

Rocky Mountain Chapter · BMW Car Club of America

motorsport



REPORT

May 2003
Vol. 28, No. 5



Photo by Raquel Coulam



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www.rmcbmwcca.org
calendar, photos of past events

BMW Car Club of America

<http://www.bmwcca.org>
click "join now" become a member

RMC YAHOO'S GROUP

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

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

upComing *events*

RALPH SCHOMP BMW SPRING DRIVING SCHOOL

Saturday & Sunday, May 3 & 4, 2003
Second Creek Raceway, Gary Mayer, Coordinator

DRIVING SCHOOL DINNER

Saturday, May 3, 2003
Social 6:30 PM, Dinner 7:15 PM, Gateway to the Rockies

SPRING DRIVE/BRUNCH

Sunday, May 18, 2003
Gary Odehnal, Coordinator, Details Page 12

SONIC BIMMER BURGER NIGHT LOVELAND

Tuesday, May 20, 2003
Candy Wall, Coordinator, Details Page 10

AUTOCROSS SCHOOL

Saturday, May 31, 2003
Autocross Committee, Details Page 10

ON THE HORIZON IN JUNE AND JULY

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, June 1, 2003
Autocross Committee, Details Page 10

CONCOURS D'ELEGANCE

Sunday, June 8, 2003
Arapahoe Community College
Doug Grande, Coordinator, Details Page 11

MEET & GREET NEW MEMBERS PICNIC

Saturday, June 21, 2003
Darlene Doran / Leslie Jenkins Coordinators, Details Page 10

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Saturday, June 28, 2003
Autocross Committee, Details Page 10

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, July 20, 2003
Autocross Committee, Details Page 10

TECH SESSION AUTOSPORT WERKS

Saturday, July 26, 2003
10:00 AM to 2:00 PM, Details in June issue

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late-braking news

by Dave Walker

TALKING CARS

That's right, talking cars, not "Car Talk"—BMW's don't Click or Clack. Or, they're not supposed to, anyway.

BMW's these days are as much electronic marvels as they are mechanical. Did you know that the only thing separating your car's vast computerized data collection capabilities and an insurance surcharge—or much worse—is a simple lack of communication? A March 27, 2003 article in the *New York Times* entitled, "Your Brake Pads May Have Something to Say (by E-Mail)," describes how one system works. "Data is stored only when a collision sets off an airbag. Then a chip attached to the airbag captures detailed information about the five seconds before the crash, including speed, pressure applied to the brakes, and whether seat belts were connected." Sounds rather benign, doesn't it? However, given the well-established pattern of artificially low posted speed limits in many jurisdictions (Several USDOT reports discuss this fact, which politicians routinely ignore), it's not too hard to envision such information being used to attribute fault to an otherwise competent and safe motorist who, for example, happened to be exceeding the posted speed limit by a few miles an hour when he/she got T-boned by a bonehead running a stop sign.

In fact, that's *exactly* what almost happened several years ago to the unfortunate driver of a 1990 325i that was hit in the side by a Jeep Grand Cherokee that had run a stop sign at Hwy 66 west of Longmont. The attorneys for the driver of the Jeep tried to attribute fault to the BMW driver based on the

Colorado State Patrol's calculations that the BMW was moving at an *estimated* 68 mph at the moment of impact, while the posted speed limit was 55 mph. The fact that the Jeep driver never even bothered to touch the brakes prior to entering the intersection apparently didn't deter the lawyers from launching the ploy. I know, because I was behind the Jeep in my M6 when it happened, and I was fully prepared to testify in court that the Jeep driver's brake lights never came on. Perhaps given the vagaries of an accident reconstructionist's estimate of the vehicles' speeds at the moment of impact, they backed down and settled prior to going to trial. If the data from the BMW's computer chip were deemed admissible in court, however, chances are the outcome would've been something different.

Similarly, while I'm in favor of wearing seat belts at all times, I'm not an advocate of legislating against stupidity with seat belt ordinances. What if your insurance company refused to cover you in an accident because the computer chip, right or wrong, indicated your seat belt wasn't fastened at the time? And this is just the beginning. Communication between your car's computers and law enforcement, insurance, or other agencies (uh, I can think of one in particular that's just getting established right now) interested in knowing your whereabouts (any car with a GPS is liable) and driving behavior is the sole missing link. That, and the political impetus to pass the required legislation to allow such invasion of privacy. The price of freedom is eternal vigilance. Talk to your elected state and federal representatives, before your car does the talking for you.

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3/04

ponderings by the editor

by Darlene Doran

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

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the May issue of the *MotorSport Report*: **Randy Webb** for his MINI Korner article; **Mike Beyer** for his Remembering the E30 article and photos, with inserts and photos from **Doug Gordon**, **Bruce Leggett** and **John and Raquel Coulam**; **Candy Wall** for coordinating the Loveland Bimmer Burger Night and her article; **Gary Odehnal** for coordinating the Spring Drive / Brunch and his article; **Doug Grande** for coordinating the Concours d'Elegance and his article; **Warren Braucher** for his email on "Bimmer vs Beemer"; **Dave Walker** for his Car of the Month article and photo; **Mark Irvin** for his Autocross article; **Andrew Jordan** for "Speeding" article; **Leslie Jenkins** and **Darlene Doran** for coordinating the Meet & Greet Members Picnic/Swap Meet and their article; **Brad Marks** for his "Am I Crazy" article and photo; **Brad Marks** and **Bob Sutterfield** for their "A Helmet is not a Helmet" article; **Alain van der Heide** for his "Bimmer Folk are the Best" article; **Pete Myers** for his Car Theft Beware information; 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!!

Absolute Motor Works, Wheel Wax and Bavarian Autohaus 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.

GERMAN LANGUAGE LESSON

For those of you who know very little German language: "Haus" as in *Bimmer Haus* translated is Bimmer House, as printed on the cover of the April MSR, sorry Bob ☺

Letter to the Editor

WARREN D. BRAUCHER

7567 EAST FREMONT DRIVE
CENTENNIAL, COLORADO 80112-1710
303/770-8628

NOVEMBER 20, 2002

MOTOR SPORT REPORT
ROCKY MOUNTAIN CHAPTER
BMW CAR CLUB OF AMERICA
P.O. Box 370128
DENVER, COLORADO 80237

ATTENTION: DARLENE DORAN, EDITOR

THOUGHT YOU MIGHT BE AMUSED BY THE ENCLOSED EXCHANGE BETWEEN BUD WELLS AND MYSELF OVER HIS CONTINUING CONFUSION OF "BEEMER" FOR "BIMMER" IN HIS FRIDAY DRIVE COLUMN. HOW ABOUT CHANGING THE NAME TO THE FRIDAY DUH-RIVE?


WARREN D. BRAUCHER

Date: Tue, 12 Nov 2002 10:45:00 -0700

From: Wells, Bud <bwells@denvernewspaperagency.com>
(Add to Address Book | Block Address | Report as Spam)

To: 'wdbraucher@excite.com' <wdbraucher@excite.com>

Subject: RE: Bimmer 101

To tell you the truth, Mr. W.D., I don't give a damn whether it's Bimmer or Beemer. I write Beemer because 98 percent of the people call it Beemer, and I hear from only one read, you, when I do that. When I write Bimmer, I hear from dozens of people, asking me what I'm talking about. I'm sorry to insult you, but you'll just have to put up with us more common types. Sorry. Bud

> -----
> From: W D BRAUCHER
> Reply To: wdbraucher@excite.com
> Sent: Tuesday, November 12, 2002 10:00 AM
> To: bwells@DenverNewspaperAgency.com
> Subject: Bimmer 101
>
> Dear Bud:
>
> As Goethe might have said had he read your 11-01-02 column, "Nothing is so
> terrible as to see ignorance in print." When referring to the BMW motor
> car (the one with 4 wheels), it is Bimmer (B-i-m-m-e-r) not "Beemer" and
> not "Beemer (Bimmer)". Beemer refers only to the BMW motorcycle (the one
> with 2 wheels). This, your latest gaffe, is all the more disappointing
> since it indicates that an earlier attempt by me to educate you on the
> subject has gone for naught. Your continuing failure to grasp the obvious
> here, be it through unwillingness, inability or indifference, has made me
> wonder how much of what else you write may be similarly flawed.
>
> Yours helpfully,
>
> W D Braucher

Wynne Smith, Executive Director

DATE: March 19, 2003

MEMBERSHIP STATS AS OF 3/19/2003

	Full	Associate	Total
	64359	7635	71994
Last month	64340	7619	71959
Last Year	60782	6908	67690

BMW CCA RAFFLE

At the meeting of the BMW CCA Board of Directors held in Nashville, TN on March 10, 2003 it was agreed that the club will be raffling M3 coupes this year, offering odds of 1 in 2900. We anticipate the mailing going out to all BMW CCA members between June 23rd and 27th. One will have to be a member in good standing as of June 20, 2003 in order to be able to participate.

ASSOCIATE MEMBERSHIPS

More and more members are asking if they might have more than one associate. It is mostly fathers wishing to add two or three teenaged children, or a member who has a spouse as an associate and now wants to add a teenaged child. Our database can facilitate multiple associates. I've thought for some time that it would be a great benefit to the members; especially those trying to get teenagers into driving schools and

car control clinics, and it's a great way to encourage younger people to become involved in the organization. At the last Board Meeting, I petitioned the Board and The Board has agreed to allow multiple associates – so long as each associate resides at the same address as the primary address.

Associate members derive all the same benefits and services as primary members with the exception that they do not receive their own copies of *Roundel* and chapter newsletters.

Rocky Mountain Chapter Library Seeking Missing Roundels

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11/03

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 May **Car of the Month** comes to you from Lafayette, Colorado belonging to our wonderful chapter President, Dave Walker and his lovely wife, Leila Vale.

This is the second time within the past year that a '95 540i Sport has been featured in this column [Ed. Note: See Bill Schaefer's article in the December/January MSR]. Maybe that's appropriate, given the passion that this rare model evokes from its owners. I plead guilty on all counts: out of the fifteen BMWs I've owned over the past 18 years, this one is my hands-down favorite, combining that elusive combination of seamless thrust, finely-honed controls, predictable and exemplary handling in any conditions, and room for four *life-sized* adults plus luggage...all wrapped in a timelessly-elegant envelope that epitomizes the BMW philosophy of “form follows function.”

So, how did Leila and I come by this example, one of only 135 built for the U.S. market in 1995, a salubrious swan song to the outgoing E34 body style that had endured since 1988? Our quest began several years earlier, when we purchased a “regular” 1995 540i 6-speed out of Houston, a car formerly owned and driven (uh, “campaigned” might be a better term) by a Dallas Cowboys running back. Lucky for us, the rather pricey transmission had just been replaced, complete with a new clutch—“slipped disc” applies equally well to injuries suffered on and off the gridiron.

As I learned more about the model, it became readily apparent that, as good as the 6-speed version may be, the one we *really* wanted was the M-Sport version. The M-Sport package was offered in both manual and automatic versions of the late-'95 540i and included most of the same equipment as the European '95 M5—and added \$7800 (\$8000 for the auto) to the sticker price of the *already* pricier (compared to the 540i

auto) 6-speed manual. No wonder only 135 6-speeds and 65 automatics were produced. Plus, the E39 5-series was just dawning as the last of the E34s left the dealers' lots in the in-between-models year of 1996.

Our red-on-black M-Sport came from Manhattan, of all places. A one-owner car, it was previously driven daily by New York's #1 (according to him) leasing agent for commercial real estate. Frankly, I don't see the point in owning a car like this that wants nothing more than to run at 150 mph all day long languishing on the streets of Manhattan, but certainly he had good taste, if not good roads. And, it was always garaged. By the time I flew out to La Guardia in March 2001 to drive our new steed home, it had logged a whopping 200 miles on a brand-new V-8 short block replaced under warranty. The drive home is a tale all by itself, with temperatures ranging from 20's to 80's, a/c running through Pennsylvania and Ohio, hail in Iowa (parked under an overpass for a half-hour), dodging tumbleweeds during terrible cross-winds across the plains of Kansas into Colorado, and then encountering blinding snow during the last 100 miles home!

The 540i M-Sport is a mighty fine car right out of the box, but my motto's always been, “if it's worth doing, it's worth overdoing.” So, we've added a few accoutrements, including Conforti engine software, high-flow induction tube and intake manifold, larger 850i front brakes, UUC short-shifter, and a Quaife 3.15:1 differential in place of the stock 2.93:1. At the recent club Dyno Day at **Autosport Werks**, she posted a maximum 232 hp at the rear wheels. Correcting for drivetrain loss (15%) and our altitude (18%), this is equivalent to 333 hp at the flywheel at sea level—coincidentally, same as the E46 M3. It's as close to perfect as we could ask. Now there's nothing to do but enjoy our own Ultimate Driving Machine!

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.

Bee-Emm-Double-Who?

The mighty MINI puts the moves on Big Brother Bimmer

You are familiar with the story of David and Goliath. It's probably not fair to say this is that story, but there are some parallels. It harkens back to the Giant Killer days: of 1.5 liter Porsches beating up on monster Ford V8s and Ferrari V12s. The dramatic battle of the underdog.

This is the tale of three MINIs against a fleet of higher-horsepower, more expensive "Big Brother BMWs". The battleground was the parking lot of Bandimere Speedway (don't let that take any of the drama out of it – it gets better) and the war was with those little orange cones.

Some of you may not be familiar with the motorsport of autocross (or "auto-x"). It is a very safe way to explore the limits of your street or race car in a competitive light. A course is set up using cones to mark the "track" and outlined with chalk. One car at a time competes against the clock and the cones. Cars are grouped according to their capabilities. The winner has the fastest time in the group. Any cone knocked down counts against you in the form of seconds added to your time – so a great run can quickly be destroyed by just hitting a couple of those blasted cones.

This event was organized by RMC BMW CCA who was gracious enough to include the MINI as part of their run group. There were four drivers representing the MINI flag: Randy Webb, Mark Ferguson, Kelly Peterson and Dave Bunting. RMC BMW CCA classified the Cooper S in CS along with a 530i and no less than seven 1991 – 1998 BMW M3s. We were a little nervous at first.

The event was divided into two sessions: the morning and the afternoon. The morning had each class driving a total of three runs – all of which were timed, but none of which counted in competition (this turned out to be a bummer for Dave). After the first run, it became apparent that the S was at the top of the field, the cream of the crop, and the best of the best...well, you get the idea. This annoyed several vocal M3 owners, to the slight amusement of the Cooper S drivers. At the end of the morning, it was very tight, with only a second covering all four of our heroes, the MINI drivers. Mark edged out Randy by a couple of tenths. Kelly and Dave were also within tenths of each other, and the top honors of the class looked open to any of the four in the upcoming timed runs of

We'll be there for you.

A couple weeks ago we hosted a free Brake Tech Session at our shop teaching Rocky Mountain Chapter members how to service their Bimmers to get them ready for the **Spring Driving School** at Second Creek, which is only days away.

Not only will a couple of our staff members be teaching at the **Spring Driving School**, we'll also be on site with technical support (air, water, brake fluid, etc.) for anyone who needs it. Even if you don't need any technical help, please come on by our trailer for a cold beverage, some words of encouragement, or just to say "Hi!"

The **Summer Autocross Series** begins next month at Coors Field and we'll be there, too. We'll be there with technical support, advice, and encouragement for everyone who wants to have fun challenging the cones. We're so pleased to finally see a full series of autocross events we've decided to sponsor the entire series! If you've never tried autocrossing before, now is the time! Sign up at www.rmcbmwcca.org or follow the link from www.BimmerHaus.com.

Why are we putting so much time and energy into supporting RMC driving activities? Because each and every one of us at **Bimmer Haus** is a died-in-the-wool enthusiast who is thrilled about the growth of our Club and we want to do whatever we can to encourage it to continue.

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the afternoon session. After a few conversations with angry RMC BMW CCA members, and quite a few encouraging words from other RMC BMW CCA members (who were on the list or had serious cases of MINI envy), the MINI contingent was ready for competition.

Again, there would be three runs, but this time they counted. The fastest of the three runs of all competitors would decide who won the trophy. Kelly started out very strong with a 43.7-second run, about the average for his morning times. The track was a gravel/pavement combo, so the later the day went, the more the track seemed to go off. This caused Dave some trouble, leaving him a full two seconds off his morning pace. Mark then ran and turned a 43.3-second run in very impressive fashion. Once the commentators stopped talking about how "cute" the car was, they realized that Mark's time had just put him into the lead of the CS group. Randy's first run was exciting with a sub-43-second run and a cone that had to be reviewed by the judges to determine whether it had been displaced or not. Unfortunately, it had been, and the drive turned into a 45-second run.

The second run saw Kelly's consistency continued with a slight improvement to 43.5 seconds; an amazing achievement considering this was his first time autocrossing. Dave was still struggling with the track, and may have been abducted by aliens and replaced with a clone, turning another 46-second run. Dave was also at his first auto-x and showed some very promising potential considering his morning times. Mark ran and turned another great time, beating himself into the lead. Randy's second run was clean, but not fast enough to beat Mark's very professional time. At this point, the MINIs were 1, 2, and 3.

The last run was for the win. Any one of the MINI drivers still had a chance to take the win. The M3 drivers still had a chance to defend the BMW glory. Anything could happen. Kelly started things off right, improving his time and vaulting him into second overall with a very respectable 43.429-second run. Apparently, Dave's evil doppelganger was still driving; he managed to break the 46-second barrier with a 45.943-second run. As a sidebar, Dave's fastest morning run would have placed him third overall at the end of the day (Bravo, Dave, for an excellent rookie effort!).

Now was Mark's time to shine. He ran faster yet again, further distancing himself into the lead with a sub-43-second time of 42.900 seconds. Again, the commentators were flabbergasted. The only run left in CS was Randy's. Mark was still the overall leader. After some fumbling with the DSC, Randy's run was clean...and fast. Barely edging out Mark with a 42.774-second run, he took the lead.

At the end of the day, the final results out of the twelve entries in CS: MINI Cooper S swept the podium! Randy finished first, Mark took second, and Kelly rounded out with third. Randy and Mark received trophies, while Kelly also won a raffle prize of a \$60 poster-sized picture of him driving in the autocross! A great day for all. The event was wrapped up with an announcement that there will be a full auto-x series next year. Whether or not they invite us back remains to be seen, but it must be said that they put on a top-notch gathering. For anyone who has any interest in motorsport at all, auto-x is a fun, safe and great way to get started. We look forward to seeing a MINI armada at next year's series!

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12/03

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3/04

upcoming events

come join the fun!

Rocky Mountain Chapter BMW CCA Bimmer Haus Performance Autocross Series

This event series 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.htm>, today. Non-Members, wishing to participate, should visit the web site for more information.

DETAILS...

Date: Sunday, June 1, 2003; Saturday, June 28, 2003; and Sunday, July 20, 2003

Location: Coors Field - east parking lots – 2001 Blake Street, Lot B, Denver, Colorado

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/autocross.htm>, to secure your seat now.

Rocky Mountain Chapter Meet & Greet Members Picnic

with
Magazine & Car Parts Swap Meet

Saturday, June 21, 2003
11 AM - 4 PM

Belleview Park
Englewood, Colorado

Chapter will supply hot dogs/hamburgers

Bring the whole family!

Rocky Mountain Chapter BMW CCA Autocross School

The autocross school is open **ONLY** to BMW CCA members and their families. Make sure you register ASAP as class size is limited to only 40 students, so mail or signup at <http://www.rmcbmwcca.org/autocross.htm>, today. Beginners, convertibles and roadsters are welcome.

DETAILS...

Date: Saturday, May 31, 2003

Location: Coors Field - east parking lots – 2001 Blake Street, Lot B, Denver, Colorado

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: \$45.00 per student – includes lunch.

Schedule: Plan to arrive prior to 8:00 AM to ensure adequate time for tech inspection.

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/autocross.htm>, to secure your seat now.

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.

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 marquel!

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."

For information or to register: Visit www.cpco.org/concours.htm, or 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)

Additional contributions to CP Colorado to help meet our goal:

Entrant Fee: _____

Contribution: _____

Total: _____

upcoming event

by Gary Odehnal, Coordinator

RMC's Annual Spring Drive/Brunch

Okay, this is the event that we have been waiting for. That's right; it's our Annual Spring Drive. And, as promised, this one will be another for lots of grins and outstanding scenery. Per our historic and time-honored tradition this will be a drive thru some of my favorite asphalt pathways in Northern Colorado. So if you guys are bored with this northern portion of Colorado asphalt, then ya need to speak up and be counted. I intend to keep this up until someone else volunteers. In reality, I don't think anyone has ever complained about my spring drive, and I can't imagine the day that I will get tired of driving the great northwestern roads.

As mentioned in last month's *MotorSport Report*, this year the event is scheduled for Sunday, May 18, 2003. The drive will start at the Wal-Mart Superstore parking lot at the North-easterly Corner of Mulberry (Hwy. 14) and Lemay Avenue in Ft. Collins at 10 AM. The Denver folks can plan on meeting at the Park and ride at 120th in Denver, **but I need a volunteer to muster the troops down south at about 9 AM, Any Volunteers?**

Our route will start with a slow cruise (wave to all your friends!) down College Avenue in Ft. Collins and then North

onto Hwy 287 and a quick run up to Laramie, Wyoming. From there (we won't even stop for gas) we turn south to Fox Park, Mountain Home and a beautiful drive thru the Medicine Bow National Forest and south into Walden for lunch at the famous Elkhorn Cafe. The Elkhorn has a lot of "character" but the food is good and the locals really enjoy our visit. You can't beat the paved parking lot, a vast improvement for the dirt lot that was a BMW eater until just a few years ago. If we keep up this tradition, we may even see a facelift at the Elkhorn (that would be a great day). Maybe we can leave them an extra heavy tip for remodeling! Seemed to work last time with the parking lot....go figure?

After lunch it's on to Hwy 125 and south to Rand and up to Trout Creek pass and thru the outstanding scenery of the Roosevelt National Forest. This is my favorite road in all of Colorado, and I need to drive it at least once a year. You will find your own Mile High grin with Mile after mile of long sweeping curves thru some of our most scenic forest and alpine scenery. Then it's down onto Highway 40 and a short trip into Winter Park where we will stop at the local Grocery Store to stock up on some ice cream treats and have a chance to "kick the tires" and tell Bimmer "tall" tales. From there it's just a climb over Berthoud Pass and then onto I-70 for a fast trip back to Denver and home for all you Bronco homeboys. The rest of us don't have a long drive back to Ft. Collins.

The entire round trip is about 330 miles and we should be back to Denver late afternoon. If you have any questions or would like to volunteer to be the Denver brigade commander call me at 970-223-2818 or email me at:

garyodehnal@drexelbarrell.com

Hope to see you on May 18th Gary O 98' M3 "Six S."

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4/04

The Rocky Mountain Chapter is talkin' online!

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

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

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



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remembering the E30

by Mike Beyer



Four of A Kind

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"...a classic sports BMW of prowess sufficient to wean even diehard 2002 fans away from their religion."

"The M3...was a magnificent reminder of the simple pleasure of effectively developed rear-drive motoring. It had rough, gruff habits as the big four worked through its broad RPM range, but I cannot recall more driving pleasure from the production sedan ranks."

"...the M3's outstanding handling characteristics were unmatched by any contemporary sedan."

"In terms of major titles won, the BMW M3 was the most successful touring car in the world."

High praise from Jeremy Walton in his books *"Unbeatable BMW"* and *"BMW 3 Series Enthusiasts Companion"*, and we're fortunate to have several of these wonderful E30 M3s right here in the Rocky Mountain Chapter. Four of them came together recently on a warm and sunny Saturday for a short drive up Lookout Mountain Road near Golden. Doug Gordon and his expert navigator and future M driver son Turner, John Coulam with his daughter, chief navigator and photographer Raquel, along with Bruce Leggett and I met to compare notes and take a few pictures. Read on to learn more about each of these cars individual personalities.

Doug Gordon's car is a 1991 Brilliant Rot (red) with tan interior and 81K miles. Purchased from Dave Rodziewicz in Florida (Dave campaigned a 328is race car in the Speedvision World Challenge series and used the M3 as his

street car), the list of modifications is noteworthy: M Roadster finned diff cover, Turner Oil Pan Baffle, Turner front/rear sway bar reinforcement kit, Turner front sub frame reinforcement kit, Bimmer-world brake ducts, Korman stainless steel brake lines, Eibach springs, Bilstein shocks, Real Xenon HID lights and Euro 100w brights, Eibach stress bar, Hartge wheels and Schroth harness. Undoubtedly one of the nicest E30 M3's around.



Doug Gordon's 1991 M3

RMC BMW CCA driving school instructor John Coulam's car is a 1988 Lachssilber (silver) with cardinal interior. John tells us, "I have owned my 1988 E30 M3 for 5 years, and every time I sit in the car and turn the ignition key I fall in love all over again. A friend of mine was an instructor with Skip Barber and told me what fantastic cars the M3s were. At the time I was driving a Porsche 944 and was ready for a change in scenery and maintenance costs! I purchased the car with 50,000 miles on the clock in 1997. It was totally stock and was in magnificent condition. While the M3 is a high maintenance vehicle, the vast majority of the parts are interchangeable with

remembering the E30



John Coulam's unique powder coating

other 3 series cars, making them fairly reasonable.

I feel the E30 M3 is one of the best handling cars "out of the box" available. The only modification made to my car's suspension has been Bilstein Sports and a front stress bar. While not a great "0-60" car, the E30 M3 has reasonable straight line performance. I

have installed a Jim Conforti chip, K&N filter, and free flow exhaust from the cat back. The only other modifications I have made to the car are powdercoating the air box, valve cover, and brake calipers in "M" stripes (Thanks Ed).

It is by far the most enjoyable performance car I have owned. I look forward with great anticipation to instructing at the RMC BMW CCA driving schools and get in as much track time at Second Creek as the track tire budget will allow.

In fact, I love my car so much that when I recently took delivery of a 530i, the M3 still gets the garage!"

Bruce Leggett's car is a 1990 Alpinweiss II (white) with a, well, let's just say the color of the interior is not as important as the functionality – it's all business! A lightened interior with Sparco racing seats and a full roll cage is the first indication that this M3 is ready for some serious speed. Purchased by Bruce in October 2001, it is enjoyed on both track and street, and includes a 2.5L rebuild and a "J Stock" suspension.



Bruce's Sparco racing seats

The last car in the group is my 1991 Diamond Schwartz Metallic with black interior and 108K miles, and was previously owned by RMC club member John Fornorola. The enhancements on this car include a Jim Conforti chip, K & N air filter, Nology Hot Wires and an exhaust cam gear for additional horsepower. A Dinan Stage 1 suspension, Racing

continued on page 16

Special thanks to Doug, John and Bruce for their contributions of information and photos.

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10/03

remembering the E30



Mike Beyer's 1991 M3

additional horsepower. A Dinan Stage 1 suspension, Racing Dynamics strut brace and 17" LTW Motorsport wheels with Yokohama A520's keep it firmly planted. Slotted rotors and Carbon Metallic pads help bring it to a halt in short order. A Korman short shift kit and an oil pan baffle round out the list of modifications on this car.

There you have it — four different cars and four different levels of modifications, but still — four of a kind.

PRODUCTION AND US SALES FIGURES

E30 M3 annual production figures:			E30 M3 annual US sales figures:	
	Sedan	Cabriolet		
1985	1	-	1987	1113
1986	2396	-	1988	1675
1987	6396	-	1989	979
1988	3426	130	1990	764
1989	2541	180	1991	384
1990	2424	176	1992	76
1991	-	300	1993	5
Totals	17,184	786	Totals	4996

(Source: BMW 3 Series Enthusiasts Companion — Jeremy Walton)

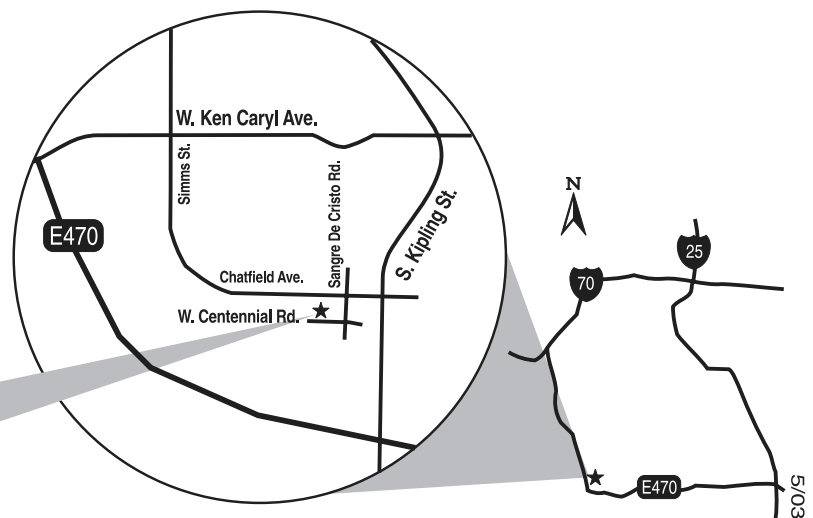
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am I crazy?

by Brad Marks



Brad's eBay special — 1996 white M3

My wife, Pat, says I'm crazy. Well after nearly 38 years of marriage, she ought to know. But then again, her viewpoint is that of a woman, a woman, who like so many other poor souls in this world believes a BMW is "transportation." Now ladies, relax a moment as this story is *not* about a tale of the sexes, rather this is about people who love automobiles and those who don't understand our affliction.

So what's a car-crazy guy like me to do to try and open her eyes? To show her that there really is a valid and certifiable reason for my thoughts and actions? Let me tell you guys, based on my now many years of experience, you cannot succeed at accomplishing such enlightenment. You would be well advised to just accept your wonderful lot and let her think there is something really wrong with you. Deep down, we know the truth don't we?

So what have I done (recently) to cause this concern for my well being? Well, I bought a 1996 M3 on an eBay auction. *Hey, wait a minute and read a little more of this story, before you start siding with Pat.* As a good car guy would do, I tracked M3 prices for several months and believe I had a pretty good feel for the market when, lo and behold, up pops this no reserve auction for an M3 in Memphis. Now I might be crazy, but I'm not stupid; or at least I don't think I am.

So I do a little homework and identify a quality independent BMW service facility, Alpine AutoWorks and specifically the owner, John Scheidhauer, who agrees to perform an inspection of the vehicle. We make the necessary financial arrangements; he picks up the car, conducts a thorough inspection, and sends me a report. On the basis of this report,

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)

I bid what I thought was too little to win the auction, but allowed for covering the cost of the repairs he identified as necessary. As you can guess because I have written this story, and you are now reading it, I won the auction. I didn't sleep well for the next several days as I arranged for the repairs and made my travel plans. Oh yeah, I had to arrange to sell of my truck too.

So after several days, I'm off in the friendly skies to Memphis where I am met at the airport by the dealer, Mel Abdalah of Auto Brokers of Memphis, in my really sharp new ride. (Ya'll will get to see it at the March autocross – weather permitting.) On the drive home, the car performs flawlessly and, as BMW aficionados know, was a delight to drive – the operative word being drive. I received several calls on the truck as I wended my way home and actually set up what turned out to be its sale somewhere around Amarillo.

So, Pat (and I must admit, several of our friends as well) think I have totally lost it. Just because I bought a used car sight unseen, flew half way across the country to get it, sold my truck from a remote location, and then drove alone back across that same half of the country. Well kind readers, for me it was worth every moment of the effort.

Maybe Pat's right, maybe I am crazy. But that won't affect the big smile that keeps crossing my face every time I turn that ignition switch.

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12/03

speeding

by Andrew Jordan

This section of the road was fairly straight, so I pressed the accelerator to the floor. The little BMW 2002 just could not go any faster; it had maxed out on me. A short distance ahead of me there was a sharp right turn, but before I started breaking for the turn my eye caught sight of shiny silver Camaro parked up ahead. It was the Colorado State Patrol. The officer had his radar gun pointed straight at me. He was grinning from ear to ear. I screamed through the corner and kept going. I had no intention of stopping.

A minute and some seconds later it happened again. Just as I was about to brake, there he was, radar gun in hand. This time I smiled back and actually waved to him as I 'heal-and-toed' for the sharp right hand turn. He waved back casually. He was still grinning. He had a fellow officer in the passenger seat; he was smiling too. In fact, so was I.

The next time I reached the end of the Bonzai straight, the Camaro, which had been strategically parked on 88th Avenue, was gone. We had been in radar sight of each other, but two worlds apart, (plus a tire wall and a sturdy fence). I was disappointed because I have always had a desire to say to a traffic cop who had pulled me over "Gee officer! I could not possibly have been traveling that slow. There must be some mistake!"

We shall probably meet again. I just pray it is in the same venue.

Then there is the story of the M3 and a sport Mercedes in rural Montana during the era of no fixed speed limits. It goes like this...

The M3 was cruising along at 90 mph when the Mercedes sailed passed him. Not to be outdone, the M3 driver sped up to 115 mph and re-passed the Mercedes. But the Mercedes was not letting go, so the two of them pushed it higher and higher. Eventually the M3 drew away from the Mercedes.

Just as the M3 driver was beginning to relish his victory, he came over a rise and there was an officer with 'instant on' radar aimed straight at him. The M3's radar detector beeped out "You just got a ticket!"

The M3 pushed it even harder with the flashing red, white and blue lights fading ever further into the distance. Then the driver thought "My god! I am a law-abiding citizen. What am I doing? I'd better pull over." So he pulled over and waited nervously for the officer.

The officer duly arrived and walked up to the M3 "I clocked you at 147 mph."

"I'm sorry" said the M3 driver.

"You were getting away from me" said the officer. "But then you stopped. I'll tell you what; I am at the end of my last shift for this week. If you can give me a good excuse for your excessive speed, and I have never ever heard it before, then I'll let you off. But it had better be good!"

"Well" said the M3 driver sheepishly, "You see officer, my wife just up and left me unexpectedly about two weeks ago. Apparently she ran off with a police officer, and I thought you were that same officer trying to give her back to me!"

"Have a nice day" said the officer, closing his ticket book.

Jerry Stander's

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2/04

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4/04

A Helmet Is Not A Helmet

A helmet is not a helmet, is not a helmet. So I have found out in my web search for a helmet for the upcoming autocross events. As a new member and (obviously) uninformed about head protection, I could use some good counsel.

Seems motorcycle (m/c) helmets are what you primarily find on first look. What's the diff between m/c and auto helmets that would rule out purchasing a m/c helmet? Also, while price is a factor, it is not the only factor. What good advice counsel can ya'll offer for a reasonably priced helmet that would meet the needs of an aspiring autocrosser?

— Brad Marks

RESPONSE

The single most important thing about a helmet is how well it fits. If it's too loose your melon will rattle around inside and the helmet won't do you any good. If it's too tight in any direction it will be pure torture to wear, and the pain will distract you from driving your best while you're wearing it. Different manufacturers' helmets fit differently, even if they have the same numeric size (much like different makers' shoes are made on different lasts).

The only way to tell what helmet will fit you is to try on a bunch. That's why it's great that you can visit a place like *Fay Myers* or *Autosport Werks* (check other newsletter advertisers too) and benefit from their fitting expertise and personal service. When they help you find one you like, buy it from them, don't walk out and order the same thing on the Net! When you know what brand/size fits, then it's OK to order your next replacement helmet online.

Lighter weight is better (less fatigue on the good days, less neck stretching during a sudden-deceleration incident) and more expensive.

As I understand it, the difference between current M- and SA-rated helmets is mostly in the lining material. SA-rated helmets use a flame-retardant Nomex lining. Motorcycle-rated helmets are fine for autocross and driving schools. If you get into Club Racing someday, a new SA-rated helmet will be the least of your expenses. ☺

Many autocrossers prefer open-face helmets for the lighter weight, fresh air, and less claustrophobic feeling.

The best advice I've heard for the racetrack environment of a driving school is to use a full-face helmet with the visor down. That's because in a sudden-deceleration incident at higher speeds, your seat belt will stretch more and you're more likely to catch the steering wheel in your face. The closed visor will keep your airbag from coming into your face, and will provide some protection in case of fire. The complete bottom rim also rests on a "horse collar" helmet support if you have one, reducing fatigue on good days and neck stretching on bad days.

After a horse collar you can move up to any of several other anti-whiplash devices such as the HANS. I don't know which of those would work with an open-face helmet.

— Bob Sutterfield

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12/03

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Classified advertising is free to all current BMW CCA members. The deadline is the **FIRST** of the month proceeding 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.

Bimmer folk are the best!

I just wanted to say thanks to everyone at 2nd Creek who jumped in to help yesterday (March 2, 2003) when Sparky the Little Red Car decided to get ill.

I was about 10 laps into my first session, with Cliff Lawson riding shotgun, when I noticed a plume of blue smoke coming behind me. I slowed down, finished the lap, and pulled into the hot pits. The engine stalled and would not start again. After getting pushed to the paddock, I (and about a dozen other people) tried to diagnose the problem. Cutting to the chase: The engine was broken.

Here's where "Bimmer folks are the best" comes into play: One of the other drivers volunteered his trailer, and Fred Iacino volunteered himself and his truck to drag my sick car over to **Bimmer Haus**. There were also helping hands to push the car onto the trailer. When we got to **Bimmer Haus**, Fred managed to get a hold of Dave Stackhouse. I explained the problem to Dave, and he said, "I'm two minutes away, I'll be right there."

True to his word, he was there in two. We pushed the car into the shop, determined to Dave's satisfaction that there was no compression and nothing could be done at that moment. Dave said next, "hey, I'm running up to Loveland, would you like a ride to Niwot?" Talk about service...

So once again, thanks to all my fellow Bimmerheads for making a bad day a little less awful. Thanks in particular to Fred Iacino, Dave Stackhouse, and the owner of the trailer.

— Alain

Car Theft Beware

Apparently car thieves have yet again found a way around the system to steal your car or truck without any effort!

The car thieves peer through the windshield of your car or truck, write down the VIN number from the label on the dash, go into the local dealership for that car brand and request a duplicate key for it from the VIN number.


Car dealerships make up a duplicate key from the VIN number, collect payment from the 'customer' who's really a would-be car thief for making up the duplicate key — the car thief goes back to your vehicle, inserts the key they've just gotten and off they drive with your car or truck.

They don't have to break in, don't have to damage the vehicle and draw no attention to themselves, as all they have to do is to walk up to your car, insert the key and off they go to their chop shop with your vehicle!!!

To avoid this from happening to you, simply put opaque tape (like a strip of electrical tape, duct tape or medical tape) across the VIN label located on the dash board. You can't remove the VIN number legally under most state laws, so cover it so that it can't be viewed through the windshield by a car thief.

Anyway, feel free to forward this on before some other car thief steals another car or truck. I know this is possible because I obtained a spare key for my truck this very same way.

— Courtesy of Pete Myers



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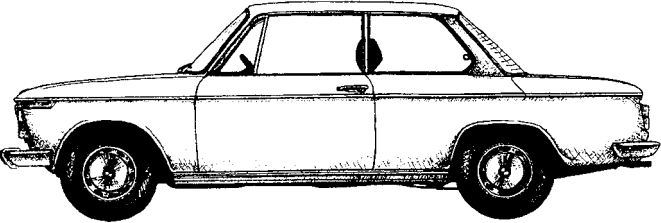
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BMW Group NA Sales March 2003: BMW Group Reports First Quarter Increase of 15%

BMW Group Sales Increase 14 percent in March

WOODCLIFF LAKE, NEW JERSEY, April 1, 2003. The BMW Group (BMW and MINI brands combined) reported year-to-date sales increases of 15 percent for 62,382 vehicles compared to the 54,392 in the first quarter of 2002. March sales for the BMW Group were up 14 percent to 23,432, compared to 20,513 for the same month in 2002.

BMW BRAND REPORTS SALES

BMW of North America, LLC reported a 4.5 percent increase in March sales of automobiles and Sports Activity Vehicles, to 20,611 vehicles compared to the 19,726 reported last March. Year-to-date, sales of BMW brand vehicles were up one percent to 54,199 vehicles compared to 53,605 vehicles sold in the first three months of 2002.

BMW AUTOMOBILE SALES

BMW's automobile sales jumped 9 percent in March, to 17,517 versus 16,066 in the same month a year ago. First quarter sales were up 5 percent, to 45,889 automobiles compared to 43,609 in the same period a year ago.

BMW SPORTS ACTIVITY VEHICLE SALES

Inventories of BMW's X5 Sports Activity Vehicles remain at an all-time low as BMW tries to meet demand. BMW reported a 16 percent dip in sales in March for 3,094 vehicles compared to 3,660 posted in 2002. Year-to-date, SAV sales

are 8,310 vehicles compared to 9,996 sold in the same period in 2002, off 17 percent.

MINI BRAND

MINI Automobiles

Demand for MINI brand automobiles continued as the MINI division celebrated its first anniversary in the U.S. market March 22. In the first quarter, sales of MINI automobiles totaled 8,183, compared to 787 sold in the same period of 2002. March 2003 sales were 2,821, again compared to 787 automobiles sold last March.

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2002 Most Successful Business Year for the BMW Group

Capital expenditure at record level
Sales increases anticipated for all brands in 2003

Munich, March 19, 2003. On the basis of the consistent implementation of its premium brand strategy in 2002, the BMW Group once again surpassed the record levels of sales, revenues and profits of the previous year. Against a background of a difficult market environment and in a phase of substantial expenditure for the launch of new models, the company completed the most successful business year in its history.

"2002 once again proved the strength of the BMW Group," said Dr. Helmut Panke, Chairman of the Board of Management of BMW AG at the Annual Accounts Press Conference on 19 March in Munich. "With the expenditures for the product and market offensive, the BMW Group is laying the foundation for the continuation of its successful development over the years to come. Provided the Iraq crisis is solved within a foreseeable period, we anticipate that all brands will achieve sales volume increases in 2003."

Capital expenditure increased by 15.0%

In 2002, the BMW Group invested euro 3,184 million in the expansion of the product range and in broadening market activities, in property, plant and equipment and intangible assets. In addition, euro 858 million of expenditure for development have been recognized as assets in accordance with IAS. The increase in capital expenditure by 15% over the previous year (euro 3,516 million) to euro 4,042 million reflects the fact that the BMW Group is now in the decisive phase of the implementation of its product and market offensive. Including development costs recognised as assets, the investment rate increased in 2002 to 9.6% and is thus above the highest rate previously recorded in 2001 (9.1%).

As in past years, the BMW Group financed capital expenditure entirely out of cash flow. The latter increased in 2002 by 4.1% to euro 4.374 million (previous year euro 4,202 million).

New record figures in sales, revenues and profits

For the first time, the BMW Group passed the sales mark of one million units with the brands BMW and MINI. A total of 1,057,344 automobiles were sold (+16.7% / previous year 905,657 units). Of these, 913,225 units were of the brand BMW (+3.7% / previous year 880,677 units) and 144,119 units of the brand MINI (previous year 24,980 units).

The BMW Group increased its total revenues in 2002 by 9.9% to the record level of euro 42,282 million (previous year euro 38,463 million). The profit before tax of the Group (profit from ordinary activities) was increased by 1.7%, achieving a record figure of euro 3,297 million (previous year euro 3,242 million). The net profit increased by 8.3% to euro 2,020 million (previous year euro 1,866 million) and thus surpassed the euro 2.0 billion mark for the first time ever.

Increased profit in all segments

All lines of business contributed to this performance. The profit from ordinary activities of the Automobile segment amounted to euro 2,883 million, 3.3% higher than in the previous year (euro 2,792 million). After adjustment for a one-off gain of euro 75 million on the sale of property, the previous year's figure was euro 2,717 million, so that the improvement was 6.1% on a comparable basis. The Motorcycles segment achieved a 1.7% increase and reported a profit from ordinary

activities of euro 60 million (2001: euro 59 million). The Financial Services segment achieved a record profit from ordinary activities of euro 422 million, an improvement of 8.2% over the previous year (euro 390 million).

Dividend proposed at level of previous year

The Board of Management and the Supervisory Board propose to the Annual General Meeting to use the inappropriate profit available for distribution in BMW AG amounting to euro 351 million to pay a dividend on the equity entitled to dividends (euro 622.2 million common stock and euro 50.6 million preference stock, each with a nominal value of euro 1) of euro 0.52 for each share of common stock and euro 0.54 for each share of preferred stock, both unchanged from the previous year.

More than 5,000 jobs created

Due to the positive business development, the BMW Group created 5,132 new jobs worldwide in 2002, mainly in development, production and sales departments. This represents an increase of 5.3%. As of 31 December 2002, the BMW Group had a workforce of 101,395 employees. After adjusting for disposals and transfers of group companies, the equivalent headcount at the end of 2001 was 96,263 employees. Some three quarters of the staff of the BMW Group are employed in Germany. Here, the workforce increased by 3,280 associates to a total of 76,143 – a plus of 4.5%.

In the year 2002, the BMW Group recruited another 370 apprentices. At present, almost 4,200 young people (+9.7%) are learning a profession with the BMW Group.

Strong growth for the BMW Group worldwide

As in the previous years, worldwide demand for the cars of the BMW Group in 2002 outpaced demand in the market as a whole as well as in the premium segments. The BMW Group was able to increase its market share in nearly all of the main automobile markets. The market with the largest sales volume remained Germany where the BMW Group was able to increase car sales by 5.0% compared to the previous year to 258,170 units, and thus continue to perform well within an overall declining market (BMW brand -2.4% to 235,149 vehicles; 23,021 vehicles of the MINI brand).

Sales of the BMW Group in other Western European countries climbed to 368,878 units, an increase of 19.7% compared to the previous year. This comprised 291,041 BMW brand cars (+1.0%) and 77,837 MINI brand cars. The BMW Group was largely unaffected by the mainly negative trends on the East European markets and achieved satisfying growth rates in that region.

The BMW Group experienced its most successful year ever in the North American market. The number of cars sold by the BMW Group in the USA in 2002 increased by 20.4% to 256,622 units, with 232,032 (+8.9%) vehicles of the BMW brand and 24,590 of the MINI brand.

The BMW Group is also still on growth course in Asia, where the sales volume increased by 28.4% to 78,436 units (BMW brand +11.0% to 67,797 vehicles, MINI brand 10,639 vehicles). In Japan, the BMW Group increased the sales volume considerably by 26.3% to 45,275 units (BMW brand -

0.7% to 35,604 vehicles; MINI brand 9,671 vehicles). Sales of the BMW Group on the rapidly growing Chinese market rose by 41.4% to 15,473 units. A further Asian market with above-average growth rates in 2002 was South Korea, where the BMW Group sold 5,101 cars and thus achieved a growth rate of 87.7%.

Brand BMW well above previous year's sales record

A total of 913,225 BMW automobiles were delivered to customers in 2002, 3.7% more than in the previous year. This growth is mainly due to the strong demand for the models of the BMW 3 Series (+5.1% to 561,249 units), the Sports Activity Vehicle BMW X5 (+22.1% to 100,906 units) and the BMW 7 Series (+63.4% to 53,504 units). With 50,961 vehicles, the sales volume of the new BMW 7 Series in the first full year of production was around 4% better than that achieved by the predecessor model in the equivalent period. In addition, 2,543 vehicles of the BMW 7 Series predecessor model were sold. At the end of June, the last BMW Z3 Roadster came off the production line at the Spartanburg plant. During the seven years of production, almost 300,000 of these vehicles were supplied to customers. The new BMW Z4 was launched on the North American market in the autumn of 2002. Up to the end of 2002, more than 3,800 vehicles of this model were delivered to customers. The BMW 5 Series achieved an above-average performance in relation to its product life cycle. Sales of 172,323 vehicles in 2002 were only 11.1% below the previous year's level.

MINI launched successfully on worldwide markets

With the MINI brand, the BMW Group has successfully established a market position for a premium car in the small car sector. A total of 144,119 MINI cars were sold worldwide in 2002, well beyond the expectations of the BMW Group. Following the successful launch in markets outside Europe, MINI brand cars are now available in more than 70 markets around the world. The development in North America is particularly pleasing. After an excellent start in 2002, the USA, with sales of 24,590 cars, has already become the second most important sales market for the MINI brand after the United Kingdom (34,715 cars).

Demand for the MINI shows a clear trend towards the more powerful engine versions and optional equipment. The MINI Cooper leads the sales-mix with a share of approximately 56% of the MINI brand sales, followed by the MINI One with nearly 26% and the MINI Cooper S, only available since the middle of 2002, with more than 18%.

BMW motorcycles with tenth successive annual sales record

The Motorcycle Segment increased its sales volume in 2002 by 8.1% and thus out-performed the previous year's record (2001: 95,327) for the tenth time in succession. A total

units/million	2002	2001	Change in %
Deliveries to customers			
Automobiles	1,057,344	905,657	+16.7
- BMW	913,225	880,677	+3.7
- MINI	144,119	24,980	+476.9
Motorcycles ¹	103,020	95,327	+8.1
Vehicle production			
Automobiles	1,090,258	946,730	+15.2
- BMW	930,221	904,335	+2.9
- MINI	160,037	42,395	+277.5
Motorcycles ¹	97,553	100,213	-2.7
Revenues	42,282	38,463	+9.9
Thereof:			
Automobiles	38,179	33,542	+13.8
Motorcycles ¹	1,130	1,059	+6.7
Financial Services	8,213	7,514	+9.3
Reconciliations	-5,240	-3,652	-43.5
Profit before tax	3,297	3,242	+1.7
Thereof:			
Automobiles	2,883	2,792	+3.3
Motorcycles ¹	60	59	+1.7
Financial Services	422	390	+8.2
Reconciliations	-68	1	-
Net profit for the year	2,020	1,866	+8.3
Earnings per share (common stock) in euro	3.00	2.78	+7.9
Earnings per share (preferred stock) in euro	3.02	2.80	+7.9
Return on sales in %	7.8	8.4	-
Capital expenditure	4,042	3,516	+15.0
Cash flow	4,374	4,202	+4.1
Workforce²	101,395	96,263	+5.3

¹ including C1

² at 31 December 2002; before adjusting for disposals and transfers of group companies, the figure was 97,275 at 31 December 2001. The increase is thus 4.2%

of 103,020 units were sold, comprising 92,599 BMW motorcycles and 10,421 BMW C1. This positive performance was particularly supported by motorcycle sales in Italy (+27.2%, 12,910 motorcycles), France (+12.8%, 8,133 motorcycles) and Spain (+18.4 %, 4,181 motorcycles). In Germany, the largest market for BMW motorcycles, a market share of over 18% was achieved in 2002. High growth rates were also achieved by the BMW Group outside Europe despite the generally negative environment in some markets.

The top selling models in 2002 were those BMW motorcycles with boxer engines, in particular, once again, the R 1150 GS of which 18,085 were delivered to customers, including the Adventure version.

Financial Services continues positive development

The Financial Services segment continued its positive development in the financial year 2002. The business volume of the segment in 2002 amounted to euro 26.5 billion, 4.7% above the previous year's level of euro 25.3 billion. In new business, 1,382,148 contracts were signed in 2002, an increase of 14.3% compared to the previous year. Overall, the

continued on page 24

Address/Telephone Changes

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

Mail it — BMW CCA
640 South Main Street, Suite 201
Greenville, SC 29601

Fax it — 864-250-0038

Email it — bmwclub@aol.com

2002 Most Successful Business Year — Continued from page 23

segment experienced a steady increase in financing contracts for new cars throughout the year. Approximately 46% of new contracts related to customer business. 641,638 contracts were signed in 2002, 18.3% more than in the previous year. In dealer financing, the number of new contracts increased by 11.0% to 740,510 contracts.

36.1% of new vehicles sold by the BMW Group worldwide were financed or leased in 2002 by the Financial Services segment.

Expansion of the product and brand portfolios

In 2003, the company will unveil more new products than ever before. The prelude to this was provided at the beginning of the year by the new Rolls-Royce Phantom. With the Rolls-Royce brand, the BMW Group has rounded off its product range in the absolute luxury segment and completed the expansion of its brand portfolio. A diesel version will be launched for the MINI brand in Europe in 2003. For the brand BMW, the new 5 Series will be launched in 2003. In addition, the BMW Z4 will be introduced in Europe and Asia and three updated BMW 3 Series versions will be launched during the first quarter of 2003. Furthermore, two new models will be presented towards the year-end, the BMW X3 and the BMW 6 Series Coupé. The BMW 5 Series Touring, the new BMW 6 Series Cabrio and the new BMW 1 Series will follow in 2004 along with other products.

By expanding the product range so significantly and increasing its market presence, particularly in the Asian region, the BMW Group is laying the foundation for continuing success. This expansion, accompanied by corresponding levels of expenditure for the future, is taking place over a comparatively short period of time and will shape the financial year 2003.

Outlook 2003

In the light of the tense global political situation, it is difficult at the beginning of 2003 to make a definite forecast about business development. Provided the Iraq crisis is solved within a foreseeable period, the BMW Group anticipates that all brands will achieve sales volume increases in 2003.

The exceptionally high level of spending on the product and market offensive mainly affects the Automobile segment, which is thus facing particularly high levels of expenditure in 2003. At group level, however, the BMW Group will strive to match the level of earnings achieved in 2002 and again prove its strength as it moves through a period of transition into a new order of magnitude.

World Debut of the BMW 760Li High Security and the BMW 330i Security

Munich, The 2003 Geneva Motor Show, March 4, 2003. The new-generation BMW 7 Series is making yet another world debut at this year's Geneva Motor Show — this time in the guise of the BMW 760Li High Security. Based on the top-of-the-range 760Li 12-cylinder, this fourth generation of BMW security vehicles complying with bullet-proof standard B6/B7 meets the highest and most demanding security requirements.

On the same occasion BMW is also presenting the 330i Security as a protection vehicle complying with the B4 bullet-proof standard. And from September 2003 the 8-cylinder BMW 745Li will also be available as a High Security model.

The BMW 760Li High Security meets the requirements of the German Federal Crime Office for security vehicles used by the German Government (B6/B7). It is therefore able to withstand even attacks with explosives or bullets of the armour-breaking 7.62x54R API caliber often used by terrorist organizations. To meet this supreme standard, the 760Li High Security has gone through elaborate firing and other tests conducted by a German bullet and firing inspection authority.

"The simple fact that the vehicle did not require any improvements or modifications...clearly underlines the high standard of BMW security technology."

The simple fact that the vehicle did not require any improvements or modifications as a result of these tests clearly underlines the high standard of BMW security technology. Indeed, ongoing development of BMW's security concept on the 760Li High Security has led to an even higher standard of protection versus the former model which as such already met the highest security standards in the market.

Integrated steel armoring of the passenger cell forms the actual "shell" of BMW's High Security and Security cars. In the new BMW 760Li High Security this shell is made up for the first time of two layers of special steel, a hard outer and a particularly tough inner layer. Forming a distinct contrast to production cars retrofitted with security features, the special features on BMW's Security cars are built by the most highly skilled craftsmen in a process parallel to the ultra-precise process of industrial standard production and are integrated in the car right from the beginning. This ensures optimum protection also of areas and cavities such as the A- and B-pillars hardly reached when retrofitting such security equipment, thus reinforcing the entire structure of the car from the very beginning and preserving the complete interior of the vehicle with hardly any intrusion or damage. And last but not least, integrated steel armoring guarantees optimum security also on potential weak points such as body joints and seams, door seams, cable openings or the transition from metal to glass elements.

Despite an increase in weight by up to one tone, BMW Security cars are everything but slow and sluggish — rather, they drive just as dynamically as a "standard" BMW. To provide this dynamic performance and handling, all relevant elements on the saloon are tailored to their specific purpose and are therefore dimensioned in accordance with the extra weight. The 12-cylinder power unit and the final drive in the 760Li High Security, for example, are modified to give the High Security 7 Series virtually the same powerful and fast accel-



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eration as the "basic" model. The only "trade off" made for this purpose is an — acceptable — reduction of the car's top speed to 210 km/h or 130 mph. And it is interesting to note in this context that BMW tests all Security cars also on the Nürburgring race track.

Top priority is given in BMW's Security cars not only to bullet-proof security, but also to driving safety. Precisely this is why these special vehicles have all the attributes of their regular production counterparts when it comes to active and passive safety. And it is also why BMW's security philosophy does not allow any concessions in terms of motoring comfort. As an example, the doors on the 760Li High Security open just as wide and generously as on the "normal" model, providing most convenient access to and exit from the car. And inside the High Security vehicle comes with virtually the same comfort features as the "regular" 7 Series, including iDrive control.

High security vehicles such as the BMW 760Li High Security effectively prevent attacks and attempts at the occupants' lives. Primarily, therefore, they are used to protect representatives of the state and government as well as high-ranking industrialists, mainly in industrialized countries in the West, in the Middle East, and in the countries of the former Soviet Union. Security cars in the B4 category, on the other hand, such as the BMW 330i Security, offer protection primarily against attempts at theft and robbery as well as other kinds of criminal action such as carjacking becoming an increasing risk in some regions. Accordingly, the armour on the BMW 330i Security is able to withstand caliber .44 magnum revolver ammunition as well as bullets fired from other handheld weapons. Vehicles of this type are often purchased for private use, for example in Latin and South America.

BMW customers purchasing a Security or High Security car obviously attach great significance to absolute discretion. Precisely this is why BMWs of this kind hardly differ at first sight from their regular production counterparts.

A further equally obvious point is absolute discretion on the groups of customers buying such vehicles as well as comprehensive service provided the world over. This service even includes BMW's own pool of approximately 40 High Security and 100 Security cars made available to the customer at short notice and at nearly any location.

It is important for BMW that Security cars do not go to the wrong people — either as new or pre-owned. This is why BMW offers purchasers of such cars a buy-back option covering Security vehicles up to 7 years old. Following a thorough technical inspection at BMW's Dingolfing Plant, where all BMW High Security cars are built in the first place, these vehicles then go into BMW's car pool or are sold as pre-owned Security cars to special, selected customers.

AAA's experts choose BMW 5 Series as 2003 Auto Guide Award Winner

Woodcliff Lake, New Jersey, March 6, 2003. The BMW 5 Series was named a AAA Auto Guide award winner in the \$35,000 - \$40,000 category. This is the second year in a row that the 5 Series has won this award, and the fifth time that AAA has awarded the 5 Series.

AAA *Auto Guide* ratings for each vehicle are based on comprehensive reviews conducted for *AAA Auto Guide: 2003 New Cars and Trucks*, an annual book of new vehicle evaluations. The book features ratings on vehicles ranging from sports cars to minivans. Each vehicle receives up to 10 points in 20 different categories for a maximum of 200 points.

Now, seven years after production first began in March, 1996, the 5 Series is still selling robustly and receiving numerous accolades from the automotive press. In 2003 alone, *Money Magazine* presented BMW with "Best Luxury Car" for the 5 Series, *Automobile Magazine* presented an All-Star award to the M5 for Best Sports Sedan, and *Wards Auto World* bestowed upon BMW the thirteenth consecutive 10-Best Engine Award for the 3.0-liter engine which powers the 530i. Further, AMES Award LLC, the auto industry's leading authority on environmental performance, heralded the 5 Series as an environmentally safe 2003 model year product. In a recent *Car and Driver* comparison test of seven similarly-priced and equipped semi-luxury four-door cars, the BMW 530i finished second, even though it is the oldest of the seven cars in the comparison.

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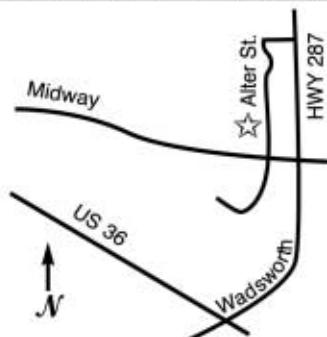
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2003 Left Coast 8-Fest

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

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 5-11.

Second Annual The Longest Day Driving School

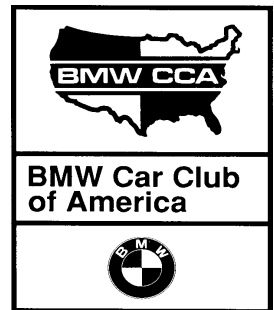
- When: June 28-29, 2003
- Where: Mid-America Motorplex (Pacific Junction, IA – 20 minutes from Omaha, NE)
- Register by: May 28, 2003

For more information or to register, visit: www.bmwia.org
Contact Dana Schrader 515-254-1818 or d-schrader@mchsi.com

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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

Adler	Shane	Longmont	1986	535i	
Allen	Mark	Colorado Springs			
Armstrong	Judy	Englewood	1999	540i	
Bach	Thomas	Littleton	2002	325Xi	
Beezley	John	Mancos	1974	2002	1976 2002
Bleistein	Norman	Englewood	1999	540i	
Eudy	Dale/Kathy	Littleton	1997	740iL	
Farrell	Bruce	Fort Collins	2002	325Xi	
Fischer	David	Arvada	2003	325Xi	1995 318iS
Gackle	Dean	Littleton	2001	540ia	
Gebhardt	Matthew/Michael	Colorado Springs	2003	M3	
Gutierrez	Juan	Boulder	1998	Z3	1969 2002
Hagel	James	Broomfield	1994	325iS	
Hammock	Chris	Highlands Ranch	2000	323i	
Harvey	Terry	Broomfield	2001	330Xi	
Horianopoulos	Nick	Aurora	2000	328Ci	1989 325i
Howard	Lucas	Fort Collins	1985	318i	1992 325i
Howard	K. Mason	Littleton	2003	X5	
Kane	Stephanie	Mancos	1974	2002	1976 2002
Kathe	Arthur/Pauline	Erie	1969	2002	
Kaufman	Amber	Denver	1993	325iS	
Klein	James	Colorado Springs	2003	330Ci	
Kuipers	Brian	Fort Collins	1998	M3	
Lightenburger	Kerry	Boulder	1990	525i	
Macaluso	Christina	Highlands Ranch	2000	323i	
McCleneghan	Barbara	Breckenridge	1997	Z3	
Richter	Jonathan/Nancy	Arvada	2000	528iTA	
Shankle	Micah	Denver	1996	M3	
Sheppard	Jeff	Evergreen			
Shoemaker	Eric	Littleton	1993	325i	
Siemann	Paul	Littleton	1997	740i	2002 X5
Silver	Graham	Littleton	1986	325iX	
Tomazin	Thomas	Englewood	2001	540ia	
Vigil	Louie	Broomfield	1987	E30	
Warner	Renata	Aurora	2000	328Ci	1989 325i
Yagi	Eric	Arvada	1998	540i	

Rocky Mountain Chapter BMW Car Club of America

Members At Large

Colorado Springs
Bill Young 719.599.0011
Durango/Montrose
Steve Rogers 970.247.9270
Ft. Collins/Greeley
Gary Odehnal 970.223.2818

Colorado Motorsports Liaison

Todd Eyster 303.932.6899

SCCA Liaison

Gregg Ten Eyck 303.449.6194

Dealer Liaisons

CO'S
Brian Bowden 970.282.9186
GEBHARDT
Doug Grande 720.352.1308
MURRAY
Paul Schultz 303.690.1943
SCHOMP
Ian Wendt 303.703.8284
Tim Jones 303.946.4588
WINSLOW
Zita Quentin 719.282.9593

CARS FOR SALE

2003 M3 coupe VIN WBSBL93493JR19165 Imola red/Black leather, 6K miles, 6-speed, bi-xenons, Harman/Kardon, M mats and M plate frame, garaged, non-smoker, always hand-washed and Zymol-waxed, never seen rain or snow \$49,000. Call Dan 720-256-8060 or dhowell1027@yahoo.com #188784 (6/03)

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, \$54,000. Call Alan 303-347-9688 or 303-587-5680, #191775 (6/03)

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 (6/03)



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 (6/03)

1998 M3 Bright Red/Black, 5 spd., 56K, moon roof, 6 disk CD changer, full power interior, garaged, nonsmoker, no dings, dents or scratches, flawless condition, Full Dinan S3 package, supercharged, RMS Intercooler, 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)



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 c2137@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)

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)

1991 535 Champagne/tan, 5-spd, 160k miles, ltd slip, nearly perfect \$6450 OBO. Call Walter 719-329-1922 #58510 (6/03)

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

1990 535 Red/black, 175k miles, 5-spd, new brakes, rotors, shocks, ltd slip, no rust, accidents, some scratches, very reliable \$5450 OBO. Call Walter 719-329-1922 #58510 (6/03)

1989 325iC convertible White/Blue w/dark blue top, 5-spd. One owner car with 111,000 miles, leather, AC, in good condition, no dings, 2 sets of wheels, major service completed; always garaged; non smoker. 303-758-1466 or slindemann13@att.net #87270 (8/03)

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 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 (6/03)

1986 944 Turbo, Charcoal/black, 102k miles, new clutch, belts, rotors/pads, windshield, sony cd factory racing seats, alarm, no rust, very reliable, needs some paint/minor fender repairs, \$5450 OBO. Call Walter 719-329-1922 #58510 (6/03)



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! Garaged, records available! \$3300 Call Glen 970-493-2187 or glen_leinbach@agilent.com #289027 (6/03)

1970 2800CS VIN 2203435 (Euro) Silver/Black, 4 speed, 3rd owner. Needs some TLC, but runs great with newer Goodyear tires. Killin' 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 jp308gtb@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 (6/03)

Want your 325 to look like a 330? (4) BMW 330Ci OEM wh1eels 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@rtp.ppd.com #195480 (6/03)

(4) Nokian Hakapeliittas 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 phsieber@aol.com #121014 (6/03)

E36 Wheels p/n 1182608, style 27, asking \$350. Call Rich 970-461-8604 or rfk318@earthlink.net #117404 (6/03)

PARTS

2002 parts: engine complete; heads, crank shafts, electrical, perfect '74 dash, tail lights, etc. Call Walter 719-329-1922 #58510 (6/03)

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 (6/03)

BMW 1600 Race engine, professionally built, balanced & blueprinted. New Venolia pistons with Deves rings. New valves, rocker shafts, timing chain, cam sprocket, tensioner, oil pump, water pump and motor mounts. The crank, flywheel and clutch have been upgraded to 320i. 121TI head with 301 Norris cam. Vintage legal. Zero hours. Trades considered. Ed Haynes (303)589-8715, #179550 (6/03)

1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ Bimmerswap.com #119538 (6/03)

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 (6/03)

MISCELLANEOUS



Baby needs new shoes! Actually, the boss needs a new truck. It's time for Bimmer Haus Performance to retire its trusty 1997 GMC 3500 as the new Duramax dually has arrived. There's a little bit of history in with this truck — it was used by TC Kline Racing to tow their two Touring Cars

the year they won the North American Touring Car Championship in 1998. It was then sold to current owner, Bob Tunnell, who used it to tow race cars to numerous Solo II and ProSolo Championships. It's a 1-ton dually chassis with a 454 gas motor, white crew cab body with blue leather interior, and it's loaded with options. It has 160k on the odometer, has been professionally maintained since new, has new brakes all around, the diff was rebuilt in 8/02, and the front suspension has been completely rebuilt within the last 60 days. It is fitted for both a tag or gooseneck trailer and pulls a 10,000-pound load easily. I will also include a 1985 24' dual axle enclosed Pace race car trailer. The trailer is an oldie, but a goodie with white body, new wheels and tires, and has lots of room for storage under the front mounted workbench. Both are available immediately. Asking \$14,000 for the truck, \$3,000 for the trailer, or will sell both for \$15,000. (Will sell truck separately, but not trailer until after truck is sold.) For full details and color photo visit www.BimmerHaus.com/truck.html. Contact Bob toll free at 1.866.DAS.HAUS or BobT@BimmerHaus.com.

1981 R65 BMW motorcycle, beautiful red bike with only 17.5K miles. Well maintained garage queen with a new rear tire \$2250. Call Rod Johnson 303-933-0486 or johnsonhotrod@aol.com #144845 (6/03)

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, Nostalgalia Racing, PCA, BMWCCA and SCCA. Call Bruce 303-762-8448 #42740 (6/03)

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

For rent: a week at a condo in Orlando during 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.

MAY**activities calendar**

- 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
Leslie Jenkins - Registrar 303.671.6131**
- 3 Sat **Driving School Dinner, Gateway to the Rockies, Aurora, Social 6:30 PM
Dinner 7:15 PM, Leslie Jenkins**
- 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 12**
- 20 Tue **Sonic Bimmer Burger Night, Loveland Sonic Burger
Candy Wall, Coordinator, Details Page 10**
- 31 Sat **Autocross School, Coors Field 2001 Blake Street, Denver, Colorado
Autocross Committee, Details Page 10**

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 Page 10**
- 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 11**
- 21 Sat **Meet & Greet New Members Picnic / Swap Meet
Darlene Doran & Leslie Jenkins, Coordinators, Details Page 10**
- 28 Sat **Bimmer Haus Performance Autocross Series, Coors Field, Denver Colorado
Autocross Committee, Details Page 10**
- 28 Sat **CECA, State Patrol Track, More info Bill Miller 303.421.3009**

JULY

- 1 Tue **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR AUGUST ISSUE**
- 9 Wed * **Business Meeting, Kavyo's, Aurora 303.326.0924 for directions**
- 20 Sun **Bimmer Haus Performance Autocross Series, Coors Field, Denver, Colorado
Autocross Committee, Details in June issue**
- 26 Sat **Autosport Werks Tech Session, 460 Alter Street, Broomfield 303.460.9900
Grant Lipsky, Coordinator, Details in June issue**

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

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

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