



Rocky Mountain Chapter · BMW Car Club of America

MotorSport

August 2003

Report



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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.

MotorSport Report



photo by Cliff Lawson

Barry Norman in his Z3.

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Upcoming Events

BOONDOCKS

Saturday, August 2, 2003
Darlene Irvin, Coordinator - See July MSR

ANNUAL RMC TRAIN TOUR

Saturday, August 9, 2003
Dan Mazzeo, Coordinator - Details Page 13

SONIC BIMMER BURGER NIGHT PARKER

Saturday, August 16, 2003
Bob Sutterfield, Coordinator - Details Page 9

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

Sunday, August 24, 2003
Autocross Committee - Details Page 9

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CONCOURS

First of all, I want to say, "Thanks!" to all the club members—those that organized and helped out as well as all the "donors" that brought their cars out to be judged or displayed—who made the Cerebral Palsy of Colorado Concours d'Elegance on June 8th a resounding success. 55 BMWs were in attendance, a 10% increase over last year and, more significantly, nearly \$1500 in entry-fee donations. Add to that \$200 collected by "passing the hat" during our awards ceremony and another \$200 matching contribution from the club. It's clear that good deeds go hand-in-hand with good times for RMC club members. Special thanks to Doug Grande for a superb job with the organization ahead of time, especially as he wasn't even able to attend on the day of the event! Thanks to Dee Raisl and Dave Stackhouse for handling things at the event, and to Darlene Doran for organizing and presenting the chapter awards. *Gebhardt BMW* in Boulder kindly donated the awards and we gratefully acknowledge their support. Finally, thanks to Paul Schultz and Steve Hamilton for their expertise in judging those entries submitting to the full Q-Tip treatment.

The chapter would also like to send our heartfelt "Get Well" wishes to Kip Naleski, brother of RMC member Gary Naleski, who is recovering from an auto accident just after the concours. We hope your recovery is speedy and complete, Kip.



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3/04

SON OF SECOND CREEK?

An integral component of the club's activities over the last two decades or so has been the semi-annual Driver's Safety School. Many hundreds, if not thousands, of club members have passed through the gates of Second Creek Raceway on their way to driving enlightenment. Well, sad to say, those days are nearing an end. The following summary is provided by our club secretary, Bob Sutterfield, and was posted on the Yahoo discussion group recently:

Second Creek Raceway will lose its Conditional Use Permit from Commerce City at the end of the 2004 season. The Colorado Motorsports Council (<http://www.comosport.org>), of which RMC is a member, is planning a new facility to replace Second Creek. Many details of that effort are still under intense negotiation, and not ready for public discussion. Each CMC member club is being asked to fund part of the new facility. Each of the clubs that is a CMC member at the same level as RMC BMW CCA, is being asked to commit a 1/6 portion of \$100,000.00, or \$16,666.67. This will ensure our continued access to the sort of facilities necessary to pursue our club's excellent driving events programs.

At the Chapter's June 4 business meeting, the Rocky Mountain Chapter's Board Members (Walker, Viehdorfer, Delmonte, Kavyo, Sutterfield, Doran, and Raisl) resolved unanimously that RMC will participate in ownership of the new venue. The Board further resolved to invite CMC President John Arnold to our August 6 public meeting to discuss his progress with the effort, and to personally present him with our commitment to the plan.

The Chapter's Treasurer has undertaken a study of our finances, with an eye to recommending ways to allocate the funds over the next 10-11 months from our operating budget and savings. Other participants in the June 4 discussion are preparing proposals to raise funds from interested members, on behalf of the Chapter but separate from the Chapter budget.

Because of the preliminary nature of all these efforts, the Board agreed not to begin a public "Replace the Racetrack" campaign until something more concrete can be established and ratified. Nonetheless, our business meetings are always open to the general membership, and if you are interested in helping RMC through this exciting period, please join us.

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.

ponderings by the editor

by Darlene Doran

motorsporteditor@speakeasy.net

THANK YOU! THANK YOU! THANK YOU!

My genuine appreciation to these members who wrote articles and took photographs for the August issue of the *MotorSport Report*: **Traci Iverson** for her Car of the Month article and photo provided by Warren Winter; **Bob Sutterfield** for coordinating the Parker Sonic Bimmer Burger Night and his article (Bob, we have made you our permanent SBBN coordinator) ☺; **Alex April** and **Rick Viehdorfer** for coordinating the Fall Drive; **Dan Mazzeo** for coordinating the "Annual Train Tour" and article; **Dawn Puturo** for coordinating the "Red Dolly Casino Night" and her article; **Andrew Jordon** for his "BMW Club Race and Wanted Corner Workers" articles; **Dave Esler**, **Bob Sutterfield** and **David Cornell** for their "Road or Track?" discussion; **Doug Grande** for his Concours d'Elegance article and Warren Winter for his photos; **Mike Beyer** and **Russ Larson** for their "Concours Thanks" paragraphs; **Tim** and **Beth Jones** for transporting the donated water from *Ralph Schomp* to our driving events; **Greg Keys** for his "Autocross 101 – A lesson in geometry" article; **Mim Duncan** and **Marcie O'Brien** for their "Autocross School" article; **Scott Simms**, **Bill Lamkin** and **Randy Stout** for their "Autocross School Thanks" paragraphs; **Cliff Lawson** for his Autocross photos; and **Dave Walker** for his "late-braking news." A BIG thanks to everyone for helping make such a great newsletter once again!

RALPH SCHOMP BMW

I want to express my sincere thank you to *Ralph Schomp BMW* for supporting our Spring Driving School and our upcoming Fall Performance Driving School. They continue their support with providing water at our Autocross and Driving School events. Thanks again *Ralph Schomp* ☺

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 purchasing your vehicle (please do not contact BMW CCA about back dating memberships, they will not wavier on this issue)**, 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.




**Rocky Mountain Chapter
BMW Car Club of America**

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12/03

Car of the Month

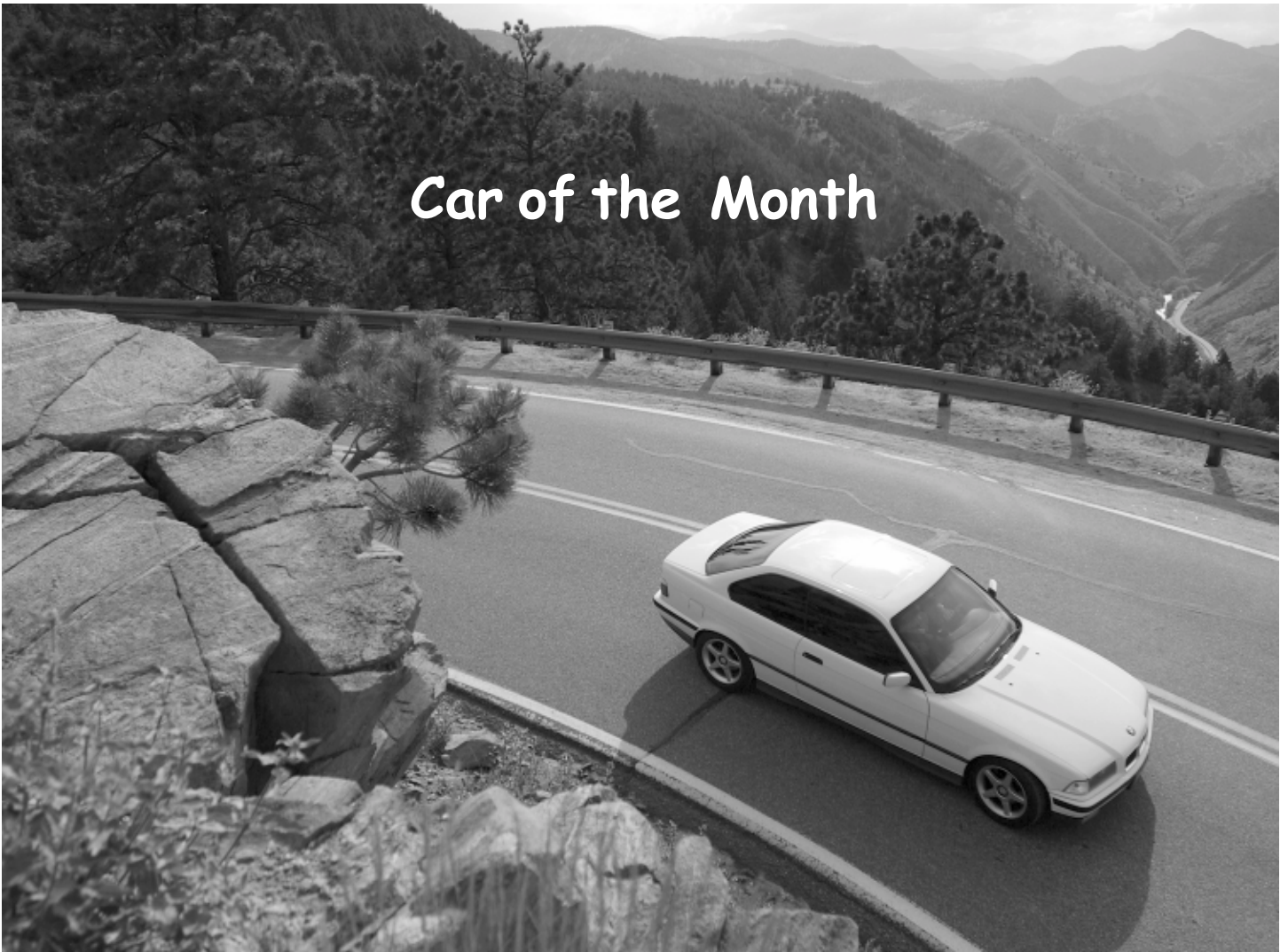


PHOTO BY N. WARREN WINTER

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

Each month throughout the year we will feature a "Car of the Month". Any car owned by a Chapter member is eligible. Just send several photos (they will be returned to you) of your car, along with a written description about the vehicle. But wait, there's more! In the February issue you will find a ballot to choose from the 11 Cars of the Month, and a Car of the Year will be announced in the next issue.

Our August **Car of the Month** comes to you from Golden, Colorado belonging to Traci Iverson (daughter of our infamous and extremely beautiful and talented *MotorSport Report* editor).

I moved back to Colorado in 2000 at which time I was driving a 2000 Nissan Altima, with healthy monthly payments I didn't like. After discussing the situation with my parents, I sold my Nissan. That is when my search for a nice BMW started. My dad being very knowledgeable when it comes to BMWs has always said to take your time and the right one will always surface. Reluctantly and with much frustration, I did precisely that, as I wanted a white 325. I did come across a very nice white BMW, however it was a 318is. We test drove the car and everything checked out nicely.

I purchased my white 1994 318is, gray cloth interior, 5 speed, power door locks, power windows, sunroof, alarm,

heated seats and only 45,000 miles July 2000. I am the third owner of the car. The car was originally delivered by Gebhardt BMW in March 1994. I was able to obtain all previous records on the car from Gebhardt which is important for resale.

With my car merely being a 318, I wanted more power and as a result I did a few modifications. First was a Jim Conforti performance chip giving me a few more horsepower and torque, chrome exhaust tip, UUC adjustable clutch stop, UUC height adjustable short shifter, clear tail lights and corners, H & R sport springs and Koni sport adjustable shocks and struts, cold air intake with K & N filter, BMW CD player, and 16" OZ Monte Carlo's with Kumho 225/50 VR tires. Most of the modifications I performed myself with some help from my dad. I really enjoy working on my BMW — I change my own oil, brakes, etc., I guess you could say I come by this honestly.

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!

CASINO BUS REGISTRATION

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First the MINI won the "2003 Car of the Year" in Europe, then the same thing in the US. Then the Women in Automotive Journalism voted it the "Best Car of the Year" for 2003. Now Ward's Automotive World Magazine awarded the MINI Cooper S the top spot among the 10 best engines. Now AWRT Class of 2003. "Most Likely to Succeed – Car of the Year Award". It also received the "Classic of the year 2003" and the "Personality Car of the Year 2003" by the American Women Road and Travel. To top it all off, Jack Pitney, MINI General Manager was awarded the "Automotive News Marketer of the Year." Not bad for a brand new car!

By placing the speedometer in the center, MINI is leading a new trend with the new Nissan Quest, the Toyota Scion xA sport wagon, and the Saturn Ion will have a center mounted instrument panel, as does the BMW Alpina Z8. Imitation is the sincerest form of flattery.

The English magazine *Auto Express* reports that a woman stopped her MINI to buy newspaper in London. She gave her fussing baby her car keys to distract it while she ran across the street for the paper. When she returned, the baby had swallowed the small alarm module on the key chain. Stuck, she hailed a passing patrolman from the Royal Automobile Club, who suggested she hold the baby close to the ignition switch and push the baby's tummy while trying to start the car. Lo and behold, the MINI started and she got home. The alarm module would show up once nature took its course. Urban legend, or not!

Even in Japan, a country well known for their mini cars, the MINI is taking off. It has become the "IN CAR" among that nations young and affluent trend setters. The most common buyer seems to be the young male in the 30's or 40's, usually owns his own business or is a fashion and business trend setter. Three models of the MINI are for sale in Japan, the Mini One, Mini Cooper and Mini Cooper S. In 2002 around 10,000 Minis were sold, the Mini One accounting for about half. For 2003 Mini is counting on an increase to 12,000 vehicles. Even at posh country clubs and other swanky places, the valets are fighting over the chance just to park the Mini, usually in the most preferred spot.

More and more tuners, both in the US and in Europe, are coming out with reasonably priced, tuning items for the MINI. Mini Madness (www.mini-madness.com), headquartered in Portland, OR, has a lot to offer as one of the latest Mini tuners. Their base kit includes a chip, cold air intake and an exhaust system giving the Cooper an additional 35 hp for a total of 150 hp. If you want to spend more money, Mini Madness will help you there as well. Check out their website for more goodies.

The German car magazine *Auto, Motor und Sport*, recently tested the A.C. Schnitzer, the Hamann, Hartge and Alpina (all VERY respected BMW tuners) against each other. They all started with the Cooper S. The Schnitzer had 193 hp, the Hamann 195 hp, the Hartge 210 hp and the Alpina 196 hp. The Hartge was fastest to 100 km – 6.7 seconds. The Schnitzer took 6.9 seconds, the Hamann 7.0, and the Alpina 7.1 seconds.

If you are interested in seeing some of these, or similar cars, come to TechFest West on March 13th-16th. There will be several MINI tuners showing off their stuff!

Cheryl Blahnik, who lives in the Michigan Upper Peninsula, crested a hill at 60 mph, to find the biggest deer she has even seen in her path. The deer lost. Although the MINI was totaled, Cheryl had only a broken fingernail. All of the engineering paid off when the airbags deployed and did their thing. No wonder the car earned the highest ranking in its class from the Insurance Institute.

Even if you don't usually read *Road & Track* magazine, check out their January issue. It pits the MINI Cooper S against the PT Cruiser Turbo and the VW Beetle turbo. Guess who took the honors, again, the MINI of course!

Ray Hampton Racing, based in Las Vegas, with the help of BMW NA/MINI USA will race two MINIs in the in the US Touring Cars series on the Speed Channel this spring. The cars are truly amazing according to the drivers who have had a chance on trying them out. Almost right out of the box, they were turning laps at Willow Springs at times that were well over a second faster than any of their expected competitors. There is a chance that Mickey Miller, one of our regular BMW CCA LA driving schools instructors, will be driving one of the cars.

One of the more enthusiastic MINI owners in the LA chapter, Tom Wiggins, sent me his website devoted to the family MINI: <http://home.earthlink.net~bmwmini>. It's a neat website and worth a visit. Thanks Tom!

Reprinted from the Whisperingbomb – LA Chapter by Leif Anderberg

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3/04

upcoming events

join the fun!

Rocky Mountain Chapter BMW CCA Bimmer Haus Performance Autocross Series

This event series is open to all BMW CCA members and their families. Beginners, convertibles and roadsters are welcome. Make sure you class your car and register ASAP, so mail or signup at <http://www.rmcbmwcca.org/autocross.htm> today. This event will open to non-members one week prior to the event and the event will be at full capacity with 100 entrants. If you are a member please sign up as soon as possible, as non-members may take your spot within that week.

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.

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, 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.



Ken Veal in his MINI at June 1st Autocross — see results pages 24-25.

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.

The White Car

Over the past five years I have often pondered what monumental event would prompt me submit a collection of words to our beloved Peachtree Pit. I've thought about doing so on several occasions — my first autocross, my first and second crew experiences at the 24 Hours of Daytona, and my first heartbreaking club race immediately come to mind — but as emotional as those days of my life were, they never provoked me to sit and write.

So what has finally led me to this point? Well, as many of you may know by now, my white car has been present for most of my involvement in the Peachtree Chapter. It has rocketed me around coned courses and racetracks, ushered me through traffic jams and alleyways, and delivered me up and down the eastern seaboard and to and from the great state of California. My white car has been a stable mate of my adult life by being enjoyable, yet economical enough to allow me to test the boundaries of unemployment. Through all of these adventures, I have refrained from naming this E30 or even designating it a sex. The reason behind my refusal to humanize my vehicle lies in my past.

You see, before this car there was Charmayne ('73 2002), Charmayne ('82 320i), Champagne ('89 E30 is), and Miles ('89 E30 is—and my first boy). Each vehicle was separated from

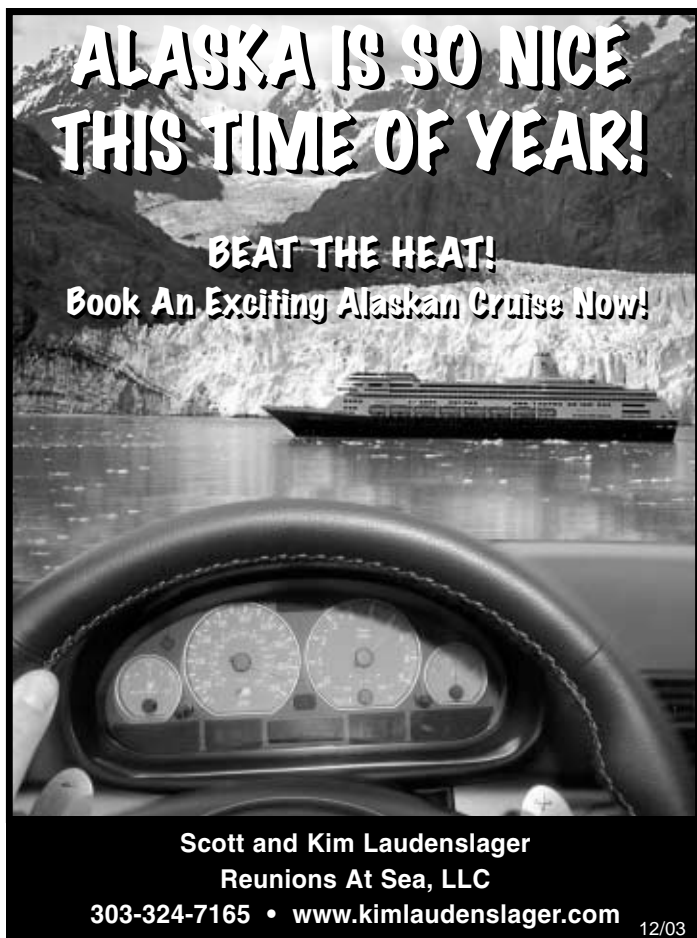
me via some gut-wrenching episode and to this day, only Charmayne still exists. After all of the pain involved with losing so many loved ones I decided the best way to avoid such melancholy in case of an accident was to simply look at my next car, that is, my current car, as nothing more than an object. So, since I took delivery of my 1989 Alpine White 325is, I have called it nothing more than “the white car”.

This manufactured detachment has allowed me to maintain a new sense of balance in my life. Even though I've garaged, waxed, and properly maintained it since it became mine 110,000 miles ago, I have managed not to bestow extreme fanaticism on all who surround me. I remember when each ding, scratch, and crease was acquired, but I also remember maintaining my composure in each instance. There is the ding on the trunk lid from trying to open the trunk with a bike rack and two bikes mounted, the pock mark in front of the right rear wheel that some AAA man left while struggling with the BMW jack (the first time my baby took my car—I must really love her for us to have made it through that one), and how can I forget the substantial crease that I put in the driver's side door while trying to push the car out of the garage instead of driving it for fear of dirtying the carpet? That last one was a severe warning to not put my automobile too high on life's metaphorical pedestal. Obviously, “the white car” certainly is not aesthetically perfect.

Its claim to fame, however, has always been its performance and reliability.

All of this is relevant because my sweetheart recently purchased a '97 328i with the sport package, five-speed, and a mere 40,000 miles. Naturally, this was a joyous acquisition, and since the car is significantly newer (if a six year old can be new) than our reliable “is”, “the white car” was instantly and unceremoniously demoted to the driveway while the new car was parked in the garage. As soon as the temperature broke 60 degrees, I went outside and washed and polished the 328 while the other car was left to bask in its own filth. In my mind none of these activities would have any negative repercussions because the white car isn't alive—it has no feelings, right? WRONG! As soon as I finished rubbing on my baby's car I got in the E30 and turned the key. It didn't crank, but the car often requires two or three attempts before it fires, so I wasn't worried. After four attempts, an eyebrow raised. Eventually, I struggled with that car for close to five minutes trying to get it to start, and when it finally did; it let out a huge plume of black smoke to indicate its disdain. I could not believe what I was seeing—“the white car” was *jealous!*

It surely had ample reason to be upset. After all, this was the car that has stuck with me for almost five years now. It has been there for every autocross triumph, and for every Cannonball Run-type road trip while never failing to stroke the racecar driver that dwells within. Together we've smiled as we've journeyed to the upper ranges of the tachometer on a regular basis—under any circumstances. This car has a lovely tune that keeps me rolling down my windows even after all of our



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shared missions. Amazingly, the only major component that had to be replaced was the clutch, and that was after over 85,000 miles of ownership.

But our other car is so *clean*.

Now, every written reference that I've gotten my hands on says that my baby's 328i can leave my E30 in the dust, but from the driver's seat, that does not seem to be the case because "the white car" is much less of a luxury car. It is more 2002 than 740iL (that new 7 is something else altogether). The seat bolsters are deeper, the wheelbase is shorter, and the rear suspension is of an older sort. It also has a heart that beats like my own in the sense that it relishes speed and victory; therefore, "the white car" will always be with me. So what about its feelings and its name?

Covered and parked in our driveway, it will still be responsible for commuting, road trips, and helping me blow the doors off of anyone who dares to challenge me in anything but a straight line (even Accords and Altimas can be had with 240hp nowadays—what can I say?). I will continue to pretend that it does not breathe, even though I can hear it inhaling with every run up to 6,400 and exhaling with every shift. I'll also pretend that it harbors no resentment for its garage's new resident. Finally, I'll keep referring to it by what I've always called it—which explains why its name has been enclosed in quotation marks for this entire piece. That is, "the white car". This is what owning a BMW all is about.

Reprinted from Peachtree Pit – Peachtree Chapter, by Melvin Hodges

Please don't kiss the technicians.

Please... no matter how strongly you may feel the urge, try to find another way of expressing your appreciation for a job well done.

We're always delighted when we receive a letter thanking us for outstanding service. And the high marks you pass along during our follow-up surveys really hit home. The frequent praise and recommendations on the Rocky Mountain Chapter's internet list for expert diagnosis is also very flattering. And we always appreciate a robust "atta-boy" when you see us at the races.

Heck... even the flowers you've been sending really brighten our day.

But please... control yourselves... no more hugging and kissing the technicians. The neighbors are beginning to look at us funny.

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6/04

upcoming events

be there!

BMW Club Race

by Andrew Jordan

The BMW CCA has once again been invited by the PCA (Porsche Club of America) to participate in their event. Without their invitation, there would not be a BMW club race in Colorado, so we are greatly indebted to the PCA for their generosity in sharing this event. BMW Club Racing sanctions this BMW club race so it is an official event.

The race draws local BMW club racers, as well as some racers from New Mexico and the very active contingent from Texas. Every year I look at all these beautiful BMW racecars and turn green with envy. Spectators are very welcome. I don't think that there are any gate changes for spectators. There is something extra about watching a race that is BMW's only. Competition between drivers is keen and this results in a splendid time being guaranteed for all.

Mark September 13th and 14th, 2003 on your calendar. The venue is Pueblo Motorsports Park; same place as our October driving school. Watch the drivers and learn the fast line through each corner. Share a ride to Pueblo with other club members, or list your information on our chat group. But come and join the fun.

We also need two volunteers for the two-day event. This can be a combination of half-day or full-day volunteering. Call Andrew Jordan at (303)426-6800 if you can help. Licensed BMW club racers can register by downloading the forms from the PCA website at <http://www.pca.org/rmr> or calling Pat Dent at (303) 526-0600.

There is also a high level of camaraderie at BMW club racing events. The public is welcome to chat to the drivers and share information on modifications and car setup etc. Club racing is the logical next step up for those who have excelled in the A group at our driving schools or those instructors who want to enjoy the next level. There are a bunch of people in these two groups that I would be very comfortable to share the track with. To mention just a few; Gary Odehnal, Doug Gordon, Andy Peavy, Doug Grande, Lee-Anne Jordan, Gary Mayer, Mark Glodava, Ian Wendt, Joe Gilmore, Bob and Lauri Sutterfield, Tim Roghair and Paul DesRosiers.

Fall Drive

by Alex April and Rick Viehdorfer

We are once again ready for a fall drive; our goal is to make it another exciting and scenic drive as was the spring drive.

The event is scheduled for Saturday, September 20th, 2003, so mark your calendars now. We'll save the rest of the details for the September issue. Hope you can make it!

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
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9/03

upcoming event

by Dan Mazzeo

Rocky Mountain Chapter BMW CCA Train Tour

Saturday August 9th



All Aboard!

The Famous Georgetown Loop Railroad

Passengers at the turn of the century hailed this railroad as the "far famed Loop", a marvel of engineering skill and the most complex railroad loop in the world. The views and sounds are awesome. Here the whistle?

Today's railroad takes you over the reconstructed Devil's Gate High Bridge which stands 95 feet above Clear Creek and through the same spectacular Colorado mountain scenery that visitors of

yesteryear enjoyed. Children under 3 are free when sitting on a parent's lap.

Train and Mine tour takes two and one half hours to complete.

Well folks, for the last 5 years we've gone to just about every nearby tourist railroad except the one in our backyard! Since we are eventually trying to hit them all, we better not leave this one out. It does, after all, have some very rare little steam engines known as "Shays" — a way high up-in-the-air reproduction of the original wrought iron bridge and a mine.

We will meet at "The Fort" restaurant on Hwy 8 at Hwy 285, 4 miles south of Morrison at 7:45AM for a prompt 8AM departure. We will tour a while on the way and not take the most direct route. Cost is \$21.50 for adults and \$14.25 for children — up to 15 years of age — this includes the train ride round trip from Silver Plume and the mine tour. We will head to a nearby restaurant afterward for a late lunch, A La Carte — please note: price is not included. Make your check out to RMC BMW CCA, note the number of adults and children on your check and mail to: Dan Mazzeo 5283 Golf Course Dr., Morrison CO 80465. Any questions call Dan at 719-439-6977. Thanks!

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PAUL M. SCHULTZ

9/03

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.

Things to Bring to Driving School

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

NOVICE

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

INTERMEDIATE

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

ADVANCED

- Tool Box
- Pyrometer
- Spare Car

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

- Have Fun!!!

Reprinted from Bavarian Motor Words, Spring 1994

W A N T E D Corner Workers

(No, not the east Colfax kind)

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

We train you and then match an inexperienced person
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See the action from the track.
Feel good about donating one day a year
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Call Andrew at 303-426-6800

upcoming event



Rocky Mountain Chapter BMW CCA Fall Performance Driving School

Ralph Schomp BMW and the Rocky Mountain Chapter BMW CCA are pleased to invite you to attend the **Ralph Schomp BMW Fall Performance Driving School** at Pueblo Motorsports Park, on Saturday, October 25th, 2003. Pueblo Motorsports Park is an excellent track for teaching: safe and demanding, yet fun and visible from the grandstand. (**No convertibles are permitted** at the Driving School.)

The purpose of the **Ralph Schomp BMW Driving School** is to give you the opportunity to drive your car at speed and to experience more of the potential of the unique combination of car and driver. You will learn to drive this track smoothly and safely. This is NOT a racing school. Anyone **18 and older** with a valid driver's license may attend. **The school is limited to 60 drivers.**

There is a **mandatory technical inspection** required of all cars before they will be allowed on the track. Tech inspection forms are available for download from the Chapter web site. All safety equipment will be checked: brakes, tires, brake fluids, battery hold downs, seat belts, wheel bearings and more. If there is any doubt about the condition of your equipment, have it replaced (although brand new tires are not automatically recommended). The inspection can be completed by your mechanic (expect a charge), or there will be a free technical inspection on **Saturday, October 11th, 9 AM to 1 PM** at *Bimmer Haus Performance*.

Hotels nearest the track are located just off of I-25 along Hwy 50. We have contacted Hampton Inn at 4703 N. Freeway Road, Pueblo for a BMW Club discount. For reservations call 1-719-544-4700 and mention BMW for your discount.

Pueblo Motorsports Park

Go to <http://www.na-motorsports.com/Tracks/Pueblo.html> for directions. There will be air and water at the track, and a food concession will be available with such things as coffee, rolls,

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

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

Cost for Driving School

BMW CCA member: \$125, \$225 per couple*
Non-member: \$150, \$250 per couple*

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

Late registration fee: \$10 per driver after October 11th, 2003.

REGISTRATION: Registration will be done on line. Go to the Rocky Mountain Chapter web site www.rmcbmwcca.org and click on **Ralph Schomp BMW Driving School**. The registration web site will open on **September 6th at noon**. Anyone registering after **September 15th** will be put on a waiting list. Payment for registration is by credit card. On **October 4th**, you will be sent an email confirming your registration number(s) and run group(s). Maps, schedules, inspection forms and other details will be available for download on the club web site. **Cancellations received by October 11th will be refunded the registration fee less \$10. No refunds for cancellations after October 11th.** Call the registrar to cancel. We reserve the right to refuse entry and participation to anyone for any reason. For questions, call Gary Mayer, Driving School Coordinator, 303-618-6102 or Leslie Jenkins, Registrar, 303-671-6131 or email: rmcdrvsch@aol.com.

BMW CCA members will have registration priority **until September 26th**. Non-members are placed on a waiting list and inserted into vacant school positions in the order their applications are received.

YOU ARE ENROLLED UNLESS OTHERWISE NOTIFIED!!!!



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2/04

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4/04



Arnie Coleman shows the students how it should be done.

Autocross 101 - A lesson in geometry?

by Greg Keys

What are they talking about? Triangles, apexes, circles, geometric lines — what have these got to do with driving? A lot, apparently! I recently attended the RMC BMW CCA autocross school held at Coors field. I'd never autocrossed before and didn't know much about it — other than you drive a course laid out with orange traffic cones, trying to get through the course as quickly as possible without knocking any of the cones down. I can tell you now that there is a lot more to it than meets the eye.

The instruction covered a wide variety of topics, including: preparation for the event (both you and your car), driving basics, driving dynamics, car handling, walking the course and how to determine the best line through it, what's involved in working the course and what a typical autocross day is like.

The day began with the tech inspections; this involves having your car checked to ensure it is safe to participate in the event. Classroom instruction was next and this is where things began to get interesting. Arnie Coleman provided most of the classroom instruction and filled our heads with a great deal of information in a very entertaining way. The weather made the instruction all the more interesting, as the "classroom" was simply a set of bleachers in the parking lot. It was slightly overcast and cool when we started, then progressed to some very light rain, and then got quite windy and cold! About this time we were given a much appreciated short break to retrieve additional clothing items, had some additional classroom instruction and moved on to the driving instruction.

The driving instruction was GREAT! There were four features set up - slalom, a figure eight, a triangle, and a short autocross course. The slalom included two sections - a tight slow one, and a looser fast one. By pacing off the distance between the cones in each slalom section, you could see what the difference was between them and determine how fast you could go through them. The figure eight was a lot of fun, as it had a large loop and a much smaller loop; the point was to go as fast as possible yet stay within about one foot of the cones. This was a lot more difficult than it would seem, especially on the smaller loop - a key exercise in demonstrating when to go slow. I found the triangle to be the most difficult exercise, but

also the most beneficial for learning the task of late apexing. I couldn't manage to stay within the apex cones for the first two loops! My instructor must have been frustrated, as he kept repeating "No you have to be inside that cone!", as I merrily drove past it on the wrong side. I finally got the hang of it though and started doing what I was supposed to...aside from hitting a few cones, that is. The short autocross course was a lot of fun, but I can't say I did well at it. The majority of the comments I got gave me the impression that I was in school and tardy for class because I kept hearing "Late, late, late!" as I went through each turn! "Focus on the apex cones!", I was told. Well, I would if I could just figure out which ones those are!

After a break for lunch we got to take turns working the course (which had been enlarged by the instructors during the lunch break) and driving it for timed runs. I pulled first duty at working the course and have to say, it was a great advantage over driving first. Since we had not actually walked the newly expanded sections, working the course provided a lot of education along with some entertainment value. A few folks



Students listen as Arnie provides them with a great deal of information.

got a little confused and didn't drive the course as intended... one skipped half the course, another did a section of it going the wrong direction, others skipped portions of the course. The obvious point here is that walking the course is vital to being able to drive it correctly! This was also great practice for working the course during an actual event. Finally, my turn to drive! We all got two timed runs, and while I can't say I did well, my second run was about two seconds faster than my first one. All in all, it was a very educational and fun day!

I'd like to thank all the folks who put this event together, both on the logistics side of putting on the event and the instructors, with special thanks to the instructors in my group, Forrest Thompson, Michael Feldpusch, Jenny Hightower, and Bill Lamkin.

Two key points to remember are to come prepared for any weather condition and "go fast in the fast places and slow in the slow places"!

RMC BMW CCA Autocross School

by Mim Duncan and Marcie O'Brien

Thanks to all the people who coordinated the first RMC BMW CCA autocross school—it was a great success! The grins and attendance at the June 1, 2003 autocross event were testimony to that success.

As people arrived at Coors Field, you could feel the electricity in the air just as you can at any performance event. Drivers prepped their cars as the tech guys made their rounds.

The first activity was the classroom session led by Arnie Coleman. To illustrate the point that you need to bring clothes for any eventuality, rainfall and gusty winds suddenly emerged from a perfectly clear sky, and we all struggled to stay warm and dry during the last half of the outdoor classroom session. We learned the basics of autocross—the importance of walking the course as many times as possible before the runs

begin (don't forget to pace the distance between the cones in slaloms), torquing wheels, checking tire pressures and fluid levels. And, of course, we learned about course working and how to ensure a safe event—always our primary concern. This was the first time we had an opportunity to have classroom instruction; something so familiar to all of us who attend the driving schools.

After the classroom session we self divided into four groups to go through the four exercises that had been set up. There was no particular order to the exercises; by the end of the day everyone had the opportunity to participate in each of the exercises. The common theme of all the exercises was eyes high. Simply put, you've got to look ahead so you can set up for the next challenge.

There was a skid pad consisting of two circle eights (one larger, one smaller). Here, you got to practice throttle steering and learn the limits of your car. Faster was more fun and more challenging, the best was fast on the small circle eight.

The "triangle" exercise allowed us to participate in different turns—although all of the turns seemed sharp! However, each turn had its own nuance which required setting up correctly.

The "slalom" actually consisted of two long slaloms and a turn around area to give us the experience of a 180° turn around, which is always a factor on an autocross course at

continued on page 18

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3/04

continued from page 17

Coors Field. Naturally, the spacing between cones was different between the two slaloms and we learned the advantage that can be gained by getting a good angle into the first cone.

We both experienced a big confidence boost from having participated in the autocross school. We appreciated the opportunity to practice an exercise a number of times before moving on. Previously, one of our major difficulties had been doing a run at an autocross, making mistakes on different parts of the run, and then trying to put it all together during the next run. Too much, too fast. Here, we were given the opportunity to learn the pieces of the whole and then to apply them in a mini autocross course, the final exercise.

Each of the following instructors deserve thanks for doing a wonderful job, for being patient and encouraging, as well as giving up their Saturday to share their knowledge with a bunch of “newbies”; Cliff Lawson, Mark Irvin, Kyle Popejoy, Michael Felpusch, Forrest Thompson, Randy Webb, Bill Lamkin, Doug Gordon, Doug Grande and Jenny Hightower.

In addition, thanks to all of the other individuals who had a hand in making the school such a success: Arnie Coleman for being the primary coordinator of the event and the classroom instructor; Mark Irvin for driving the equipment trailer, doing primary setup, and for announcing, as well as instructing; Doug Gordon for being the webmaster (great car classing system Doug!), as well as instructing, Doug Grande for teaching people how to tech cars; Dawn Putaturo for registration and backup support, Darlene Irvin for assisting with registration and arranging lunch; and Darlene Doran for photographing the event. Thanks also to all the friends and family members who came out to support the drivers.

We'd like to encourage everyone, including Bimmer gals, to participate in autocross. These events always provide grins, increased self-knowledge and knowledge of your car, as well as a great opportunity for camaraderie.

Autocross School Thanks

I wanted to take a moment to drop a note to all of you to say “thank you” for putting on the autocross school this past Saturday. I know that my skills were improved even if it didn't show very much. I felt much smoother (butt dyno ya' know) and I feel more confident about the up coming season. I wasn't able to make it Sunday because of previous plans, however, I am looking forward to the last four events of the season (Again, family vacation will interrupt the June 28th autocross).

This email is a testimony to all of your hard work and dedication to the RMC BMW CCA and to those you assist, in participation throughout the summer.

I for one am always impressed with the professionalism, enthusiasm and safety that reigns at every one of these driving events.

It takes some real serious commitments, personal denials and self-confidence to produce and promote these events successfully time after time. I know that this is all done out of the dedication and kindness of your hearts and I for one am deeply grateful and thankful that those of you (the doers) help those of us (the leaches and slugs) enjoy our automobiles more and more each season.



Cole Beyer driving his dad's M3.

Thanks again, I look forward to seeing you on July 20th.

— **Scott Simms**

I agree with Arnie — this was a great school, and I've been to many. Students all seemed very open to learning concepts, and showed a great deal of natural ability and desire to learn.

Thanks to Bimmer Haus for sponsoring the summer series too. Hopefully, Fauth will lose his cheater pants here very shortly or at least run out of sauce...

— **Bill Lamkin**

The slalom felt great, but could I have gone faster? Darn, I'm pushing in the 180 again. I must have come in too hot. It seemed that the harder I tried, the slower I went.

I had driven in a few autocross events, but was getting a little frustrated. I understood the theory of the traction circle, early apexing and being smooth. I know you are supposed to go slow in the slow parts and fast in the fast parts, but I finally realized that I didn't know how it was supposed to feel in my hands, feet and seat to be near the limit of my car's performance. When I saw the Autocross School scheduled, I couldn't pass up the great opportunity to get driving practice under the guidance of some of our club's experienced drivers and to get better connected to my car.

After Arnie's “classroom” session, we divided our time among four features — a mini course, two different radius skid pads, a triangle to practice throttle steering and a slalom exercise. I found the specific exercises brought focused learning that I just couldn't get trying to recall the blur of a 50 or 60 second run at a typical autocross event. I got to try an exercise, reflect on how it felt, and then try it again. The school provided more instruction and a lot more driving time than the Car Control Clinics. Better yet, it was a lot of fun. I met my goal and came away with a much better feel for my car. I know I drove better in Sunday's Summer Series event.

I would like to give a huge THANK YOU to the instructors, all the helpers and especially Arnie for organizing this great event.

— **Randy Stout**



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by Doug Grande

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

This year our event was held on Sunday, June 8, 2003 in conjunction with the 20th Annual Exotic Sports Car Show and Concours d'Elegance, sponsored by Cerebral Palsy of Colorado. We had over 56 BMWs on display; this turn out was better than last year and was second only to the Porsche Club with 80 participants. Most of our group entered the "display only" class while *eighteen brave souls* entered the "judged" class.

I want to thank **Gebhardt BMW** and **EuroBuyers** for providing the outstanding door prizes. Please remember to support the dealers and vendors who are supporting us!

Also, a HUGE thank you to Darlene Doran who stepped in for me while I was out of town. I would also like to thank Mike Beyer, Doug Gordon, Fred Iacino, Bob Sutterfield and his Boy Scouts, Dee Raisl, Dave Stackhouse and all the other volunteers that helped make this event a success.

The Official "Club Judging" results are listed as follows:

High Mileage Queen:	Adam Moore - 1987 325is
The Princess Queen:	Byron Hammond - 2003 Mini
The Closet Queen:	Jeff Baughman -1994 530i
The Grocery Queen:	Ranbir Chawla – 1998 M3 Sedan

The Topless Queen:	Roxi Wasmer – 1998 323iC
The People's Queen:	Rick Meinig – 1939 327/328
Classic Queen:	David Mohseni – 1973 2002
Queen for a Day:	Gordon Haines – 1997 740i
The Queen in Need:	Gary Mayer – 1994 740 iL
To Clean Garage Queen:	Mark Glodava – 1987 M3

Door Prizes:

Dee Raisl	E46 First Aid Kit
Jim Flint	Stainless Coffee Mug
David Mohseni	Z8 Model
Ken Hawkins	Zymol Kit
Gordon Haimes	Stainless Coffee Mug
Kathy Kelsey	Stainless Thermos
AnnaMarie Johnson	Auto Shampoo
Steve/Dee Dee Diamond	Zymol Kit
Jeff Baughman	License Plate frame
Mark Buland	850i Model
Adam Moore	Wash Mitt
Dave Esler	E46 First Aid Kit
Chuck Provost	Zymol Kit
Mark Doran	Wheel Cleaner



Left: Several club members display their Bimmers on such a beautiful day.



Right: Mark Glodava and his gorgeous white 1987 M3. Mark won 1st place in the Super Clean 80-89 Class and "Best Marque."



So many 8-series — what a beautiful sight!

Concours d'Elegance Thanks

Just wanted to send some well deserved kudos to the organizers and volunteers of today's Exotic Sports Car Show and Concours d'Elegance to benefit CP of Colorado. It was a great show overall with many, many exotic cars such as the F40 Ferrari, (2) Lamborghini Countachs, a gull wing Mercedes, a couple of 427 Cobras, a genuine McLaren race car from the 70s, Corvettes of all years, and so many more rare and beautiful cars. Yes, there were even a few of those pesky Porsches. Okay, more than a few, lots of 'em. And yes, they were nice.

Of course the RMC of the BMW CCA was well represented. Present was a 1981 M1, Steve Diamonds ultra rare Z1, every generation of M3, and M5s and M6s galore. 2002s,

E21s, E30s, E34s, E36s, E46s and let's not forget Rick Meinig's 327/28 and Stephan Visser's 1973 3.0 CSL Bat mobile, all looking fine! Thanks to the big group of 8 series car owners for making a grand appearance. Maybe they are big and maybe they are heavy (I mean the cars), but man oh man, are they sweet! Something like 55 BMWs in all! And many more scattered throughout the parking lots.

Special thanks to the RMC BMW CCA organizers, volunteers and judges who represented our club well. Doug Grande, Dee Raisl, Dave Stackhouse, Darlene Doran, Paul Schultz, Steve Hamilton, Bob Sutterfield and a host of others did a fantastic job. Way to go gang! I'm already looking forward to next years Concours!

— **Mike Beyer**

I would also like to add my 2-cents to this congratulation for the Concours event. I don't make it to many BMW events, but this was a very nice one — I'm not a track person but like the car shows. I was happy to see that RMC BMW CCA was very well represented, although there were not enough of the older BMWs to be seen! Well done!

— **Russ Larson**



Above: Darlene and Mark Doran's 2002 330xi.

Right: Adam Moore's 1987 325i, Adam received the club "High Mileage Queen" award.



2003 Concours d'Elegance BMW Marque

Name/Class	Year	Model	Score	Place	Display Only Class
Clean Pre-70					
Rick Meinig	1939	327/328	138	1st	1991 M3
Clean 70-79					1995 M3
David Mohseni	1973	2002	155	1st	1991 850i
Clean 80-89					2002 M Roadster
Eugene Bockenstedt	1984	M635CSI	120	1st	1991 M3
Clean 90 on					1970 2002
Jeff Baughman	1994	530i	140	1st	1995 540i Sport
AnnaMarie Johnson	1995	525i	137	2nd	1988 M5
Bill Schaefer	1995	540i M Sport	136	3rd	1986 M635CSI
Michael Schaefer	1991	M5	135		1989 Z1
Tim Wasmer	1995	Euro M5	135		2002 330xi
Chuck Kisby	1991	850i	133		1991 850i
Judson Spencer	1994	850CSI	133		2000 323i
Super Clean 80-89					1995 325i
Mark Glodava	1987	M3	253	1st/Best*	1993 850ci
Clark Schaefer	1981	M1	238	2nd	1995 540i M Sport
Pete Coffaro	1986	M635CSI	234	3rd	1997 740i
Super Clean 90 on					2003 Mini Cooper S
Gary Naleski	1992	850i	251	1st	1988 M5
Mark Doran	2002	M3	246	2nd	1991 850i
Ken Nissen	1998	M3	234	3rd	2003 M3
James Voll	2002	Z3	229		1973 2002
Ranbir Chawla	1998	M3	171		1997 840ci
					1994 750iL
					1987 325is
					1988 M6
					2002 Mini Cooper S
					2002 M3
					1999 M3
					1987 M6
					1988 535is
					1995 M540i
					1998 323ic
					1982 320is

* Best of Marque

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10/03

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Bimmer Haus Performance Autocross Series

#1 – 2003 - 06-01-03

Total Entries: 92

as br bs cr cs dr ds er es fs x r o s

*Italic names with * are trophy winners*

CLASS: 'AS' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Runs	Best Time
95	Jeff Sherrard*	1998 M3	58.487	58.364+1 58.254+1 58.487
9	Mark Irvin*	1990 M3	60.277	60.112+1 59.525 59.525
144	Michael Feldpusch	1995 M3	59.912	65.842+1 60.538 59.912
7	Stephan Kohn	2000 M Roadster	62.718+1	65.684 65.660 64.718
272	Ken Nissen	1998 M3	64.091+2	62.791+1 63.400+1 64.791
19	Darlene Irvin	1990 M3	69.013	67.243 67.228 67.228



Clif Lawson waves "Hi."



Zach Schroeder



Ian Bogert



Alexis Paich

CLASS: 'BR' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Runs	Best Time
53	Cliff Lawson*	2001 M3	58.836	59.445 59.740+1 58.836
25	Doug Young*	1995 M3	60.533	60.415+1 61.070 60.533
34	Doug Gordon	1991 M3	63.065	61.191+1 61.487 61.487
33	Doug Grande	1995 M3	65.741+1	64.225 62.694 62.694
191	Tami Titus	Cheater Pants	66.463	65.337 65.060 65.060
110	Clay Turner	1998 M Roadster		dns

CLASS: 'BS' TOTAL ENTRIES: 15

Car #	Driver	Car Model	Runs	Best Time
93	Randy Webb*	2002 Cooper S	57.813+1	58.487 58.463 58.463
197	Manuel Sauvage*	1997 M3	59.136	58.548+2 58.140+1 59.136
40	Gary Odehnal*	1998 M3	61.783	61.787 61.583+1 61.783
4	Chris Putaturo*	1999 M Roadster	62.082	62.142 61.063+1 62.082
1	Dawn Putaturo*	1999 M Roadster	66.380+1	64.760+1 62.719 62.719
59	R. Kelly Petersen	2002 Mini Cooper	63.211	62.757+2 63.769+1 63.211
199	Brad Mott	2003 Cooper S	65.176	63.718 61.789+1 63.718
74	David Cole	2002 M Roadster	67.984	64.451 64.335 64.335
141	Dave Bunting	2002 Cooper S	63.437+dnf	66.883+1 64.909 64.909
108	Richard Boone	2002 Mini Cooper	65.203	62.983+2 64.042+1 65.203
66	Randy Stout	1995 M3	65.048+1	66.005+2 66.701 66.701
42	Candy Wall	1999 M3	67.594+1	67.589 67.678 67.589
143	Jade E Dillon	2003 M3	70.534+2	71.362 69.016 69.016
5	Mim Duncan	2000 M Roadster	70.425	77.618+dnf 74.505+1 70.425
48	David Bierbaumer	2003 Cooper S		dns



Gary Allen



Dawn Putaturo

CLASS: 'CR' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Runs	Best Time
70	Robert Harland*	1995 M3	62.112	61.903+1 61.026 61.026
51	Rod Patton	1988 M3	62.482+1	62.867 63.078+1 62.867



Doug Gordon

CLASS: 'CS' TOTAL ENTRIES: 10

Car #	Driver	Car Model	Runs	Best Time
49	Tad Haas*	2003 Cooper S	59.340+1	61.012 59.220+1 61.012
24	Arnie Coleman*	2003 Z4 3.0 CS	64.656	63.110 63.301+1 63.110
73	Mike Beyer*	1991 M3	67.072	64.613 63.957 63.957
76	Ian Bogert	1989 325is	65.248	74.634+1 65.209 65.209
28	Brad Marks	1996 M3	65.880	66.769+2 66.563 65.880
111	Ken Hammack	2002 Z3	64.309+2	66.139 66.622 66.139
173	Cole Beyer	1991 M3	82.565+dnf	68.060 63.967+3 68.060
135	Ken Veal	2003 Mini Cooper	70.963	69.693 68.590 68.590
124	Dona Coleman	2003 Z4 3.0L	74.459	71.564+1 71.054 71.054
270	Greg Strietelmeier	2003 Mini Cooper		dns

CLASS: 'DR' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Runs	Best Time
13	Barry Norman*	1997 Z3 -2.8	60.262	59.271 58.722+1 59.271
134	Joe Gilmore	1984 533i	69.138	63.653+dnf 63.114 63.114
35	Bob Sutterfield	1987 325is	66.979+1	65.970+1 65.964 65.964
8	Marcie O'Brien	2000 323i	71.766	69.597 65.370+3 69.597



Bill Lamkin

CLASS: 'DS' TOTAL ENTRIES: 12

Car #	Driver	Car Model	Runs		Best Time
160	Kyle Popejoy*	2002 330ci	65.591	63.931	63.005
84	Zach Schroeder*	1990 325i	62.798+1	63.564+1	63.177
131	Greg Keys*	2002 330i	66.367	66.388	64.650
57	Paul DeWitt*	1988 M5	64.835	64.439+1	65.892
2	Phil Couch	1970 2002	65.934+dnf	65.661	65.706
6	Adam Moore	1987 325is	67.634+2	66.349+1	67.312+2
150	Matt Puccio	2001 330ci	69.809+2	69.750	69.095+2
139	Tony Vigil	2002 Cooper	81.883	71.950+dnf	72.277
75	Tom Chaney	1994 325i	76.471	75.181	73.971+dnf
61	Charles Anderson	2002 330ci			dns
62	Aldian Prakoso	2002 325i			dns
154	Chris Justice	1999 540i Sport			dns



Phil Couch in his 02

CLASS: 'ER' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Runs		Best Time
15	Eric Mees*	1993 325i	62.594+5	64.103	63.760+1
58	Lauri Sutterfield	1988 535is	77.999	75.515	75.856

CLASS: 'ES' TOTAL ENTRIES: 15

Car #	Driver	Car Model	Runs		Best Time
94	Kent Davenport*	1994 325i	63.871	62.792+1	62.769
159	Larry Grocki*	2001 330ci	64.310	63.264+1	63.941
56	Doug Bartlett*	1999 328i	60.841+dnf	61.892+2	62.873+1
103	Lucas Howard*	1992 325i	67.426	66.389	65.579
97	Lee Michael*	1993 325is	66.948+1	67.249	65.669
104	Rick Black	1995 318ti	69.890	66.749+1	65.675
202	Tim Paich	1973 2002	67.977	68.182+1	67.556
37	Keith Liese	1999 528i	81.406+1	69.526	67.746
83	Paris Subrizi	2000 323iT	71.539	68.693	69.373
17	Richard Reilly	1995 318ti	69.272	69.662	69.106+1
101	Nidal Jodeh	1989 325i	69.573+1	74.720	69.423
72	Gary Allen	1972 2002	71.766	70.496	69.156+1
114	Jodi Cohen	1995 318ti	71.649	72.597	70.744
222	Alexis Paich	1973 2002	72.975+3	69.696+1	69.328+3
46	Bob Trost	1978 320i	76.547	37.052+dnf	dnf

CLASS: 'FS' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Runs		Best Time
163	Paul Dorman*	2002 325i	71.222	70.010	69.344
136	Nolly Dorman	2002 325i	93.148	89.365	92.962

CLASS: 'X' TOTAL ENTRIES: 3

Car #	Driver	Car Model	Runs		Best Time
119	David Fauth*	1995 325is	54.625+1	54.524	44.601 pax
26	Bill Lamkin	2000 M Roadster	54.402+5	54.481	54.688+1
98	Bob Tunnell	2001 M3	55.441+2	55.753+2	55.617+2

CLASS: 'R' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Runs		Best Time
115	Lee-Anne Jordan*	1972 2002	69.145	66.40	66.454



Ian & Zach



Bob Sutterfield



Mike Beyer



Adam Moore so close to the cone.

CLASS: 'O' TOTAL ENTRIES: 8

Car #	Driver	Car Model	Runs		Best Time
229	David Jobusch*	2000 Toyota Celica	62.988	63.288+2	63.733+1
255	Jake Latham*	1997 Corvette	65.049+1	62.773	70.722+3
209	Mike Critchley	1989 Ford Must	68.151+2	68.016+1	66.498
271	Lyle Smith	2001 VW Passat	70.189	69.655	69.449+dnf
205	Kevin Blacketer	1999 Integra L	73.509+1	72.529	71.072
64	Alan Warner	1989 Honda Civic	73.252	71.280	70.696+1
207	Steven Hahn	Audi S4	74.256	69.813	71.554
277	Chad Jennings	2002 Nissan SE			dns

CLASS: 'S' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Runs		Best Time
246	Lawrence Edwards*	2001 S2000	56.861	57.067	57.191+dnf
299	Jeff Brauch*	1997 Toyota Su	58.580	58.966	57.918
295	Dan Goodman	1968 Volvo 142	58.803+2	58.061+1	58.546+1
269	Evan Brauch	1997 Toyota Su	60.404	59.057	58.902
96	Forrest Thompson	1996 Corvette	60.659+dnf	63.901+2	63.259
264	Ann Edwards	2001 S2000	67.499	66.615	67.960



Cole Beyer

#2 – 2003 - 06-28-03

Total Entries: 92

as br bs cr cs dr ds er es fs x r o s

*Italic names with * are trophy winners*

CLASS: 'AS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1 st
144	<i>Michael Feldpusch*</i>	1995 M3	56.353	-	-
95	<i>Jeff Sherrard*</i>	1998 M3	56.684	-0.331	-0.331
9	<i>Mark Irvin*</i>	1990 M3	58.022	-1.338	-1.669
68	Alain van der Heide	1995 M3H	59.335	-1.313	-2.982
7	Stephan Kohn	2000 M Roadster	63.448	-4.113	-7.095
19	Darlene Irvin	1990 M3	63.930	-0.482	-7.577
107	Jeff Young	1996 M3	64.735	-0.805	-8.382

CLASS: 'BR' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1 st
34	<i>Doug Gordon*</i>	1991 M3	58.645	-	-
53	<i>Cliff Lawson*</i>	2001 M3	59.542	-0.987	-0.897
25	Doug Young	1995 M3	59.558	-0.016	-0.913
33	Doug Grande	1995 M3	61.103	-1.545	-2.458



Adam Moore



Doug Young

CLASS: 'BS' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1 st
93	<i>Randy Webb*</i>	2002 Cooper S	57.931	-	-
4	<i>Chris Putaturo*</i>	1999 M Roadster	59.901	-1.970	-1.970
199	<i>Brad Mott*</i>	2003 Cooper S	60.683	-0.782	-2.752
141	<i>Dave Bunting*</i>	2002 Cooper S	61.250	-0.567	-3.319
1	Dawn Putaturo	1999 M Roadster	64.631	-3.381	-6.700
74	David Cole	2002 M Roadster	64.700	-0.069	-6.769
155	Pedro Aceves	1993 325is	67.348	-2.648	-9.417
197	Manuel Sauvage	1997 M3	DNS		
143	Jade E Dillon	2003 M3	68.365	-1.017	-10.434
59	R. Kelly Petersen	2002 Mini Cooper	DNS	68.365	57.931
259	Kathy Petersen	2002 Mini Cooper	DNS	0.000	57.931

CLASS: 'CR' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1 st
70	<i>Robert Harland*</i>	1995 M3	61.897	-	-
130	Mark Rupprecht	1989 325is	62.635	-0.738	-0.738



photo by Cliff Lawson

Michael Feldpusch



photo by Cliff Lawson

Alain van der Heide takes a cone.



Alex April



Doug Bartlett gives a thumbs up.

CLASS: 'CS' TOTAL ENTRIES: 17

Car #	Driver	Car Model	Time	Difference	from 1 st
49	<i>Tad Haas*</i>	2003 Cooper S	58.553	-	-
146	<i>Mark Bradley*</i>	2003 Mini Cooper	60.361	-1.808	-1.808
67	<i>Tod Courtney*</i>	1998 M3	61.623	-1.262	-3.070
24	<i>Arnie Coleman*</i>	2003 Z4 3.0 CS	62.320	-0.697	-3.767
111	<i>Ken Hammack*</i>	2002 Z3	62.497	-0.177	-3.944
73	Mike Beyer	1991 M3	63.972	-1.475	-5.419
28	Brad Marks	1996 M3	64.307	-0.335	-5.754
164	Sean Bradley	1996 M3	64.905	-0.598	-6.352
135	Ken Veal	2003 Mini Cooper	67.808	-2.903	-9.255
124	Dona Coleman	2003 Z4 3.0L	68.757	-0.949	-10.204
152	David Cornell	1988 M3	70.592	-1.835	-12.039
48	David Bierbaumer	2003 Mini Cooper	70.886	-0.294	-12.333

CLASS: 'DR' TOTAL ENTRIES: 3

Car #	Driver	Car Model	Time	Difference	from 1 st
13	<i>Barry Norman*</i>	1997 Z3 -2.8	58.120	-	-
174	Paul Watts	1987 325is	58.205	-0.085	-0.085
134	Joe Gilmore	1984 533i	62.064	-3.859	-3.944
8	Marcie O'Brien	2000 323i	DNS		



Darlene Irvin



Above: Cliff Lawson shows us how it's really done.



Adam Moorre



Right: Mike Beyer as he leans into the course.

CLASS: 'DS' TOTAL ENTRIES: 13

Car #	Driver	Car Model	Time	Difference from 1 st	
84	Zach Schroeder*	1990 325i	60.331	-	-
160	Kyle Popejoy*	2002 330ci	63.128	-2.797	-2.797
227	Manos Phoundoulakis*	2002 540i	63.454	-0.326	-3.123
57	Paul DeWitt*	1988 M5	63.651	-0.197	-3.320
85	Keith Boyle*	2002 330xi	64.329	-0.678	-3.998
6	Adam Moore	1987 325is	64.922	-0.593	-4.591
36	Steve Hamilton	1988 325xi	65.397	-0.475	-5.066
2	Phil Couch	1970 2002	65.722	-0.325	-5.391
128	Peter Hays	1989 325is	66.220	-0.498	-5.889
86	Karen Boyle	2002 330xi	66.438	-0.218	-6.107
87	Matt Langbauer	1987 535i	66.556	-0.118	-6.225
139	Tony Vigil	2002 Cooper	69.019	-1.308	-8.688

CLASS: 'ER' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference from 1 st	
15	Eric Mees*	1993 325i	60.636	-	-
11	Andy Peavy*	1991 535i	61.128	-0.492	-0.492
202	Tim Paich	1973 2002	62.571	-1.443	-1.935
222	Alexis Paich	1973 2002	67.333	-4.762	-6.697

CLASS: 'ES' TOTAL ENTRIES: 12

Car #	Driver	Car Model	Time	Difference from 1 st	
56	Doug Bartlett*	1999 328i	61.606	-	-
94	Kent Davenport*	1994 325i	62.145	-0.539	-0.539
159	Larry Grocki*	2001 330ci	63.248	-1.103	-1.642
97	Lee Michael*	1993 325is	64.580	-1.332	-2.974
104	Rick Black	1995 318ti	64.936	-0.356	-3.330
145	Alex April	1995 540i	67.107	-2.171	-5.501
60	Steve Farley	1995 325i	67.381	-0.274	-5.775
46	Bob Trost	1978 320i	72.207	-4.826	-10.601
116	Diane Critchley	1997 328i	72.852	-0.645	-11.246
103	Lucas Howard	1992 325i	DNS	72.852	61.606
72	Gary Allen	1972 2002	DNS	72.852	61.606



Cliff Lawson

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CLASS: 'FS' TOTAL ENTRIES: 3

Car #	Driver	Car Model	Time	Difference	from 1 st
163	Paul Dorman*	2002 325i	66.266	-	-
184	Jodi Cohen	1973 2002	76.023	-9.757	-9.757

CLASS: 'X' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
26	Bill Lamkin*	2000 M Roadster	45.740	-	-

CLASS: 'R' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
115	Lee-Anne Jordan*	1972 2002	54.625	-	-



Chris and Dawn Putaturo as they walk the course.



photo by Cliff Lawson

Barry Norman

CLASS: 'O' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1 st
229	David Jobusch*	2000 Toyota Celica	48.702	-	-
254	Brandon Keller*	1993 Prelude	49.603	-0.901	-0.901
219	Bill McHardy*	2003 WRX	49.999	-0.396	-1.297
255	Jake Latham*	1997 Corvette	51.159	-1.160	-2.457
239	Michael Bryant	2002 S2000	51.449	-0.290	-2.747
279	Rod Erickson	2002 Mustang	51.465	-0.016	-2.763
271	Lyle Smith	2001 VW Passat	52.199	-0.734	-3.497
277	Chad Jennings	2002 Nissan SE-R	52.742	-0.543	-4.040
211	Justin McCarty	1991 240sx	54.541	-1.799	-5.839
212	Ryan McCarty	1987 Supra	56.575	-2.034	-7.873
210	JJ Casa	2004 WRX STI	61.433	-4.858	-12.731



An up and coming future autocrosser.

CLASS: 'S' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Time	Difference	from 1 st
246	Lawrence Edwards*	2001 S2000	46.631	-	-
295	Dan Goodman*	1968 Volvo 142	47.290	-0.659	-0.659
208	Tom Pora	1996 Corvette	48.625	-1.335	-1.994
218	Melanie Pora	1996 Corvette	48.759	-0.134	-2.128
96	Forrest Thompson	1996 Corvette	48.914	-0.155	-2.283
264	Ann Edwards	2001 S2000	51.302	-2.388	-4.671

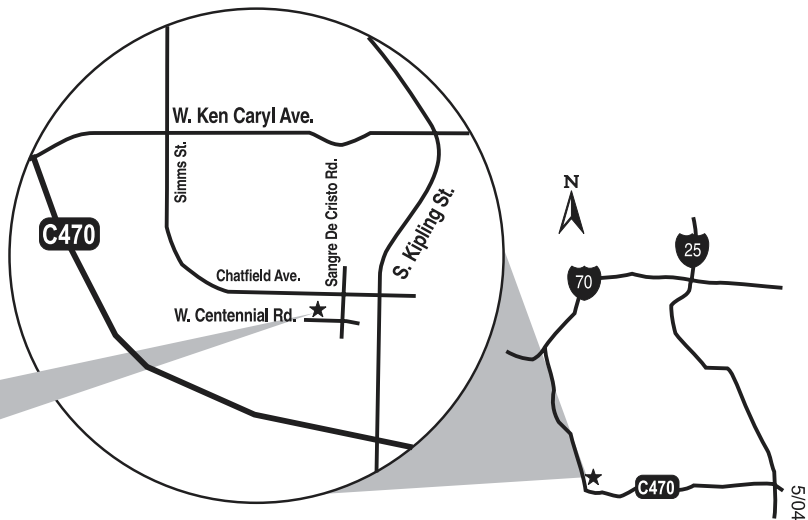
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road or track?

Dave Esler wrote:

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 BMWs on the track and some on the roads.

Bob Sutterfield wrote:

How can we persuade those “road-only” drivers that a driving school is not some dangerous and expensive sport for racer wanna-bes; but it will make them safer and more skillful (and faster ☺) on the road too? I always thought I was a pretty good driver, and then I participated at a driving school and found out how much I have yet to learn. Lauri participated in her first driving school to become safer in the minivan with the kids, and then got hooked on the fun.

A racetrack or an autocross is an excellent place to explore the capabilities of these marvelous cars. Unlike a twisty canyon road, it's cheap when I screw up!

Dave Esler wrote:

Great points Bob, I'd like to share my thoughts too, if it might help others (sorry if this is a bit long).

I've done a driving school, a car control clinic, and an autocross (I'll try most things once). And I agree the learning process in both is absolutely tremendous — and safer — than a fast ride in the twisties. In my first driving school experience, I was very nervous about other “race jockeys” on the track with me, since my new car wasn't yet a year old. But driving in the D class I found no such behavior. I found many folks like me, with fantastic instructors who kept things very safe. Once I realized I was safe, I loosened up and really enjoyed myself. In only one driving school and car control clinic I got close to 90 minutes of seat time and about 10 minutes observing my instructor in my own car (again a leap of faith for me, but well worth it — he was very careful and very smooth). I learned A LOT about the handling of my stock 323i and its limits (great in the corners, passed by nearly everybody on the straights, including some furry little creature living around the track — no not Gordon). A humbling experience, but yet great fun. I happen to believe that an hour and a half in the car, along with reading a book about the dynamics of car handling the week before, taught me more than I had learned in 25 years of road driving. Twenty years of driving RWD vehicles in Midwest winters also gave me a few pointers. I highly recommended a day at our RMC Driving School.

So why just one school and one autocross? Well, I'm not a mechanically inclined person, nor am I inclined to become mechanically inclined. I know BMWs are made to tolerate harder usage than my Japanese SUV; but brakes, tires and near constant RPMs above 5,000 still must take “some” toll in wear and tear. For those reasons, I'll be an occasional participant. But there is simply no good reason to not, at least, get out there and try it (and learn something). In my experience I decided beforehand that I didn't want to wear out the brake pads, so I didn't. I went into the corners nice and easy, concentrating on the line and tried to accelerate as smoothly and quickly as I could. It worked great. I really came to understand understeer, and how I could control the car with the accelerator — just plain cool!

So if there are any folks out there like me, I really encourage you to participate in a driving school or autocross. It would make me feel more comfortable sharing the same public streets with you.

David Cornell wrote:

My wife wrote in a couple of years ago about her experience “Dancing in her Car” after about her second driving school with her '94 530iA. She really enjoyed it and feels it made her a much better driver on the road. I find that the hardest part of doing the schools or autocrosses is driving home afterward. We at the driving school or autocross make safety such an important part of the program. Then we get back on I-25 to go home, cars bumper to bumper — not carefully spread out. Drivers are eating, smacking the kids, on the cell phone, etc. I feel MUCH safer on the track pedaling as fast as I can — hey it's only a 318ti — than I do at a much higher speed I need to go on I-25 to keep up!

Besides, what am I going to hit at an autocross? An occasional light pole, which we laid out the course to miss? A cone worker who didn't run fast enough? What about at the track? The “soft” tire walls many feet off the course; I've seen many cars go full off without hitting them.

What can I hit on that nice curvy road up into the mountains to my father-in-law's place? Nice solid rock, just inches from the road! And the ambulance is where? There are corner workers to radio the “off” into the tower, right? To wave flags to warn the oncoming drivers, right? No, I feel MUCH safer at the track!

Rob Knapp

Owner - Installer - Artist

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3/04

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12/03

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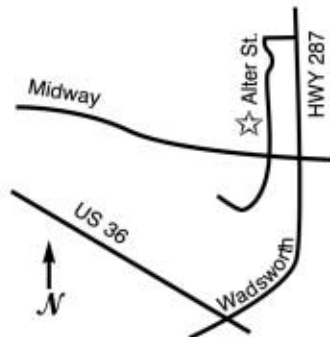
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Wynne Smith, Executive Director

DATE: June 19, 2003

Membership Stats as of 6/19/2003

	Full	Associate	Total
	64862	7822	72684
Last month	64760	7792	72552
Last Year	61183	6992	68175

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.

SURVEY OF LAPSED MEMBERS

Here are the results of the last survey of lapsed members conducted, we mailed out 185 surveys and cover letters and received 24 responses.

Deceased - 1; Renewals crossed in mail -4; Interest in cars changed - 6; Renewed with new number - 1; Sold BMW - 4; Roundel no longer interests - 3; Not enough time - 3; Not enough services - 2; Chapter Events Lacking - 1

CODE OF CONDUCT

Our club continues to grow and along with that growth we've had some pain. As you might imagine, with more than 72,000 members, we have attracted a few people who have forgotten the Golden Rule. Now, I was teasing about some of the rules of the road...but we do have members, or former members, who believe that might makes right — and think nothing of badgering, belittling or bullying other members, staff or chapter officers in an attempt to get their way. To help address these issues, a Code of Conduct has been developed — the document will be reviewed by the National Board prior to release.

Rocky Mountain Chapter Library Seeking Missing Roundels

1985 February

1984 January

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

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

Jerry Stander's

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RMC BMW CCA member

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12/03

MKM Open Road Racing Schedule

(formerly C.A.R.S. - Classic Auto Racing Society)

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 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

Summit Historics at Breckenridge

August 22-24, 2003

Calling all Car Clubs for
Fun in the Mountains!

Summit Autocross

Aug. 23, 8 am-5 pm ♦ Entry Fee \$45

Ice Rink Parking Lot ♦ Race and Street cars

Concours at the Riverwalk

Aug. 23, 10-5, Aug. 24, 10-2 ♦ Entry Fee \$25

All Marques Welcome ♦ Peoples' Choice Awards

Underground Parking ♦ Car Wash & Prep Area



Mountain Poker Run Road Rally

August 24, 9-noon ♦ Entry \$25

Licensed Street Cars

Participants' Reception & Awards Parties
Discounted Accommodations ♦ Prizes ♦ Goodie Bags
Family Activities ♦ Shopping in Downtown Breckenridge
\$5 per entry to benefit Summit Historical Society.



nostalgiaracing.com

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



When making your hotel arrangements, be sure you call 800-233-1234 with reference code: BMW, as the room rate discount is substantial...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 Oct. 5-11.

Two Successful BMW Cars Bid Farewell to The Sports Car World: Production of Z8 and M5 Discontinued

The immensely successful career of two sophisticated and sporty BMW models has ended. The production of both the classic Z8 Roadster and the high-performance M5 Sedan was discontinued at the end of June 2003.

During the three years in which it was produced, the exclusive, unlimited short-run series of the BMW Z8 captivated around 5,700 customers worldwide, including the film hero James Bond, his action movie "The World Is Not Enough" brings worldwide acclaim to this beautiful car. The Z8 also became enormously popular as a collector's car; it now adorns the garages of numerous classic car aficionados.

At least three and a half times as many BMW M5s were produced at the Dingolfing factory: By the time production ceases, around 20,500 of these vehicles will have been manufactured and sold worldwide, making the M5, which was launched in the autumn of 1998, not only the first of its kind in the high-performance Sedan segment, but also the most successful. It's no surprise that the M5 has won numerous awards. Most recently, *Automobile Magazine* presented the M5 with Best Sport Sedan/Wagon in the editor's poll, for the fourth consecutive year: "BMW's soul-stirring M5 is...a 155 mph cruise missile dripping in luxury. Turn off the radio, shut down the cell phone, and pay attention. You're about to go for the ride of a century."

While 2,100 of the first generation M5s were hand-built between 1984 and 1987, the second generation was able to continue the success story with 12,000 vehicles manufactured from 1988 to 1995. Thanks mainly to the integration of the current M5 model into series production of the 5 Series at the

Dingolfing plant; it was possible for the very first time to produce more than 20,000 units of this fascinating car.

Same power unit, varying concepts

As well as having the same sporting characteristics, the M5 and the Z8 have one other special thing in common - they both have the same power unit. Their identical 5-liter, high-revving V8 engine developed by BMW delivers an impressive 394 horsepower and 368 lb-ft of torque. If you shift through the six-speed manual gearbox quickly, the M5 accelerates from 0-60 mph in 4.8 seconds. Being built almost entirely of aluminum, the slightly lighter Z8 does this classic sprint in a mere 4.7 seconds.

Although both cars are equipped with the same power unit, they do differ greatly in terms of body design and concept. The Z8 presents itself as a fascinating, open two-seater, which was recently awarded the title "Classic Car of the Future" due to its intelligently reproduced classic ambience. To drive it is to experience that authentic roadster feeling constantly accompanied by the sonorous sound of the V8 engine. It goes without saying that the Z8, currently priced at \$132,195, including destination, is equipped as standard with everything needed to experience immense power and comfort.

The M5 - "The Businessman's Express" is what a British car magazine said of this car. This is a fitting description of this high-performance Sedan. The fast four-door car behaves just as well on the motorway as it does when tackling the Nürburgring's northern circuit. For \$71,095, including destination, customers can purchase a superior sports car that, in addition, offers convincing comfort.

MULTI-CAR CLUB TRACK EVENT @ SECOND CREEK RACEWAY August 9th and 10th 2003, 7:30AM-5:30PM

All MCC Affiliated Car Clubs are invited to participate

- August 9th and 10th is the **Multi-Car Club's** next event at Second Creek Raceway for 2003.
- Drivers of all skill levels are invited to participate - the Audi Club has generously volunteered to provide an Instructor.
- Drivers available to assist those drivers that want an introduction to the track or driver instruction.
- Track time will be divided to allow new or slower drivers a time slot of their own while providing abundant track time for the more experienced and skilled drivers.
- We will follow a **Two Track format**. The normal format, clock wise direction will be used in the morning. A second format, counter-clock wise will be run in the afternoon. This will provide a challenge to drivers of all skill levels and experience.

— Two different tracks-one event —

NOTE: Plan on it being HOT!

— ALL CARS ARE WELCOME: From ABC's to ZIP's (maybe even a YUGO) —

7:30 Track opens
7:45-8:15 Tech Inspection
8:15-8:30 **Mandatory Driver's Meeting**
8:30-12:30 Clockwise *
12:30-1:00 Lunch
1:00-5:30 Counter-Clock wise *
5:30 Track Closes
*20 Min. session per group

Registration Form - MULTI-CAR CLUB @ Second Creek Raceway

I/we will be attending the August 9 and/or 10, 2003 track event. (Check day or days attending)

No. of cars ____ @ \$70/per day for Primary Driver (**\$65** if received on or before **August 7, 2003**) / \$25 for each Secondary Driver

Name _____ Drv. Lic.# _____ MBC# _____

Name _____ Drv. Lic.# _____ MBC# _____

Name _____ Drv. Lic.# _____ MBC# _____

Total Amount Enclosed: \$ _____

Please send checks made out to **Multi-Car Club** to:

Randy Williams
9704 N. Heather Dr
Castle Rock, CO 80108
303.799.4806
Castle Rock, CO 80108
ranphil39@aol.com

Mercedes Benz Club Membership is required.
(Owner/ principle driver)
-Membership forms will be available at the track-

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 returning 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. The 2003 event is 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.

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 - www.coloradogrand.org.

Cell Phone Safety

The Shell Oil Company recently issued a warning after three incidents in which mobile phones (cell phones) ignited fumes during fueling operations.

- In the first case, the phone was placed on the car's trunk lid during fueling; it rang and the ensuing fire destroyed the car and the gasoline pump.
- In the second, an individual suffered severe burns to their face when fumes ignited as they answered a call while refueling their car.
- In the third, an individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in their pocket, rang while they were fueling their car.

You should know that:

- Mobile Phones can ignite fuel or fumes.
- Mobile phones that light up when switched on or when they ring release enough energy to provide a spark for ignition.
- Mobile phones should not be used in filling stations, or when fueling lawn mowers, boat, etc.
- Mobile phones should not be used, or should be turned off, around other materials that generate flammable or explosive fumes or dust, (i.e. solvents, chemicals, gases, grain dust, etc).

To sum it up, here are the: "Four Rules for Safe Refueling"

- 1) Turn off engine
- 2) Don't smoke
- 3) Don't use your cell phone - leave it inside the vehicle or turn it off
- 4) Don't re-enter your vehicle during fueling

Bob Renkes of Petroleum Equipment Institute is working on a campaign to try and make people aware of fires as a result of "static electricity" at gas pumps. His company has researched 150 cases of these fires. His results were very surprising:

- Out of 150 cases, almost all of them were women.
- Almost all cases involved the person getting back in their vehicle while the nozzle was still pumping gas, when finished and they went back to pull the nozzle out the fire started, as a result of static.
- Most had on rubber-soled shoes.
- Most men never get back in their vehicle until completely finished. This is why they are seldom involved in these types of fires.
- It is the vapors that come out of the gas that cause the fire, when connected with static charges.
- There were 29 fires where the vehicle was reentered and the nozzle was touched during refueling from a variety of makes and models. Some resulting in extensive damage to the vehicle, to the station, and to the customer.
- Seventeen fires that occurred before, during or immediately after the gas cap was removed and before fueling began.

Mr. Renkes stresses to NEVER get back into your vehicle while filling it with gas. If you absolutely HAVE to get in your vehicle while the gas is pumping, make sure you get out, close the door TOUCHING THE METAL, before you ever pull the nozzle out. This way the static from your body will be discharged before you ever remove the nozzle.

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)

The Ultimate Drive™ for the Susan G. Komen Breast Cancer Foundation

The Ultimate Drive™ is a test-drive program created by BMW to raise awareness and funds for breast cancer research. For each mile that is test-driven in one of the BMW Ultimate Drive fleet vehicles, a dollar is contributed to the Susan G. Komen Breast Cancer Foundation to support breast cancer research. www.bmwusa.com

Local BMW Dealers 2003 Schedule for The Ultimate Drive - Susan G. Komen

Wednesday, October 8, 2003 Co's BMW Center 2849 South College Avenue Fort Collins, Colorado	Thursday, October 9, 2003 Gebhardt Motors, Inc. 2470 49 th Street Boulder, Colorado
--	---

If you are interested in participating in the "Ultimate Drive" please call (877) 423-7483 and request the car you would like to drive and the dealership.

For more information about breast health or breast cancer, visit www.komen.org or call the Komen Foundation's National Toll - (1-800-462-9273).

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 rnc-bmwcca-subscribe@yahoogroups.com

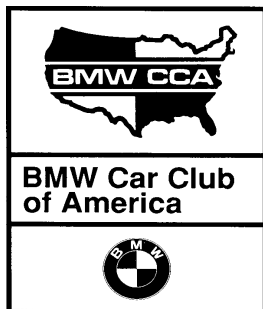
If you'd rather see only the official event announcements and calendar reminders, instead, send an email message to rnc-bmwcca-announce-subscribe@yahoogroups.com

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BMW Group Reports 10% Jump in First Half Sales - Monthly Sales Increase 10.5% in June

Best BMW Group Sales Month & First Half of Year Ever

Woodcliff Lake, NJ, July 1, 2003 ... The BMW Group (BMW and MINI brands combined) reported a year-to-date sales increase of 10 percent to 137,098 vehicles compared to 124,475 automobiles sold for the first six months of 2002. June sales for the BMW Group were up 10.5 percent to 24,820, compared to 22,465 for the same month in 2002. Both sales figures represent the best June ever for the BMW Group in the U.S., as well as the best first half ever recorded.

BMW BRAND

BMW reported a 10.2 percent increase in June sales, with 21,904 vehicles compared to 19,868 in June 2002. Year-to-date, sales of BMW brand vehicles increased 1.6 percent to 119,568 compared to 117,736 vehicles sold in the same period last year.

BMW AUTOMOBILE SALES

BMW's automobile sales were up 16 percent in June, with 18,560 cars reported versus 15,999 in the same month one year ago. Year-to-date, BMW automobile sales rose 6.6 percent to 102,353 in 2003 compared to 96,038 units reported for the first half of 2002.

BMW SPORTS ACTIVITY VEHICLE SALES

BMW reported 3,344 sales of its X5 Sports Activity Vehicles in June, a dip of 13.6 percent compared to the 3,869 sold in June 2002. Year-to-date, SAV sales declined 20.7 percent, with 17,215 vehicles reported compared to 21,698 sold in the same period last year, in 2002.

CERTIFIED PRE-OWNED VEHICLE SALES

BMW reported June sales of 5,439 vehicles, up 11 percent over the 4,905 reported in the same month a year ago. First-half sales of Certified Pre-owned BMWs were up 16 percent to 33,562 compared to 28,980 units in the same period one year ago.

MINI BRAND

Demand for MINI brand automobiles remains strong in June even with factory production constraints. MINI USA reported June 2003 sales of 2,916 automobiles-a 12.3 percent jump over the 2,597 figure reported in June 2002. Sales of MINI automobiles for the first six months of 2003 totaled 17,530. MINI went on sale in the U.S. on March 22, 2002 and last year, MINI USA reported sales of 6,739 through June 30, 2002.

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

Bacon	Bonnie	Colorado Springs	1998	328i	
Barnes	John	Denver	1995	540i	
Bartlett	Jim	Morrison	1997	740iL	
Buhl	Pam	Denver	1995	540i	
Buland	Mark	Parker			
Cooper	Stacey	Broomfield	2003	330Xi	
Dean	Andrew	Boulder	1996	328iC	
Ehrenzeller	Jeffrey	Lone Tree	1987	535i	1986 635CSi
Gordon	Michael	Westminster	2003	M3Cic	
Graney	Garry	Durango	1997	540i	
Hall	Steve	Aurora			
Hardin	Christopher	Larkspur	2003	Z4	
Hawley	Christian	Denver	1991	535i	
Jobusch	David	Fort Collins			
Kennedy	Mary Kathryn	Denver	2001	X5	1991 318is
Kyle	Greg	Denver			
Lucas	Jeff	Windsor	1998	540i	
Ludington	Michael	Denver	2001	X5	1991 318is
Marsden	Richard	Aurora	2003	Mini S	
Morris	Andy	Fort Collins	1988	535iS	1986 528e
Olmstead	Ben	Thornton	1997	M3	
Rochelle	Grant	Fort Collins	2002	330i	
Smith	Robert	Fort Collins	2001	Z3	
Smith	Lyle	Greeley			
Spornick	James	Littleton	2003	530i	
Van Dolsen	Sabra	Aspen	1980	635CSi	
Winey	Mark	Boulder	1974	2002Ti	
Wolf	Laine	Longmont	1994	540i	
Young	Steve	Lafayette	2003	540i	

motorsport report

Advertising information

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

Editor: Darlene Doran, 303-758-4200,
Graphic Artist: Carol Rush/Graphic Results, Inc., 303-691-2164;
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 preceding the publication month. Ad will run in (2) consecutive issues, unless otherwise advised. **Non-member** cost is \$15 for 2 lines per issue and \$5 per photo per issue. (Membership is \$35 per year and includes a subscription to our local newsletter, the *MotorSport Report* and the national magazine, the *Roundel*, and various club events.) To place a classified ad contact the Editor at 303-758-4200 or email motorsporteditor@speakeasy.net; fax 303-758-1841, or send to RMC BMW CCA, PO Box 370128, Denver, CO 80237.

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 BMW M3, WBSBL93472JR15730, Titanium Silver/Gray leather, SMGII, 14K miles, Harmon/Kardon, bi-xenon's, premium & cold weather pkgs, clear bra, M mats, excellent condition, 6 yr/100k engine warranty \$48,000. Call Brian 970-689-6310 or bbowd01@yahoo.com #1180128 (9/03)

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 M3 Daytona Violet, black interior, 98k miles. Garaged driver with many extras, cold air intake and chip, big bore throttle body, SS exhaust headers, Rogue exhaust, Schroth harnesses, Euro headlamps with 100 watt bulbs, stress bar, cross drilled rotors, SS brake lines, 6 disk CD player, extra set of wheels, very clean \$18K. Call Dan 719 436-6977 or danielm4211@netzero.net #99623 (9/03)

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 wallbmw3@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 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 kruegersil@juno.com #306677 (8/03)

1989 325iC convertible White/Blue w/dark blue top, 5-sp. 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

always the best deals

#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)

1985 735i white/black, strong engine, new TRX tires, 144k, \$3,000. Call David 303-832-9318 or davidhober@earthlink.net #296417 (9/03)



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

(4) 20-spoke E23 wheels, new, unused very shiny hubcaps. Michelin Energy tires MXV4Plus 225/60/R15 96H M+S, 12/16 tread left \$900 obo. Amory at avstarr@lamar.colostate.edu #313047 (9/03)

Set of Track Wheels and Tires for E46 M3, \$1,500 includes BMW Roundel Center Caps. Mille Miglia mm11-2 Sports, exc. cond., Bright Satin Silver finish (Similar to factory wheel finish); (2) 18x8 (fronts), (2) 18x9 (rears). Tires are Hoosier RSO3 (road race compound) in 245/40 18 in front and 275/35 18 in rear. Tires have 2 schools and 1 autocross on them - easily several more autocrosses or schools left. Call Brian 970.689.6310 or bbowd01@yahoo.com #1180128 (9/03)

36 BMW Motorsport wheels (17" x 7.5"), 10 spoke, from 95 M3-Style L in Bavarian Autosport catalog. Varying condition from good to new \$800 for the set of 6. Call Brian 970.689.6310 or bbowd01@yahoo.com #1180128 (9/03)

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 jp308gib@msn.com #92725 (8/03)

(4) MIM Venizia 16" 5 spoke satin finish wheels. Dunlop Graspic 225 snow tires. Used sparingly 3 seasons in exc condition. Fit E36/46 inc M3 with supplied shorter studs, \$650 and I'll throw in a floor jack. Call Bill Zemlak 303 292 4600 or wzemlak@ix.netcom.com # 151981 (8/03)

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

PARTS

(1) Pair of street legal Schroth Harnesses, fits all E46 cars, Driver AND Passenger. Black with silver lettering. Driver's side comes with shoulder pads. Barely used at 2 schools and 1 autox. Original packaging. \$200 ea. or \$375 for the pair. Call Brian 970.689.6310 or bbowd01@yahoo.com #1180128 (9/03)

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)

Xenon, Bi-Xenons Kits imported from Europe. Exceeding OEM quality, DIY kits feature Hella ballast, Japanese controllers and 7000K burners. Latest precision EMAS technology, one year full warranty. H4/9003, 9004, 9007 dual, and H1, H3, H7, 9005, 9006 single Xenons. Use code BMWWRC6 for significant club discount. <http://gotxenons.com> Call Tony Ander 719.487.0274 or info@gotxenons.com #311973 (8/03)

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

Parting out: 1992 E34 535i, grey leather interior, BimmerHaus maintained with 58,000 confirmed miles. Car has been rolled. Engine/transmission is sold. Call Joe 720-318-5100 or jrgbox@yahoo.com #154844 (9/03)

MISCELLANEOUS

Sony DSC-F707 5 mega pixel digital camera, Zeiss lens, new in box, never used, extra battery & memory cards included \$600 OBO, (paid \$1200). Call Mark 303-758-4200 or mdoran@speakeasy.net #135661

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: 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.

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AUGUST**activities calendar**

- 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, See July MSR**
- 6 Wed * **Business Meeting, Warner's, Denver, 303-333-9387 for directions**
- 9 Sat **Annual RMC Train Tour, Georgetown Loop Railroad
Dan Mazzeo, Coordinator, 719-439-6977, Details Page 13**
- 9 Sat CECA, Mead, More info Bill Miller 303-421-3009
- 9 -10 Open track days at Second Creek, Randy Williams 303-799-4806 or ranphil39@aol.com
- 16 Sat **Sonic Bimmer Burger Night, Parker Sonic Burger
Bob Sutterfield, Coordinator, 303-743-8109, Details Page 9**
- 24 Sun ***Bimmer Haus Performance Autocross Series, World Arena, Colorado Springs
Autocross Committee, Details Page 9***
- 22 / 24 Summit Historics at Breckenridge
- 29 - 31 Grand Prix of Denver, Pepsi Center, Denver, Colorado
Fri/Sun www.gpdenver.com for more information, Details Page 23

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**
- 6 Sat Z-Car, Second Creek, More info Gary Bracken 303-969-9964
- 13 Sat **Red Dolly Casino Night, Dawn Putaturo, Coordinator, Details Page 7**
- 20 Sat **Fall Drive, April Alex & Rick Viehdorfer, Coordinator, Details Page 12**
- 20 Sat Open track days at Second Creek, Randy Williams 303-799-4806 or ranphil39@aol.com
- 27 Sat ***Bimmer Haus Performance Autocross Series Autocross, Coors Field, Denver
Autocross Committee, Details Page 9***
- 27 Sat CECA, Second Creek, More info Bill Miller 303-421-3009

OCTOBER

- 1 Wed **DEADLINE FOR *MotorSport Report* ADS AND COPY FOR NOVEMBER ISSUE**
- 1 Wed * **Business Meeting, Jenkins, Aurora, 303-671-6131 for directions**
- 5-10 Sun-Fri **Oktoberfest, Austin, Texas, Details Page 32**
- 8 Wed **The Ultimate Drive - Susan G. Komen, Co's BMW Center, Details Page 35**
- 9 Thurs **The Ultimate Drive - Susan G. Komen, Gebhardt Motors, Inc., Details Page 35**
- 11 Sat **Tech Inspection, Andrew Jordan, Coordinator, Details in September issue**
- 19 Sun ***Bimmer Haus Performance Autocross Series, Bandimere Speedway, Morrison
Autocross Committee, Details next issue MSR***
- 25 Sat **Fall Driving School, Pueblo Motorsports Park, Pueblo, Colorado
Gary Mayer, Coordinator, 303- 618-6102, Details Page 15**

* **All members are urged to attend the Business Meetings, held the first Wednesday of each month (with some exceptions). IF YOU ARE COMING, PLEASE CALL THE MEETING HOST/ 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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