impeza	34.953
					201	Michael Bryant	Hond	S2000	36.027
					202	Jason Patel	Audi	S4	36.725
					28	Davey Palmer	1991	Chevy Camaro	37.284
					207	Glenn Tate	2002	Subaru WRX	37.554
					221	Mark Hoffman	Mits	Eclipse	37.934
					243	Carl Cowley	2000	Boxter	38.604
					206	David Jones	2003	CTS - Cadi	38.930
					200	Masood Khan	2000	Boxter	38.968
					180	Kira Norman	1994	Saturn SC2	39.271
					210	Bonnie Fulford	Hond	S2000	40.270
					203	David Embree	1995	Volvo 850	40.374
					192	Eric Loch	1985	Audi Quatt	DNS
						Class S		(times indexed)	
					266	Jeff Brauch	1997	Toyota Supra	33.255
					217	Lawrence Edwards	2001	S2000	33.259
					175	Richard Stark	1986	Mustang	33.908
					166	Evan Brauch	1997	Toyota Supra	34.450
					59	Dan Goodman	1968	Volvo 142s	34.548
					277	Ann Edwards	2001	S2000	39.529
						Top Time of Day Bob Tunnell 37.801 (raw)			
Class A									
9	Mark Irvin	1990	E30 M3	40.998					
23	Arnie Coleman	2000	M Roadster	41.010					
197	Manuel Sauvage	1997	E36 M3	41.363					
68	Alain Van Der Heide	1995	E36 M3	41.780					
198	Cliff Lawson	1995	E36 M3	41.845					
83	Spencer Bunting	1995	E36 M3	42.225					
144	Michael Feldpusch	1995	E36 M3	42.470					
7	Stephan Kohn	2000	M Roadster	43.978					
19	Darlene Irvin	1990	E30 M3	45.404					
123	Dona Coleman	2000	M Roadster	49.143					
Class BR									
143	Derek Walker	2002	E46 M3	40.220					
43	Brian Bowden	2002	E46 M3	40.309					
110	Clay Turner	1998	M Roadster	40.904					
113	Andrew Webb	1999	M Coupe	40.947					
95	Jeff Sherrard	1998	E36 M3	41.236					
213	Alan Webb	1999	M Coupe	42.029					
40	Gary Odehnal	1998	E36 M3	42.426					
34	Doug Gordon	1991	E30 M3	43.255					
33	Doug Grande	1997	E36 M3	43.376					
25	Doug Young	1995	E36 M3	43.765					
118	Patricia Rothwel	1998	M Roadster	44.271					
86	Jeff Hope	1988	E30 M3	45.734					
Class BS									
116	Mark Doran	2002	E46 M3	42.733					
4	Chris Putaturo	1999	M Roadster	42.934					
74	David Cole	2002	M Roadster	42.965					
190	Alex Bailey	2002	E46 M3	43.451					
70	Robert Harland	1995	E36 M3	43.677					
41	Dawn Putaturo	1999	M Roadster	44.199					
189	John Connell	2001	M Coupe	44.553					
224	Jeff Kramer	1995	E36 M3	45.802					
107	Jeff Young	1996	E36 M3	46.259					
Class CR									
51	Rod Patton	1988	E30 M3	42.271					
Class CS									
226	Randy Webb	2002	Mini Cooper	42.774					
133	Mark Ferguson	2002	Mini Cooper	42.900					
140	Kelly Petersen	2002	Mini Cooper	43.429					
21	Robert Eggert	1998	E36 M3 4dr	44.955					
170	Grant Bayless	1989	E30 M3	45.005					
73	Mike Beyer	1991	E30 M3	45.476					
24	Wietse Wullink	1975	530i	45.485					
89	Mark Schwab	1995	E36 M3	45.548					
42	Candy Wall	1999	E36 M3	45.701					
313	Dave Bunting	2002	Mini Cooper	45.943					
22	Robert Brooks	1998	E36 M3	48.647					
121	Carolyn Kirk	1998	E36 M3	50.452					
Class DR									
81	Paul Watts	1987	325is	40.834					
13	Barry Norman	1997	Z3 -2.8	41.903					
11	Andy Peavy	1991	535i	42.241					
172	Derek Olson	1987	325is	44.373					
14	Greg East	1996	328i	45.753					
Class DS									
225	Kyle Popejoy	2002	330ci	43.978					
76	Ian Bogert	1989	325i	44.083					

Concern About Tire Wear/Damage At Autocross

I thought I would reply to those considering their first autocross with my experiences and history. I started doing autocrosses with the local club last year. I too worried about the risk of damage to my car and excessive wear and tear. In fact, I waited until my '99 328i (E46) was 2.5 years old before doing my first autocross. Andy's absolutely right — once I started, I got COMPLETELY hooked. In hindsight, I regret not participating as soon as I finished the break-in period. Now I sign up for every autocross. I've also done two driving schools with the club at Second Creek — and anxiously await the next opportunity in the spring.

I found that the autocrosses didn't create nearly as much tire wear as I expected. At a typical event, you'll do 6 runs, each less than a minute in duration. I suspect most of my autocross tire wear has come from the typical 180 turn at the far end of the course — they are easy to try and run too fast. It's easy to tell that happens — the car doesn't want to turn (understeer/pushes) and the tires "scream" at you to let you know you have overcooked the turn. It happens at rather slow speeds, so you simply slow down the next time. I got 35K miles out of my original tires (Continentials) including ~3 autocrosses and my first driving school. Not bad given my tire wear history on other vehicles w/o the driving events.

As far as, damaging the car and bending metal goes, I would call the risk "freakishly rare" based upon my experience and observations. We've got some great folks organizing these events and setting the safety standards. In 5 autocross events, the scariest thing I have witnessed is a car than spun 180 and rolled backwards towards a curb. (The driver probably should have braked harder during/after the spin. None-the-less, they did stop the car, well before the curb.) This occurred at the Coors Field B-lot — where there are some light poles and curbs to be avoided. The course designers follow SCCA design guidelines to keep cars well away from such hazards, especially those parts of a course that are more likely to create the possibility of a spin. Sure, it would be nice if my auto insurance applied at these events, but I believe my risks are far greater during my drive from Fort Collins down to Denver and back than during the autocross itself.

I guess I should also admit that I did a 180 at my second autocross, on my first practice run. This happened at Bandimere's west lot (where we ran October 20th). The Bandimere lot is much more wide open an obstacle-free (in my opinion) than Coors. The spin was an excellent "learning experience" for me. Why? One — I learned first-hand the consequences of simultaneously applying lots of steering input, lots of braking, and some serious weight transfer — and lost all traction in the back end. I had read about it and intellectually understood, but that's no substitute for real life experience. It was amazing how quickly it occurred — haven't done it since though ☺, Second — I surprised myself with how quickly I was able to respond with "In a spin, both feet in". Meaning, I got on the brakes hard and shoved the clutch in to

avoid killing the engine (or having the wheels turn the engine backwards while rolling backwards).

The autocrosses caused me to want to learn more. My respect for the volunteers running the RMC BMW CCA events gave me the added confidence that attending a driving school would be safe for me and my car too. That first driving school confirmed the confidence in the organizers. It also gave me the desire to further improve my skills and to upgrade my equipment with better tires — leading to driving school #2 at Oktoberfest.

Finally, I have a 17 year old daughter who attends the RMC BMWCCA autocrosses too. While she REALLY wants to drive my 328i, I'm requiring her to drive the Honda Civic that she drives daily. I can't find a better way to teach her how a car will respond under "non-normal" conditions. Yes — I've got to pay for a little added wear & tear on the Honda too. The hope is, that the knowledge she gains will keep her out of an accident on the streets, which would cost me far more than some tire wear. And maybe next year I'll let her drive my Bimmer ☺.

If you are still a bit apprehensive, I suggest two things. First, come to an event just to watch. Your car will be parked a LONG way from the course activities and in far less danger than parking it in a lot at work or at your local shopping mall. Walk the course early in the morning (~8:30AM) with the novices and listen to the advice they are given. Also, talk with some of the participants, they'll be happy to answer your questions or even let you go for a ride on one of their practice runs. Second, pick up a book on autocrossing. I recommend "Secrets of Solo Racing — Expert Techniques for Autocross and Time Trials" by Henry A. Watts (\$14.95). I found the combination of the book with actually participating accelerated my learning.

The Rocky Mountain Chapter is talkin' online!

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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

by LeeAnne Jordan

My Most Exciting Adventure!

At the ungodly hour of 6:00 **AM** on Thursday, September 26th, the eight of us left Denver in our shiny BMWs and headed for The US Formula 1 Grand Prix in Indianapolis. In our car there was myself, my dad Andrew Jordan, and Gary Mayer. In Jerry Hodge's M3 there was Jerry, his son Ryan Hodges, and Fred Iacino and finally the 540i wagon was occupied by Co VanHeerwarden and his service manager, Kevin. We drove through Kansas and Missouri, and then stopped for the night in Greenville, Illinois. We had only one minor snafu; half way through Kansas, Co picked up a huge bolt in his tire.

We reached the track at 11:00 AM and went straight to the BMW Corral. The Corral lot was about two blocks from the track where BMWCCA members could sign up to park and hang out. The Hoosier chapter hosted the corral and did such a wonderful job. They always kept us well fed and entertained. They even had a surprise visit from last year's BMW Formula 1 car! That was fantastic. In addition to the food, there is a great sense of camaraderie and even an auction that benefited charities.


On Friday, we watched practice and various other track events including, qualifying for the Porsche and Ferrari races that were also held that weekend. We got the privilege of watching Sarah Fisher fly around the track for the first time in an F1 car. Man, am I envious! As luck would have it, we were watching the F1 practice from just the right place, Jenson Button, a Team Renault driver, happened to have his car breakdown right in front of us. When I saw him getting out of the car, I walked over to the fence with many other fans and waved to him and got quite a few good pictures. Oh, but the fun certainly didn't end there.

The pit area at the track is guarded like Fort Knox. I have tried unsuccessfully for the past two years to gain access, but very large, intimidating men blocked my way. This year, I "happened" to climb this set of stairs which led up the back of the tower and into the unguarded media center. As soon as I walked in, I knew that I wasn't supposed to be there, but I wanted to see how close to the pits I could get before getting thrown out. I walked down the length of the media room and




Gary Mayer, Fred Iacino, Ryan Hodges, Jerry Hodges, Steve and Bev Williams, LeeAnne Jordan and Andrew Jordan

waited for the elevator, shaking uncontrollably the entire way. Everyone around me had little tags with their credentials on them and I didn't, so I knew that I would get caught. I rode the elevator to the bottom level and followed a group of photographers and pretended to look like I belonged. We went underneath the tower and through a courtyard and BAM! I was in the pits. I walked around not believing my eyes, thinking that I wasn't really in the most exclusive area until I rounded a corner and nearly collided with who else but Sarah Fisher. I was so awe-struck, that all I could do was smile and walk away. I couldn't see any other drivers, so I did a lot of walking, saw the pit crews and all the gear for the teams; I even snuck a glimpse of the McLaren car through an open door. After walking around for an hour, I decided to sit at the BMW hospitality table and people watch. I was about to get up and leave for the day when I saw Juan Pablo Montoya come out of the BMW suite and have various conversations with people while photographers took millions of pictures.



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I didn't think that life could get much better, until I saw Kimi Raikkonen sit down at the table next to me and give interviews. I kept smiling in his direction, hoping to catch his eye and maybe talk to him, but I guess he was preoccupied. Next, I saw Ralph Schumacher walk by, not more than three feet away and sit at the table on my other side. Then, as if life couldn't get any better, Montoya walked by me and I gave him my most friendly smile, and he actually made eye contact and smiled back. I could have died right there and been the happiest woman alive. But my day was about to get even better. I saw David Coulthard walk out of the McLaren Suite. I couldn't believe how lucky I was, so I reached into my purse to start snapping pictures and realized that I had just run out of film!! I could have cried ☹.

I was about to leave when a man made a comment about the temporary Roundel tattoo on my cheek, I thought he looked important, so I struck up a conversation with him. I asked him what he did with the BMW team and he told me he was a tire changer. I told him that I didn't believe him, he asked why not and I said "Because I just saw you have hushed conversations with both BMW drivers and that there are about six photographers taking pictures of me talking with you." He assured me that he wasn't important, but when I asked him what his record for the fastest tire change was, he faltered and finally came up with the answer of two seconds. I told him that my record was probably 20 minutes on a good day. After that we had a pleasant conversation, I told him about my involvement in the BMW Club and about the driving schools I had done, and even invited him to join us at the Corral later. About half way through the 30-minute conversation, I asked him if he had ever raced, he told me that he had and I asked what league he was in. To my amazement, he said Formula 1.



Foggy track – Indy Speedway

That's when I asked his name and he said Gerhardt, I asked his last name and he told me Berger. My jaw dropped and I said, "I know you!!!" He looked at me strangely and said, "You do?" I told him that I was a huge fan and I knew of him, but that it was a great pleasure to finally meet him face to face. For those of you who don't know who Gerhardt Berger is, he is the Director of the Williams/BMW team. He is the head honcho who makes sure that the team is properly operating and pretty much is the boss of everyone else. I couldn't believe that I was actually talking to him. We spoke for a while longer and he asked where I lived, what I do and even if I had a boyfriend. I asked him about whom he thought would win the race the next day and he rolled his eyes and said, "Who always wins?" (Ferrari). Then I asked him, who he hoped would win, he said that either BMW driver would be great. Gerhardt also asked me why I wasn't racing F1 yet and when I would be. I said as soon as someone gives me a car or I can find a way to steal his. He told me where the car was and where the keys were, but that I probably wouldn't make it into arm's reach, plus he said I needed a special seat. I even mention jokingly that they would definitely win tomorrow if they let me drive. He said that I looked like I could beat all the other drivers. Eventually, I told him that I would let him get back to work, we shook hands and I left; but not before I was talking with someone else and Jarno Truilli, the other Team Renault driver, walked up. He pointed out my tattoo of a butterfly and mentioned that he really liked it but that it was too small and feminine for his tastes. I asked him what I should have instead and he said "Something manly, like a dragon or sword." I told him that I would rather have a roundel, like the one on my face, but on my back instead.

After my conversation with Truilli, I practically danced all the way back to the Corral. When I got there, word had already spread about my wild adventure. That was because while I was in the pits, I couldn't resist calling my dad and bragging about where I was. So I recounted the story a few times. Bev and Steve Williams suggested I send my story to the *MotorSport Report*. So here it is!



Gary Mayer, Ryan Hodges, Andrew Jordan, Bill Greg, Carl Thompson, Bev Williams, LeeAnne Jordan, Steve Williams, Jerry Hodges and Fred Iacino

Story and Pictures by Mark J. Glodava

Sports Car Club of America (SCCA) Enduro

Sunday, October 20th dawned sunny and dry, a pretty standard Colorado day. I had to decide between attending the club autocross and cheering on our club members competing in the Sports Car Club of America (SCCA) Enduro. I decided to sharpen my own driving skills next season, and attend the Enduro.



Jim Leithauser's Z3 at speed



Iacino/Hodges in for Pit Stop

The Enduro is the last racing event of the season for the SCCA and is a four-hour race, complete with pit stops and changing of the drivers. This is the only event of the year where they have pit stops; sometimes they can get pretty comical, since no one has had much practice. Anyone remember the Keystone Cops? To make things even more challenging, the race was run counter-clockwise so even the drivers were at somewhat of a disadvantage.

Our beloved BMW CCA was represented by the teams of Fred Iacino and Jerry Hodges sharing Fred's 323i; John Fornarolo and Andrew Jordan in John's 2002. The **Bimmer Haus Performance** guys, Jim Leithauser, Eric Prill and Jason Ott shared Jim's Z3 and M3. Driver assignments must have been fun for them to try and figure out. Jim said they had a spread sheet.

The pit assignments went to volunteers Bruce Hazard, Gary Mayer and SCCA member Mike Kapp; they tended to both Fred and John's cars. The "professionals," Dave Stackhouse and Seth Miller from **Bimmer Haus Performance** kept the Z3 and M3 going strong.

The race started off with a bang, as Jim Leithauser driving the M3 came together with a Mazda, denting Jim's right front corner. The **Bimmer Haus Performance** trio of drivers man-



Fornarolo/Jordan round the last turn (usually turn 1)

Jerry Stander's

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9/03



Bimmer Haus M3 ready to race

aged to finish both cars anyway, with the M3 eleventh overall and the Z3 seventh.

John and Andrew managed to finish a respectable twenty-fifth overall after driving a good, clean race that even included a tire change. Clean, that is, except for an incident involving Andrew and a Mazda.

Spectators would occasionally see a cloud of dust as a car slid off the track, but the only real incident of the race happened after the half way point, when a Porsche was hit by...if you guessed a Mazda you would be correct! Do we see a pattern forming here? The race had to be stopped while

SCCA workers cleaned oil off of the track. Porsche's (911s that is) carry around a lot of oil!

Fred and Jerry kept the shiny side up (congratulations Fred), but had to retire with a broken shock absorber. They were still shown in the race results as thirty-second overall, with a number of cars listed behind them.

Now, it's five months of rest and preparation for next season. See you at the first race in March — weather permitting.



Leithauser/Prill/Ott round the "Boot"

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5/03

*Reprinted with permission by author,
Julie Marshall of The Daily Camera*

Precision, Speed Propel Three Local Racers to Autocross Victory

What do a dental office manager, a software tester and a financial consultant have in common?

If you are talking about three women in Boulder County, the answer is: speed.

It's no joke. Three local amateur race car drivers, who haven't given up their day jobs, have proven they possess the precision handling and finesse it takes to run a clean course and cross the finish line in record time.

Patty Tunnell, Kathy Wolfskill and Mary Medicus — all professional women over 40 — each took home one of 50 coveted trophies at the Sports Car Club of America's Tire Rack Solo II Nationals competition last month, each winning in a different class.

The women were among more than 1,150 amateur and professional drivers — the large majority were men — who participated in the annual event held in Topeka, Kan. The Rocky Mountain region, including Colorado and Wyoming, was represented by 65 racers.

In the obscure sport of autocross, competitors drive their own car off the street and onto the track. Drivers race alone, navigating a sea of orange traffic cones to demonstrate speed and handling.

The Solo II Nationals autocross competition is the pinnacle of grassroots motor sports events, says Bob Tunnell, owner of BimmerHaus Performance, a Broomfield shop that remodels cars for high performance.

"It's the most prestigious race, even more than the professional series," he says, adding that professional racers also enter for respect and for prize money. A Solo II title is worth \$1,000 award payment from BMW.

Wolfskill, Medicus and Patty Tunnell, who is Bob's wife, say they race to nourish a competitive spirit and for the camaraderie, especially among women. The experience has made them better everyday drivers, they say, ready for any sudden bump in the road or crazy driver on the highway.

But most of all, the women race for a wild ride.

"It's way better than going to an amusement park," says Medicus, the rookie of the three. "It puts the rollercoaster to shame."

Patty is the veteran racer, who has won a total of 12 national championships, including professional races. But this year was a special win, she says, because she recently suffered a brain injury and wasn't sure she could ever race again

In June 2001, Patty was injured playing racquetball. "I got hit in the face by a racket going 100 mph that split my chin," she says. Afterward, she suffered memory loss, lack of peripheral vision and fatigue.

Preparing for races was tough.

Most, if not all competitors will walk through a new course, memorizing the lines and making mental notes on when to turn the wheel.

"I would go out and walk the course, and 15 minutes later, I had no idea I had been there," says Patty, who lives in Superior.

But the 49-year-old refused to give up her hobby.

"(Racing) gives me something to focus on, it defines who I am."

She won this year driving a BMW330ci in the "D stock ladies class," a category that allows moderate modifications. New shock absorbers improved the handling, and front and rear anti-sway bars made for crisper turns. A lighter exhaust system took off 30 pounds to increase speed, says Bob, whose company sponsors her car.

Editor's note: Bob clarified for MSR that a rear anti-sway bar was not added to this particular car. The above quote was referring to modifications done to his own car, which competes in a higher category.

National champions often drive high-end automobiles, including modified BMWs. But the beauty of autocross is that anyone can drive a car off the street — a pickup truck, a minivan — and try it, says Patty, who came to the track in 1985 driving a '78 Volkswagen Scirocco. She once knew a competitor who only raced rental cars.

Patty began racing after watching her husband on the track. She then inspired her friend, Medicus, to race. Two years ago, Medicus agreed to try it. She showed up to a race at Coors Field to experience the mile-long course from the passenger seat of one of Bob's BMWs.

"The course was flat, and I thought it was going to be boring," Medicus recalls. "Five seconds after the start, my knuckles were white from holding on. I've never been so terrified at 75 mph."

The 43-year-old Lafayette resident, who spends her days discussing insurance, was hooked.

Medicus competed in the amateur circuit for the first time this year, driving a 2002 Audi A4 — the same car she drives to work each day — to win nationals in the "G stock ladies class." Other than swapping in racing tires, Medicus raced her car as it came from the factory.

The amateur circuit starts in April, but unofficial races begin in November, says Bob. The Sports Car Club of America sponsors races around the country, including Coors Field in Denver and the World Arena and Pikes Peak International Raceway in Colorado Springs. There are 70,000 members in the national club who compete at events held in airfields, at shopping centers and stadium parking lots.



Kathy Wolfskill (in car), along with Patty Tunnell and Mary Medicus, won the SCCA Tire Rack Solo II Nationals last month in different classes of autocross.

women drivers

And like Medicus, spectators are welcome to come and ask for a ride.

Autocross has been steadily growing in popularity for the past 30 years, and still, not too many people know about it, Bob says. Some call it the grassroots, or precursor, of road racing.

In Solo II racing, drivers race against the clock, but finesse is the key to winning, racers say. Hitting a cone, for instance, is a 2-second penalty.

Wolfskill, 45, drives a souped-up BMW 325is and has competed in nationals seven times; this year was her first win.

The Nederland resident competed at nationals in the "D street prepared ladies class," one of the faster categories because it allows for several car modifications.

"We even went so far as to drain fluid from the washer tank to make the car a couple of pounds lighter," Bob says. Different spark plugs gave her car one more horsepower.

To win, a racer must know her car, how it responds to a quick turn of the wheel along the chalk-lined course, Wolfskill says.

It's tough to find a large and vacant space to practice, racers say. Wolfskill will practice the morning of the race. Apparently, that's enough.

She crossed the finish line 81/2 seconds faster overall (a compilation of multiple races) than the second-place winner, which is a huge gap, she says.

"When it all comes together, it's like dancing with your car. It feels so good."

Both Patty and Wolfskill finished in the top 200 drivers overall at nationals, a number that includes men and women.

"Anyone can do this," Patty says. "You don't need a fancy car or fancy tires, just show up and drive."

Address/Telephone Changes

All address and telephone number changes **must** be made through the National Office **in writing** — **NOT TO THE CHAPTER**. There are three ways written notice may be made:

Mail it — BMW CCA
640 South Main Street, Suite 201
Greenville, SC 29601
Fax it — 864-250-0038
Email it — bmwclub@aol.com

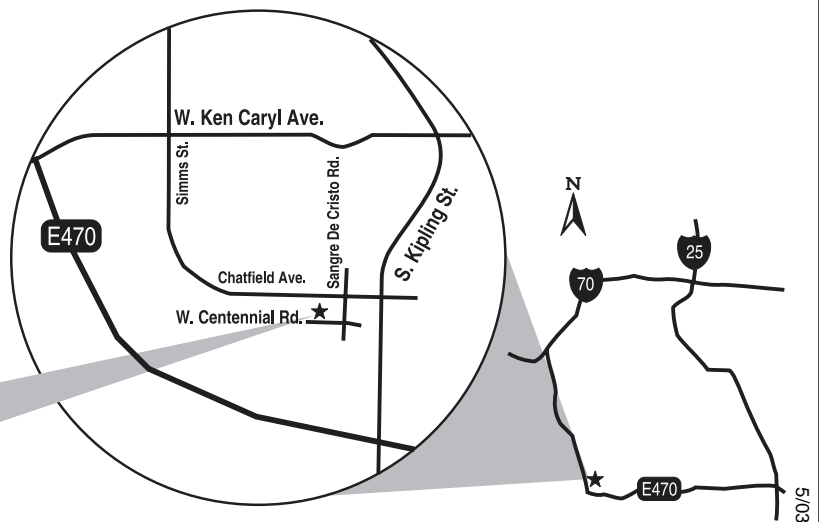
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2003 Tentative Calendar of Events

Some of these dates are tentative, and as we arrange the events, many of them will change. Please continue to look at the activities calendar in the *MotorSport Report* for any changes that may occur. Please go to the website for a survey on how much interest we have for certain events – do we want more driving events, Video Nights, tech sessions etc. We hope to see you at some of these events.

January	8	Business meeting – Darlene Doran	June	8	Concours d' Elegance – Doug Grande
	18	Ice Gymkhana – Paul Schultz		28	Meet & Greet New Members Picnic – Leslie / Darlene
February	5	Business Meeting – Geoff Patterson	July	2	Business Meeting
	22	Go Karts – Andy Peavy		??	Autocross – Committee
	18/25	Video Night – Janet Kiyota		??	Tech Session
March	1	Red Dolly Casino Night – Dawn Putaturo	August	2	Boondocks – Darlene Irvin
	5	Business Meeting		6	Business Meeting
	??	Autocross – Committee		??	Autocross - Committee
	29	Dent Wizard		29-31	CART Races – Dee Raisl
April	2	Business Meeting	Sept	3	Business Meeting
	??	Autocross – Committee		??	Autocross – Committee
	12	Car Control Clinic		20	Fall Drive
	26	Bimmer Haus Performance – Brake Tech Session	Oct	1	Business Meeting
	26	Sonic Bimmer Burger Night – Bob Sutterfield		5-10	Oktoberfest – Austin, Texas
May	7	Business Meeting		??	Autocross – Committee
	3& 4	Spring Driving School – Gary Mayer		18	Tech Inspection
	3	Spring Driving School Dinner		25	Fall Driving School Pueblo – Gary Mayer
	??	Autocross School	Nov	5	Business Meeting
	??	Autocross		15	Fall Dinner/Elections
	18	Spring Drive - Gary Odehnal	Dec	3	Business Meeting
		Brunch Stanley Hotel – Dave Walker	Jan 2004	10	Post Holiday Party – Leslie Jenkins
June	4	Business Meeting			
	??	Autocross - Committee			

Event Coordinators needed for events (see below)

Thanks to all who attended the Planning Meeting to help arrange these great events!
We had a great food, camaraderie and a great turnout!

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.

Expectations of an Event Coordinator

- Attendance of the Business Meetings 2 to 3 months prior to the event, and 1 meeting after to follow up
- Write an article announcing your event 2 to 3 months prior, so that we can get published in the *MotorSport Report*, where, what, when, etc
- Take photos at the event, try to get the names of the participants
- Try to get others' impressions of the event, possibly get them to write an article, or you need to write a review of the event
- There are benefits – payment of fee/meal for yourself and one other
- Meeting lots of really great people!

THANK YOU!

Just wanted to say thanks to all the organizers of the October 20th autocross...a very class act to say the least.

I think I can speak on behalf of the MINI community and say we are excited to be part of the BMW tradition and at the same time sharing a good dose of English sports car heritage.

As you can see by the autocross results BMW has done a fine job at reproducing a quick, well-handling go-kart that is an absolute blast to drive! BMW was very careful in remaining true to the original feel of the car and that is why the car is now so successful (kudos BMW). Many don't realize but the original Mini Cooper S won the Monte Carlo Rally three times!

So as far as "pesky" and "cute" are concerned...well I wouldn't totally agree but hey it's a free country ☺☺

Thanks again guys and gals and keep up the excellent work. I value my membership in the BMW CCA and have highly recommended it to other MINI owners. I look forward to future autocrosses, driving schools, etc.!

Cheers,
Dr. Kelly Petersen



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1/03

Letter to the Editor

Darlene,

Thank the Board for having me at the last meeting. It was very informative and the open format (except when Robert's Rules were in effect) led to great brainstorming. I really appreciate the opportunity to have attended.

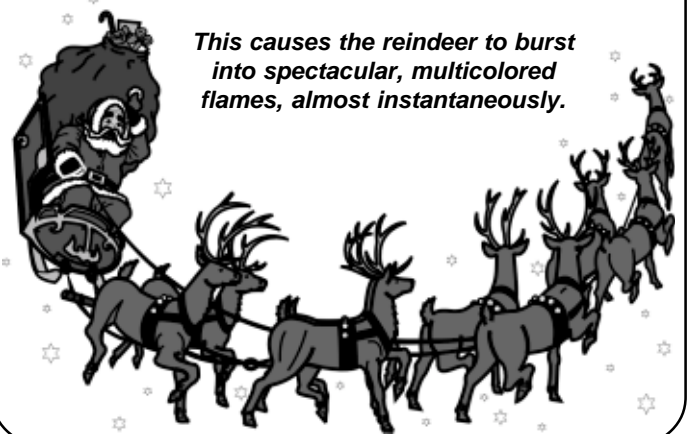
I would advise all members to make an effort to attend and find out how great the board members and Report Staff are. Everyone really cares and work overtime to make the Chapter a success. Needless to say, I learned a lot and as a result intent to become more involved in club activities. Again, thank you and the Jenkins for their hospitality.

Sincerely,
Thom Frey, Member
Broker Associate
Keller Williams DTC, LLC
6300 S. Syracuse Way, Ste. 150
Englewood, CO 80111

Ho, Ho — Oh, Oh Cheers, Anyway

For those of us who think it is demanding to get to our jobs during the winter, here are some shocking facts about our beloved Santa Claus and what he must accomplish every year on Christmas Eve for his distribution of presents.

- Excluding non-Christians and bad children, Santa must visit **91.8 million** homes within the **31 hours** of Christmas Eve darkness afforded by the Earth's rotation.
- He must travel at least **72,522,000 miles**, not counting ocean crossings.
- Given his 31-hour deadline, he must maintain a speed of **650 miles per second**.
- Assuming 2 pounds of presents per child, his sleigh must carry a load of **321,300 tons**, plus a hefty Santa.
- The massive sleigh requires **214,200 reindeer** to pull it, increasing the total Santa payload to **353,430 tons**.
- The **353,430 tons** of reindeer and presents traveling at **650 miles per second** would create massive heat and air resistance, with the two lead reindeer absorbing **14.3 quintillion joules** of energy per second each.



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

Blackwell	Jackie	Denver	CO
Blumenfeld	Marc	Highlands Ranch	CO
Born	Robert	Cheyenne	WY
Edwards	Lawrence/Ann	Loveland	CO
Ewing	Margarita/Darrell	Lakewood	CO
Farnam	Tom	Bayfield	CO
Gamvroudis	Panos	Fort Collins	CO
Garner	Lynda	Colorado Springs	CO
Gelner	Kendall	Lakewood	CO
Guijt	Cornelis	Colorado Springs	CO
Hammack	Ken	Highlands Ranch	CO
Heiman	Don	Greeley	CO
Hill	Dave	Thornton	CO
Huffman	Bill	Longmont	CO
Jackson	Peter	Superior	CO
Kali	Bob	Fort Collins	CO
Kelley	Paul	Longmont	CO
Marceau	Robert	Parker	CO
Mead	Sarah	Denver	CO
Ott	Barry	Centennial	CO
Paluck	Mark	Kittredge	CO
Reasoner	Marc	Denver	CO
Roof	Barry/Linda	Pueblo	CO
Ross	Tim	Pueblo	CO
Sawicki	Mark	Aurora	CO
Scherschligt	Timothy	Littleton	CO
Sharp	Stephen	Colorado Springs	CO
Thompson	Michael	Colorado Springs	CO
Von Rhee	Dane	Denver	CO
Wagner	Claus	Evergreen	CO
Zumbrennen	Cory/Kathy	Boulder	CO

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1999 M Roadster Boston Green metallic, truly exceptional, VIN WBSCK9333XLC88036, 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 (2/03)



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with performance clutch, cold air kit, high flow exhaust, Dinan ECU, 550 cfm fuel injectors, Koni shocks, Eibach springs and sway bars, Motorsport front and rear lower braces, stainless steel brake lines, new floating rotors, Pagid brake pads, BBS RK 18" wheels with Perelli P. Zeros, BMW rear wing with light, BMW car cover, BMW bra, all dealer installed parts, all paperwork, \$33,750 OBO, Ken, 303-680-8518 or KKWierd@aol.com # 297709 (2/03)

1996 740iL VIN WBAGJ8322TDL36668 pristine condition. 63K miles. Orient blue / grey leather. Always garaged, never driven on snow. 5k on tires, new battery, S62 engine, mobile 1 oil. CD changer and hands free phone. \$26,500 Call Jim 303-903-6670 or jim@micompanies.net #296570 (2/03)

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 (2/03)

1994 325ic Black / Sand leather, 5 spd, 107K miles, traction, roll-over protection, CD changer, keyless entry, good condition, includes hardtop, bra, 4 Borbett type M 15" wheels with Nokia snows, \$15,900 OBO. Call Steve 970-668-5080 #120233 (2/03)



1993 740il Gold, 135k miles, excellent condition. New M5 16" wheels and 225/60R16 tires. Has Alpine CD changer and a 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 (2/03)

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 (2/03)

1991 325i with Sport package, WBAAA1312MEC69623, 147000 miles. Metallic green/ tan leather, Very nice example of stock late-model e30. BBS rims, front and rear spoilers, side skirts, Recarro sport seats, sunroof, driver's airbag, keyless entry and alarm, infrared stereo w/ 6 CD, cruise control, books and records, complete factory tool kit, good Yokohamas, new floor mats, Thule roof rack, and Colgan bras. Very clean interior, paint has rock chipping and light scratching but still looks great. Timing belt at 125k. Engine pulls strong, steering is tight. A/C converted to R-134 and works great. Asking \$5,900. Call Brian 719-277-0801, 719-277-0801 or brian.green@lexisnexis.com #197467 (2/03)



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

Go Kart Enduro Race

by Andy Peavy

Keep your eyes open for the February issue of the *MotorSport Report*.

Tentative on Saturday, February 22, 2003, there will be an Enduro-style go kart race at TBC Indoor Racing in Denver.

This is a popular event and tons of fun! Look for the registration form in the February issue and send it in a.s.a.p.

For questions about the event, please contact Andy Peavy at apeavy@yahoo.com

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 (2/03)

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 (2/03)

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 (2/03)

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 (2/03)

1976 2002 Brown Metallic / Tan interior, LSD, 4spd, 14" E 30 alloys \$2800.00 OBO Call Bob (303)277-1447 or bav123@qwest.net #119538 (2/03)

1971 2800 CS Silver/Blue Velour, needs TLC but rims are fine, some rust but everything is operable, \$2,800 OBO Call Bob (303)277-1447 or bav123@qwest.net #119538 (2/03)

TIRES & WHEELS

(4) 5-spoke 15" alloy BMW wheels with Michelin Arctic Alpine snow tires mounted and balanced. Best offer. Call Andy 303-773-1500 or Andy@Stathopulos.com (12/03)

(4) BMW Star spoke style 55 alloy 7x16 in. wheels, originally from my 2001 Z3 2.5 Roadster - 47mm offset 5x120 bolt pattern. Ideal for snow tires. Like new. Brand new price is \$400/ea. Asking \$175/ea. or best offer. Call Fernand 303-367-2954 or lubuguin@hotmail.com #284320 (2/03)

(4) Nokian Hakapelitias 205/60/15 "best snow tires around" like new, used for only 1/2 a season. \$340 for set. Call Philipp 303-683-5749 or pshieber@aol.com #121014 (2/03)

Michelin Pilot Alpin tires: (2) 235/45 17 and (2) 255/40 17 off my 2001 540 Sport. Less than 4,000 miles, excellent condition. \$200 for all 4. Call Richard 303-652-8810 or JRPF23@webtv.net (Longmont) #169731 (2/03)

(4) E36 1997 328i 10 spoke wheels. Great shape \$400 Call Curt at 303-543-8727 or CHop12345@aol.com #121065 (2/03)

(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 (2/03)

(4) German made Fulda 225/50/16 R-Rated winter tires, cool-looking and sure-footed, less than 15K miles, \$200 for the set of 4. Call Kevin 303.659.7050 or kmlfizz@mac.com #181107 (2/03)

(5) E30 Alloys 14 x 6 like new. \$200 set, Call Brad 303-693-3201. #144634 (2/03)

E36 Wheels and snow tires, Pilot Alpines (205/60-R15), BMW wheels, used 1 season, like new. Call Rich 970-461-8604 or rfk318@earthlink.net #117404 (2/03)

(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 (2/03)

(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 (2/03)

PARTS

BMW 1600 Race engine, professionally built, balanced & blueprinted. New Venolia pistons with Deves rings. New valves, rocker shafts, timing chain, cam sprocket, tensioner, oil pump, water pump and motor mounts. The crank, flywheel and clutch have been upgraded to 320i. 121TI head with 301 Norris cam. Vintage legal. Zero hours. Trades considered. Ed Haynes (303)589-8715, #179550 (2/03)

1600 to M3 call me for your needs. Call Bob 303-722-8406 or web site @ Bimmerswap.com #119538 (2/03)

2 liter motor, builder, does run, complete, less intake manifold and carbs \$200; 2000 CS gas tank \$40; Early timing chain cover \$30 and fuel injector pump \$45. Call James 303-697-0705 #114148 (2/03)

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 (2/03)

MISCELLANEOUS

Car cover tan flannel (Griots), fits E39 5-Series, never used \$75. Call Don 303-374-8707 or jacobsen.dm@attbi.com #282980 (2/03)

For Rent: Charming 1880 fully restored and furnished Victorian home in the Heart of the Rockies, beautiful Salida Colorado, just twenty minutes from Monarch Ski area. Daily, weekend and weekly rates available. For a color brochure Contact Jan or Steven Parks 303-674-1719; 303-670-1179; 303-907-9573 or auspd@prodigy.net #154462

Roundel back issues 1987 thru present, nearly every issue for 15 years. Take as many or as few as you want. I would like \$0.50 per issue to cover shipping or we can make arrangements for pickup/delivery. Call Rick 719 210-5155 or rickkathleen@earthlink.net # 63668 (2/03)

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 (2/03)

Novara Trionfo 56 cm Road bike with allegra components, excellent condition \$400. Call Jeff 303-933-9493 or Jeff.Adams@gecapital.com #122644 (2/03)

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 (2/03)

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 (2/03)

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

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.

motorsport report

Advertising information

Display Advertising Information

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.

Advertising Manager: Geoff Patterson, 719-488-5771

Editor: Darlene Doran, 303-758-4200

Graphic Artist: Carol Rush/Graphic Results, Inc.

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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 303-758-1841, or send to RMC BMW CCA, PO Box 370128, Denver, CO 80237.

DECEMBER

activities calendar

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 11

11 Wed * Business Meeting, 7:00 PM, Walker's, Lafayette, 303-497-5490 for directions

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 9

FEBRUARY

1 Sat DEADLINE FOR *MotorSport Report* ADS AND COPY FOR MARCH ISSUE

5 Wed * Business Meeting, Patterson's, Colorado Springs, 719-488-5771 for directions

?? Tues Meet & Greet New Members Pizza/Video Night, (no date set), Social Hour 6:30PM,
18/25 Dinner 7PM, Janet Kiyota, Chair, Details February issue

22 Sat Go Karts, Andy Peavy, Chair, Details Page 28, More details in February issue

* 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

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

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