

Rocky Mountain Chapter · BMW Car Club of America

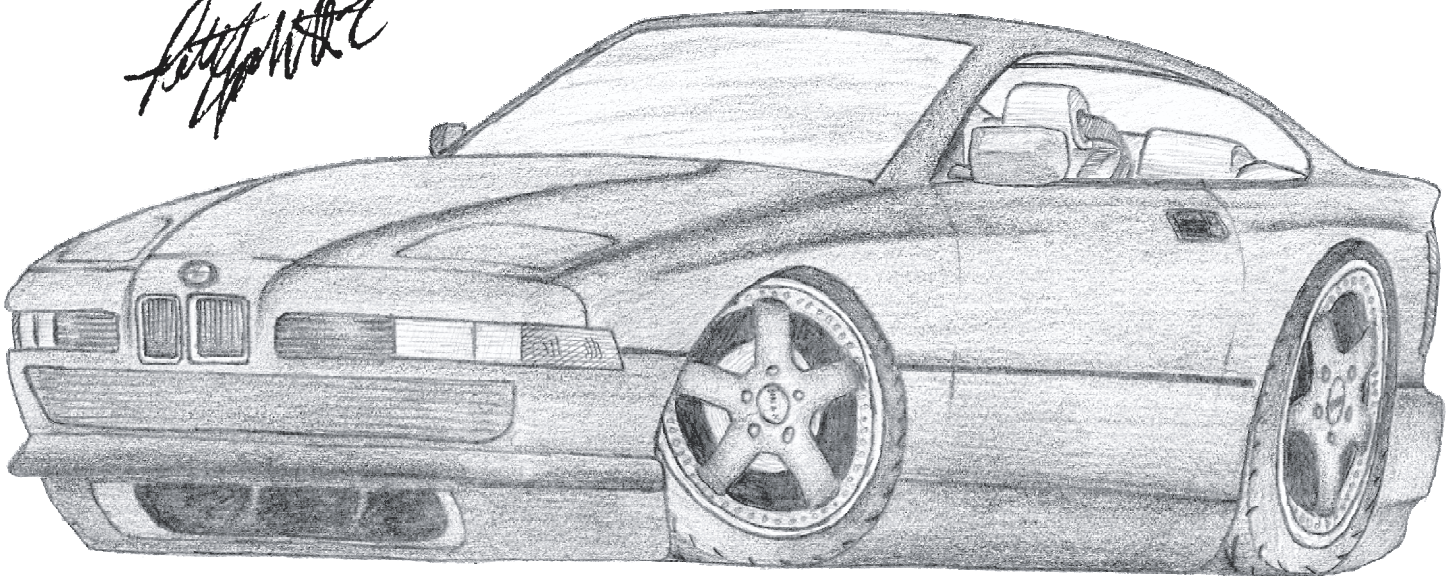
motorsport



R E P O R T

April 2003
Vol. 28, No. 5

1993 BMW 8500i



Winter Autocross Series - April 12
See Page 9 for Details

Car Control Clinic & Tech Inspection - April 19
See Page 12 for Details

Bimmer House Performance Tech Session - April 26
See Page 9 for Details



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John Beazley,
BMW Service Manager

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upComing *events*

WINTER AUTOCROSS SERIES

Saturday, April 12, 2003

Autocross Committee, Details page 9

CAR CONTROL CLINIC / TECH INSPECTION

Saturday, April 19, 2003

Andy Peavy & Andrew Jordan, Coordinators, Details Page 12

BIMMER HAUS PERFORMANCE TECH SESSION

Saturday, April 26, 2003

Jim Leithauser, Coordinator, Details Page 9

SONIC BIMMER BURGER NIGHT ELIZABETH

Saturday, April 26, 2003

Bob Sutterfield, Coordinator, Details Page 10

ON THE HORIZON IN MAY AND JUNE

RALPH SCHOMP BMW SPRING DRIVING SCHOOL

Saturday & Sunday, May 3 & 4, 2003 - Second Creek Raceway

Gary Mayer, Coordinator, Details Page 13

DRIVING SCHOOL DINNER

Saturday, May 3, 2003 - Social 6:30 PM, Dinner 7:15 PM

Gateway to the Rockies, Details Page 12

SPRING DRIVE/BRUNCH

Sunday, May 18, 2003

Gary Odehnal, Coordinator, Details Page 10

SONIC BIMMER BURGER NIGHT LOVELAND

Tuesday, May 20, 2003

Candy Wall, Coordinator, Details Page 11

AUTOCROSS SCHOOL

Saturday, May 31, 2003

Autocross Committee, Details in May issue

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, June 1, 2003

Autocross Committee, Details in May issue

CONCOURS D'ELEGANCE

Sunday, June 8, 2003 - Arapahoe Community College

Doug Grande, Coordinator, Details Page 17

MEET & GREET NEW MEMBERS PICNIC

Saturday, June 21, 2003

Darlene Doran / Leslie Jenkins Coordinators, Details in May issue

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Saturday, June 28, 2003

Autocross Committee, Details in May issue

Advertisers Index

John Armstrong	23	Knapp Tile and Marble	12
AutoSport Werks	24	Kustom Kar Audio	4
AutoWorks Colorado	21	Murray Motor Imports	BC
Bailey Saetveit & Co.	5	Northern Colorado BMW Motorcycles	15
Bavarian Autosport	22	PakMail	11
Bimmer Haus Performance	10	Poudre Sports Car Enterprises	16
Conrad Tax Services	9	Ralph Schomp BMW	IFC
Co's BMW Center	IBC	Ralph Schomp MINI	7
Dent Wizard	6	Red Rocks Motorsports	27
Flux Technologies	9	Reunions at Sea	26
Thomas D. Frey	27	Stander's Collision Works	20
Gebhardt BMW	IBC	Ultimate Detail Works	27
R. Kent Harris & Assoc	7	Viehdorfer & Associates	26

<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

The Gift That Keeps on Giving

It's tax time; that gay harbinger of Spring we all endure, desperately hoping for that big, fat refund check. And the perennial question is, "What shall I spend my refund on?" Now, seriously, how many of us deliberately plan on using this manna from Heaven for a year's worth of oil changes and tune-ups? There are few things in life besides being shot at and missed that fills our hearts with such incomparable joy as a few unplanned greenbacks — just the thing for some bauble or performance upgrade to resuscitate that hibernating Bimmer.

I'm always torn between "comfort and convenience" accessories like stereo upgrades, cup holders, arm rests, etc.; and "performance" upgrades, such as a new engine chip, racing brake pads, R-compound "gumshoe" track tires, and so forth and so on. For the first time in my life, though, I'm pretty darn content with the state of my own 540i Sport—even my wife's dumbfounded by my lackluster attitude towards buying something to shave another tenth or two off my lap times at Second Creek Raceway. Or *finally* replacing the Achilles-heel stock stereo speakers that struggle to keep up with the 400 Watt trunk-mounted Alpine amplifier.

The dilemma is made all the more vexing in our current downsized economy: I, for one, don't expect much back from

last year's donations to Uncle Sam. Well, I'm thrilled to announce you can have your cake and eat it, too. One of the local car-stereo shops ran the ad shown below in a recent local rag for a high-power stereo woofer *disguised as a nitrous oxide tank!* I ask you; is this stylin' or what? We all know that many "performance" upgrades are more show than go anyway, so why not just go for the psych-out factor on the cheap? Plus, the cannon shots in Tchaikovsky's 1812 Overture never sounded better. If I'm lucky, the badger tailing me into the last turn before the front straightaway will think he or she just blew a tire and will pit-out before trying to pass me.

Got an even better use for your refund check? If so, send it to me by e-mail only (because I can't hear anything on the cell phone anymore over the booming bass beat of my NitroWoofer) at <sixtiescycles@yahoo.com>. I'll publish a list of the best Bimmer accessories for 2003 in an upcoming *Late Braking News* column. The winners, chosen by a scientifically-selected panel (me) using statistically invalid methods, will receive any number (probably one) of great prizes. As former Car and Driver editor Don Sherman once noted when monster car stereos first appeared on the SoCal scene, "They have woofers...and they're not afraid to use them!" Enjoy your tax refund. ☺

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3/04

ponderings by the editor

by Darlene Doran

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

SPECIAL THANKS TO THESE INDIVIDUALS WHO DESERVE IT!!!

I would like to personally thank: **Steve Williams**, for the many years he was the Rocky Mountain Chapter Driving School Chief Instructor, and who resigned as of last year; **Cliff Lawson**, who has stepped forward to undertake this responsibility; **Gary Mayer**, for all he does to make our Driving Schools safe and fun; **Jim Jenkins**, who does such a great job announcing while being stuck up in the tower; **Leslie Jenkins**, our Driving School Registrar and Chapter Mom. All of you put so much work and effort into our club. A Very Special Thanks for making our Driving School so much fun ☺.

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the April issue of the *MotorSport Report*: **Janet Kiyota** for coordinating the "Meet, Greet and Eat" Video/Munchies Night and her article (Janet, we have just made you "Forever Coordinator" of this event ☺); **Andy Peavy** for coordinating the Go Karts and his article and

also coordinating the Car Control Clinic; **Bob Sutterfield** for coordinating the Elizabeth Bimmer Burger Night and his article; **Candy Wall** for coordinating the Loveland Bimmer Burger Night and her article; **Gary Odehnal** for coordinating the Spring Drive / Brunch and his article; **Victor Minovich** for his Car of the Month article and photo; **Peter Johnston** for his "Beautiful Cruelty" article and photo; **John Graham** for his "Keep Your Eyes Open For Bimmers" article and photo; **Mark Irvin** for his Autocross article; **Andrew Jordan** for coordinating the Car Control Clinic Tech Inspection and article and his Spring Tech Tips; and **Dave Walker** for his "late-braking news." A BIG thanks to everyone for helping make this such a great newsletter once again!

THANK YOU ADVERTISERS!!

Ralph Schomp MINI, Poudre Sports Car Enterprises, Inc., Knapp Tile and Marble, Kustom Kar Audio and Dent Wizard are our newest advertisers. Welcome and thank you for joining us! 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!




GOOD NEWS! REWARDS PROGRAM EXTENDED

Looking to purchase a new BMW? You're in luck. BMW CCA has extended the Rewards Program through December 31, 2003; all vehicles qualify except the Z8. Check it out in your monthly *Roundel* or the BMW CCA website at <http://www.bmwcca.org/services/svcfset.shtml>. The basic guidelines remain the same – one must be a member in good standing of the BMW CCA for at least one year continuously prior to purchase, and one must file the documentation within 60 days of taking delivery of the vehicle. We have not received the updated forms yet, but understand that BMW NA has also included the Z4 in the program. Anyone purchasing a Z4 after January 1, 2003 – and fulfilling the other program requirements can apply for the rebate.

I recently had breast reconstruction surgery. I would like to thank the Board and the Rocky Mountain Chapter for the flowers, cards, emails and calls I have received. Your thoughtfulness and kind thoughts and words have meant so very much to me. They are helping me get through the pain and discomfort of this part of my life.

Best wishes to you my friends,
Leslie Jenkins







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12/03

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

Our April **Car of the Month** comes to you from Littleton, Colorado belonging to Victor Minovich.

What started as a means of going from point A to point B has now become a full blown new "hobby." I did not know what I was in for when I purchased the used 1992 318i, but it has taught me a lot about a way of life. I learned the terms 1992 E36 318i, along with other BMW designations very quickly, as I began modifying my new "hobby." It is only a mode of transportation, right? ☺

Well, my 318i mode of transportation soon became a seemingly endless job of adding this and adding that. Let me count the ways (so far):

Racing Dynamics sway bar kit; Bilstein PSS adjustable coil over suspension; Front tower camber/caster kit; Drilled



Victor Minovich's new hobby — his 1992 318i.

rotors under very cool chrome wheels; Stainless steel/Teflon brake lines; High performance spark plug wires; Custom computer chip; K&N open air intake; Limited slip differential; European angel eye headlights; and of course a killer sound system that leaves no room in the already small trunk.

There is only one thing this car lacks for me — a few more horses (can anyone say supercharger or maybe a European M power transplant). What is lacks in power, however, is more than made up for with the way it handles. It is a fun car to drive and in the end that is what it's all about. BMW cars are made to be driven and that is exactly what I do every day in mine. At 174,000 miles and counting, this car is still going strong and turning heads wherever it goes.

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**ROCKY MOUNTAIN BMW
CCA CHAPTER EVENT**

Saturday, March 29th • 10 a.m.



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CAR OF THE YEAR BALLOTS

See your February issue of the *MotorSport Report* for your **Official Mail-In or Fax Ballot** to vote for the "Car of the Year". You may also go to our website at www.rmcbmwcca.org to vote. Please check the box for the car that gets your vote. Keep your pictures and descriptions as this series will continue starting with the March Car of the Month. Ballots and Car of the Months articles should be sent to: Darlene Doran, RMC BMW CCA, PO Box 370128, Denver, CO 80237. **Deadline for voting is April 5, 2003.**

REMINDER OF THE DENT WIZARD TECH SESSION

by Darlene Doran Coordinator

Date: Saturday, March 29, 2003 Time: 10:00 AM
Location: Dent Wizard, 6500 S. Broadway Littleton, CO
303-797-3368

Please R.S.V.P. to Darlene Doran at 303-758-4200.

by Kelsey Baker

Motoring Solo

Clicks and picks for the discriminating Colorado Motorer

There are few places in the United States, or on the planet for that matter, where motoring can be as exhilarating as in Colorado. Even in rush-hour traffic (one of the few banes of living in Denver), a motorer will find himself grinning in spite of his surroundings, and see drivers of other persuasions grinning at him.

What's really remarkable is the fact that a trip to the grocery store or the bank can give a person goose bumps. MINIs prefer to take the long and winding road to any destination, and still get there before the SUVs of this world can jump off the green light.

Contrary to the majority of automobile owners, my MINI acquired me. I don't seem to own my MINI; rather, it picked me out from a long list of I-want-a-MINI applicants. I owned a three-quarter-ton Dodge 4x4 pickup with a 360 motor and tires just this side of Redneck. I thought I was in the market for another truck, or maybe a Jeep, but the day I stepped onto the lot at Ralph Schomp BMW/MINI was the day that a little black and white Cooper (code name: *Mighty Mite*) picked me out of the crowd. I was lucky; no waiting for my MINI to come across an ocean. It took me home that afternoon.

Weekdays find my MINI and me doing the usual mundane

motor-to-work-motorto-the-dry-cleaners-motor-to-the-carwashmotor-back-home. Weekends, however, are a completely different matter. I find myself on Saturday mornings being called out to the garage by my MINI. When I get behind the wheel, off the two of us go, and it's my MINI who chooses the route. We've been places my truck never took me, and together we've discovered strange new life and new civilizations. We have indeed boldly gone where no pickup could ever have been before.

My MINI has asked me to share some of its favorite routes. These are just the short trips. Longer day trips will be coming to you live as a regular feature in future issues of **MINI5280**. Be sure to share these with your MINI; it will be forever grateful.

- Bingham Road just west of Fort Collins.
- Deer Creek/High Grade Road from Wadsworth near Chatfield Dam to Highway 285 in Conifer.
- The back way up Lookout Mountain (now made famous in **MINI5280** lore from the Yalla-Yalla!)
- The squirt-it-yourself car wash at Broadway and Iliff. The tokens have MINIs on them! Besides, what MINI doesn't deserve a good bath?

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12/03

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3/04

remembering the E30

For a moment I want to take you back in time. Think back to the 1980s, yes that period when people walked the streets of Los Angeles with parachute pants, “Flock of Seagulls” hair, and the trademark Don Johnson five o’clock shadow from Miami Vice. Yes, the Eighties are often remembered for a distinct lack of taste and an overall tacky feel. However, we must also remember that it was also a time when BMW innovation was rapidly becoming the norm, which was clearly reflected by their sales slogan of the mid-eighties “The Ultimate Driving Machine”! One particular series of those cars that struck out and set the pace was the new 3-series or E30. The lineage of the three series can be traced back to the, now historic, 2002. Nonetheless, the original chassis to wear the big number 3 was the 320i-E21. That car enjoyed a production run from 1974 to 1984.

The new E30 chassis was introduced with several new body styles. The 2-door coupe hit the streets in January 1983 and continued to be the only model available until January 1984, when a 4-door sedan was offered. The convertible followed in 1986 with either a mechanical or optional manual top available. Near the end of the E30’s production, in the early 1990s, there was a 5-door wagon touring or mini-estate offered. The touring wagon never reached the shores of America but one quite unique model that did was the 325iX, an all-wheel drive model that shared its drive train with the 525iX (E34).

In 1986 the ultimate E30 was introduced in Europe sporting the race bred S-14 four-cylinder engine. The Motorsport division of BMW designed the car and gave it a simple but powerful name following in a strong tradition, M3. Americans would have to wait until 1988 before they would experience The Ultimate Driving Machine. The car had wild driving characteristics and a very individual look. With a

noticeable rear spoiler and bulging fenders, the M3 was nothing in comparison to its more pedestrian brother and sisters. The car was designed with a raised trunk lid, a different rear window that decreased drag, and special C-pillars. It’s the combination of that different back window and the raised trunk lid that allows for instant identification between a real E30/M3 and a car personalized with the M3 look. The E30/M3 was designed with the purpose of racing as the main focus and in result, the street versions of M3 are much more uncompromising high performance cars than the more civilized E36 and E46/M3s that followed in its footsteps.

E30 power plant choices extended from the M10 four-cylinder motor to the behemoth M30 “Big-Six”. The first 6-cylinder model offered in the North American market was an engine known as the “eta”. The 2.7-liter engine was designed to use less fuel while still offering good performance [hence the Greek symbol ‘eta’]. With the threat of rising gas prices and government pressure for car manufactures to improve engine economy, this was a fairly durable engine whose only failing was its unwillingness to rev at high speeds. Once the eta was replaced with a higher output engine the 325i and 325is became quite popular and quickly won the hearts of performance enthusiasts.

The cars square design was very popular with the tackiest of the tacky, the Yuppies or young urban professionals. They quickly put the car on the top of their ‘Must have’ lists. The car’s crisp lines have now gained a ‘classic’ status and continue to remind many of us of a simpler time; and even bring a smile to a great number of people still driving various forms of E30. Unfortunately, the car is often seen in a negative light due to the fact that it became such a status symbol with the ‘80s yuppies. Add to that, many of these cars were butchered with somewhat questionable wide body kits. And now, it is often criticized when compared with its replacement, the phenomenal E36 and E46 also known as the 3rd and 4th generations of the BMW 3-series. Yet, when looked at on its own, the E30 is still a very good car! Adding to the heritage of the E30, tuners like Alpina and AC Schnitzer created even more special models.

In the last few years the E30’s popularity has returned with the advent of the M50/S50 motor conversion. The basic idea is to take any E30 chassis and replace the motor with a newer 2.5/3.0 block. In the case of the M3, it resolves a lot of the quiriness associated with the S14 block. With the conversion, reliability is improved and power is significantly increased. There are two major drawbacks to converting your E30 to the Ultimate E30. The first is the authenticity of the car itself. There are a few purists, particularly in the M3 crowd, out there that disagree with the whole idea of the conversion. Second, the whole process is quite cost prohibitive, definitely not or the faint at heart! But wait, the last time I checked on the price of rebuilding an S-14, the alternative is starting to look pretty attractive.

*Reprinted from the das kummet January/February
by Mike Sackett*

**318i 318is 325e 325i 325is 325ix
325es M3 324td**

CALLING ALL PARTICIPANTS

“20th Year Anniversary of the E30”

The *MotorSport Report* will be featuring a series of articles that will be published in celebrating the “20th Year Anniversary of the E30”. This will give each of you an opportunity to write an article about your E30, send several photos (they will be returned to you) and your article by the 1st of each month. Thanks in advance for your participation.

“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 a future issue.

upcoming events

non-competitive fun

Rocky Mountain Chapter BMW CCA 2003 Winter Autocross Series

by Mark Irvin

April 12, 2003 will be the first of two, of the Rocky Mountain Chapter's winter autocrosses, at Bandimere Speedway. If you have not participated in an autocross before this will be a great opportunity to get comfortable and learn about this exciting sport. There will be no trophies, so all runs are for fun and non-competitive...unless you're looking for bragging rights. All runs will still be timed and documented, so you will know how you did on each run.

An autocross is both a social event and a driving event that will help sharpen your driving skills, it lets you compete for trophies, and explore the limits of your BMW's handling capabilities. Aside from running over a few cones, **autocrossing need not be hard on your car**. In fact, the fastest times come from the smoothest drivers. The real key to

autocrossing is to walk the course as much as possible. Walking the course is permitted before the event begins. This will include a "rookie" walk, where an instructor will walk a group around the course and explain how to drive a good line, so show up early, if you can. We will have instructors available, though the day, to help you out.

This event is open to all BMW CCA members and their families. Beginners, convertibles and roadsters are welcome. Make sure you class your car and register ASAP, so mail or signup at <http://www.rmcbmwcca.org/autocross>, today. Non-Members, wishing to participate, should visit the web site for more information.

DETAILS...

- Date: Saturday, April 12, 2003
Location: Coors Field
Directions: From I-25 North or South, take exit #212 20th Street (eastbound) or Park Avenue exit 213 (eastbound). 1 Block east of Coors Field is Market Street. Make a left (northeast) on Market Street. Stay on Market Street (which becomes Walnut Street) until you get to 27th Street. Make another left on 27th Street and enter "Lot B". This is the ONLY entrance you can use to the event.
Cost: \$40.00 per driver – includes lunch. Additional lunches for \$5.00
Schedule: Plan to arrive prior to 8:00 AM to ensure adequate time for tech inspection.
8:00-9:00 AM Check-in and tech inspection (Check-in closed at 8:30 AM)
9:30 AM Driver's meeting
10:00 AM First car off!!!

For additional information please feel free to give us a call at (303) 979-8030. Please come prepared for any weather.

AUTOCROSS REGISTRATION:

You may signup on the web at <http://www.rmcbmwcca.org/autorex.htm>, to secure your seat now.

Bimmer Haus Performance Brake Tech Session

On Saturday, April 26th from 9 AM-2 PM, Bimmer Haus Performance in Broomfield will open their doors to driving enthusiasts who want to learn more about proper brake maintenance and get their cars ready for the rigors of track use.

Bimmer Haus technicians will give instructions on changing pads and rotors as well as brake systems blushing and bleeding. Then participants tackle their own brake system maintenance supervised by the Bimmer Haus staff.

Registration is free, but space is limited so call 720-566-0521 or email BrakeTech@BimmerHaus.com early to guarantee your spot. Priority will be given to Spring Driving School participants and those who have not attended a free Brake Tech Session at Bimmer Haus before.

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4/03

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2/04

MARC BECK

upcoming events

come join us!

Elizabeth Sonic Bimmer Burger Night

We would like to remind you of this upcoming event.

Date: Saturday, April 26, 2003

Time: 5:00 PM - 8:00 PM

Who: Any and all BMW enthusiasts (including non-BMW CCA members, vegetarians and meat-lovers alike)

Where: Elizabeth Sonic Drive-In, Hwy 86, Elizabeth, CO RSVP: (303) 743-8109

10% discount - everything on the menu!

If you know of Bimmerphiles who don't receive the MSR and are not signed up on the Yahoo Groups site, please invite them!

Take I-25 to Castle Rock; Take the Wilcox Street exit (number 182) toward CO-86 E/Franktown. Turn Right onto Wilcox Street, Turn Left onto 5th Street. 5th Street turns into CO 86. Travel 15 miles east until you see the Sonic on your Right.

Spring Drive/Brunch

by Gary Odehnal, Coordinator

Roundel Fans, it's time once again for the annual spring drive. And as this event is sponsored by a Fort Collins resident, it will be another exciting and scenic drive thru some of my favorite asphalt pathways in Northern Colorado. I will continue to coordinate this event until somebody else volunteers or I get too old drive a BMW... NOT!

This year the event is scheduled for **Sunday, May 18th, 2003**, so mark your calendars now. Plan on spending the day on some of Colorado's most special twisty bits. Right now I'm definitely in the mood for a drive to Walden in North Park. We may just start by heading up north to Laramie, that way we can avoid a lot of the slow traffic that always seems to cause us to go slow in the Poudre Canyon. The scenery is just as rewarding on this route; I doubt you will be disappointed. A spring drive just wouldn't be complete without lunch at the Elkhorn Café in Walden; they even have a paved parking lot! I'll save the rest of the details for the May issue. Hope you can make it!

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Why have these industry leaders chosen only **Bimmer Haus** to sell and service their products here?

Because we are the only BMW tuner in the Rockies with the product knowledge, racing experience, and attention to detail to make sure you are 100% satisfied with your purchase long **after** the sale.

But these aren't the biggest names in the industry... why have we chosen to sell them?

Because **reliability** and **performance** mean more to us than a big name and a high profit margin. These are the products **we race and win with** week in and week out. This stuff really **works**.

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Proud sponsor of the
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Second Creek Raceway

5/03

Things to Bring to Driving School

With the driving season in swing, it might be helpful to review a checklist of things "I wish I would've brought to school."

NOVICE

- Tech Inspection Forms
- Camera/Film/Batteries
- Rags/Diapers/Paper Towels
- Extra Oil
- Sun Screen/Bug Spray
- Windex/RainX
- Map
- Sweatshirt
- Gloves/ Hat
- Cooler/Ice/Soft Drinks
- Extra Pants/Shirt
- Money (Cash)
- Lawn Chairs
- Tire Pressure Gauge
- Plastic Bags/Tarp
- Helmet (Snell 90 or better
HELMETS ARE REQUIRED)
- Deodorant
- Car

INTERMEDIATE

- Spare Brake Pads
- Extra Brake Fluid
- White Shoe Polish
- Duct Tape
- Extra Wheels/Tires
- Torque Wrench
- Air Canister
- Hydraulic Jack
- Work Gloves

ADVANCED

- Tool Box
- Pyrometer
- Spare Car

Also, be sure to clean out your car to remove all unnecessary items before you leave home as it must be completely empty before going out on the track. It's a pain to be constantly loading and unloading floor mats, cassette tapes, garage door openers, etc. One thing you sure won't forget

- Have Fun!!!

Reprinted from Bavarian Motor Words, Spring 1994

Spring Tech Tips

by Andrew Jordan

We strongly recommend that a professional workshop performs your technical inspection for the spring driving school if:

- This is your first driving school.
- You are not very mechanically inclined.
- You drive a car that has a less than perfect maintenance record.
- You can afford a professional inspection.

Otherwise, there is a free technical inspection provided by the Rocky Mountain Chapter's volunteer tech inspectors. This is certainly less thorough than a professional inspection. For example, the volunteers cannot hoist your car up, so they cannot check the condition of wheel bearings, drive shaft, differential and the level of fluid leaks.

The responsibility to provide a safe and mechanically sound vehicle at the driver's school is totally the responsibility of the driver. The driver signs the form to that effect. The club volunteers are there merely to assist.

In recent past, Bimmer Haus (720-566-0521) has provided participants with excellent professional service for the driving school. But you can choose where to take your car for a tech inspection.

If you bring your car to the free inspection at the safety school on April 19th 2003, and you have not bled the brakes after the first of the New Year, then you will fail the inspection; guaranteed. Brake bleeding for the previous school is too long ago. So flush, or bleed your brakes.

Your brake pads must also be in good condition with more than 50% life left. Thin brake pads will fail the tech inspection and they could fail on the track too.

If you have street tires and also a set of dedicated track tires, then please bring the track tires to the tech inspection so that they can be examined.

Any questions, then please call me at (303) 426-6800. Also, if you desire to discuss club policy regarding convertibles at the driving school then I can guide you on this subject also.

Loveland Sonic Bimmer Burger Night

We would like to remind you of this upcoming event.

Date: Tuesday, May 20, 2003

Time: 6:00PM - 9:00PM

Who: Any and all BMW enthusiasts (including non-BMW CCA members, vegetarians and meat-lovers alike)

Where: Loveland Sonic Drive-In
120 West 45th Street & Highway 287
Loveland, CO 80538 RSVP: (970) 223-0584

If you know of Bimmerphiles who don't receive the MSR and are not signed up on the Yahoo Groups site, please invite them!

I-25 North to Loveland exit 257B US-34 (E. Eisenhower Blvd), West on US-34, to US-287, North on US-287 (N. Lincoln Ave) to Sonic Drive-In.

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upcoming events

be there!

Car Control Clinic

Saturday, April 19, 2003

The Rocky Mountain Chapter is having a
Car Control Clinic

Saturday, April 19th, from 8:30 AM to 1:30 PM at
Arapahoe Park Racetrack, 26000 East Quincy Avenue
Aurora, CO (1.9 miles east of 470 on Quincy).

http://www.wembleyco.com/arapahoe_park.shtml

If you are planning to drive in the
Ralph Schomp BMW Spring Driving School,
this is a mandatory event, unless you have previously
completed the course.

Clinic exercises are designed to familiarize students with
the handling and braking fundamentals of their cars.

Exercises planned include slalom, braking and skid pad.

Anyone with a driver's license or learner's permit is
invited to attend the Car Control Clinic, even if you don't
want to attend Driving School.

A helmet is not required.
Convertible drivers are welcome!

The cost is \$35 if you are not registered for the
Ralph Schomp BMW Spring Driving School, and can be
paid at the Clinic on a walk-in basis if you have not
previously registered.

Registration for the Car Control Clinic can be
accomplished on the Rocky Mountain Chapter website:
www.rmcbmwcca.org

Click on **Ralph Schomp BMW Spring Driving School**

Driving School Dinner

Saturday, May 3rd, 2003

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

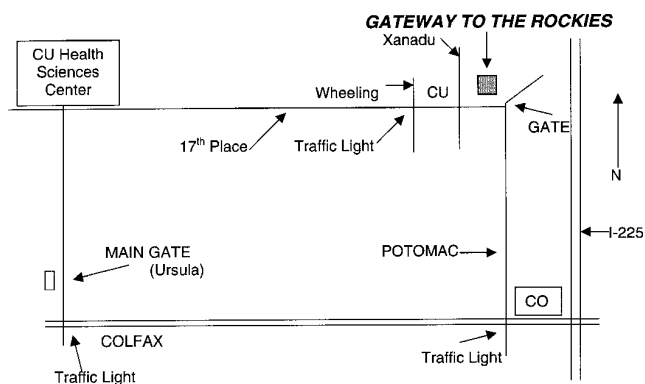
Held after the Driving School on Saturday,
May 3rd at "Gateway to the Rockies"
(the same place as the Holiday Party -
see map below)

The cash bar will open at 6:30 PM
Dinner served at 7:15 PM

The cost is \$15 per person.
Your check is your reservation.
Reservations must be postmarked by
April 26, 2003.

(See Driving School Registration information, Page 13)

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



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

WANTED Corner Workers

(No, not the east Colfax kind)

Volunteers needed for our driving schools.
Andrew Jordan is compiling a list of club members
who can work corners, pit and grid etc.

We train you and then match an inexperienced person
with an experienced SCCA corner worker.

See the action from the track.
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3/04

Ralph Schomp BMW

presents

Rocky Mountain Chapter BMW CCA Spring Driving School

Ralph Schomp BMW and the Rocky Mountain Chapter BMW CCA are pleased to invite you to attend the **Ralph Schomp BMW Spring Driving School** at Second Creek Raceway, on Saturday and Sunday, May 3rd and 4th, (two one-day driving schools). Second Creek is an excellent track for teaching: safe and demanding, yet fun and visible from the grandstand. (No convertibles are permitted at the Driving School.)

The purpose of the **Ralph Schomp BMW Spring Driving School** is to give you the opportunity to drive your car at speed and to experience more of the potential of the unique combination of car and driver. You will learn to drive this track smoothly and safely. This is NOT a racing school. Anyone 18 and older with a valid driver's license may attend (not a provisional license).

On Saturday, May 3rd, we will have an **Italian Dinner Buffet** for Driving School participants, instructors and workers, as well as all other Chapter members. It will be after the Driving School is finished on Saturday, May 3rd, and will be held at "Gateway to the Rockies" (the same place as the Holiday Party—see map below). A cash bar will be open at 6:30 PM, and dinner will be served at 7:15 PM. The cost for participants and members will be \$15. Your check or payment on line is your reservation. **DINNER ONLY** reservations must be post-marked by April 26 (See Registration Below). The menu is vegetarian and meat lasagna, a pasta bar with various sauces, antipasto, salad, bread, coffee, tea and dessert.

A **mandatory technical inspection** of all cars is required before they will be allowed on the track. Tech inspection forms are available for download from the Chapter web site. All safety equipment will be checked: brakes, tires, brake fluids, battery hold-downs, seat belts, wheel bearings and more. If there is any doubt about the condition of your equipment, have it replaced (although brand new tires are not automatically recommended). The inspection can be completed by your mechanic (expect a charge) or there will be a free technical inspection on **Saturday, April 19, from 8:30 AM to 1:30 PM** at the Car Control Clinic held at **Arapahoe Park Racetrack**, 26000 East Quincy Avenue, Aurora, CO (1.9 miles east of 470 on Quincy). http://www.wembleyco.com/arapahoe_park.shtml

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

Second Creek Raceway is located at 88th and Buckley, near DIA. There will be air and water at the track, and a food concession will be available with such things as coffee,



breakfast burritos, rolls, and juice for breakfast, and hamburgers, hotdogs and pop for lunch.

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

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

BMW CCA member: \$130, \$235 per couple*per day
Non-member: \$160, \$260 per couple* per day
Car Control Clinic only (no Driving School): \$35 per driver

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

Late registration fee: \$10 per driver, after April 19th, 2003.

REGISTRATION: Registration will be done on line. Go to the Rocky Mountain Chapter website www.rmcbmwcca.org and click on Ralph Schomp BMW Spring Driving School. Registration for just the Car Control Clinic can also be accomplished on the same website. The registration website will open on March 14th at 6 PM. Anyone registering after March 23rd will be put on a waiting list. Payment for registration can be by check or credit card. Registration confirmation will be by email. If you are only going to the Saturday dinner, call or email the Registrar to get reservation information.

On April 11th, you will be sent an email confirming your registration number(s), run day and run group(s) and **Car Control Clinic** times. Maps, schedules, inspection forms and other details will be available for download on the club web site. **Cancellations received by April 19th will be refunded the registration fee, less \$10. No refunds for cancellations after April 19th.** Call the registrar to cancel. We reserve the right to refuse entry and participation to anyone for any reason. For questions, call Gary Mayer, Driving School Coordinator, 303-618-6102 or Leslie Jenkins, Registrar, 303-671-6131 or email: rmcdrvsch@aol.com.

BMW CCA members will have registration priority **until April 1st** for this event. Non-members are placed on a waiting list and inserted into vacant school positions in the order their applications are received.

YOU ARE ENROLLED UNLESS OTHERWISE NOTIFIED!!!!!!



by Janet Kiyota, Coordinator

Where was the PIZZA???

All 75 attendees to the annual "Meet, Greet and Eat" Video Night found their way to the Jarre Creek Ranch Brewery on Tuesday, March 18th 2003 where great camaraderie and videos of Lee Anne Jordan's racing and Gone in 60 Seconds were shared. A plentiful food buffet which did not include pizza (long story...) was devoured as discussions about new car purchases, the upcoming autocross series, and getting acquainted took place. Members from as far away as Ft. Collins and Colorado Springs joined us. We had several new members to BMW CCA and members just beginning their involvement with the local club.

Without the help and support of the following members, this event could not have taken place: **Alan Warner** for all his assistance in getting a new location and producing signs;

Leslie and Jim Jenkins for name tags; **Tim and Beth Jones** for their RMC BMW chapter montage (if you haven't seen it, contact Tim. It's great to see so many of you in it!); **Bob Sutterfield** for being such a technology whiz that we had a DVD set-up, **Mark and Darlene Doran** for their continual support and the photos you see with this article, several Board members for taking phone calls and **Pete Myers** and **Andrew Jordan** for their videos.

A great time was enjoyed by all...now the hunt begins for larger space to host next year's event! Contact me with any ideas.





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News From National

FROM: Wynne Smith, Executive Director
DATE: February 19, 2003

MEMBERSHIP STATS AS OF 2/19/2003

	<u>Full</u>	<u>Associate</u>	<u>Total</u>
	64340	7619	71959
Last month	64266	7556	71822
Last Year	60347	6824	67171

2003 NATIONAL ELECTION RESULTS

Secretary

Candidate	Votes
Barbara Adams	1427
Arthur Porter	870

Treasurer

Candidate	Votes
Louis P. Goldsman	1517
Thomas R. Soule	765

Region Vice Presidents

Region	Candidate	Votes
Pacific	Eddy Funahashi	556
North Central	Scott Blazey	431
South Atlantic	Carlos Diaz Estrada	449

BMW CCA's Charity Matching Fund Program

by Leslie Jenkins

A little history:

In June 2002, we had a Concours d'Elegance (clean car contest) in conjunction with several other car clubs to benefit Cerebral Palsy of Colorado. Our chapter also donated a check for \$250.

BMW CCA has a policy of matching funds (from a previously determined pool of \$20,000) with all chapters who put in requests on a percentage basis depending on the total of all money raised. Our on-top-of-things Editor, Darlene Doran, filled out the necessary forms so CP of CO will be receiving an additional \$74 from BMW CCA. Thanks, Darlene, for your taking care of the paperwork and all your other behind-the-scenes work that you do for the chapter.

The stats:

Twenty-two chapters donated a total of \$68,014.22 to various community charitable organizations and were matched by a factor of 29%.

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3/04

car show & concours

by Doug Grande, Coordinator

20th Annual Exotic Sports Car Show and Concours d'Elegance

Do you have a Bimmer you are proud of? Naturally — that's why you drive it!

So wash it, vacuum the interior, get rid of the candy wrappers, and join us for a very special event to support a strong local charity that needs your help. Have a nice lunch, display your car, and talk to and laugh with other Bimmer pilots. Don't worry about the Concours judging unless you want to, as there will be a friendly judging of 'as-is' cars by your fellow club members for gifts, prizes, and laughs. We already have commitments for some great examples of The Ultimate Driving Machine — so bring yours and let's show 'em who has the most fun AND the best marque!

DETAILS

When: Sunday, June 8th 2003 - 9:00 AM to 3:00 PM
Entrants should arrive by 8:00 AM for positioning

Where: Arapahoe Community College
5900 South Santa Fe Drive, Littleton, Colorado

Cost: \$25 per car, which includes two adult admission tickets for the entrants (Admission fee for non-entrants is \$6 for adults; free for children under 12) see registration for payment and mailing details.

Lunch: Is provided free of charge by BMW RMC. You must RSVP for lunch even if you are not showing your car. Just fill in the blank on the registration and send it to me indicating you will be joining us for lunch but not showing. Note: you will have to pay the \$6 per adult at the gate to get in.

Why: The event is a benefit for Cerebral Palsy of Colorado. **Your \$25 entry fee is 100% tax deductible.**

Goal: The Rocky Mountain Chapter BMW CCA was 2nd in attendance to the Porsche Club of America at last year's event. **Let's make our goal to be 1st in attendance and outdo the PCA.**

RMC BMW CCA to make a contribution of \$1,000.00 to CP of Colorado.

What: All cars will be placed in the one of two divisions:
I) Judged: All judging will be done above the chassis – no wheel wells or undercarriage scoring.
II) Display: Display only and no judging will be "officially" performed.

For those of you wanting to practice for the O'fest Concours you have the option of entering Division I and having your car judged to Concours standards. For the rest of us, check the "Display" only box on the registration. The only judging that will be done will be an internal club affair and will NOT be to Concours standards and will be in good fun, in non-traditional categories.

Who: Along with BMW CCA the other clubs that will be there in force: Porsche, Jaguar, Ferrari, Vintage Racing, Mercedes-Benz, Corvette, VW, BMW Motorcycle, Z Car, Maserati, Audi, Lotus. And perhaps some truly rare automobiles as several prominent collectors have committed.

So this is really an opportunity for us to get together socially, talk BMW and show the other clubs what it is like to own AND actually drive an "exotic sports car."

Questions: Contact Doug Grande, 303-601-4293 or doug.grande@attbi.com

Entry Form: Exotic Sports Car Show and Concours d'Elegance 2003

(If you need extra entry forms, feel free to Xerox this original.)

Name: _____ Club (if applicable) _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ (D) _____ (E) E-mail: _____

Be a part of the action! Volunteer to help on the day of the event (or in advance, if you prefer). Availability: _____
A coordinator will contact you.

Your car: Make _____ Year _____ Model _____ Body Style _____ Color _____

Division (Check one): Judged Display Only Number of individuals for lunch: _____

Additional information regarding your car to be printed in the program. (Owner's name will not appear in the program):

Registration Fee: \$25.00 (before May 23); \$40.00 (after May 23)

Entrant Fee: _____

Additional contributions to CP Colorado to help meet our goal:

Contribution: _____

Total: _____

Newbie Question on Driving School

As a relative newbie to the RMC BMWCCA (and, for that matter, a sporty car!), I'm hoping some of the more experienced folks can help clue me in on the upcoming car control clinic and driving school.

They sound like fun, but I'd be interested in hearing more about the format of the events, the requirements, what I should expect, etc. I gather that there's some level of instruction, but would love to know what kind of instruction there is, who the instructors are—you get the idea...

Thanks in advance to any of y'all that can enlighten me.

— *Chris Wand*

Chris,

There is instruction at both events. You will have a blast, highly recommend them. The instructors are highly trained and vastly underpaid for what they do (feel free to chime in anytime folks) and they do it (instruction) quite well. Both my wife and I, and soon my 16 year old son, have done the driving schools/car control clinic. The car control clinic is just that...a clinic. It's a time to get your car through the tech inspection to insure all vehicles being operated at the driving school are safe. You will also get some basics on car control and handling. You will have a braking box exercise to help you feel the dynamics of either threshold braking or what ABS feels like when engaged. There is a short slalom course, again letting you feel the shifting weight of the car and the dynamics it causes. Finally there is a skid pad so don't bother to come with your car clean because it won't leave clean. The skid pad is wet you will begin to feel the ability to steer your car with your throttle.

The driving school will class you with other drivers of the same caliber. There are four categories, novice through highly experienced. Your day will be broken down between classroom sessions and track sessions, four of each. There is a break for lunch and right after lunch they'll let you get in an instructors car and get the e-ticket ride of the day. During the track sessions, you will always have an instructor in the car with you. They may even do the first couple of laps to help you see the 'line' around the track. All this and more info is in the driver's packet when you register. A thought might be to put that packet out in the files section for reference...might help... Doug, what do you think? All that being said, other than cover all of your questions in an impersonal forum like this...why don't we or someone if your not near Colorado Springs, sit down for a coffee and try and cover some of the questions and concerns you might have as this has probably raised more questions. Feel free to contact me via email and we can set something up or let us know where you are and I'm sure someone would be willing to help out. Good luck!

— *Geoff Patterson*

Geoff did a great job describing the two events. You'll be impressed by the quality of the instruction, both in the classroom and in the lab sessions on the track. You'll also be impressed by the obsessive emphasis on safety for drivers, vehicles, workers, all around. The point he might have emphasized a bit more is to register as soon as possible, because the school will fill up quickly.

What kind of instruction and who are the instructors? Your time at the driving school will alternate between the classroom and the track, with the classroom coming first. There are prepared diagrams for talking, and whiteboards for discussion. There will be only 30-35 students in the classroom at a time so there's lots of opportunity for questions and answers. On the track, you'll be paired for each 15-20 minute session with a volunteer instructor, a club member who might be a product of our club's driving schools, an experienced race driver (SCCA or BMW Club Racing), an experienced autocrosser, a graduate of a commercial driving school like Skip Barber or Bob Bondurant, or all of the above. You'll have an intercom to make conversation easy, no need to shout to be heard through the helmets over the sounds of wind, engine, tires, and brakes. The on-track instruction emphasizes immediate, practical application of what you just covered in the classroom: smoothness, the line, smoothness, braking technique, smoothness, balance, smoothness, planning ahead, smoothness, you get the idea.

Among the requirements:

1. A good night's sleep before the event, good nutrition, and plenty of hydration so your brain and body are ready to work for you. The instructors prefer to avoid cars (e.g. Doug Gordon's) with Krispy Kreme glaze on the steering wheel and Starbucks cups rolling around the footwell.
2. A helmet that's Snell rated to 1995 or 2000 standards, either motorcycle (M95/M2000) or automobile (SA95/SA2000). There are a limited number of loaners but you'll really want your own. (They don't call 'em sweat buckets for nothing — eeewww!)
3. A car that passes the tech inspection checklist you'll receive. That means it's structurally sound, nothing dripping, fresh brake fluid and plenty of meat on the pads, etc. Stuff you'd want on your street car anyway. No need for racing brake pads or special wheels/tires, you'll actually learn more about car control on your normal street tires. (Though as your speeds increase you'll want to look into pads that withstand higher temperatures).
4. An open and teachable mind. Some students come thinking they already know how to drive, and they're there to drive fast. They don't learn much, stay dangerous, and drive slow. Other students come ready to learn how to drive smooth. They wind up learning more, driving fast and safe, and having more fun.

Yes, the registrant info packets will be distributed on-line this year. They'll have everything you need to know. Come out and have fun!

— *Bob Sutterfield*

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)

by Andy Peavy, Coordinator

2003 Kart Enduro sponsored by Murray Motor Imports

This year's race was once again a big hit. Early Saturday morning, many BMWs took over the parking lot at Denver Indoor Kart Racing. Once we were let in, each team met and started forming their individual strategies. Most people also walked the track for familiarization. This year, the race was a 90 minute endurance race complete with 12 driver changes. At the 90 minute mark, the results were: 1st - Fast Butts, 2nd - ///M Madness, 3rd - Cracker Barrel's Revenge, 4th - Team Won, 5th - Trio, 6th - Six Pack.

Murray Motor Imports was kind enough to donate t-shirt prizes for each team member of the top three teams.

Participating hot-shoes: John Honnold, Barbara Baker, John Fornarola, Greg Hightshoe, Jerry McCommas, Larry Bowers, Robert Rody, Charles Anderson, Wietse Wullink, Scott Denton, Brad Marks, Robert Eggert, Mark Glodava, Bob Bawn, Mike Cole, Keith Liese, Dave Angulo, Allison Angulo, Tom Vandeventer, Walt Hannemann, Victor Minovich, Shawn Bradley, Greg East, Troy Heckel, Bill Schaefer, Ann Schaefer, Mike Critchley, Doug Bartlett, Evan Katz, Jeff Rodanski, Richard Boggs, Bruce Wrede, Gary Odehnal, Rex Miller, Eric Peavy, and Andy Peavy. Thanks to everyone for participating and having such a good time.

Special thanks also go to the Ralph Schomp BMW Parts Department for providing a door prize.



1st Place – Jeff Rodanski, Evan Katz, Doug Bartlett, Bill Schaefer, Mike Critchley and Ann Schaefer



3rd Place – Brad Marks, Robert Eggert, Scott Denton, Charles Anderson, Wietse Wullink and Robert Rody



Bill Schaefer and Andy Peavy



2nd Place – Andy Peavy, Gary Odehnal, Rex Miller, Richard Boggs, Eric Peavy and Bruce Wrede

beautiful cruelty

by Peter Johnston

The chill of an early mountain morning sent an invigorating rush through my bones as I gazed upward. From my tent I could see the ancient glacier as it carved its way over the neighboring peak. The natural still of the untouched wild evoked a sense of calm clarity and an unparalleled feeling of contentment throughout my soul. As I started hiking up to the horrifically pristine summit, so as I might be able to catch the crimson sun rising over the eastern peaks, I stumbled across the most peculiar branch. In its natural form the wood made a perfect support for my lumber some, methodical gate. Immediately I knew what I had to do.

After basking in the radiance of the new day atop my uncannily comfortable granite perch, I gathered myself and automatically set to work crafting a purer form for this loathsome branch. Being without modern tools to ease the labors, I resorted to various rocks of different content and grain and began my self-imposed task. In no time it seemed I had the perfect walking stick; shaped and smoothed as to avoid even the slightest splinter. From the height to the handle, I perfected the already perfect to my exact desires. As the day unfolded and tied to an end, the realization of returning to reality slowly materialized. As I prepared to depart I was unsure what to do with my new possession. In light of its steadfast service to my being, I felt that I should keep it as a token of my beloved



Peter's car after the accident

reclusion from society. I figured it could serve as a memento to my memories of unsurpassed contentment and cooling isolation. I had heard of "Tempting Fate" and "Revering the Higher Powers", I have even been quoted before in saying "...To improve upon perfection is as to become deified." Despite all of this, I kept the walking stick even though I was in the prime of my physique and had no real necessity for such.

As the grind of a full-time job neared, seemingly quicker than my speedometer could have indicated, fate reared its hideous head and the driver's, rear tire began to loose pressure without an obvious cause. I could feel the tire getting low after it was about 3 to 4 pounds of pressure short. My 1986 Volkswagen GTi had held to a spotless history and was cherry from the body to the motor. Just two weeks before I had fully scoured every last moving part and had discovered her to still at such an age, without ever having been rebuilt, to have perfect 10.5:1 compression across the board. She was perfect except that her spare was flat and due to age could not hold pressure. Because of this I had to stop every couple miles and re-inflate the tire with a portable electric pump I carried in the truck. At long last I arrived at my domain. Immediately I set to changing out the rear tires for the old ones; I had but a week prior replaced them; for I hadn't the time to leave my car at a tire shop, I needed her. She was my only means of transportation to and fro. I figured I could make it one night on the older balding tires.

Jerry Stander's

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Fax it — 864-250-0038

Email it — bmwclub@aol.com

I have always been mechanically acute and had in the past taken two years of automotive courses and had held a position as a mechanic for multiple months. Had I had access to the necessary equipment, I simply would have repaired the tire myself. Instead I took off the tire, looked it over, identified not three but four possible leak points, marked them with chalk in the same fashion as the mechanics would be familiar with and dropped off the tire at my local discount tire store. I gave them my cell phone number and requested them to contact me as soon as the tire was repaired. As the next morning was in full swing, I still have not been notified. I had made my trip the night before with ease but had no desire to "tempt fate" yet again. So I gathered myself and drove over to the shop to find what had become of my tire. When at long last the sales representative brought out the tire, lo and behold it was yet again flat; the technician had completely disregarded my markings and had repaired only where a small nail had been, even though the tire had not been leaking at that nail when I had brought it in. My frustrations were slowly overwhelming me as I sat there in the store for an additional half an hour as they broke down the tire and fixed it yet again. By the time that those befuddled fools finished the job I hadn't the time to change the tires back before going to work. On top of that I had an eerie feeling that if I had used the tire, it surely would be flat again by the end of my shift. With this in mind, I started my baby and headed off to work.

Looking at the sky I felt pretty positive that those clouds way off on the horizon would not be a problem seeing as the rest of sky was crystal clear, with the sun shining in all of its

glory. I only got about 4 miles before I slammed into a furious wall of water which as hard as my wipers tried, couldn't banish the rain. Before I could blink I could feel the rear tires starting to float. The next I knew, the back end of that little GTi kicked out to the right. I easily caught her and corrected the slide not once but 5 times, each time taunting me with a lingering facade of settling. Finally I felt what I thought was traction,... I was wrong, the car suddenly sent off counter clockwise. Time slowed,... thought became exterior,... I downshifted and started turning into the slide,... unfortunately my cries fell upon deaf ears....

"...Well,... I'm F%#@!*d...."

After having narrowly missed a car, by less than a few feet upon crossing the sides of traffic, I made this realization. The last clear image I had was focused over the left, front corner of my Volkswagen's hood. What my thoughts dwelled upon for the following months recovering was in the right corner of my eye, out the passenger window, and landing upon the cross in the center of a 1998 Dodge Ram 1500's chromed grill.

You know, the whiteness was worth the trip. I felt as though I had been out for but a few seconds when in reality I consciously had been disconnected for almost 5 hours. The following month I was essentially bed ridden and in a constant fog of medically induced pain killers. The disconnection was the only thing that kept me sane. Now as I recover, what the whimsical would dismiss I focus upon. What people claim as "fate" and "luck" I see as the pieces of the puzzle of life and existence. All I need to do now is to apply myself and remember to never again make myself a cane.

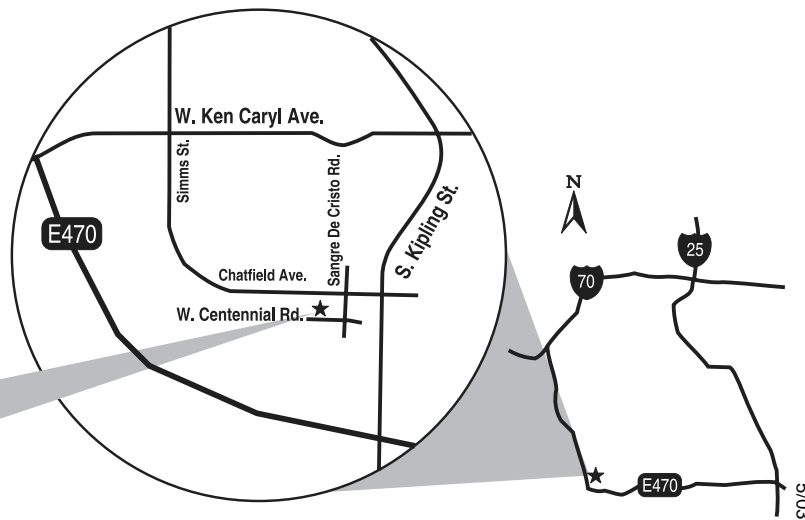
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Desperately Seeking Smoothness

As Jim Nichols emphasizes in his introductory talk at our track schools, one of the key objectives of the day is to teach students how to be smooth drivers. Unfortunately, smoothness is one of these things that's hard to describe, but you know it when you see it. Not very helpful for a student new to the game.

At the recent Last Chance driver's school at Lime Rock, I had the opportunity to ride with a variety of students at different levels of skill. I noticed that there were definitive levels of accomplishment between the groups as well as common challenges to making further progress.

In the case of the novice groups, the key focus is on being able to find the line, developing sight pictures, and establishing hand-eye coordination for steering inputs. Their key to moving on is being able to establish consistency in lines and to be able to identify errors such as missing reference points and their effects, i.e. the consequences of being early or late.

The intermediates tend to be quite accurate and consistent with their lines and are able to diagnose their mistakes with respect to line quite well. At this level, the performance was "smooth" at moderate speed. However, as the laps rolled on and speed picked up, "smoothness" tended to head for the exits.

To address this situation, I think it may be more useful to

think about "smoothness" in terms of *balance*. What I am referring to is the balance of the car as we drive around the circuit. Balance in the car is determined by how we weight the contact patches of each tire through the controls, and perhaps, of greater importance, how we *transition* from one attitude of vehicle dynamics to another.

One of the general principles of driving we all accept is to maintain the highest possible speed around the circuit. It is reported that one of Fangio's teammates on the Maserati team of the '50s had difficulty qualifying at a circuit he had not driven before and asked the Argentine for advice. Fangio thought deeply for a few moments with brows furrowed struggling for the right words and then said haltingly, "More gas, less brakes."

The conclusion many of us apply to driving is that we must maintain full throttle for as long as possible and leave all our braking to the last possible moment. One of the most critical transitions that can affect performance is the transition from braking to accelerating. The vision most of us have is of hard, late braking before a corner to take off the required speed in the shortest distance. A great example of this is the Long Beach CART (Indy Car) Grand Prix where the cars are wailing down Shoreline Drive at 180 mph and braking violently for a 40 mph corner. This is the image many drivers carry to the track when they think about braking.

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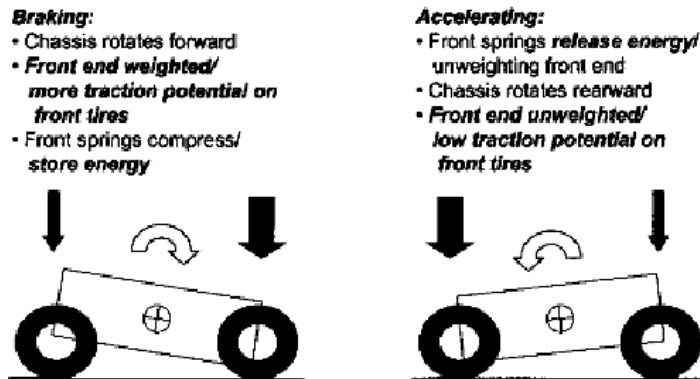


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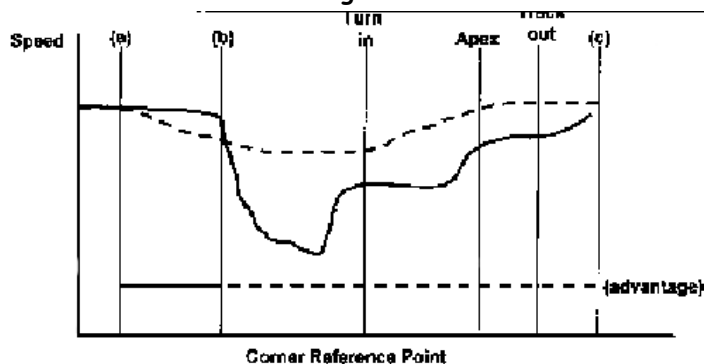
Let's think about Lime Rock for a minute. Some professionals refer to it as the "oval road course." The reason is that there are no really hard braking zones and if you think about the back part of the circuit (the Uphill, West Bend, and Downhill), these are all high speed turns that require keeping momentum up to lay down a good lap time, similar to a speedway.

Fig. 1



What I discovered with some intermediate students as they picked up speed is that they tried to brake later and harder on the entry to these high speed corners. A little review of how a car behaves under braking and acceleration is useful. Figure 1 shows in the first frame the effects of braking: the chassis rotates forward, weight is transferred off the rear to the front tires generating a lot of traction potential, and the front springs are compressed storing a lot of kinetic energy. The second frame shows that under acceleration the energy stored in the front springs releases and unweights the front, the chassis rotates to the rear, while the front tires unweight and have reduced traction potential. The consequences of braking abruptly, leaping off the brake pedal, and then hard on the gas were to destroy traction available on the front tires, create a push (understeer) to the outside, missing the apex, and preventing further throttle application to the exit of the corner.

Fig. 2



A trace of speed versus corner reference points is shown in Figure 2 which compares two techniques for high speed cornering. The solid line represents the late hard braking technique. Here, braking is held as late as possible followed by a hard application. Usually, as is shown here, the application is usually too hard for several reasons: the speed with which the driver tries to apply the brakes compromises pedal control and, visually, it appears that he is in deep and wants to make sure he has slowed to a safe speed to take the corner.

Often, the result is to overslow the entry at which point the driver leaps off the brakes and adds a good dose of gas. This causes the front end to unweight, lose traction, and generate a big push under power, and miss the apex. The cure for this problem is to not add any more gas, let the push dissipate and wait it out until he can add more power after the apex to the corner exit.

An alternate approach represented by the dashed line seeks to keep the car as balanced as possible with a minimum of unnecessary shifting in vehicle loading. The technique is to compromise the time at top speed on the straight leading up to the corner by braking early, lightly, and longer. This serves to minimize unwanted weight transfer and manages to maintain a relatively higher overall cornering speed through better balance and an accurate line.

What I felt while riding with students who tried to brake late and hard was a fairly abrupt dip of the nose, a pop up of the nose as the brake was immediately released, and then another pop up as the gas was added. The ideal to strive for is a seamless speed adjustment, just the same as gradually dimming a light and then bringing it back up on a rheostat. There should be no discernible point that one can detect a change from brake to gas. Instead of stomp and steer, the pedals should be squeezed. Squeeze the brake to build braking force, un-squeeze the brake to gradually release them and maintain chassis balance, then gradually squeeze the throttle open to keep the chassis under control. (In many instances, I have my right foot briefly on the brake and gas at the same time as I roll it from one to the other.) When done properly, the technique is very unexciting, undramatic, but devastatingly fast. This is born out by the overall speed advantage shown on the chart.

Remember, the objective is not to go the highest speed possible everywhere around the track (because it's impossible), but to go the highest average speed possible around the circuit. Achieving this objective requires compromises to maintain the best balance in the car. Please don't think you're on the sidelines till springtime to work on your skills as these techniques can easily be practiced in everyday driving. (One drill is to modulate the brakes while coming to a red light or stop sign. Un-squeeze the brakes as you approach the stop to gradually release the front end so that when you come to a full stop, there is no bounce in the hood as the chassis comes off the springs.)

Think smoothness and balance.
Reprinted from Die Zeitung (Connecticut Valley Chapter)
 by Jim C.F. MeVey

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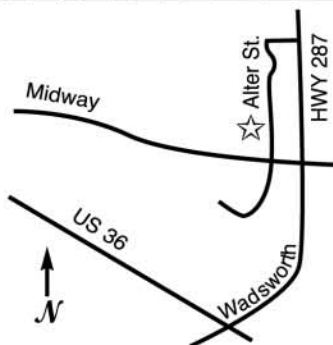
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2003 Left Coast 8-Fest

Over the last several years there has been a tremendous resurgence of interest in what many people consider to be the most beautiful car that BMW has ever built, the 8 Series coupe. The coupe is literally a technological and driving tour de force; some of the technology built into this special vehicle made over 10 years ago has only now begun to appear in current BMWs.

To celebrate our passion for this car, 8 Series owners from all over the United States will be gathering September 26-29, 2003 at the Benbow Inn in Garberville, California. The great ambiance and beauty of the 55 room inn is enhanced by its setting amongst the giant first growth redwoods. This location has been chosen due to its equidistance from Vancouver, B.C., San Diego and Denver.

With a schedule of driving tours, tech sessions, and social activities, we expect to see over 75 Eights and their owners join in this, the first of many, annual Left Coast 8-Fests. The total food package for the "2003 Left Coast 8-Fest" is \$175.00 per person. Make your room and food package reservations with the Benbow Inn now. The following is the tentative schedule:

Friday Arrival and Welcome Dinner
 Saturday "The Lost Coast" Tour, lunch in a park by the Matole River, final stop in Victorian town of Ferndale
 Sunday "Avenue of the Giants" Tour, lunch and Tech Session in the redwoods of Williams Grove
 Farewell and Awards dinner
 Monday Breakfast and Departure
 Location Benbow Inn, Garberville, CA -
 Reservations 800-355-3301
 Mention the event name and receive a discount on room rates
 Contact Jud Spencer 303-744-0080 or jud@8-Fest.com

Keep Your Eyes Open For Bimmer's

by John Graham



This is my favorite model Š; it's a metal 1:18 scale white 1936 BMW 328. It is full of detail and beautifully made. It would cost \$30 to \$35 through dealers; however, I have not seen it advertised.

I found it in Sacs Fifth Avenue at Cherry Creek in Denver a couple of Christmases ago. It was on a central

display of chocolates. The car was equipped with a small cellophane bag of chocolates in the cockpit held on by an elastic band. It was serving as a candy holder along with a variety of toys and Santa Claus holders. There were three of them. Two had lost headlights and mirrors but mine, fortunately, is perfect. The steering wheel, doors and hood all work and it is finely detailed in the engine compartment.

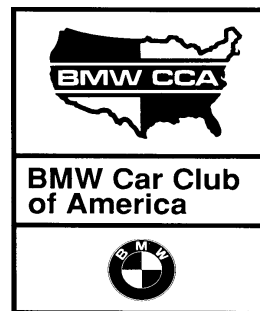
The chocolates, plus holder cost me \$10. I gave the chocolates away.

The moral is keep your eyes open for Bimmer's wherever you go.

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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.

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.

BMW Group NA Sales February 2003: Bmw Group Sales Increase 6.5 Percent In February

Year-To-Date Sales Increase 15 Percent

WOODCLIFF LAKE, NEW JERSEY, March 4, 2003... The BMW Group (BMW and MINI brands combined) reported year-to-date sales increases of 15 percent for 38,950 compared to the 33,879 in the first two months last year. February sales for the BMW Group were up 6.5 percent to 19,127, compared to 17,956 for the same month in 2002

BMW BRAND REPORTS SALES

BMW of North America, LLC reported that year-to-date sales of BMW brand vehicles were down slightly (0.9 percent) for 33,588 vehicles compared to 33,879 vehicles sold in the same period last year. February sales of 16,583 automobiles and Sports Activity Vehicles were down 7.6 percent when compared to the 17,956 units recorded a year ago.

"Sales of roadsters were especially strong last month, reflecting customers' delight with the all-new BMW Z4 and enthusiasm for the approaching spring market despite winter weather across the country," explained Ed Robinson, Executive Vice President — Operations for BMW of North America, LLC. BMW roadster sales were up 145 percent in February.

BMW AUTOMOBILE SALES

Year-to-date, BMW posted an increase of 3 percent in automobile sales to 28,372 units, versus 27,543. BMW reported February sales of 14,061 compared to the 14,765 cars sold last February, down 4.8 percent.

BMW SPORTS ACTIVITY VEHICLE SALES

Inventories of BMW's X5 Sports Activity Vehicle are at an all-time low (15 days supply), resulting in lower than normal sales of this popular vehicle. February 2003 X5 sales were down by 21 percent, to 2,522 vehicles versus the 3,191 reported in 2002. Year-to-date, BMW recorded a decrease of 18 percent X5 sales, to 5,216 vehicles compared to 6,336 in the first two months of last year.

BMW CERTIFIED PRE-OWNED VEHICLES SALES

Sales of BMW CPO vehicles remained strong in the first two months of 2003, as the company reported 9,802 vehicles, an increase of 23 percent above the 7,996 vehicles sold last year. February sales increased, too, to 4,750 compared to 4,398 last February, an increase of 8 percent.

MINI BRAND

MINI Automobiles

Demand for the MINI brand, which went on sale March 22, 2002 continued with strong sales. The MINI division reported total monthly sales of 2,544, with 1,444 MINI Coopers and 1100 MINI Cooper S models. Year-to-date, total MINI brand sales are 5,362, with sales of 2,943 MINI Coopers and 2,419 MINI Cooper S automobiles recorded.

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BMW 3 Series Presented with "Best Bet" Status in The Car Book

Woodcliff Lake, New Jersey, February 27, 2003... The 2003 BMW 3 Series was awarded with a "Best Bet" status in The Car Book by Jack Gillis, in an appearance on NBC's "Today" show. The 3 Series is the only luxury car to win this award in the compact class. For the past 23 years, "Best Bets" have been awarded based on expected performance in ten categories (crash tests, safety features, fuel economy, rollover, maintenance and repair costs, warranties, insurance costs, and complaints), with the greatest emphasis placed on crash test performance. Vehicles in this survey are organized by size class.

According to Tom Purves, Chairman and CEO of the BMW (US) Holding Corp., "It is an honor for the 3 Series to be recommended by Consumer Advocate Jack Gillis. This is a golden opportunity for BMW to demonstrate that a sport-luxury car with the outstanding driving characteristics of the 3 Series can be a practical purchase as well."

The 3 Series has had a banner year, winning an All-Star award for the eleventh time from *Automobile Magazine*, for Best Luxury Car Under \$40,000, a "10 Best" from *Car and Driver Magazine*, as well as the thirteenth 10-Best Engine Awards for the 3.0 L engine found in the 330i, and the 3.2 L found in the M3, from Ward's Auto World.

BMW Group Environmental Leadership Honored by 4 AMES Awards

Woodcliff Lake, New Jersey, February 27, 2003... BMW Group automobiles won four awards from AMES Award LLC, the auto industry's leading authority on environmental performance, for their environmentally safe 2003 model year products. BMW Group automobiles including the BMW 3 Series, 5 Series, Z4, and MINI Cooper all won awards in their respective vehicle classes, selected from a pool of 220 brands/models. These vehicles account for over 80 percent of total BMW Group sales in the United States. AMES Awards are presented based on the following criteria: Regulated Emissions, Non-Regulated Emissions including Fuel Economy, and use of Recycled Materials. The BMW Group has captured 13 awards for its models since the inception of the award program in 2000.

Not only does the BMW Group use recycled materials in production but, more importantly, it is a leader in designing recyclability into the cars themselves, designing cars to be easily dismantled and recycled at the car's end-of-life. The BMW Group was among the first in the industry to eliminate use of asbestos in brake and clutch linings, and to use water-based paints in production.

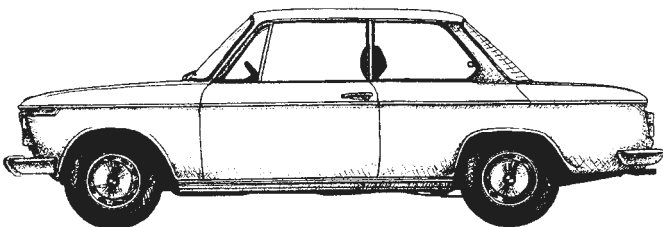
AMES Award LLC is a privately held business that uses a patent-pending business process for providing consumers objective, comparative information on the environmental sensitivity of cars and light trucks. Results are then communicated in a user-friendly Automotive Market Environmental Superiority (AMES) Award format.

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Welcome New Members

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

NEW MEMBER

Aceves	Pedro	Littleton	1993	325iS		
Aigner	Dave	Colorado Springs	1983	533i		
Bedola	Matthew	Castle Rock	1991	750iL	1985	635CSi
Cochran	Dick	Westminster	1983	635CSi		
Cregan	John	Denver	2001	740i	1994	525i
Day	Timothy	Fraser	1994	325i		
Dell	Jan	Castle Rock	1991	750iL	1985	635CSi
Dorman	Paul/Nolly	Aurora	2002	325i		
Duffy	Nicholas	Denver	2003	325Xi		
Erik	Menz	Littleton				
Felix	Joshua	Boulder	1991	318iS		
Figueriedo	Anthony	Parker	2002	Mini Cooper		
Floyd	Tim	Denver	1985	635CSi		
Gray	Bob	Westminster	1998	528i	1999	Z3 Roadster
Greenhouse	Amy	Castle Rock	1999	M Coupe	1999	540i
Hamilton	Tim	Durango	2001	330Ci		
Hansen	Bob/Bea	Arvada	1994	530i	1995	740iL
Hawkins	Kendall	Castle Rock	1988	E28 M5		
Hilton	Jim	Littleton	2003	325Ci		
Jacobs	Lisa	Denver	2001	740i	1994	525i
Kinney	Mark	Fort Collins	1994	740iL		
Lantz	Fred	Arvada	2002	325Xi		
Louzon	Matthew	Conifer	1971	2002ii	1975	2002
Marks	Brad	Lakewood	1996	M3		
Massman	Bryn	Parker	2002	M3Cic		
Mendenhall	Larry	Denver	1992	525i		
Mott	Brad	Colorado Springs	2003	Mini Cooper S		
Muller	Steve	Lafayette	1998	328i		
Oldford	John	Denver	1991	525i		
Olmstead	David	Franktown	1999	M3		
Patinella	Leslie	Loveland	2003	X5		
Pirner	Danny	Arvada	2003	530iA		
Pritt	Robert	Lafayette	2003	330i		
Richmond	Michael	Denver	1973	2002		
Roeder	Jeff	Loveland	1985	635CSi		
Sillasen	Seajaye	Lakewood	2003	330Xi		
Teitelbaum	Brooks	Longmont	2003	325Xi		
Veal	Ken	Fort Collins	2003	Mini Cooper S		
Woodruff	Rick	Fort Collins	2003	330i		
Zurek	Gary	Arvada	1999	M3		

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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

CARS FOR SALE

2002 M3 Convertible, VIN WBSBR93402EX21970, Titanium Silver, Red leather, black top, 2K miles, 6-sp, CD, J/K sound, xenon, cold weather pkg., sport pkg. Call Alan 303-347-9688 or 303-587-5680, #191775 (4/03)

2001 M3 Coupe Titanium Silver/Maroon leather, 6 spd, 14,000 miles. Has a one-off Motorsport interior with Alum trim and special leather with Blu/Maroon M stitching. Schnitzer rear window spoiler, BMW Europe cross drilled rotors, all US options except GPS. Car has no dings, scratches or marks and flawless in every respect. Call Roger 303-757-5350 or rdmaurer43@att.net #12199 (4/03)

2000 Nissan Xterra SE 4x4, 49K miles with warranty to 100,000 miles, Black Beauty, 5 sp, AC, PS, PL, PB, PW Tilt Wheel, CD player, Alarm, roof rack, side bars excellent condition, oil/filter changed every 2,500miles, purchasing new Z4 \$15,400 OBO. Call Bill 719-495-4010 or farrell@cmsd.k12.co.us #111393 (4/03)



1999 BMW M Coupe, Boston Green Metallic, Beige Leather Interior, 6 CD changer, seat warmers, moonroof, new tires and Blizzak snow tires. Low miles-only 27,700. Just tuned: very rare-only 1500 built in 1999 \$29,995. Call Brian 720-733-6361 or email Amy at amyg@mho.com #307744 (4/03)



1998 M3 Bright Red/Black, 5 spd., 56K, moon roof, 6 disk CD changer, full power interior, garaged, non-smoker, no dings, dents or scratches, flawless condition, Full Dinan S3 package, supercharged, RMS Inter-cooler, RMS high flow intake plenum, RMS dual mass aluminum flywheel

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 tower 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, \$29,800 OBO. Call Ken 303-680-8518 or KKWired@aol.com # 297709 (6/03)



1997 M3 sedan. 51,700 miles. Actic Silver/Black leather. Luxury pkg (heated, power sport seats, wood trim, leather inserts on doors, M-contour wheels) fold down rear seats, factory Harmon Kardon sound system with 6 disc changer. Sunroof, factory alarm, medium tinted windows, new Euro floating rotors front, new stock rotors

rear, new Ferodo pads all around. SS brake lines, X-brace, Rogue short shifter, Conforti Shark Injector, hard wired for V1. Second owner, all records since new. Serviced by Gebhardt or Bimmer Haus \$24,000. Call Doug 303-601-4293 or doug.grande@attbi.com #187046 (4/03)



1996 M3 VIN WBSBG9326TEY72947 Arctic silver/black leather, 52k, 5-speed, heated seats, computer, sunroof, CD changer. Dealer serviced, never raced or abused no winters, original paint, needs nothing \$24,900 OBO. Call Cory 303-449-5586 or c137@attbi.com #303018 (6/03)

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. \$23,000 or OBO. Call Jim 720-935-3591 or jim@micompanies.net #296570 (6/03)



1995 540i. WBAHE532XSGA65236, 9/95 production date. Arctic Grey/dove grey leather w/sport seats, wood trim, 6-sp, 62K original miles, steel sunroof. 2nd owner (owned since 8/2000), both non-smokers and garaged. Dealer-serviced until 2/02. New Alusil at 47K under warranty (2/02). New mass air flow unit, cruise control actuator, fan, fan clutch (1/

03); new OEM clutch (2/02); Inspection I, new radiator (10/01), thermostat (early 01), Ate front rotors/Balo rear rotors, MetalMaster pads F/R, metal impeller water pump (01), 750i thrust arm bushings (late 00). Stock 15"x7" honeycomb rims w/225 Firestone Firehawk SZ50EPs (about 70% tread left) and Nokian Hakka Q's (first 'winter'—3K miles on them now). Euro bumper trim (no lights). Stock M-sport springs. UUC short shifter. SuperSprint stainless cat-back exhaust system (dual 3" outlets)—not loud, just deeper. 32% grey semi-reflective (legal) tint all around. Custom sound system—4 months old: Alpine CD/MP3 (XM ready) head unit, Boston Acoustics all around, 10" Kicker Comp sub, Memphis Belle mono amp, debadged \$19,000. Call Alex 720-895-1167 x303, cell 720-254-9516 or Alex.April@erac.com #177455 (6/03)

1994 325ic Black / Sand leather, 5 spd, 109K miles, traction, roll-over protection, CD changer, keyless entry, good condition, includes hardtop, bra, 4 Borbett type M 15" wheels with Nokia snows, \$13,500 OBO. Call Steve 970-668-5080 #120233 (4/03)

1991 BMW M5. Black/Light Grey interior, 67,000 miles, stock except for Conforti ECU Chip. Excellent condition, maintained by 28 year member of BMW CCA. New water pump, brake rotors, pads, hoses, distributor cap, spark plugs, fluids, and checkups required during Inspection II. Selling to buy smaller M3 as kids now off to college \$22,800. Might trade for 97-98 M3 Sedan in similar meticulous condition. Call Don 719-266-8963 Colorado Springs or donmurrell@adelphia.net #9932 (6/03)

1990 750iL 88,000 miles, leather, sunroof loaded \$11,000. Call Rich 303-960-8290 or preenjoyed@aol.com #304364 (6/03)

1988 Acura Legend, Silver, 4dr, body in great shape 168,000 miles. New tranny and radiator. Good tires, brakes, runs good. Well maintained and have all records from 1998, I'm 3rd owner. Garaged and non-smoker, very clean. Selling for E30. \$4,000 OBO Call Jeff 303-875-2347 or bmwfitchai530@msn.com #294060 (6/03)



1988 535is VIN WBADC7401J1717916 White/Blue leather, 5-spd, 271k miles, Dinan chip, free-flow exhaust, everything works on this car. Owned since 1991. Religiously maintained by Jim Smalley (Bavarian Machines now at Ferrari of Denver) and recently by

Absolute Motor Works. This car drives like new, very tight, handles like a dream. New catalytic converter, oxygen sensor, and new Interstate battery. Recent rear discs and pads, radiator, and water pump. Extra set of wheels and tires. Oil & filter changed every 3,000 miles. You will be amazed when you see and drive this car. \$4,200 OBO Call Ed (303) 989-6216 or ejswibas@att.net #5538 (4/03)

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 factory tool kit, Hard to find this car in this condition, all records, \$5,900 Contact Walt 720-851-1889 or awsharpless1@attbi.com #196292 (4/03)



1985 BMW 535i 4 dr, 5 spd, black with tan leather, A/C, P/S, P/W, ABS, cruise, AM/FM/Cassette, sunroof. PLUS remote locking, new battery, new windshield, halogens, Bilsteins, rear spoiler, 4 new Dunlop D60-A2s on Moda M1 alloys & 4 new Nokian Hakkapeliitta snows on steel rims! Great shape with only 216,000 miles! Perfect winter/second BMW! Ga-

raged, records available! \$3300 Call Glen 970-493-2187 or glen_leinbach@agilent.com #289027 (4/03)

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 (4/03)

1970 2800CS VIN 2203435 (Euro) Silver/Black, 4 speed, 3rd owner. Needs some TLC, but runs great with newer Goodyear tires. Killn' me to sell but bought a 535is, can't have 2 cars. Time to pass to good home. All records and garaged 95% of the time since early 80's, \$1,500. Call Ron 303-443-9977 or ronsroom@flash.net #98748 (6/03)

TIRES & WHEELS

(4) ACT 7Jx15" Wheels. Four bolt pattern fits E30 (I think) but DOES NOT FIT 1988-1991 325ix (trust me) due to hub differences. Wheels have a nice finish as they have hardly been used. Hardware is included. Three center wheel caps are good; one cap broken but may be fixable. All have center plastic caps. Ideal wheels for autocrossing, racing, or snow tire. All reasonable offers considered. Call John (303) 250-3232 or jp308gib@msn.com #92725 (6/03)

(4) MIM Venizia 16" 5 spoke satin finish wheels. Dunlop Graspic 225 snow tires. Used sparingly 3 seasons in exc condition. Fit E36/46 inc M3 with supplied shorter studs, \$650 and I'll throw in a floor jack. Call Bill Zemlak 303 292 4600 or wzemlak@ix.netcom.com #151981 (6/03)



10 390mm TRX allow rims with tires and some tread for BMW E28 (1980s 528e & 535i). FREE to a good home if you come and get them!! Call Glen 970-493-2187 or glen_leinbach@agilent.com #289027 (4/03)

Want your 325 to look like a 330? (4) BMW 330Ci OEM wheels and tires (17 X 7 double spoke alloy wheels with

205/50R X 17 all season Continental tires). Hardly used. Like new \$1100 OBO. Call Craig 303-683-9961 or craig.eslinger@rtppdi.com #195480 (6/03)

(4) Nokian Hakkapeliittas 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 pnsieber@aol.com #121014 (4/03)

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 (4/03)

PARTS

Sport 262 CR 5 Speed. Dog leg 1st gear. Very good shape. With bell housing. \$1200. Aluminum flywheel with race pressure plate and disc for 2002 or 320i. \$400. Both for \$1400. Call Jim 303 940-5140 or jmv27@attbi.com #54262 (4/03)

wqBMW 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 (4/03)

1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ Bimmerswap.com #119538 (4/03)

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 303-697-0750 #114148 (4/03)

MISCELLANEOUS

Store your race car, hot rod, or exotic car in a heated, sprinkler system and very secure building near Hampden and Santa Fe. \$100.00 per month per car or \$125.00 per month per car w/trickle charger. Access 8 am to 5pm daily and weekends by appointment. No boats or trailers please. Available February 1, 2003. Member of RMVR, Nostalgia Racing, PCA, BMWCCA and SCCA. Call Bruce 303-762-8448 #42740 (4/03)

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 1999, nearly every issue for 12 years. Take as many or as few as you want. I would like \$1.00 per issue to cover shipping. Call Rick 719 210-5155 or rickathleen@earthlink.net # 63668 (4/03)

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 303-671-6131 ASAP to get your first-choice week reserved!

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.

APRIL**activities calendar**

- 1 Tue **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR MAY ISSUE**
- 2 Wed * **Business Meeting, Jenkins, Aurora, 303-671-6131 for directions**
- 12 Sat **Winter Autocross Series, Coors Field – east parking lots – 2001 Blake St., Lot B, Denver Autocross Committee, Details Page 9**
- 19 Sat **Car Control Clinic & Tech Inspection
Andy Peavy & Andrew Jordan, Coordinators, Details Page 12**
- 26 Sat **Bimmer Haus Performance Brake Tech Session, 7233 W. 116th Place, #A, Broomfield
Jim Leithauser, Coordinator, 720-566-0521, Details Page 9**
- 26 Sat **Sonic Bimmer Burger Night, Elizabeth Sonic Burger
Bob Sutterfield, Coordinator, 303-743-8109, Details Page 10**

MAY

- 1 Thu **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR JUNE ISSUE**
- 3 & 4 Sat/Sun **Ralph Schomp BMW Spring Driving School, Second Creek Raceway, 2 days,
Leslie Jenkins - Registrar, Details Page 13**
- 3 Sat **Driving School Dinner, Gateway to the Rockies, Aurora, Social 6:30 PM
Dinner 7:15 PM, Leslie Jenkins 303-671-6131 Details Page 12**
- 7 Wed * **Business Meeting, Walker's, 303-499-7416 for directions**
- 10 Sat **CECA, Open Track, Pubelo, More info Bill Miller 303-421-3009**
- 17 Sat **Viper dyno event, Dyno-Pro, More info Jim Roppo 303-252-0558**
- 18 Sun **Spring Drive/Brunch, Gary Odehnal, Coordinator, Details Page 10**
- 20 Tue **Sonic Bimmer Burger Night, Loveland Sonic Burger
Candy Wall, Coordinator, 970-223-0584, Details Page 11**
- 31 Sat **Autocross School, Autocross Committee, Details in May issue**

JUNE

- 1 Sun **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR JULY ISSUE**
- 1 Sun **Bimmer Haus Performance Autocross Series, Coors Field, Denver Colorado
Autocross Committee – Details in May issue**
- 4 Wed * **Business Meeting, Doran's, Centennial 303-680-7379 for directions**
- 7 Sat **Z-Car, Open Track, Second Creek, More info Gary Bracken 303-969-9964**
- 8 Sun **Concours d'Elegance, Arapahoe Community College
Doug Grande, Coordinator, Details Page 17**
- 21 Sat **Meet & Greet New Members Picnic
Darlene Doran & Leslie Jenkins, Coordinators, Details in May issue**
- 28 Sat **Bimmer Haus Performance Autocross Series, Coors Field, Denver Colorado
Autocross Committee, Details in May issue**
- 28 Sat **CECA, State Patrol Track, More info Bill Miller 303-421-3009**

* **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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