

Rocky Mountain Chapter · BMW Car Club of America

motorsport



R E P O R T

July 2003
Vol. 28, No. 7



Spring Fling 2003

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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*

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Saturday, June 28, 2003
Autocross Committee, Details Page 7

SONIC BIMMER BURGER NIGHT GOLDEN

Saturday, July 12, 2003
Bob Sutterfield, Coordinator - Details Page 9

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, July 20, 2003
Autocross Committee - Details Page 7

SONIC BIMMER BURGER NIGHT DENVER

Tuesday, July 22, 2003
Leslie Jenkins, Coordinator - Details Page 9

TECH SESSION AUTOSPORT WERKS

Saturday, July 26, 2003
10:00 AM to 2:00 PM - Details Page 7

ON THE HORIZON IN AUGUST & SEPTEMBER

BOONDOCKS

Saturday, August 2, 2003
Darlene Irvin, Coordinator - Details Page 9

SONIC BIMMER BURGER NIGHT PARKER

Saturday, August 16, 2003
Bob Sutterfield, Coordinator - Details Page 7

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, August 24, 2003
Autocross Committee - Details Page 7

RED DOLLY CASINO NIGHT

Saturday, September 13, 2003
Dawn Putaturo, Coordinator - Details Page 13

FALL DRIVE

Saturday, September 20, 2003
Alex April & Rick Viehdorfer, Coordinators,
Details in August Issue

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Saturday, September 27, 2003
Autocross Committee - Details Page 7

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"Run for Your Life!"

Those were the words of advice, indelibly etched in my memory, spoken by long-time club member and dedicated chapter servant, Bruce Hazard, when I first asked him whether I should seriously consider running for the office of President. Now, two years later, I've come to appreciate the meaning and value of his (only slightly tongue-in-cheek) words of wisdom. Bruce is one of those pillars at the foundation of the Rocky Mountain Chapter, having served in a wide variety of roles over the years, up to and including co-chairing (along with another veteran club member and current BMW CCA South-Central Region Vice-President, Fred Iacino) Oktoberfest last year in Keystone. Did you know that was the *fourth time* these two gentlemen had volunteered to organize an O'fest event here in Colorado? One might conclude that either they're gluttons for punishment — no one said putting on an O'fest is easy — or maybe, just maybe, it's gratifying, as well as a great deal of fun?

My own experience bears this out. While it's *not* always easy or comfortable exercising the responsibilities and duties of President, I have grown to appreciate the satisfaction of working with fellow club members at all levels, especially with a board that is as competent as anyone has a right to expect. I continue

to be deeply impressed by, and respectful of, the numerous contributions made by all the *volunteers* that comprise this club. And as they have increased in stature and admiration in the eyes of their fellow club members — myself included — so has the sense of shared goals been realized and the friendships deepened. What more could one ask for?

Well, to put it simply, more candidates! The election this Fall is for the positions of President and Vice-President; in alternating years we elect a Treasurer and Secretary. All elected board positions are two-year terms (there are two additional voting positions on the board; the newsletter editor and the immediate past president). The club always benefits from the infusion of fresh ideas, new proposals to how we can do things better, and friendly debate. It is the willing participation of club members who want to get more involved, give something back in return for all that the club does, or renew the commitment to good friends, good fun, education, and community service that make this club what it is. My personal commitment is to the betterment of the club, whether as President or as a member of the team that keeps everything working so smoothly and efficiently. These good men and women are the life blood of the club. So, if you feel as I do, then run for your life!

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3/04

ponderings from the editor

by Darlene Doran

MotorSportEditor@speakeasy.net

RALPH SCHOMP SPRING DRIVING SCHOOL

I want to say thank you to **John Fornarola, Gary Mayer, Alain van der Heide, Mark Doran, Graeme Weston-Lewis, Bob Sutterfield, Cliff Lawson, Bruce Hazard, Jerry Hodges, Fred Iacino, LeeAnne Jordan, Kevin Andrew, Jay Bergan, Brian Bowden, Rob Coe, Andrew Colfelt, John Coulam, Gordon Haines, Mark Irvin, Andrew Jordan, Steve Lawless, Jim Leithauser, Bill Little, Pete Myers, Bruce Mock, Dennis Nappier, Derk Rogers, Bill Schaefer, James Stiehr, Dave Tooley, Sheridan White, Steve Williams, Andy Peavy, Leila Vale, Kyle Popejoy, Steve Hamilton, Chris Roth and Dave Walker** for taking time out of their weekend whether for Saturday and/or Sunday, to participate as Spring Driving School Instructors, Safety Steward, etc. All of you have done a tremendous job and I applaud you. ☺

Cliff Lawson — you did a fantastic job as “Chief Instructor”. No one would have EVER known this was your first driving school in that position; you have filled Steve’s shoes nicely. ☺

Andrew Jordan — this was your first driving school as “Safety Steward” and I was impressed. Bruce, you had better keep your eyes on Andrew. ☺

Doug Gordon and Leslie Jenkins — our Web Master extraordinaire and Registrar. Thanks for the many hours you two devoted behind the scenes so that this event could be using 21st century technology. It was trial by fire, so the Fall Driving School should be a piece of cake...right?

I especially want to say thank you to the individuals who helped me with the Driving School check-in on **both** Saturday and Sunday: **Alan Warner, Mike Beyer, Janet Kiyota and Kavyo**. This was a great sacrifice and greatly appreciated. I want to thank **Alex April** and **Geoff Patterson** for helping on Saturday; **Matt Langbauer, Dee Raisl** and **Kathy Ambrose** for helping on Sunday. A big thanks goes to **Kavyo, Andy Sutterfield** and **Dave Tooley** for manning the check-in trailer for Saturday and **Phil Couch**, for Sunday. All of you made check-in go very smoothly. I couldn’t have done it without you. Thanks again ☺

I also want to express my sincere thanks to the newbie driving school students (**Mike Beyer, Frank Delmonte, Matt Langbauer** and **Chris Wand**) who volunteered (with a little nagging ☺) to write an article for this issue of the *MotorSport Report* about their experiences. You guys are the best. ☺ You make my job as the editor so much easier.

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the July issue of the *MotorSport Report*: **Jud Spencer** for his Car of the Month article and photos, which won **CAR OF THE YEAR**; **Geoff Patterson** for his MINI Korner article and photos; **Dennis**

Nappier for his “Remembering the E30” article and photos; **Bob Sutterfield** for coordinating the Golden Sonic Bimmer Burger Night and Parker Sonic Bimmer Burger Night and his articles (Bob, we have made you our permanent SBBN coordinator ☺); **Leslie Jenkins** for coordinating the Denver Sonic Bimmer Burger Night and her article; **Autosport Werks** for hosting a Summer Tech Session and their article; **Darlene Irvin** for coordinating the Boondocks Fun Day and her article; **Gary Odehnal** for coordinating the Spring Drive — great job Gary ☺; **Cliff Lawson** for his Chief Instructor article; **Alan van der Heide, Bob Sutterfield, LeeAnne Jordan, Mark Irvin** and **Kyle Popejoy** for their First Experience as an Instructor paragraphs; **Doug Gordon, Jeff Sherrard, Brad Marks, Doug Bartlett, Doug Grande, Bruce Mock, Frank Delmonte, David Cornell, Richard Miller, Matt Langbauer, and Mark Irvin** for their Driving School Thanks; **Mike Beyer** for his “Why Did I Wait So Long?” article; **Frank Delmonte** for his “What’s My Line?” article; **Matt Langbauer** for his “The Line, The Line, The Line” article; **Chris Wand** for his “Perma-Grin at 2nd Creek Raceway” article; **Andrew Jordon** for his “Well Done Drivers” article; **Rick Viehdorfer, Matt Langbauer, Kyle Popejoy, Dan Mazzeo, Lucas Howard, Nick Horianopoulos, Perry Mullhaupt, Stephen Kohn, Alex April, Dave Esler** and **Gary Odehnal** for their Spring Drive Thanks; **Ken Hammack** for his “What A Scenic Spring Drive” article; **Kyle Popejoy** and **Perry Mullhaupt** for their Spring Drive photos; 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!!

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.

car of the year!

The July Car of the Month was voted our **Car of the Year**, and belongs to Jud Spencer of Denver, Colorado.

Jud's car is a rare 1994 BMW 850CSi. This grand touring M car is completely stock. The car was manufactured February 1, 1994 with a production #63 of only 216 delivered to North America 1994-95. The car was leased to a Fortune 500 CEO via Baron BMW, Merriam, KS, May 10, 1994. This 850CSi is subsequent to lease expiration in 1998, the owner of Baron BMW bought the car and spared no expense in restoring the 850CSi to new condition. From 1998 to September 2000, this 850CSi became a showroom magnet for Baron BMW. With a new 2001 BMW Z8 looming in the background for the dealer owner, the 850CSi was reluctantly put up for sale. I purchased the car September 2000, and from what I hear, the dealer owner still misses the car!

The 850CSi comes equipped with a 380hp 5.4-liter V-12 engine, 6spd manual transmission, and all the M goodies. At nearly two tons in weight, the 850CSi can go 0-60 in under 6 seconds. It has a two-tone gray leather interior and "real" cherry wood throughout. When the original 8 Series was introduced in 1989 at the Frankfurt Auto Show, every conceivable technology was implemented, including the first application of a 'multiplexing' electrical system (think Local Area Network for a car), drive-by-wire acceleration, and voice activated telephony. Many of the innovations from the 8 Series are now commonplace today within BMWs. The 850CSi included additional innovations such as AHK (4-wheel steering — Europe only), ultra responsive speed sensitive steering, and improved multi-link integral rear suspension.

One nifty innovation all 8 Series has is the 'automatic' window roll up feature when the car hits 90 mph. This safety feature was designed to discourage having one's windows down while cruising at autobahn speeds in excess of 100 mph.

Jud's 850CSi is only one of two in the USA that was special ordered in Mauritius Blue (\$1650 option). It has only traveled 34k miles. The delivered total cost was \$103K (or in Y2002 currency: \$122K). There are three known Colorado-registered 850CSi's. This is one of two 8 Series cars Jud owns (the other is a 1991 850i 6pd manual 16k miles black/black...and it has an interesting local history — delivered new at Gebhardt BMW 02/07/1992). He's a devoted 8 Series fan and is part of a worldwide owners group that is devoted to the preservation and enjoyment of the 8 Series.

Many BMW 8 Series fans thought this special M edition of the twelve-cylinder coupe should have been called the M8,



Jud Spencer's 1994 850CSi

as BMW Motorsport took full charge of its development. BMW Motorsport list the BMW 850CSi as one of the seven M classic cars.

At this year's O'Fest 2002, Jud is organizing a small contingent of 8 Series owners to participate at O'Fest/Key-stone. At least ten owners have committed driving to Colorado for the event, including a very very special EURO 850CSi that has the unique AHK (four wheel steering).

Jud's philosophy is that everyone should own a V12 at least once in his or her life.

Interested in a purchasing an 8 Series? Do check with Jud. He maintains one of the most extensive background collections on the history of 8 Series, including pre-purchase inspection lists. Jud can be reached at jud@judspencer.com.



CAR OF THE MONTH

Car of the Month is a series in which Club members will have a chance to showcase their pride and joy in the **MotorSport Report**. Our membership will see the variety of BMWs and the level of personalization that makes each car unique.

Each month throughout the year we will feature a "Car of the Month". Any car owned by a Chapter member is eligible. Just send several photos (they will be returned to you) of your car, along with a written description about the vehicle. But wait, there's more! In the February issue you will find a ballot to choose from the 10 Cars of the Month, and a Car of the Year will be announced in a future issue.



upcoming events

be there!

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: Saturday, June 28, 2003, Sunday, July 20, 2003 and Saturday, September 27, 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.

Autosport Werks Tech Session

On Saturday, July 26, 2003 from 10 AM to 2 PM, *Autosport Werks* will be hosting a summer Tech Session for car enthusiasts who would like to learn how to check and maintain their cabin micro filters, air conditioning, and cooling system. We will also be showing you in detail what is included in a standard BMW Inspection II.

Registration is limited so call 303-460-9900 or email grant@autosportwerks.com to guarantee your spot for this informative tech session. If you have any questions, please do not hesitate to call the shop.

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, August 24, 2003

Location: Colorado Springs World Arena – 3185 Venetucci Boulevard, Colorado Springs, CO

Directions: From I-25 North or South, take exit 138 (Lake Avenue) west to Highway 87, south on Highway 87 to World Arena

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.

Parker Sonic Bimmer Burger Night

Date: Saturday, August 16, 2003

Time: 5:00PM - 8:00PM

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

Where: Parker Sonic Drive-In
16538 Keystone Boulevard
Parker, Colorado 80134
720-851-8879

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

Go to www.sonicdrivein.com for directions.

by Geoff Patterson

MINI MINIAC

A tale of two cars...one a 4 door small family cruiser, the other, a small 2 door no family cruiser. The test was how functional would a new MINI be for a family of four (two boys reaching 6 feet) and on the track during a Driving School. You've probably already heard that the new MINI Cooper S appears to be dominating the CS class at our local autocrosses, but would it hold its own and be as much fun on a track versus a 97 328i with the sport package. Rules of engagement: absolutely stock right down to the tires.

The 328i is a great car, wonderful cruising on the interstates, moving the family around and good on the track. A smooth and highly capable car, but it always seemed to be missing something. It was hard to put your finger on, but even after the most spirited drive...something was lacking. I first noticed it when I moved from an E30 to an E36, both great cars, but there was something lost in the transition between the cars. I originally chalked it up to my perception and being unfamiliar with the new car. I had driven my trusty E30 over some of the finest roads Europe had to offer, but had only driven the E36 in

the U.S. Maybe it was the ability to drive without the fear of the local sheriff making me his next mark. That's when I decided to test drive a MINI Cooper S.



Geoff and Diana's new MINI

I called Ralph Schomp and scheduled a test drive and managed to drag along a willing co-worker to help me put it through the paces.

We showed up on the day of the test drive a little early, perhaps we were anxious, perhaps I misjudged the traffic between Colorado Springs and Littleton, or perhaps I just drove like a bat out of hell because I was anticipating the drive. Our salesperson arrived fresh from lunch, after the pleasantries, I apologized in advance in case I caused any gastronomical distress as a result of the drive. Our chariot awaited, all three of us climbed in and off we went. After a brief orientation with the vehicle and allowing it to warm up, I requested a nice twisty stretch of road to try and stretch its legs. I was immediately impressed with the power exhibited by this little 1.6 liter engine with three adults on board. Especially once the supercharger starts to kick in, woohoo! What an amazing rush.☺ The salesperson was a real trooper throughout the drive, the only whine I heard came from the engine and not the back seat. We got back and found a Cooper S waiting for me on the showroom floor with no waiting.

So, we were off to our first Driving School in May 2003. It confirmed my suspicions; this car is amazing to drive. Never before have I had instructors fighting over the right seat of the car. Once I started to settle down and get into the rhythm of the track, the fun really started. It is a tight little go-kart that is

an absolute blast to drive. As my wife and I progressed through the day, we talked about what was significantly different between the two cars. Our decision was that while the 3er was a very capable car, the MINI has something more. Whether you call it character, soul or whatever, it's an amazing car to drive. How to describe it? Remember when you were newly licensed and every opportunity to drive was eagerly anticipated? Even a short drive to the store was jumped at. Well, that level of excitement has returned. Even a short drive becomes a celebrated event — so much, that after three months of ownership the car has over 10,000 miles on it and a high quotient of smiles per gallon. By the way, it really does fit a family of four...luggage is optional.



Geoff and Diana Patterson's 1997 328i

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3/04

upcoming events

come join the fun!

Denver Sonic Bimmer Burger Night

Date: Tuesday, July 22, 2003

Time: 5 PM – 8 PM

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

Where: Denver Sonic Drive-In
7739 E. Iliff Avenue
Denver, Colorado
(303) 283-9598

Bonus — FREE drinks!!

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

The drive-in is on Iliff, just east of Quebec. For maps to this and all other Sonic drive-ins, follow these Internet directions:

Go to www.sonicdrivein.com

Click on "Sonic Locator"

Click on "Try our clickable locator map" at the upper right of screen

Click on Colorado in map of USA

Scroll down to bottom of page, click on "Next 10"

Again, scroll down to bottom of page, click on "Next 10"

Scroll down and at listing #21, click "map"

Golden Sonic Bimmer Burger Night

Date: Saturday, July 12, 2003

Time: 5:00 PM - 8:00 PM

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

Where: Golden Sonic Drive-In
17191 South Golden Road
Golden, CO
303-279-2859

Ask the carhop for a "Cruise-In Special" coupon – Burger, Fries & Drink for \$2.99

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

I-25 to 6th Avenue, west on 6th Avenue approximately 10 miles to Ulysses Street, north on Ulysses to South Golden Road Sonic Drive-In.



Boondocks Fun Day

by Darlene Irvin

Join your fellow Bimmer nuts for a day of great fun at Boondocks Fun Center, Saturday, August 2nd from 9 AM until you're exhausted. The admission for adults is only \$19.75 and \$13.75 for children under 8 years of age, which includes the following unlimited attractions. Rev up for some serious fun! Test your driving skills on the state-of-the-art go-kart tracks. Little ones...the kiddie's track is just for you! Always wanted to try Laser Tag the ultimate laser action game? Come experience an adrenaline pumping, heart pounding and exciting action game that you will want to play over and over. We'll get teams together once we're there to make it even more fun and challenging. Bump and splash under the arch in the bumper boat pond. What a way to cool off on a hot summer day. If you prefer to take it easy for a while, why not play a round of miniature golf? Putt through caves and over bridges on the 36 challenging holes. Try each of the 18-hole courses - Hillbilly Hollow and Cavern Mill. Go inside and enjoy the huge arcade with over 100 of the hottest video games! Your admission price of \$19.75 includes 10 tokens and the \$13.75 admission price includes 30 game tokens. If you get hungry they have a cafe with something to please everyone. Young and old alike are sure to have a great time. Please RSVP to Darlene Irvin at 303-425-5604 by July 31, 2003.



It's wheel-to-wheel racing without the consequences.

remembering the E30

by Dennis Nappier

"Baby" - My E30 M3 Experience

The curse began when I was twelve, during the annual sixth grade school field trip to the North St. Louis Corvette plant. It was 1965, and also the second year my Dad took my brothers and me to Indy for the time trials.... Jimmy Clark & Dan Gurney in the Lotuses, and AJ & Parnelli still were driving the Offy Roadsters. I was hooked, and the label stuck — motor head, gear head, car-nut, whatever! I raced go-karts in my teens, drove a 1967 Alfa Romeo Guilia Sprint GT, then when I turned 25 and could afford the insurance, bought my 6th grade dream car, a 1967 Corvette Stingray Coupe, Marlboro Maroon beauty.

In 1989, after twelve years of 350hp/327ci, no AC and noisy side pipes, I sold the Stingray for nearly 4X what I paid for it. (Remember how crazy Corvette prices inflated?) By now I was married with children, and had convinced Gretchen that a 1983 Porsche 911 Cabriolet would be much more practical with the back seat for our 1 year old son's car seat...and it had AC and power window luxury.

I started SCCA Solo autocrossing every weekend in the 911 A Stock class. John Phillippe was my mentor and the AS National Solo Champ, so I was proud to come in second in the local club! John was sponsored by Bridgestone, so he sold me



all of his one-track use 225/50/15 Potenza RE71-R compound tires for \$15 each, and gave me driving tips — great guy! I joined the Porsche club, and was introduced to BMW CCA driving schools, which at that time in St. Louis were co-inhabited by Porsches and BMWs (1990).

As a sales representative for Siemens Medical, I felt pretty confident surrounded by German car technology, but decided I needed it daily on my sales route through the Missouri back

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WheelWax is available via the Internet at www.wheelwax.com for only \$15 delivered to your door and comes with a money back guarantee. Or call 970.871.0139 to order factory direct.

10/03

remembering the E30

roads of my territory. I sought and bought a 1986 BMW 524td, and promptly took it to the next BMW CCA Driving School. Once you wound up that turbo, and got the line, I “smoked” a few 318s and 325s at Mid-America Gateway! It may have been the first and last time a BMW diesel was tracked. You don’t want to smell it!

I DIGRESS...WHAT ABOUT THE E30 M3?

By now, I was a local hot shoe on the track in my 911 (yes, they allowed convertibles then), when a hot new sled hit the track scene. I drove one of the quickest Porsche cars, and this new car was suddenly dusting everything including the **turbo** 911. It was Henna Red, and everyone wanted to pile in for the thrill ride! I still have a vivid memory of this ugly colored car filled with five grinning helmets, grooving the track. What? A four cylinder...and it was *blistering* the track! I *had* to get one, and the 911 was quickly for sale. After four years of TLC ownership, I was able to sell the 911 Cab for the same as I paid, \$25K. She was a pristine beauty! Did you ever wish you had every car you ever owned in some big fantasy garage? I do, and my *dream* has my very own private racetrack to go with it!

SEARCH FOR “BABY”...

I knew exactly what I needed, wanted, and scoured the want ads daily (no eBay in 1992). Then I saw the ad: 1988 White BMW M3, 56k miles, one owner! I called in a heartbeat, got there, and it was sold, but...it was “sold” to a kid with suspect financing. The owner was asking \$17K, and had his heart set on the new T-bird, because it looked like the BMW 850! He called me three days later desperate, since the T-bird was delivered and the kid’s financing fell through. I got it for \$13,500 and I was one happy camper. The dealer just put on new rotors under warranty, fixed a little rust spot on the cowl and put in a new windshield in the process.

The following March at Gateway Tech, I purchased a performance chip from Pete McHenry of BMW Engine Swap Fame, and put in the 1989 upgrade intake, K&N, and the exhaust cam gear upgrade.

If you have ever learned to drive a 911 on the racetrack, you can appreciate the fear of letting off the throttle in the middle of a turn when you’re hot into it, and it feels like the rear end may come around. The first time I was in my M3, it was a wonder car! I was back in my teens again in my go-kart! It was difficult to make a mistake, since you could correct any mistake mid-turn, throttle steer, and above all...the brakes were unlike anything I have ever experienced. I learned to late brake in my M3, and discovered how to appreciate the importance of braking vs. speed/horsepower on the track. I really, *really*, loved this car. BMWs rule...Porsche’s drool! I drove it in my sales territory, and may have the speed record on I-70 (Columbia to St. Louis, MO). I drove the 524td from MO to CO when we moved here in 1994 (34 mpg). “Baby” was carefully shipped; along with about 16 of those tires John sold me for the 911 (Bridgestone RE71-R). They fit perfectly on the 15x7 BMW-BBS factory wheels for the E30 M3.

After transferring to RMC BMW CCA, I enrolled in the Driving School at 2nd Creek. In St. Louis I was in the “A”



Dennis’ 1988 “Baby” girl

group, and did not want to start over in Denver, so I requested a check out drive with an instructor. I was fortunate to be assigned to my now good friend and colleague, Gordon Haines. We did a few warm up laps, and then after being taught the line by Gordon, did a few hot laps, Yee Ha and Yee Haws, on this great little track! I was surprised and pleased when Gordon told me I was in “A”, but then asked if I would consider being an instructor. I have made a ton of good friends, and have had great experiences as a BMW CCA instructor thanks to my “Baby”!

Now, you may wonder why I refer to this car as “Baby?” Gretchen, my wife, christened her Baby, since she got a lot of attention from me (washing, waxing, maintenance, etc.), and we have two boys, so “Baby” was my girl! For those in the club, and some of my instructor colleagues who recall this beautiful E30 M3, she was pristine, white, no dings, with a spotless tan leather interior. I told a few club members I was thinking about selling, and going to an E36 M3, and without any ads, got a call and sold her July 1999 for \$13K at 114k miles. She was a great companion, and provided one hell of a lot of fun for 58k miles and \$500!

I’ve owned five different BMWs and a bunch of other cool cars, but, if you recall what I said earlier about wanting to keep them all in that big fantasy garage with my very own private track...“Baby” would be in parking spot A-1.

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.

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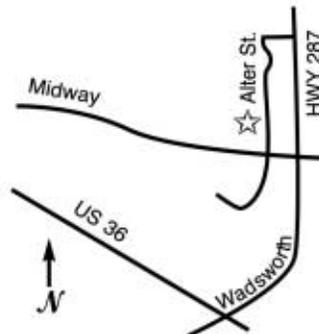
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upcoming event

by Dawn Putaturo

Join the Fun at The Red Dolly Casino

Saturday September 13, 2003

This Road Trip comes complete with a "designated driver". Your **\$10** contribution includes a bus ride to and from The Red Dolly Casino in Black Hawk, and an evening of fun and winnings!

Four hours of fun and gaming await us at the Casino. Upon arriving at the Casino, you receive a temporary player SLOT card (sorry, no live blackjack or poker tables). Insert the card into the slot machine each time you play. After you have earned only 50 points on your temporary card, you can go to the Winners Club booth with your valid ID or driver's license, to claim your **freebies** and a permanent Winners Club Card. Freebie vouchers are redeemable for **\$5 cash, and restaurant values up to \$6.95!** You receive **FREE DRINKS** while actively playing. Use your permanent Winners Club Card each time you visit the Casino and accumulate points that can be redeemed for cash and restaurant vouchers each time you achieve certain point levels. Drawings for door prizes will occur on the ride home.

We will meet at the parking lot of the Kinder Morgan building (370 Van Gordon St., Lakewood) at **4:45 pm (bus departs 5:00 pm) on Saturday, September 13**, for the short ride to Black Hawk. The bus is dedicated to our group for the evening, so you'll be able to leave your coats and coolers on

the bus while you are gambling. The bus will leave the Casino at 10:00 pm for the return trip to Lakewood.

Don't miss out on the winnings! Space is limited to 46, so send your reservation and check now for you and a friend (but not later than Sept. 5). You must be 21 years of age to board the bus.

Cost: **\$10.00**. Make checks payable to: **RMC BMW CCA**
Mail by Sept. 5 to: Dawn Putaturo, 8041 S. Marshall Court, Littleton, CO 80128

Bus pick-up and return: The Kinder Morgan building is located at 370 Van Gordon St. in Lakewood; the parking area is to the north of building. The nearest major intersection is 6th and Union/Simms, or call Dawn Putaturo at 303-979-8030 for more information.

Proceeds from the bus cost will be donated to a local charity. Come out and join us on September 13!

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12/03

it's election time again!!

Election time is coming in November. Under the Chapter's staggered set of two-year terms, the positions up for election this year are **President** and **Vice President**. Regardless of whether incumbents wish to run for re-election, it is imperative under a democratic system of electing officers that all interested candidates are encouraged and given the opportunity to run for office. If you have ever considered offering your time to help run your club, please give serious thought to candidacy. You can announce your interest in a position to our Editor, Darlene Doran, listed in the *MotorSport Report*.

It's healthy for the Chapter to have multiple candidates vie for a position on the Board because it offers the membership a choice of ideas and direction. Even victors take note of competing campaign platforms where interest is high in an effort to attract greater support. Are you getting the idea? We want your candidacy.

The time is now for you to run for office. This will give you a chance to present your ideas to the club membership. We continue to grow, with our current membership at approximately 1600 members.

It would be good for those of you interested to announce your candidacy soon, so that you can present your campaign in an article in the *MotorSport Report* before the election. Campaign articles will be published in the September, October and November issues of the *MotorSport Report*. Campaign articles must be submitted to Darlene Doran by the 1st of

August, 2003. Please write a small autobiography about yourself and why you would be a good Chapter President or Vice President.

Pursuant to the Chapter Bylaws below are the duties of the President and Vice President.

President shall be the chief executive officer of The Chapter and shall:

1. Preside at all meetings.
2. Supervise the general functioning of the Chapter.
3. Call meetings of the membership or Board of Directors as conditions warrant.
4. Provide an annual report to the membership on The Chapter's activities and financial health.
5. Shall sign checks for disbursements authorized by the Board of Directors.
6. Perform other executive functions as may be required.
7. Ensure club compliance with and maintain the BMW Car Club of America Operations Manual.

Vice-President shall assist the President in the conduct of the affairs of the Chapter and shall:

1. Assume the duties of the President in the event of the President's absence or inability to serve in his office.
2. Make arrangements for and assure necessary insurance coverage for all events.
3. Shall sign checks for disbursements authorized by the Board of Directors.

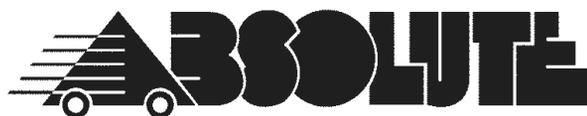
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4/04

by Ken Hammack

What A Scenic Spring Drive!!

Many thanks to Gary Odehnal for organizing the Spring Drive. I had a great time and met a lot of wonderful people. While the weather didn't cooperate fully (Gary stated early on that he wasn't responsible), it was still lots of fun.

The Denver contingent met up with the northern BMWs at the Wal-Mart in Ft. Collins. As we pulled out of the Wal-Mart parking lot, the full group was making its way through traffic, but a small number of us got split from the main group by a traffic light. We were able to blunder our way onto a short cut and merged back into the main group before they even got out of town. Most of the Z3s and other soft-tops were open to the sun when we snaked out of Ft. Collins.

I was enjoying the open air, but the sun soon slid behind clouds and the temperature began dropping. I set the heater to high and pushed the on button for the seat heater (the one for max heat). With the windows up, I even tried to huddle closer to the windshield (hoping to feel some of the heat before it was whisked away) and kept thinking about my jacket, which was safely tucked away in the trunk. At some point, I must have become delirious from the cold, because strange ideas kept popping into my head. Like — if I had my jacket up front with me, how do I put it on going 80 mph! Of course there were no thoughts of stopping to put it on. The great views were helping me to ignore the cold, but the best help was our first stop outside of Laramie where all the tops went up. We hit the road again (I didn't see any open tops!) with my heater still on full blast and headed onto the winding roads leading to Walden and lunch.

During lunch, we watched out the window as the rains came down mixed with some light sleet. By the time we were ready to proceed, the rain had stopped (good planning Gary!), but we found it again a little way down the road. We were out of the rain by the time we hit the next mountain roads and everyone took advantage of it too. A lot of fast winding turns. The kind of turns that tend to put some stress on wheels that are not properly attached. This was the case for Steve Kohn's M Roadster, which I was following. He had mentioned earlier that it felt like something was not right with his car (go with



your feeling Steve!). We were in radio contact and, as we were going through the mountains, he asked me to look at his rear wheel. I pulled up along side on one of the non-curve stretches, but didn't see anything wrong. I kept an eye on his wheel and a short time later I thought I saw something strange going on so I signaled him to pull over. It didn't take long to notice two missing lugs. Barry Norman noticed we had dropped off and came back to help. Thanks Barry! We were able to replace one of the lugs, but the other had broken off. Then, as the rest were being re-tightened, another broke, leaving only three lugs. After the repairs, we hit the road again trying to close the gap between us and the rest of the group. Barry took the lead with me in back keeping an eye on the troublesome wheel.

Based on our speeds through the curves, you can trust BMW quality — not another problem the rest of the trip. We were able to merge back with the rest of the group when we found them stopped at the next highway intersection waiting for us. The last stop for the Denver group, was for ice cream. Good thing no one suggested something this cold earlier in the trip. We stood around in the Wal-Mart parking lot, eating ice cream and surrounded by BMWs. It did hit the spot and was a great end to a GREAT day. Thanks again Gary.

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4/04

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John Armstrong
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12/03

spring drive thanks

A really great Spring Drive!!!! Couldn't have asked for anything better. I missed the Winter Park stop-off, but wound up doing a fast up and over Berthoud with Dan Mazzeo in the Smurf Blue M3, and another fella. Quite a trip, quite a day. A little rain, a little sun, gorgeous scenery (scenery???) Maybe I should do this once a week.

Compliments to Gary Odehnal for a great event...Miles The Wonder Dog is tired, and so am I. I think we will plan on a Fall Drive, just as soon as I can figure out how to put one together that will be as good as this!! **Rick Viehdorfer**



I completely agree with you... It was a great day...and I averaged 27 mpg — not bad for a big 4 door sedan. And my thanks to Gary for planning this event — great job!!

Matt Langbauer

Mary and I had a great time today. Thanks go to our Denver troop leader Rick Viehdorfer and our Northern organizer Gary Odehnal. Thank You! **Kyle Popejoy**

I agree - we missed the ice cream stop, sorry to say. Gary Od' sure has a grrrrreat daffynition of the word brisk. I would like him for that alone but he has other admirable characteristics. I just gotta learn how to drive this new car, early apexed everything as a hedge against not knowing what it does, ugh I felt like a, like a, a Smurf behind the wheel!!!! BTW — I go for a personalized plate Tuesday AM. Any opinions as I am thinking of "SMRFMBL" "DASMURF", what else might fit????? Yee-Haa! **Dan Mazzeo**

The other dude was me! You're right; it was a hell of a drive, and I was happy to see that nobody got pulled over or got too loose, or any of that nonsense!

Nick Horianopoulos - 2000 Blue 328Ci

Great drive guys. For all of you who missed the last stop, I have about 3 boxes of Dove ice cream. © **Lucas Howard**

The drive was great and I know everyone had a great time. That has to be the best drive I have taken, High speed corners galore. I know every one was cruising pretty quickly through the twisties and there were a lot of them, THE SCENERY WAS GREAT TOO. Especially those Bimmers, at Super Wal-Mart, I counted 36, but does any one know the official count. Talking to a lot of you I think everyone got the same adrenaline rush I did. One thing I know, I will be there next year for sure and I hope you all will be there too. Thanks again Gary for making this happen. How was the last stop? One of the guys shift linkage broke and we couldn't make it. His car is still up there. Hopefully, it's still ok. Thanks again I'm making a video it will be on my web site soon, I posted photos on this site the heading is (MORE SPR). **Perry Mullhaupt**

What a day!

Great drive, camaraderie, scenery, speed, almost 400 miles on the odometer, in the sometimes sun, rain or, hail.

Thanks for organizing the day Gary and I am looking forward to the next "drive."

Special thanks and appreciation to Ken and Barry for their support and help when we discovered a loose rear wheel with one missing and one snapped-off lug on my ///M Roadster. After tightening and snapping another, Ken to the rescue with a lug to replace the missing one.

These guys gave up driving time to help, but needless to say, we quickly caught up with the group (love those zippy Z3s). In all, it was a great day. **Stephen Kohn**



I concur with all. That was as much fun as \$50 can buy these days!!

Sorry to whomever that was in the silver E36 M3 I almost smacked (at the same time as the red Grand Am) as we were

spring drive thanks



headed up the mountain after Winter Park. I was a bit hot coming into that right-hander and got loose in the rear—pebbles on the left rear and water on the right rear!!!! Wooohooo!!!

I have an idea for a Fall Drive if anyone would like to help me out with it....I'm thinking out 285 to Pine and down 126/67 to Woodland Park. From there we can head to Cripple Creek then Royal Gorge. I need some volunteers to help drive down there with me to check it out...tough job, huh?

Alex April e34 540 grey

My thanks to Gary and Rick as well. That road between Walden and Granby is one of the best — no traffic even on Sunday. And the long sweeping turns really give you a feel for high speed cornering (if 70-80 mph is high speed). I love this car!

I did notice that many of the participants were not the folks I usually see at the track events and vice-versa. Yes, there are some exceptions. It seems some people like to drive their BMW's on the track and some on the roads. I'm glad the club officers recognize that, and provide for both types of events. With over 1,600 RMC members (right?), I believe we need to provide events for both audiences. Perhaps some of the other 1,000 members that do not participate in activities will be tempted to join the fun.

I'm ready for another drive. How about a summer picnic toward the southern part of the state?

Dave Esler 2000 323i sport - Jet Black

My vote goes for DASMURF. Regardless of the color, that's a great car. Hope to see you at the track with it one of these days. I always like to see what those beasts can do against the "old" e36 M3s. BTW my M3 is Estoril Blue, my girlfriend seems to think that it's "Smurf Blue." Maybe you can set Candy straight next time you see her at a club event. (I've given up.)

Ken thanks for the great write-up; I couldn't have done any better. How about forwarding this to Darlene Doran, so she can insert it in the *MotorSport Report* for our event review?

Remember, only about 20% of our membership actually is subscribed to the web group. This would be a great article and I'm sure someone has a few digital pictures we could add... Help me out here guys!

Your "fearless" leader Gary Odehnal - '98 (not smurf blue) M3



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12/03

"Why Did I Wait So Long?"

by Mike Beyer

You'd think that after having spent more than 10 years in the club, I'd have at least a couple of driving schools under my belt. Not so. The 2003 Spring Driving School was my first.

I've often wondered what has kept me from doing one before. I think I've narrowed it down to two main reasons: 1) the possibility of causing unnecessary wear and tear, or worse, significant damage to my car, and 2) having to perform up to the abilities of my car. Recent years have seen a couple of different M cars grace my garage. How would it look for a car such as this to be holding up traffic? Seems both reasons were unfounded. First, BMW builds a good car. Even older, higher mileage ones properly maintained will hold up well. Even so, mechanical items do break from time to time, so a mandatory, comprehensive safety inspection before the school gives each driver a certain level of security that there car will stay in one collective piece. Second, hopefully I've gotten past the male ego, high testosterone, and second coming of Michael Schumacher business that makes me think I need to go out and tear up the track.



Mike in his 1991 M3

Starting with registration, then emptying the car of all Starbucks containers and other loose stuff, followed by a drivers meeting to go over the activities and reinforcement of the safety aspect of the school means an early start to the day, but it's all worth it. A few minutes later the instructors take to the track to re-familiarize themselves and provide a little demonstration of how it should be done. Soon, Group "A" drivers are called to the grid for their first of four driving sessions and we're officially under way. My group comes up next, and my palms start to sweat just a little. Ok, a lot and it's not just my palms.

The Rocky Mountain Chapter is favored to have many instructors that are not only familiar with Second Creek, but are established and successful racers and/or have attended some of the fine professional driving schools around the country. I count myself among the fortunate to have had Bruce Leggett, Gordon Haines, Bill Schaefer and Mark Doran ride shotgun. Each one provided a calming effect, never once

seeming the least bit uncomfortable, and giving priceless instruction on proper turn in points, braking zones, hand positioning, and a multitude of other pointers. Thanks to all of them for that, and also keeping an eye on my mirrors, when I was too busy just looking forward. I have a whole new appreciation for racecar drivers now. I can't imagine trying to remember everything about the track and at the same time having to worry about who or how many people are next to you or behind you and wanting to occupy the same space as you. There's a lot to think about out there, and it happens really fast! I'm grateful for two designated passing zones, and only then when given the proper signal.

After four – 20 minute driving sessions and a few classroom sessions, the day comes to a close. It may not seem like much, but there is a lot to remember, and by the end of the day, mental and physical fatigue start to show their effects. Instructors encourage the students to take it easy and require them to never push themselves past their limits, especially on the last session. I took their advice and made a conscious effort to slow down. It may have been my smoothest session of the day.

Well, my two big worries were indeed unfounded. The car held up well, and I tried anyway not to push too hard. As an added benefit, this was way more fun than I expected, and most importantly, no accidents. A successful day, if you ask me. Now I'm looking forward to Pueblo in the fall and trying to remember everything I was taught. This could become habit forming.

What's My Line?

by Frank Delmonte

My first Driving School, I have a mix of emotions: excitement, apprehension, anticipation, and a touch of fear and a sense of discovering something important. I prepare my car the night before – increase the inflation on the tires; tighten the wheel bolts, check the oil, remove all the loose contents. I'm excited and have trouble getting to sleep Friday night.

Saturday, I arrive on time and all the volunteers have things organized. I select my spot for the day in the parking lot and attend my first classroom session. The two classroom instructors Cliff Lawson & Bill Little, work well together and focus the student's attention on the "line" being smooth, shuffle-steering, and the first exercises ("brush the cone"). I listen intently and the butterflies are multiplying in my stomach.

It's finally track time; my instructor **Sheridan White** makes me feel at ease as I wait my turn for the track. He focuses my attention on the tasks: drive smoothly, look for the "line", approach the cones as close as possible and learn the course. Keep my eyes high. It's my turn: Dave Stackhouse waves me on. My heart is thumping, but I'm under control – just excited. The feeling is like preparing for an athletic event and I just need to get started.

My Driving instructor talks me through the course. Where's the line? Eyes high, drive smooth, be consistent and look through the turn. The first session is over in a blink! It was twenty minutes, but it felt like five.

driving school reviews

I can't get the grin off my face! ☺

More class room. Cliff & Bill ask questions. They tell us to focus our attention while on the course with one or two items. This time, where is the apex? Where do you start braking? Are you smooth? Keep the elements you want to focus on to one or two factors, otherwise your brain will be overloaded – boy, that's the truth.

Second session - Now, I'm getting some speed. Wow! My BMW, 540i is AMAZING. What brakes! I'm getting a sense of the "line." This is difficult! I'm late turning-in at the Spectator Corner, this is tough! Dave Walker is my instructor and he is amazingly calm, as I increase the speed around the track. He offers wisdom throughout the entire run. I hear every word he says but only remember a few pearls of wisdom. Be smooth – look high – be consistent.

Lunch - Mo's famous Cajun cuisine (not for me) – I'll stick to cheeseburgers.

After lunch, the Instructors get some track time. Students are encouraged to ride along. Mark Doran offers me a ride in his E46 M3 with SMG. I slide into the passenger seat, and my heart begins to thump. Mark warms up the tires and talks me through the course – he tells me what he's doing. Here's the line, brake here, on the gas, be smooth. We are FLYING around the course. He's in rhythm and I sense the flow. This is fast and fun. Mark is in control and he is FAST. It's not all the car, it's mostly the driver.



Dave Walker gives me a ride in his classic E30 M3. He is flying around the track. He discusses braking zones, setting up the next turn, being smooth. I sense his speed and control and note how he sets up the turn and his car rotates perfectly. Dave is amazingly under control. His voice never wavers as we approach a turn at nearly 100mph. The E30 M3 seems a little rawer than the E46 M3 but nearly as fast. Dave is in control and he is very FAST.

More Driving School classroom time - Bill keeps us focused and discusses new concepts.

My third session of day - I'm getting tired, but I look forward to running again. After being a passenger with Mark and Dave, I have a better sense and can visualize and

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5/04

actualize some new concepts. It's my turn and I'm faster, but in control. I focus on looking through the turns and notice by doing this that I can setup better for the following turns. I find my "line" and make a few turns properly – there is some rhythm – as Bill Little the Driving School classroom instructor says "I begin to dance with my car." But very, quickly, I miss the apex, and I'm off my line and it takes two or more turns to find my rhythm. My session is over, but I'm gaining confidence. What a THRILL.

Final Driving School classroom - Cliff and Bill keep us focused. Students are asked questions and offer feedback. We talk apex, strategy, "heel & toe" (a lesson for another time). I'm grateful for the instructions – these guys (all volunteers!) GIVE A LOT to the students. What a gift.

Fourth and final session - I'm tired: physically and mentally. I'm ok to drive, but I talk to myself and tell myself not to push it. I've had a great day and I want to end on a "high note." I'll focus on being smooth. Bruce Leggett is my instructor; he is very calm and laconic. We start and find my line – I'm driving faster, but in control. I'm making some progress and Bruce calmly talks me through the course. I listen to his advice and try to put his comments into action. Some of the wisdom makes sense and I can act, and some of the wisdom I was unable to do at this time. I'm good in some spots and string a few turns together – I find my line. Then quickly, I miss the apex, and I'm off the line and my tires are squealing – not a scary squealing, just the squealing from the tires scrubbing off the speed since I lost my line. Bruce is patient, and offers clear advice. Too fast into turn one, recovery, then back onto the line. The ride is over.

My day is over. I'm hooked.

What am I going to tell my wife?

"The Line, The Line, The Line"

by Matt Langbauer

The "Line" the "Line", I just can't seem to stop thinking about the "Line". I have been mentally driving it for the last two nights and most of today. I just wish I could get back on the track and see if all my imagery helped. What a great event! Can we do this once a month? Yes, I am talking about the Spring Driving School. What a complete blast!! I had my expectations of what it would be like...it FAR exceeded



Matt's 1987 535i

them. I learned more about shifting, steering, braking, accelerating in one day than I have learned in the past 20 years. It was truly sensory overload...but what a way to go. With the help of Jay Bergan, Bob Sutterfield, Bill Schaefer and Bruce Leggett, I was able to vastly improve my driving ability within no time at all. I also was able to discuss different lines with fellow newbies.

I really enjoyed the classroom sessions, not just because of content but because of Cliff Lawson and Steve Hamilton's delivery. They really "know their audience" and deliver great information through visuals and of course sharp-witted humor. I think it is safe to say that all the participants thank the both of you.

My recommendation: take advantage of this great opportunity! Where can you have this much fun, learn this much, and do it legally.

Best "lines" to you!

Chief Instructor Extraordinaire

by Cliff Lawson

Did you ever have that dream that you're in high school and everyone's looking at you, pointing and laughing—and you realize you're naked? OK, I haven't either. My dream was showing up to conduct the morning driver's meeting at my first driving school as Chief Instructor and realize the reason you all are laughing at me is that I'm just wearing driving gloves and a helmet.



Our new "Chief Instructor" Cliff Lawson teaching the drivers

I'm pleased to report that I did remember to dress appropriately for my first event and that any concerns I had about the conduct of the day were groundless. Thank you to Gary Mayer and Andrew Jordan for taking care of the really big organizational tasks and allowing me to concentrate on the instructor/instruction issues. Gary and Andrew really deserve all the credit for such a well-run event.

We had several additions to our instructor group for this school: Bob Sutterfield, Mark Irvin, Alain van der Heide, LeeAnne Jordan, Graeme Weston-Lewis, Mark Doran, and Kyle Popejoy. It was obvious from their smiles and comments that they were having as much fun as the students. We also added two new classroom instructors: Bill Little and John Coulam. After watching their performance, I think our students will be well served. I know that the other classroom instructors (Kevin Andrew, Chris Roth, and I) will be grateful for the ability to share the classroom sessions with these gentlemen and get some track time as well.

driving school reviews

I should have known there was no reason to worry about how the day would go. With the groundwork Steve Williams laid out with our instructor program, all I had to do was keep things going and not do anything to mess up a great organization.

Perma-Grin at 2nd Creek Raceway

by Chris Wand

Main Entry: per-ma-grin

Pronunciation: 'pər-mə-"grin

Function: noun

Etymology: permanent + grin

Date: May 3, 2003

: a permanent drawing back of the lip so as to show the teeth, especially in amusement or laughter; a smile that won't go away, used esp. in describing one's facial expression following an RMC BMW CCA Driving School

If you try to look up the word "perma-grin" in the Merriam-Webster's dictionary, you won't find it defined. I suspect that's simply because none of the dictionary's editors have attended a Rocky Mountain Chapter BMW CCA Driving School. Having just completed my first driving school, I propose the above definition and think it's the perfect way of summing up my experience — I can't remember a time when I've had such a grin plastered on my face for so long!

Having never driven on a track before, I have to admit I was plenty excited and just a little bit intimidated by the thought of hitting the track, especially with my relatively new E46 M3. But with ownership comes responsibility — the responsibility of knowing how to handle my car and of knowing its capabilities (and doing what I can to improve mine!). And thus, I found myself at 2nd Creek Raceway on Saturday, May 3rd. After the sleet and rain at the Car Control Clinic held a few weeks prior, I half expected to be dealing with snow. Instead, the weather was perfect — one of those gorgeous sunny, warm Colorado days.

With four classroom sessions and four track sessions during the day, there was ample instruction and seat time, though I was amazed how quickly the track time flew by. Each track session was 20 minutes long, but it truly felt like 4 or 5 minutes at most — I guess that's one indication of how much fun I was having!

As a newbie, I encourage anyone that hasn't attended one of the club's driving schools to do so. I'll spare you the routine details of the driving school format and objectives; you can read all about that in the materials on the club's web site. But, here's one tip I consider key to getting the most out of your driving school experience:

Don't ever; turn down the chance to ride in an instructor's car — the ride alone is worth the price of admission!

You see, during breaks in the classroom and track sessions, the instructors take their own cars out on the track

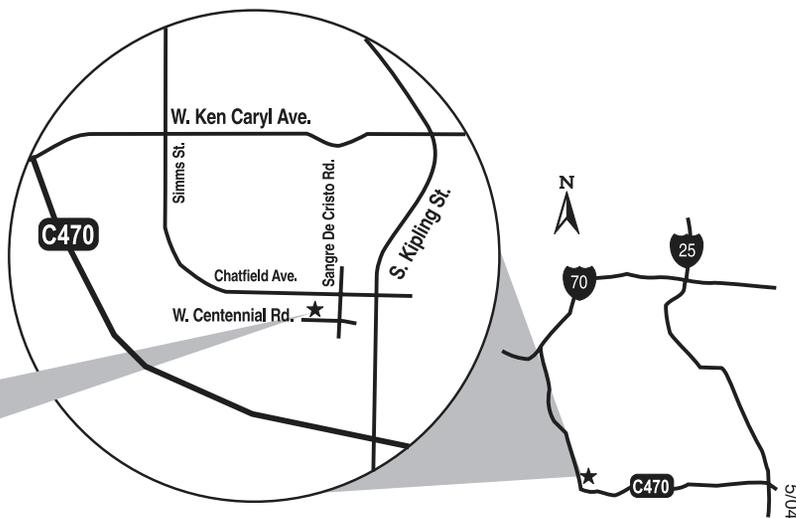
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for fun and students are invited to ride along. Watching the “pros” drive the correct line (from inside their cars) is tremendously helpful in finding it when you’re at the wheel of your own car. I was lucky enough to go out with four different instructors, three of whom served as my instructors during the track sessions — they also happen to drive the same car I brought to the track. It was an absolute blast seeing the E46 M3 in the hands of such experienced drivers!

More than just riding along with the instructors for the sake of the thrill (as if that wasn’t enough!), if at all possible, I’d encourage you to ride along with a couple of the instructors that were with you during your track sessions. As I found, seeing them practice what they preached and having them point out how their driving techniques differed from mine, was very useful in bringing me up the learning curve.

And while the instruction, track time and opportunity to hang out with a group of incredibly friendly people was rewarding enough for attending the driving school, I also got to bring home something extra — the “Most Improved Driver” award! Though, I’d like to believe that it was my driving that single-handedly won the award, I think I’ve found out the secret to winning the award: Start with a great BMW, add three terrific instructors (Brian Bowden, Andrew Colfelt, and Mark Doran, all of whom own and are well-versed in the capabilities of the E46 M3), and just aim to have fun; the rest seems to take care of itself. Oh, and it doesn’t hurt to start off the day without a clue, which sets a pretty low floor and makes it easy to go up from there!

Many thanks to the instructors, school organizers, corner workers, and all the other volunteers that made the driving school possible. I had an absolutely amazing time (I still get perma-grin thinking about my track time!) and will definitely be back again.

Now, for all you driving school veterans, I have one more newbie question: Does the drive home after driving school

always feel so darn slow? Perhaps it was the fact that I went straight from riding along in Andrew Colfelt’s E46 M3 on the track to driving home...

See you in Pueblo in October!

First Experiences as Instructor

It was, uh, interesting. I hadn’t gotten qualified back in March, due to my car blowing up real good (as the NASCAR boys say). I started the day by driving Bill Schaeffer around, to show him that I had at least a vague idea of where the line was. Then the fun part came — Bill drove my car, pretending to be the student from hell, and I had to correct him in a positive and safe manner. We can condense the whole experience down to one quote from Bill: “That little edge of panic in your voice can be a useful tool.” How was I going to sound when he went into Kamikaze off line, and too hot — in my car?

After that, the real students were a piece of cake. I wasn’t sure how much I’d be able to help the more advanced students, but it turns out that even good drivers can benefit from a second pair of eyes. It’s also a kick when a novice really nails a corner the first time. I heard this more than once, “Whoa, this could get addicting.” — **Alain van der Heide**

My favorite rides came at the end of both days. Each day I rode in the fourth session with a husband and then his wife, who were sharing their car in the “C” and “D” groups. The cars were 325i four-doors, one with a slush box, the other fifteen years old, hardly the stereotype for a racer wannabe. The drivers all started the fourth session a little tired and overwhelmed by sensory overload. By helping them dig in and apply what they had been learning all day, they discovered capabilities in themselves and their cars that they hadn’t known were there. As they strung together a couple of turns just right, they could feel the car performing for them, and they started hootin’ and hollerin’ and giggling aloud, it was so much fun.

The best ride of the weekend didn’t come from the insanely fast turbo’d M3s in the “A” groups. My biggest reward came from the big smiles on the faces of those first-time couples in the beginner groups, as they discovered together a new way to have fun and enjoy their Ultimate Driving Machines. — **Bob Sutterfield**

Well, this was my first driving school as an instructor and it was fantastic! Even though, I was the youngest there and the *only female* one of the days, everyone made me feel so welcome and accepted, especially my fellow instructors. All of the students I rode with were wonderful and it was very rewarding to watch them improve as the session continued and I gave them some tips. Cliff Lawson was especially great and he fills Steve Williams’ big shoes very well, Cliff was very supportive of all of his instructors and he did a great job of coordinating all of us. I look forward to the fall driving school in Pueblo and to having another great day! — **Lee-Anne Jordan**

As a student for the past few years and a lover of driving these fine cars, I have learned that this club just keeps giving me more than I expect. My experience as an instructor has definitely given me a new sense of accomplishment. I had initially expected this experience to be one, where I was the

driving school reviews

person giving all of the advise and not learning. I think it may have turned out to be more of a learning experience for me, than for some of the students. It is difficult to express just how much I have learned from being in the passenger seat, this time.



Groups "A" & "B" in class

I found that many of the students needed little tutoring and others needed a bit more. Finding the line is not always an easy thing to do, especially when the message may be mixed or unclear. I also found myself asking more questions of my students, than barking out commands. It was easier for me to get an interpretation of what the student was thinking first, rather than clouding their head with instructions that may not make sense. Once I had a good idea of what the student was interpreting, we could begin concentrating on one or two areas of improvement and lay out that improvement in a way the particular student could understand. Each student interpreted the instructions in their own way and it can be a chore to try and figure out what each person is thinking. I guess that is what makes us so unique.

Did I enjoy my days of instructing? You bet I did. I certainly hope that each of the students I worked with enjoyed the days as much as I did. See you in the fall at Pueblo. — **Mark Irvin**

While I was at the Elizabeth Sonic Burger night I was talking to Bob Sutterfield and he told me he was recruited to instruct at the Ralph Schomp Spring Driving School. I heard Bob is too good at driving to be a student any longer. I told Bob that I should probably volunteer to do the same and he told me to get in touch with Cliff Lawson, because he is always looking



Groups "C" & "D" in class

for more instructors. I sent an email off to Cliff a few days before the school and didn't get a response (Poor Cliff probably was wondering how he could possibly train another instructor on such short notice and who the heck is this bonehead anyway!). Saturday rolls around and I decide the least I can do is go to Second Creek and help with grid or corners. When I got to the track I went into the trailer and introduced myself to Cliff and he was extremely accommodating. He had me sit in on the morning classes to see what was being taught to the students and those guys did a great job! Cliff came up and told me that some guy named "Bill" is going to go out on a test drive with me in group "A", to see if I know what I am doing. I met Bill Schaefer and we went out and did some laps in my car. I noticed I was shaking and had sweaty palms with someone in the passenger

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seat checking out my driving! I am sure all the students felt the same way! Dry mouth, can't talk, having trouble paying attention to the track, oh and I'm suppose to be telling Bill what I am doing wrong! RIGHT!

Anyway, we finished up the ride and Bill said he would have to talk to Cliff. Cliff later came up and said something about me being the next Michael Schumacher. They really know how to build you up!

Next, I have to be the instructor with Bill being the student. Bill comes up and asks if we should take my car or his, he has his helmet in his hands and I notice it says "Wild Bill" on it. I said, "Lets take YOUR car! We go out with the instructors group and Bill is making a few improper lines, odd breaking points, improper hand positions and hanging his arm out the window trying to get me to talk. I think Bill wants to see how long it will take me to say something going down the front straight full bore. We get to the last possible place to make our turn into the corner without going off the track, when I finally blurt out something like "BRAKE" which Bill then did and made the turn just fine. I really believe that Bill would have gone right off the track into the weeds, if I hadn't said something! I learned to talk to the students quickly! Wild Bill gave me a great ride; it was probably the best ride all weekend with a very talented driver (THANKS BILL). Bill said "if that ride didn't bother me then I would not have any trouble riding with the students".

I was then certified as an instructor and started instructing. The students did a great job and it was enjoyable and rewarding to see them improving throughout the day!

Hopefully, all the students got a lot out of the driving school and found it worth their time. I sure did! —
Kyle Popejoy

W O W ! ! !

To: Ralph Schomp BMW

Last Sunday I participated in the Ralph Schomp sponsored Rocky Mountain Chapter BMW CCA Spring Driving School at Second Creek Raceway. I participated as a non-member guest of the BMW club. I wanted to take a few minutes to thank you for your sponsorship of the Spring Driving School. It was a well-run, professional event. The instructors for the driving sessions were excellent and so were the classroom instructors. One other thing that I enjoyed about the school was that I seemed just as welcome participating as a non-club member in my fifteen year old Volkswagen as the people who showed up with an M3 or an M5.

I enjoyed the Spring Driving School so much that I went to your dealership today and ordered a new 330Xi and am planning on joining the Rocky Mountain Chapter BMW club so I can participate in the next driving school as a club member. Once again, I would like to thank you for your sponsorship of the Spring Driving School and I hope you continue to sponsor this event in the future.

Regards, Eric Knight

Well Done, Drivers!

by Andrew Jordan, Chief Safety Steward

Well, yet another RMC Driving School without an incident. Great job students and thanks to all the instructors for their restraint on the track.

We tried driving awards this year, thanks to Ralph Schomp BMW who stepped up with sponsorship. No sponsorship, no awards. Sorry. But the awards were so well received that we shall certainly endeavor to continue. All awards are totally unrelated to speed; quite the contrary, they are geared to safety and vehicle setup.



*"Chief Safety Steward"
Andrew Jordan*

SATURDAY

Car of the day: This award went to **Matthew Phillips** for his 1995 M3. This turbo charged white M3 was very nicely setup and super clean, that is until **Theresa Phillips** covered it with a fine dust upon exiting the boot. Other nice cars that were considered were **Jeff Gomon's** '91 M5, **Rob Shilling's** black "H&R Springs" M3, **Perdo Aceve's** 1993 325is, and **Aldian Prakosa's** 2002 325i.

Driver of the day: I received positive feedback from the instructors on **Frank Delmonte, Rocio Perez, and Pedro Aceves**, but in the end it went to **Chris Wand** for consistency and smoothness.

Safety Courtesy Award: Quite honestly, before this school, I was not sure how this award would pan out. Who is awarded for what? Earlier on, **David Murrell** was considered for backing out of a properly signaled pass where he saw that he would run out of real estate before turn one. But, then I saw some incredible driving involving red, white and blue M3's in the "A" group. I expect A group to perform, so I was really searching the "C" & "D" group for the award. **Doug Grande** in his red M3 received an early pass signal from the white M3 with **Gary Odehna** close behind him in his blue M3; **Doug Grande** made the pass, tucked in front of the white M3 and gave **Gary Odehna** the signal to pass. Gary did a great job of lining up for turn one in front of all of them. But it was **Doug Grande** who got the award because he knew at all times exactly where the three M3's were in relation to each other. Great and safe driving by all three drivers.

SUNDAY

Car of the day: Cars considered were **Ian Wendt's** Turbo charged black M3, **Jeff Gomon's** 1991 white M5, **Scott Crist's** 1995 540is, and **John Steiner's** Super clean 1988 M6. The award went to **Manuel Sauvage** for his highly modified 1997 M3. I was very impressed that he had preformed most of the work himself.

driving school reviews

Driver of the day. Sunday produced a large crop of impressive drivers. The award is for improvement from session to session. The instructors helped identify the following; *Timothy Fead, Dave Stackhouse, Kevin Davenport, Gretchen Crist, Delight Doner, Mark Schwab and Paul DesRosiers.* But it was **Dave Stackhouse**, who was promoted from "D" to "B" group, in his recently acquired \$700-1989 325i, who won the award. This was Dave's very first driving school.



On the grid

Courtesy/Safety Award: This award went to **Ian Wendt**, with all that incredible horsepower, he never over throttled the car coming out of the corners, and he showed great restraint by safely hanging back behind slower cars in the non-passing areas of the track. Also considered were *Mark Glodava* in his (always spotless) 1987 M3 and *Greg East* in his 1996 328i.

I enjoyed my job as Chief Safety Steward, being able to present awards at the end of the day made it even more enjoyable. Thanks to the sponsors and reporting instructors who made it all possible — two great days that I shall cherish forever.



Rounding spectator corner

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driving school thanks

Hey Gary (Mayer) - Thanks for putting on a GREAT Driving School! The organizers and instructors deserve a big round of applause!

Today's event was well run and the refreshments at the end of the day were a nice touch. Thanks also to **Bimmer Haus** for fixing my heater hose (probably sabotaged by Sherrard or Grande) and to Ralph Schomp BMW for sponsoring the event. **Doug Gordon - E30 M3 (car 1A)**



Another excellent BMW Club Event! Thanks for putting together such a well organized and safe event!! I particularly enjoyed seeing so many beautiful cars in one place!

Gordon - I'm glad to hear that your heater hose was fixed so quickly and expertly by **Bimmer Haus**. Are you sticking with that as the excuse for Grande passing you?

I wanted to share a significant learning from today's event: the second set of cords on Hoosiers run diagonally! They provide even less traction than the first set. It's amazing what you pick up in those classroom sessions!!

Sorry, I missed the after event refreshments!

Modern braking system, high torque/high hp 6 cyl engine, no off-track experiences

P.S. Glad to see you remembered how to wave me past.

Jeff e36 M3

Echoing the positive comments from Doug about the driving school, the Ralph Schomp sponsorship and the great folks from **Bimmer Haus**. I had the misfortune of suffering more than a heater hose problem - my engine ate the water pump during #3 track session. The good folks at **Bimmer Haus** not only had a water pump replacement, but they replaced it in time for the fourth track session. Great guys, great job. **Brad Marks**

Many thanks to everyone who contributed to putting together the RMC BMW CCA Spring Driving School, including Gary Mayer (DS Chief), Andrew Jordan (Safety), Cliff Lawson (Chief Instructor) and all the instructors (class room and track),

corner workers, gate folks, registration folks, etc. I must have had fun because:

1. There's a smile stuck to my face
2. My bimmer is smiling too
3. The Bridgestone S-03's somehow became lighter and smaller in diameter ☺
4. The garage has a faint, sweet smell of toasty brake pads
5. I don't think Doug Gordon lapped me all day

I'm not sure if the S-03's will last until the Pueblo DS. Hmm...might just have to invest in R-compound rubber! ☺

Mark Irvin, Andy Peavy, Dennis Nappier, Robert Eggert - thanks to each of you for being my instructors Saturday and for helping me become a better driver on the track!

Doug Bartlett - '99 Silver E46 328i

Doug Bartlett said:

5. I don't think Doug Gordon lapped me all day

I tried, but spent too much time mowing the weeds after "the Dip". My instructor (His initials, ironically, are "B.S.") tried to convince me that I tapped the brakes after the dip, but I'm quite sure that my busted heater hose was spraying slippery coolant all over my back tires. That's my story and I'm sticking to it. **Doug Gordon**



Drivers' meeting

Doug Gordon said:

my busted heater hose was spraying slippery coolant all over my back tires.

That's my story and I'm sticking to it.

I'm sure glad I rocketed passed you just out of the boot BEFORE that slippery coolant hit your tires.....

I'd also like to thank all those involved in putting on a GREAT event. I think I learned more, or at least understood more of what my instructors were teaching this time than ever before. My fourth session was spectacular with instructor Mark Irvin pushing me to drive better than I ever thought I could - Thanks Mark!

Another big THANKS to **Bimmer Haus**. Those of you at the last autocross saw me leave early in the morning with smoke billowing from my car. **Bimmer Haus** was not only able

driving school thanks



to rebuild the head and get the car back together in time for the driving school, but they took the time to check it over at the event to make sure it was running properly.

Doug Grande - '95 M3

1-4 wheel off track, 1-huge grin, 1-Schumacher like pass of a certain Red E30 M3 (who was giving me half a peace sign)

Had a ROCK'N GOOD time this weekend!

I too want to add my thanks to all who make it happen - especially all the behind-the-scenes, oft forgotten and not often enough acknowledged work that must be done to run an event smoothly: Corner workers, gate-keepers, starters, tower workers/announcers, safety stewards, classroom instructors, snack-bar workers and even lug nut-and-did-you-leave-anything-in-your-trunk-monitors, etc, etc.!!! (Hey Bob Sutterfield: You did get your lug nuts double-checked by the lug-nut monitor lady, right?©) RMC has many salt-of the earth; give you the shirt off their back type people who work tirelessly and faithfully for the good of the club and I for one am darn glad to have the privilege to know ya!

BTW - has everyone had a chance to check out the new club trailer? Man, this thing is De-lux! Mark did all the work on this thing himself... windows, P-A and timing system, elec. wiring, storage shelves/compartments, Personal Computer/printer, CD, DVD, satellite dish, big-screen TV, beer-keg tap... OK, OK I'm getting carried away here, but this thing is NICE and this was ALL volunteer work! Like I said - give you the shirt off their back people. On behalf of everyone in RMC and very sincerely, thanks Mark. **Bruce Mock**

All I can say is WOW!!! I'm still thinking about it. For the past two nights I was dreaming about the proper line through Spectator. Next time I'll turn in at the proper point - I swear I will...

A HUGE thank you to the DS school instructors - you folks have big @\$%!!

Thank you Cliff, Bill, Gene, Andrew (2x), Gary, corner workers, organizers, **Bimmer Haus**, etc. etc. Too many to remember.

I'm hooked. What a habit.

Finally, thanks to Dave & Mark for giving me the ride of my life - let's go again. **Frank B. Delmonte, CPA**

Corner working is actually fun. Hot and usually boring but you do get a free bowl of Moe's best as a reward. You also get to watch Bob Tunnell blowing the instructors away up close and personal. For the next event, try it one day. Pick a corner. Want to see how many lines there are through Spectator? Want to see which ONE actually works? Or, bring a friend who just wants to watch! I roped the friend of the M Coupe driver in Sunday "D" group into working, he was at Kamikaze, said it was the best seat in the house. **David Cornell**

Sorry for the redundant email but... I had a great time, enjoyed excellent instruction, made tons of progress etc. all because of the efforts of others. Thanks to the sponsors who really made the day go smoothly and gave us great diversions (Z4...), not to mention the financial support. Thanks also to the corner workers who had the courtesy to keep from laughing every time I early Apexed (too early that is).

I can't wait till next year. Maybe I can even chase a few of the "A" drivers!

Richard Miller (45B) Old heavy 5er (kinda like the driver)

You may have the smell of brakes...I am still driving "the line" in my head.

I completely agree with you. I drove Saturday and did corner work on Sunday. I would highly recommend it to anybody trying to "find the line". Repetition makes perfect...and seeing car after car sure helps you understand the line. It also helps to really see weight transfer in person.

Thanks to everybody for such a great time!!!!

Matt Langbauer 87 535is

I also want to say thanks to everyone who worked or participated in the Driving School. I had a real kick in the pants working as an instructor, and other duties. It's a great feeling to see so much improvement in everyone's driving skills. I know you all hear that a lot from instructors and organizers, but you have to experience it to know that we really mean it.

Even though I was absolutely toasted at the end of the weekend, I would do it all over again. I don't know about the other instructors out there, but my right arm, back and neck will



Instructors' drive

driving school thanks

never be the same. ☺ Some of you really drive those cars. If you all end up in "A" class... get those 4 point harnesses, your instructor will love you for it. ☺

Just a few fast and/or fun rides:

Jeff Sherrard - Whale of a time getting the rear to step out and blowing by the crowd. Nice work Jeff, amazing car control skills. Dave Cornell - One fast E34 M5 and not afraid to use all that braking zone. Another Andy Peavy on our hands. Gordon/Grande fight - The old E30/E36 fight. I'm torn, for obvious reasons. ☺ Sorry Gordon, we just had to push it a bit. Next time it's your turn. With all the cash Grande had to put out, just to make it, don't you think he deserved it. ☺ Glenn Rogers - This is a retired man driving his sons E36 M3. Oh my GAD!!! This guy can drive. Glenn lives in South Carolina and drives the Road Atlanta course. This course was pretty technical compared to RA, he said. All I can say is wrong class Glenn. He ran in "B". Gary Odenhal - One of the cleanest and fun rides I had all weekend. Lookin good Gary.

I'd like to say thanks to Fred Iacino for letting me take the race car out for a few laps during an instructor session. This car handles very similar to my racer so I picked up on her pretty quickly. We'll just see how well I drive against him at PPIR over the Memorial Weekend.

I would also like to thank Tom Chaney for letting me drive his beautiful 325i sedan during an instructor session. That thing never ran that good when I owned it.

Once again thanks so much to the great people who put on this event. This is no small task to run and it takes a pretty well oiled machine to have such a great outcome. Good work Gary, Cliff, Andrew, registration crew, instructors and of course all those corner workers.

Richard Miller was the guy driving the M5 like Mr. Peavy and David Cornell was the guy driving a 318ti like he stole it.

Mark Irvin



Add to the list of "Thank You's" for Driving School:

Leslie and Jim Jenkins! They practically re-invented the registration process and spent MANY, MANY hours sorting through all the registration and payment information. They also had to put up with my "ummm — I don't know how to do that" answers to their "hey: it'd be really neat if we could _____ on the web" questions.

Theirs is no easy task, and Leslie is ALWAYS out of town for the DS. Just one more "give you the shirt off their back" volunteers!!!! Next time you see them: say "thanks".

Doug Gordon



Dear Rmc Board,

Thank you so much for the beautiful flowers you sent in memory of Bob's dad, Bill Sutterfield. It was so kind of you. They are still blooming & look & smell wonderful - we've been enjoying them all week. Thanks for your support of our family.

Bob & Lauren Sutterfield



Congratulations!!

Congratulations to Jim Jenkins on his retirement from United Airlines as of April 1, 2003.

Now you can sit back and enjoy your scooter.

Left: Jim cuts into retirement



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Wynne Smith, Executive Director

DATE: May 22, 2003

Membership Stats as of 5/22/2003

	Full	Associate	Total
	64760	7792	72552
Last month	64790	7736	72526
Last Year	62109	7036	69145

OKTOBERFEST

We've 17 people registered already – so don't drag your feet – you'll kick yourself if you miss out on the excellent driving school, or challenging autocross!

We are looking for volunteers the Safety School and for Concours Judging. If you are planning on attending and can lend a hand please email Tammy_Dye@roundel.org. We're also looking for volunteers for the unparalleled fun of Registration.

FRIENDS OF BMW

Roundel's Art Director, Suzin Koehler, has done a spectacular job of turning this year's book around. Participation has nearly doubled since 2001! The printer is the same one we used two years ago, they will print, then package and ship the booklets out for the club. We should see *Friends* in our mailboxes in time for the Memorial Day weekend.

BMW CCA MERCHANDISE

There's some really cool BMW CCA gear for sale – top-notch merchandise available to BMW CCA members. Please check it out. The spring collection is due to appear mid-April. <http://bmwcca.enterstore.com/> Our merchandiser will gladly place your chapter logos on any of the club's merchandise and can work with you on bulk purchases. Contact: Trelbie.Whitehead@source4.com for details.

BMW CCA RISK MANAGEMENT CHANGE

John Niedernhofer recently tendered his resignation as a BMW CCA Service Officer (risk manager). Although John is stepping down for all the right reasons (another child on the way and a new position at a new company = negative balance in time for volunteerism), I sure do hate having to post this announcement. John responded to the club's plea for risk management assistance in late 2001 and along with the club's Legal Counsel/ Risk Management Chair, Al Buchanan, was invaluable in guiding the club in seeking and obtaining Motorsport Liability coverage in

the volatile insurance market post 9/11/2001. John has been invaluable in helping us all to understand the finer points of coverage, often translating complex parameters into easily understandable terms; as well as with helping the club to negotiate excellent coverage at a fair price.

I am sure you will all join me in thanking John sincerely for his many hours of service to the BMW CCA and wish him well with the exiting changes to his life.

In the meantime, Al Buchanan is in the process of pulling together a risk management team consisting of several BMW CCA members, each of whom has special expertise in a particular facet or discipline within the insurance industry. These interim appointments have not been finalized, but should be within the next week and I'll post another announcement with the names and brief bios of the new team members to our BMW CCA digests.

RULES AND PROCEDURES REGARDING MINOR WAIVERS

All Chapters Driving Events Volunteers please take note: Here are the Complete and Definitive Rules governing Minor Waivers at Driving Events:

1. Assuming both mother and father have custody, there must be one waiver form bearing both of their signatures.
2. If a single parent has sole custody, that parent will be required to sign an "affirmation" to that effect.

We suggest something along the following lines for custody affirmation:

WAIVER AND RELEASE CERTIFICATION

I certify that I have sole custody or sole legal guardianship (or am the sole surviving parent/guardian) of the below Minor for the purpose of executing a waiver and release of liability and indemnity agreement on behalf of the Minor:

Printed Name of Minor _____

Printed Name of Parent or Guardian _____

Parent or Guardian Signature _____

Date Signed _____

3. For now, the "affirmation" will have to be a separate document that's posted in the FILES section of this web site in conjunction with the minor waiver form itself.

4. The one waiver form bearing parents' signature (or one parent's signature + affirmation of sole custody) may be either an "annual" waiver or an "event" waiver. We use the same standardized waiver form for each type. An "annual" waiver is created simply by writing the appropriate language in the blanks for "EVENT NAME/ LOCATION" and "EVENT DATE(S)" on the standard minor waiver form, indicating that the waiver applies to all BMW CCA events at all locations for the entirety of the calendar year. An "event" waiver is created simply by writing event-specific information in the same blanks. Obviously, you

continued next page

Rocky Mountain Chapter Library Seeking Missing Roundels

2001 June
1989 July
1988 February
1985 February
1984 January

1983 January, March, April, May, June and July

If anyone should happen to have these and would like to donate to our library, please contact Darlene Doran at 303-758-4200 or motorsporteditor@speakeasy.net

News from National — continued

will have to obtain new signatures on "event" waivers for each event, but you will only have to ask for signatures once a year for the "annual" waiver. Wisenberg prefers (and, in a perfect world, so do the club's Risk Managers) that an "event" waiver be obtained for each event. As a matter of convenience for us, Wisenberg is OK with simply obtaining the annual waiver.

5. Parents are not required to be present at the event, so long as both of them have signed the applicable waiver (or, of course, if one has signed and given an affirmation of sole custody). So, to answer the question posed earlier, it is acceptable to Wisenberg that a minor student brings a pre-signed waiver to the event. And, as previously stated, notarization is not required (at least for now).

6. We "strongly encourage" parents to attend (although parental attendance is not mandatory, as explained in No. 5). This is a good risk management tool and it comes at no cost to CCA or the Foundation. In fact, it could actually help us because undoubtedly some parents will see what's going on and become interested in joining and participating themselves. Keep in mind that parental attendance as a "free benefit," not a burden, and it will likely be perceived in a positive manner.

7. All the aforementioned rules are subject to change next year. Wisenberg has reasonable concerns regarding the risks associated with minors as do many of the club's Driving Events personnel. You all know that if you have questions, please do not hesitate to contact me. A chunk of the new minor waiver forms are enclosed with this newsletter – and

pads can be obtained by contacting Nancy Holland at Wisenberg.

RAFFLE 2003

We'll be raffling M3 Coupes this year and the odds are set at 2900 to 1. Flyers will go into the mail the last week of June. One must be a member of the BMW CCA as of June 25, 2003 to be able to participate.

The Rocky Mountain Chapter is talkin' online!

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

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

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

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12/03



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3/04

ROCKY MOUNTAIN CHAPTER, BMW CCA: FINANCIAL STATEMENTS 2002

Prepared by: Malcolm Quentin, (res.) 719-282-9593, (bus.) 719-268-4273

Prepared: 4/24/2003

	Current Year Ending 12/31/2002	Prior Year Ending 12/31/2001
BALANCE SHEET		
ASSETS		
Cash in chequing account	\$ 2,999.51	\$ 12,875.09
Cash in merchant account	11,709.90	-
LIABILITIES AND EQUITY		
Accounts Payable	-	-
NET WORTH:	<u>\$ 14,709.41</u>	<u>\$ 12,875.09</u>
INCOME STATEMENT		
INCOME		
Events		
2002 Fest	\$ 260.00	
Autocross		
Autocross 2002-01	\$ 2,918.00	
Autocross 2002-02	1,208.06	
Autocross 2002-03	<u>1,906.50</u>	
CART 2002	4,737.00	11,340.00
Concours		138.00
Dyno Day	225.00	
Fall Dinner	1,090.00	1,855.00
Fall Driving School		7,004.00
Fall Train Drive	1,069.00	
Forney Museum	105.00	
Go Carts	1,479.00	1,950.00
Holiday Party	980.00	1,008.00
Ice Gymkhana	1,085.00	1,050.00
Pizza Night	-	-
Ralleye		-
Shelby Museum	302.00	
Spring Drive		860.00
Spring Driving School	14,350.00	13,852.00
Spring Train Drive		601.00
Events Subtotal:	\$ 31,454.56	\$ 42,323.00
Miscellaneous	\$ (125.00)³	\$ -
Octoberfest 2002		
Advances and Reimbursements	4,545.59	
Merchandise Sales	29,152.47	
Octoberfest 2002 Subtotal:	\$ 33,698.06	
Other Income		
Advertising	11,013.45	4,085.00
CD Interest		178.86
Membership Dues	18,508.66	15,945.14
Merchandise (non-O'Fest)		7.00
Rebates from National	857.08	1 ¹
Van Sale	300.00	
Other Subtotal:	\$ 30,679.19	\$ 20,216.00
TOTAL INCOME:	\$ 95,706.81	\$ 62,539.00

¹ Included in the Expenses, MotorSport Report account.

² An O'Fest Driving School was run in lieu of a Fall Driving School.

³ An event refund for CY 2001.

⁴ Combined bank fees, credit card expenses, shopping cart fees, and software license.

EXPENSES			
Events			
2002 Fest		\$ 33.78	
Autocross			
Autocross 2002-01	\$ 2,092.80		
Autocross 2002-02	538.27		
Autocross 2002-03	<u>1,606.42</u>	\$ 4,237.49	2,685.40
CART 2002		3,427.25	9,922.00
Concours			771.86
Dyno Day		225.00	
Fall Dinner		2,838.33	2,297.76
Fall Driving School		²	3,709.91
Fall Train Drive		1,152.28	
Forney Museum		344.84	
Go Carts		1,400.00	1,048.00
Holiday Party		2,444.82	2,080.88
Ice Gymkhana		782.67	720.05
Pizza Night		445.79	304.13
Ralleye			159.94
Shelby Museum		205.00	
Spring Drive			1,002.25
Spring Driving School		9,808.90	10,665.65
Spring Train Drive			553.25
Events Subtotal:		\$ 27,312.37	\$ 35,954.86
Miscellaneous		\$ -	\$ 50.00
Octoberfest 2002			
Club Race		2,220.00	
Driving School		1,938.59 ²	
Merchandise Sales		19,551.18	
TSD Rally		330.00	
Other		175.63	
Octoberfest 2002 Subtotal:		\$ 24,215.40	
Other Expenses			
Autocross			
Equipment Purchase	\$ 4,812.49		
Trailer Purchase	6,646.76	11,459.25	
Bad Debt Expense			120.00
Bank Charges - Checking		51.30	20.00
Bank Charges - Merchant		1,047.55 ⁴	
Business Meetings		542.39	571.83
Charity		360.69	250.00
CO Motorsport Council		100.00	100.00
Membership Dues		272.13	113.50
Merchandise (not O'Fest 2002)		61.00	764.22
MotorSport Report		25,770.45	18,420.29
Office Supplies		650.08	545.09
Postmaster		1,212.60	596.00
Telephone			3.45
Van			
Fuel	44.86		44.00
Insurance	741.00		608.00
Registration			42.50
Service	6.42	792.28	380.45
Website			1,074.95
Other		25.00	224.25
Other Subtotal:		\$ 42,344.72	\$ 22,803.58
TOTAL EXPENSES:		\$ 93,872.49	\$ 58,808.44
NET INCOME (LOSS):		\$ 1,834.32	\$ 3,730.56



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2/04

Vintage BMW 5ers Unite at 5er Fest 2003!

Join us to celebrate vintage 5 series BMWs for 5er Fest 2003 at Sugar Mountain Ski Resort, just outside of Boone, NC on Saturday, August 9. Owners of BMW 5 series cars from 1972-1988 are invited to participate in 5er Fest. Those who register their cars for the festival, sponsored by the Tarheel Chapter, North Carolina, of the BMW Car Club of America, will enjoy a concours, Peoples Choice voting and awards, a raffle of donated car-related items, technical sessions, an awards banquet and a Southern-style barbeque in the beautiful Smoky Mountains.

5er Fest began in 2002 by an online community of BMW owners who wanted to organize an "off-line" gathering to share knowledge and resources and to show off their beloved cars. 5er Fest was featured in the February, 2003 issue of Roundel, the magazine of the BMW Car Club of America. Any owner of an E12, BMW 5 series cars from 1972-1981 or an E28, BMW 5 series from 1982-1988, are invited to enter their cars into the show. Those wishing to attend 5er Fest as a spectator are also welcome to view the line-up of 5ers, from the purest stock cars and European models to the euro-conversions and modified models.

Last year, over 60 cars drove in from all over the country to attend the first 5er Fest in Fort Worth, Texas, driving from as far away as San Francisco. Awards were given for the top favorites, with 1st Place going to Duke Samouce and his 1985 M535i Hartge and Jeff Fleischer winning the E12 1st Place category. Tech sessions included debugging with a multi-meter, idle/fuel injection tuning, wheel and tire fitment, with Trent Cole of Lonestar Bavarian hosting many sessions at his shop.

Christine Jewell and William Knapp of Waterbury, CT are co-chairing this years 5er Fest in North Carolina. Coordinators have stepped forward from all over the United States to help with this years Fest, including Brad Kirk of North Carolina as Location Coordinator, Jim Davis of Texas as Treasurer, DJ Langehennig of Texas as Publicity Coordinator, Brian Scroggins of Tennessee as Sponsor Coordinator, Robert Bondi of Texas as Tech Session Coordinator, Brad Couvillon

of Louisiana as Webmaster and Dave Spencer of Oklahoma as Activities Coordinator. Many volunteers have stepped forward to offer their expertise in tech sessions which will take place throughout the day on Saturday, August 9. "Luvs" aka Brian Kurtz will be on hand again this year to demonstrate car paint rejuvenation and to offer his detailing services. Volunteers are still needed to help out. Email 5erFest@myE28.com for further information and to sign up.

5er Fest activities will take place throughout the weekend. An informal gathering to put faces to places will take place on Friday, August 8 at a local eatery near Sugar Mountain Ski Resort. The main event will take place on Saturday, August 9 at Sugar Mountain at 10:00 a.m. Those who register an E12 or E28 can vote for the Peoples Choice awards, enjoy a Southern BBQ at the base lodge and observe technical sessions throughout the day. A raffle of car goodies will be held in the afternoon, including donations from Maximillian Imports, BMW of North America, Mac Tools, Korman, BMW of Chattanooga and more.

An awards banquet will take place Saturday evening and will include dinner. On Sunday, August 10, we'll end the Fest with a fun run throughout the over 5,000 elevations surrounding Boone. Other activities will be coordinated for those less-mechanically inclined and families, including a hike up Grandfather Mountain, off the beautiful Blue Ridge Parkway.

Pre-registration is required to enter your BMW. The cost is \$58 before July 1 and \$65 beginning on July 1. The registration fee includes participation in 5er Fest, BMW Goodie Bags, the raffle, lunch and dinner on Saturday. For information on bringing a spouse, family members or a friend, please email 5erFest@myE28.com. Information on accommodations can be found on the www.vintagebimmer.com website. General Admission to 5er Fest 2003 for those who wish to view the concours will be \$2 per person.

For more information, to join the online conversations and to register, visit www.vintagebimmer.com online. You may also email the coordinators at 5erFest@myE28.com or call 203-558-1168.

This year's 5er Fest is held in memory of Michel Potheau and Mark Chesnutt.

Rocky Mountain Chapter Library Seeking Missing *MotorSport Reports*

2000 March
 1999 August, October and November
 1997 May
 1996 November
 1995 May
 1986 March
 1984 December
 1983 June, August, September and December
 1982 September

If anyone should happen to have these and would like to donate to our library, please contact Darlene Doran at 303-758-4200 or motorsporteditor@speakeasy.net

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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



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

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

MKM Open Road Racing Schedule (formerly C.A.R.S. - Classic Auto Racing Society)

Pony Express 100 (As seen on Speedvision and ESPN)
 July 25-27, 2003
 Battle Mountain to Austin, NV, Highway 305 (Vanishing Point)

Gambler's Run
 August 22-24, 2003
 Out of Elko, NV on Highway 225
 Two way rally (50 miles up and back, 100 miles total)

High Roller 100 Speedway Rally "NEW EVENT"!!!!
 August 29-31, 2003
 Las Vegas Motor Speedway, Las Vegas, NV
 100 mile rally on Big Tri-Oval "Running like the Big Boys!"

Should you have any questions, feel free to contact me anytime.

Don Parish rrdon440@myexcel.com
 Public Relations Director 760-586-0156 cell
 MKM Racing Promotions
www.openroadracing.com

Ready for The BMW FESTORICS?

What is it? It's a celebration of our mobile tradition, a look back at what started as a fascination with cars and turned into an obsession, it's a BMW CCA gathering of 350 of your closest club buddies at one of the premier vintage car weekends in the world. The weekend begins August 15 with Friday's Concorso Italiano with Central Cal Chapter's elegant parking corral and clean car contest on the green lawns of Black Horse Golf Course. The following days of August 16-17 head to the BMW Fest XII corral at Laguna Seca, both one of the largest BMW CCA regional events and a great way to have convenient parking at the Monterey Historic Races. Between the vintage auctions, the Monterey Historic Races, Concorso Italiano, Central Cal's Clean Car Contest, BMW Fest's Friday night dinner, the world famous Pebble Beach Concours d'Elegance, and all the exotic cars just driving around on the city streets, you won't want to miss this weekend! Please check the website for detailed information and online registration: www.festorics.org.

When: August 15-17, 2003
 Where: Monterey, California
 Website: www.festorics.org

BMW fest Contacts: Lisa Ferrari lisa@festorics.org - 650-622-9753 Kelly Kirkland kelly@festorics.org - 650-322-9393
 Clean Car Corral Contacts: George Aguilar george@festorics.org - 559-284-8818 Wayne Wundram wayne@festorics.org - 9 AM-5 PM 559-734-3298

Mercedes-Benz and Girard-Perregaux to Sponsor 2003 Colorado Grand

Entry applications due for premier charity tour for vintage sports cars

This year, Mercedes-Benz and Girard-Perregaux are re turning to help the Colorado Grand to again raise more than \$120,000 for Colorado charities and communities. Founded by Bob Sutherland in 1989, the Grand is recognized worldwide as the finest event of its kind, leading distinctive pre-1960 sports and racing cars through the Colorado Rockies each fall. Entry applications are now available for the 2003 event, set for September 15-20th.

In its 14-year history the Grand has raised more than \$1.6 million dollars for small Colorado charities and towns. Among its beneficiaries are The Robert Sutherland Foundation (combating bipolar disorder), the Colorado State Patrol Widows and Orphans Fund, and other human-service programs. College scholarships are awarded to students from four towns where the event stops for lunch and the Grand helps these often remote communities to buy emergency medical equipment. The Colorado State Patrol provides motorcycle escorts for the event, and local residents pitch in to help serve lunches. The Grand creates an unusual synergy among automotive enthusiasts, the police, and local residents.

Pre-war entries, which are encouraged, have included Mercedes-Benzes, Bugattis, Mercers, Alfa Romeos, and such exotica as Delages, Delahayes, and Talbots. Post-war cars include 1950s Ferraris, Porsche Spyders, Allards, Lancias, even Cunninghams, Bristols, Bocars, and Pegasos. Entrants come from around the world, too. This year's field is expected to include a car from the Mercedes-Benz Museum in Germany.

One great attraction is the Grand's relaxed attitude; without timed competition, few rules are necessary. You can stop and swap cars with friends, enjoy the view at the Black Canyon of the Gunnison, or explore that little antique store. A luggage truck and mechanics are there to help, and each night you stay in a first-class hotel and share the camaraderie of other enthusiasts.

The 1,000-mile route includes some of the world's most challenging and scenic mountain byways. Each year's fresh route lets entrants experience a different part of western Colorado. At small town lunch stops, folks turn out with home-cooking and even musical groups. After the four-day rally, the cars appear in an informal show just as they finished the long drive, replete with bugs, mud, and oil stains.

For entry applications and details, contact The Colorado Grand, Box 39, Edwards, CO 81632; 970-926-7810; www.coloradogrand.org. The field is limited to 75 cars, so submit your application now and join us in September on the exclusive 2003 Colorado Grand! Paul Gilpatrick 303-539-1839 x. 120

BMW Group Reports 9 Percent Jump in May Sales

BMW Group Sales Increase 10 Percent Year-To-Date

WOODCLIFF LAKE, NEW JERSEY, June 3, 2003 ... The BMW Group (BMW and MINI brands combined) reported a year-to-date sales increase of 10 percent for 112,278 vehicles compared to the 102,010 in the same period of 2002. May sales for the BMW Group were up 9 percent to 25,765, compared to 23,624 for the same month in 2002.

BMW BRAND

BMW reported a 3 percent increase in May sales, with 22,455 vehicles compared to 21,828 in May 2002. Year-to-date, sales of BMW brand vehicles were relatively stable with 97,664 vehicles reported compared to 97,868 vehicles sold in the same period last year.

BMW AUTOMOBILE SALES

BMW's automobile sales were up 8.5 percent in May for 19,610 versus 18,081 in the same month a year ago. Year-to-date, automobile sales increased 4.7 percent to 83,793 compared to 80,039 reported for the first five months in 2002.

BMW SPORTS ACTIVITY VEHICLE SALES

BMW reported a 24 percent decline in May sales for 2,845 vehicles compared to 3,747 posted in 2002. Year-to-date, SAV sales dipped 22 percent, with 13,871 vehicles reported compared to 17,829 sold in the same period in 2002.

CERTIFIED PRE-OWNED VEHICLE SALES

BMW reported May sales of 6,715 vehicles, up 24 percent over the 5,422 reported last May and surpassing its previous record of 6,204 vehicles in a given month. Year-to-date, sales of Certified Pre-owned BMWs were up 17 percent, to 28,123 compared to 24,075 in the same period a year ago.

MINI BRAND - MINI AUTOMOBILES

Demand for MINI brand automobiles remains strong. MINI USA reported May sales of 3,310 automobiles compared to 1,796 sold last year. Sales of MINI automobiles for the first five months of 2003 totaled 14,614. MINI went on sale in the U.S. on March 22, 2002 and last year, MINI USA reported sales of 4,142 through May 31, 2002.

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PAUL M. SCHULTZ

9/03

welcome new members

always the best deals

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

Babcock	Bryan	Colorado Spgs	CO	1996 328i	
Backstrom	Douglas	Littleton	CO	1998 528i	1995 325i
Bonvouloir	Annie/John	Nederland	CO	2003 Mini Cooper S	
Clark	Thomas	Littleton	CO	2003 X5	
Coleman	John	Longmont	CO	2002 Mini Cooper	
Cooper	John	Glenwood Spgs	CO	2003	M3
Finlan	Tom	Fort Collins	CO	1998 323	
Flint	Jim	Aurora	CO	1997 528i	1993 850Ci
Ford	David	Louisville	CO	2003 M3	
Hampton	Audris	Louisville	CO	2003 325Xi	
Jennings	Chad	Longmont	CO		
Johnson	Josh	Littleton	CO	1991 318iS	
Kottmeier	Thomas/Layne	Littleton	CO	1990 325iS	
Kuczynski	David	Boulder	CO	2001 330Xi	
Latham	Jake	Fort Collins	CO		
Lazzari	Dean	Denver	CO	2001 330i	
Lovell	William	Longmont	CO	1997 540i	1994 325iS
Marriner	Carolyn	Cotopaxi	CO	2003 Mini Cooper S	2002 Mini Cooper S
Morton	Brad	Pueblo	CO	2003 Mini Cooper S	
Nessel	Holly/Graham	Lakewood	CO	1995 325iC	1994 325iS
Osland	Brent/Gina	Centennial	CO	2002 M5	
Russell	Jim	Pine	CO	2003 325Xi	
Russo	Kelly/Michael	Golden	CO	2003 Z4	
Sankel	Jordan	Denver	CO	2003 330Xi	
Scarmardo	Paul	Ridgway	CO	1979 320i	
Seymour	Oliver	Denver	CO	1998 540i	
Schaefer	Clark	Littleton	CO	1980 M1	2002 745Li
Schilling	Jeff	Boulder	CO	2003 Mini Cooper S	
Spencer	Scott	Denver	CO	1998 540i	
Starr	Amory	Fort Collins	CO	1985 735i	
Vazquez	David	Denver	CO	1995 325iS	
Wensec	Gary/Nick	Colorado Spgs	CO	2003 Z4	

CARS FOR SALE

2003 M3 coupe VIN WBSBL93493JR19165 Imola red/Black leather, 7K miles, 6-speed, bi-xenons, Harman/Kardon, 6 year / 100K mile engine warranty, M mats and M plate frame, garaged, non-smoker, always hand-washed and Zymol-waxed, never seen rain or snow, never raced, meticulously broken in, \$47,950. Call Dan 720-256-8060 or dhowell1027@yahoo.com #188784 (8/03)

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 (8/03)

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 (8/03)

1997 M3, 4-door, automatic, red with black leather, ASC, trip computer, security system, new Bridgestone RE730's, 87kmi, very good condition in/out, \$19,300. Call Jim 303-494-2701 #58512 (8/03)



1995 540i. WBAHE532XSGA65236, 9/95 production date. Arctic Grey/dove grey leather w/sport seats, wood trim, 6-sp, 66K 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 \$17,500. Call Alex 720-895-1167 x303, cell 720-254-9516 or Alex.F.April@erac.com #177455 (8/03)

1995 325i, 5 speed, 90K miles, beautiful metallic Montreal Blue, Bilstein shocks, Yokohama AVS, CD Changer, sunroof, heated seats, Inspection II, metal water pump, housing and new fan clutch. Car is perfect and maintained by Bimmer Haus Performance. Call Steve 303-750-5533 or stevejfy@msn.com #165695 (8/03)

1990 535i black/black leather interior, 5sp, 147,000 miles, excellent condition asking \$7,800. Call Candy 970-2230584 or wallbmwm3@aol.com #290361 (8/03)

1990 E30 M3, Red / Black Leather, 112K miles, garaged, recent work- valve guides, timing chain, water pump, plugs, cam tower/valve cover/oil filter mount gaskets, new



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Editor: Darlene Doran, 303-758-4200,
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Fax: 303-758-7706; email: crush_gr@msn.com

CLUB MEMBER ADVERTISING: 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.

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exhaust cat pipe & muffler, brake pads, battery, strut inserts, shocks, coolant sensor, and a fuel pressure regulator. Many modifications - Dinan Chip, K&N filter, Racing Dynamics Sway bars, H&R springs, TSW 17" Hockenheim R wheels with Nitto performance tires and much more. Selling for newer M3, \$12,500. Call Jeff

303-994-6903 or kruegersii@juno.com #306677 (8/03)

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 (8/03)

1983 528e, WBADK7307D7957333, 260k miles, Polaris silver w/ blue leather. Finish and furnishings showing the miles, good tires & brakes, new battery and alternator brushes. Needs front oil seal. Short throw shifter. Timing belt at 240k. Inspection lights work. Glove box flashlight and Owners manual. Need to reduce insurance w/ fewer cars and the oldest got the short straw, \$2,500 OBO. Call Nick 719 590-1697 or NickRadical@aol.com (8/03)



TIRES & WHEELS

2 complete sets of wheels for E46 BMW, Kinesis light weight wheels, one set 19inch, another set 17 inch, used once on M3, the 17's have Kumho track tires, the 19's have Pilots. 19 inch wheels are painted BMW silver for centers and highly polished lip, 17's have anodized center with polished lip. Both sets are "as new". Retail approximately \$885 each for 17" and \$1225 for 19", asking \$600 each and \$895 each for 19" wheels only. Call Roger Maurer 303-756-9158, 303-757-5350 days or rdmaurer43@att.net #12199 (8/03)

(4) wheels from a 1990 325i E30. Must sale to make room in garage, excellent condition. \$150 gets all 4 wheels. Contact Charles 303-651-1211, 720-352-3510 or coloradoprices@msn.com #145879 (9/03)

(4) Borbet 17" five-spoke wheels with Yoko AVS Sport 235-45-17, from 1994 E32 (had to sell), 2500 miles max. Should fit most 5 & 7 series. Digital photos upon request. Call Marc 303-940-6468 or m_p.micicche@earthlink.net #285959 (8/03)

(5) BMW/BBS 17x7.5 2-piece, wide spoke alloys, fit Z3, E 36, E46?, p/n 2 227 647, mint, w/ center caps, \$1600. Call Mike 303-447-3852 or m.bunten@attbi.com #190079 (8/03)

(5) P255/70R-16, (fits SUV) less than 10,000 miles on 4, spare never used. These are Firestone tires and when the big scare occurred, my wife had the tires replace on our new Explorer. The tires are not the recalled items; they were not manufactured at the plant with the problem nor are they the size of the recall. Firestone and Ford over reacted, \$300.00 OBO. Call Thom 303-549-1018 or tfreyco@earthlink.net #198246 (8/03)

(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 (8/03)

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)

(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 (8/03)

E36 Wheels p/n 1182608, style 27, asking \$350. Call Rich 970-461-8604 or rfk318@earthlink.net #117404 (8/03)

PARTS

BMW remote CD changer, p/n 88 88 1 600 251, w/ cover & extra magazines, like new \$375. Call Mike 303-447-3852 or m.bunten@attbi.com #190079 (8/03)

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 (8/03)

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1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ Bimmerswap.com #119538 (8/03)

MISCELLANEOUS

2002 BMW R1150RS motorcycle, like new, only 1600 miles. Silver with engine guards and BMW hard side saddlebags, \$12,500. Call Bob (303) 702-1159 (H), (303) 533-4987 (W) or rbreeden@ball.com #169997 (8/03)

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 Christmas Vacation! \$700 Call Leslie or Jim 303-671-6131 ASAP to get your first-choice week reserved!

For Sale (preferably to a fellow BMW-enthusiast!): Charming house on 2.61 acres inside the Roosevelt National Forest, near Glen Haven, 10 miles from Estes Park. Escape to this secluded, peaceful setting, with creek, waterfall, footbridge, trees, abundant wildlife. 2400+ square feet, which includes 3 bedrooms, 3-1/2 bathrooms, new master suite and guest suite in loft. Remodeled 1997, pure, delicious well water. Many extras which including a John Deere snowplow tractor and satellite dish. New paint, roof, gutters, rain barrels. \$499,000. Also available: adjoining 2.36-acre lot with two outstanding building sites and creek: \$99,000 if purchased with residence parcel, \$129,000 if purchased separately. (Preference given to house buyers.) Color brochure available. Owners: (970) 577-0015. Or 1-877-INFO-FAX#4261; or www.PropertybyOwner.com #177039 (8/03)

WANTED

(4) E30 OEM light alloys (6Jx14) in good condition to fit 1987 325. Call Guy 970-577-0015 or rockyglen1@juno.com #177039 (8/03)

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.

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

JULY**activities calendar**

- 1 Tue **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR AUGUST ISSUE**
- 9 Wed * **Business Meeting, Kavyo's, Aurora 303-326-0924 for directions**
- 12 Sat **Sonic Bimmer Burger Night, Golden Sonic Burger
Bob Sutterfield, Coordinator, 303-743-8109, Details Page 9**
- 20 Sun ***Bimmer Haus Performance* Autocross Series, Coors Field, Denver CO
Autocross Committee, Details Page 7**
- 22 Tue **Sonic Bimmer Burger Night, Denver Sonic Burger
Leslie Jenkins - Coordinator, 303-671-6131, Details Page 9**
- 26 Sat **Autosport Werks Tech Session, 460 Alter Street, Broomfield 303-460-9900
Grant Lipsky, Coordinator, Details Page 7**

AUGUST

- 1 Fri **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR SEPTEMBER ISSUE**
- 2 Sat **Boondocks Fun Center, 11425 Community Center Dr., Northglenn, CO
Darlene Irvin, 303-425-5604, Coordinator, Details Page 7**
- 6 Wed * **Business Meeting, Warner's, Denver, 303-333-9387 for directions**
- 9 Sat **CECA, Pueblo, More info Bill Miller 303-421-3009**
- 16 Sat **Sonic Bimmer Burger Night, Parker Sonic Burger
Bob Sutterfield - Coordinator, Details Page 7**
- 24 Sun ***Bimmer Haus Performance* Autocross Series, World Arena, Colorado Springs
Autocross Committee, Details Page 7**

SEPTEMBER

- 1 Mon **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR OCTOBER ISSUE**
- 3 Wed * **Business Meeting, Sutterfield's, Aurora, 303-743-8109 for directions**
- 13 Sat **Red Dolly Casino Night, Black Hawk, 4:45 PM
Dawn Putaturo, Coordinator – 303-979-8030, Details Page 13**
- 20 Sat **Fall Drive – Alex April / Rick Viehdorfer Coordinators, Details in August issue**
- 27 Sat ***Bimmer Haus Performance* Autocross Series, Coors Field, Denver, Colorado
Autocross Committee, Details Page 7**

* **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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