

Motor Sport Report



Bimmer Haus Autocross Series



Fall Driving School - Oct. 25



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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

MSR photos taken by Editor,
Darlene Doran unless otherwise noted.



Cover: Mike Richmond on 2 wheels

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Late-braking News

by Dave Walker

An open letter to Satch Carlson, Editor of *Roundel*



Dear Mr. Carlson,

As an avid bicyclist as well as a die-hard Bimmerhead, I was shocked to read your callous remarks in the April *Roundel* article, "Buon Natale," describing the bicyclists you encountered on the roads in Italy, "...with their arrogant arrogance," or some such inane alliteration, and how, "[T]here must be some rule against hitting them, no matter how strong the temptation." Sigh. I'm more

than a little disappointed that someone representing BMW CCA members in such a high position could utter such offensive words. Your attitude speaks more to your ignorance of bicycles and cycling aficionados than it does any rational response to a perceived threat to your automotive freedom. Oklahoma City CCA member Peter Erdoes' rebuttal in the June *Roundel* letters gave a deservedly modern perspective on what it's like to be both a bicycle and automotive enthusiast. I assume that you appreciate vintage automobiles as much as modern ones, so I thought that you might appreciate a little history lesson. Maybe then you'll come around to a more enlightened attitude about those arrogant cyclists you meet on the road.

In 1878, Daniel Rudge patented an adjustable ball bearing for bicycle wheels that spread rapidly in popularity due to its smooth-running design and construction. With the advent of the internal-combustion engine, Rudge turned to motorcycle manufacturing, with much success. In 1912, Rudge introduced a multi-speed motorcycle, and by the mid-1920's they were producing four-valve cylinder heads and massive (for the time) 8" diameter brakes—with many racing wins, such as the 1928 Ulster Grand Prix, to prove the merit of these innovations. Most automobile enthusiasts know of Rudge for their elegant splined-hub wire-spoked knock-off

wheels widely used on classic sports cars. Some examples: Alfa Romeo 8C 2900B and TZ1, Amilcar CGS/CGSS, BMW 502 and 507, Mercedes 300SL, Porsche 356, Ferrari Dino 246 GT and Aston Martin. Oh, and Nancy Martin's BMW 328 that appears on the cover of the June '03 *Roundel*.

In addition to Rudge, there are multiple examples I could use to illustrate the bicycle-automobile connection, but this one is near and dear to my heart since I own an 1885 Rudge high-wheel (a.k.a., "penny farthing") bicycle—and have ridden it thousands of miles for both pleasure and competition, all on public roads, I might add. Using this bicycle I set a modern record for a non-stop ride on such a machine (202 miles in 14½ hours), won the New Zealand National Championship in 2001, and placed 5th in the World Championships in Australia earlier this year. Think of vintage bicycle racing as the sporting equivalent of running a modern Mille Miglia in a BMW 328 and you get some idea of the allure I feel for racing a 118 year old bicycle that was so successful in its day that it was often handicapped a distance behind the other racers!

Other famous motor vehicle manufacturers with split allegiance to the bicycle world include Singer, Indian, Triumph, Cisitalia, Campagnolo (maker of fine bicycle components and sports car wheels) and, of course, the Wright Brothers—aviation and BMW go hand-in-hand, after all. Cisitalia, for example, produced chromium-molybdenum seamless steel tubing used in Beltrame bicycles in the 1940's. The same tubing then found application in their multi-tubular space frame racing and GT cars. My good friend out in Oregon, Ed Godshalk, owns three Cisitalias as well as a Campagnolo-equipped bicycle I built for him, so if you happen to find a Beltrame bicycle please let him know (I believe you're already acquainted since you and Ed having both run the Northwest Classic Motor Rallye on several occasions) as he'd love to add one to his collection.

Three of the six board members of the Rocky Mountain Chapter, BMW CCA, are avid cyclists. So is our regional representative to the national Driving Events Council, whose Campagnolo-equipped bicycle I also built, by the way. And, our regional VP makes the rounds at our driver's schools on a BMW mountain bike. Many of us also travel. My wife and I, for example, have made bicycle trips through Europe as well as Australia and New Zealand. We often wear loud lycra clothing when we ride just like those racer-dudes you encountered in Italy, not out of any desire for ostentation, but to be seen—we, too, have been cut off by drivers who claim they never saw us.

So, in reply to your statement, "There must be some rule against hitting them," I would offer this, "Yes, Mr. Carlson, there is. It's the same rule that says it's bad style to attempt homicide against another BMW CCA'er; for the rider you meet on the road, whether in the U.S., Italy, or anywhere else in the world, just might be a fellow club member."

Speed safely,
Dave Walker
President, Rocky Mountain Chapter



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MSR

2003
September

Ponderings by the Editor

by Darlene Doran

motorsporteditor@speakeasy.net



Your Vote Counts - Election Time

You can read about some of our candidates in this issue of the MSR. However, as the Fall Dinner/Elections and Autocross Awards event draws near, remember your part as a club member is to vote, whether it is by faxing to me, on-line, mail, or at the event. **YOUR** vote counts.

Thank you! Thank you! Thank you!

My genuine appreciation to these members who wrote articles and took photographs for the September issue of the MSR: **Craig Eslinger** for his Car of the Month article and photo; **Bob Sutterfield** for his Driving School Haiku article; **Adam Moore** for his "Remembering the E30" article and photos; **Leslie Jenkins** and **Darlene Doran** for coordinating the "Meet and Greet Family Picnic" and Leslie's article and **Rich Krebs** for photos; **Andrew Jordon** for his "BMW Club Race and Wanted Corner Workers" articles; **Janet Kiyota** and **Rick Viehdorfer** for coordinating the "Fall Dinner" and their article; **Randy Webb** for his Mini Korner "From David to Goliath" article and photo provided by **Cliff Lawson**; **Dawn Putaturo** for coordinating the "Red Dolly Casino Night" and her article; **Alex April** and **Rick Viehdorfer** for coordinating the Fall Drive and their article; **Dave Walker** for his "Candidate for President" article and photo provided by **Mark Doran**; **Mike Beyer** for his "Candidate for Vice President" article and photo provided by **Mark Doran**; **Candy Wall** for her "The Porsche Ladies' Day Event by the Bimmer Ladies or How the Bimmers stomped the Porsches" article; **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! I especially want to thank **Leslie Jenkins** helping proofread some difficult articles.

NEW LOOK of our MotorSport Report

Our *MotorSport Report* ("MSR") is in the process of a facelift. I would appreciate from you some feedback to the changes. Please forward your feedback to me at the email address at the top of this page.

Ralph Schomp BMW

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

Happy Birthday / Happy Anniversary

Best wishes to all members who have birthdays or anniversaries this month!



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!

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.

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12/03

News from National

Wynne Smith, Executive Director

DATE: July 23, 2003

Membership Stats as of 7/23/2003

	<u>Full</u>	<u>Associate</u>	<u>Total</u>
	65378	7735	73113
Last month	64862	7822	72684
Last Year	62757	6992	69749

RAFFLE 2003

Bins of mail began to arrive Monday, July 7th. Three bins brimming over with blue envelopes. As of this morning we have raffled six (6) M3 coupes. If you know of anyone who did not receive or who may have misplaced their flyer, please have them email or call the national office and we'll send a replacement.

OKTOBERFEST 2003

Folks this is going to be a most memorable week – you don't want to miss out. Think about the thrill of being on site as your name is drawn for one of the M3 Coupes! Get those registrations in before the price goes up! For those of you caravanning please visit: <http://www.happytogether.com/unofficialofest> to make your connections and enjoy your trip to and from Austin.

CHAPTER CONGRESS 2004

Chapter Officers please start thinking good thoughts about a weekend at Keystone Resorts – and give some thought to the questions you have about chapter governance. The BMW CCA Board of Directors has agreed to fund a Chapter Congress to provide information and assistance to Chapter Presidents, Chapter Treasurers and Chapter Membership Chairs! Your read correctly – **three** very important chapter representatives will be traveling to Colorado for this opportunity to learn and network with other Chapter volunteers May 21-23, 2004. We will be sending a survey to you next month – please fill it out and return so that we can do a better job of planning an agenda and segments that will be meaningful and helpful for all who attend.

BMW CCA will reimburse travel expenses as set forth in Section IV of the club's Operation Manual (pages 1 and 2) for up to two representatives per chapter, **being those persons serving as the Chapter President, Treasurer and the Chapter Membership Chair/Coordinator** and hotel room costs (single or double) for two nights. Attendees who drive to the conference will be reimbursed at a rate of \$.36 per mile round trip, not to exceed the lowest 21-day advance airfare, from the closest airport. **National will provide luncheon on Saturday and dinner Saturday evening.**

CRISIS COMMUNICATIONS

The ever-wonderful, Bob Roemer, helped me immensely in developing a simple, five-page document that the National Board has reviewed and released for your use. Enclosed with this packet is the BMW CCA Crisis Communications plan. If you have questions or comments feel free to share them with me – wynne_smith@roundel.org

SALKOWSKY'S ROLE AT BMW NA CHANGES

Congratulations to Tom Salkowsky on his recent promotion to Manager, of Consumer Events for BMW of North America. This means Tom will be stepping down as the M Brand & Motorsports Manager after 3 and one half years. Until the next M Brand & Motorsports Manager is nominated I will continue to help coordinate the M Brand and Motorsports activities.

In Tom's new role he will be managing a great team of experienced Event Managers that manages the Precision Driving Experience (PDE), Vail Mountain Driving Tour, Ultimate Drive for the Cure, Golf Invitational, US Grand Prix Experience, all of BMW's auto show events, all BMW Historic car events, new vehicle launches as well as BMW center incentive trips.

Tom wants everyone to know that his interaction with the BMW CCA was filled with so many positive memories of people who have tremendous passion for the BMW brand, unbridled enthusiasm for their Ultimate Driving Machine, that he considers us amazing.

Tom will still be in the Marketing department and geographically within HQ and about 15 steps from his previous office – so he's not going too far away from us. It was time for him to push himself in another direction and broaden his skill set. Tom thanks you all for your years of support and understanding and hopes his path will continue to cross with ours.

ELECTIONS

Positions open are: President, Vice President, North Atlantic Regional Vice President and South Central Regional Vice President.

Candidates must be nominated by a member who has been a member for at least six months prior (the nomination must include the BMW CCA membership number of the nominating person) and the candidate's acceptance of the nomination should be countersigned on the same page (including the candidate's own membership number). Nominees for Regional Offices, and those nominating them, must reside and be a chapter member in the specific region.

Nominations should include a candidacy statement of **no more than 300 words** and an appropriate photograph of the candidate. Those wishing to help in refining the CCA's strategic framework: its values, vision, mission and broad goals; those wishing to help formulate and refine policies that govern our practices should send their nominations, acceptances, candidacy statements and photographs to be received at the National Office **before 5 PM EST October 31, 2003.**

If you are considering running for a National Board position and would like information on the job requirements and time commitment, please contact me or speak with any of the individuals currently serving.

Casino Night

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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11/03

Car of the Month



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

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

Our September **Car of the Month** comes to you from Highlands Ranch, Colorado belonging to Craig Eslinger. I took delivery of my 2001 330Ci just two weeks prior to leaving for North Carolina to deliver my 5 series to a guy I work with who purchased it from me. I had special ordered my E46 because I wanted a coupe without a sunroof. The car was great right from the start, except that I was not real enamored with the feel (or lack of) of the steering. That was soon taken care of when I read an article in *Bimmer* magazine that BMW was offering owners a free steering box upgrade, upon submitting a request to BMW NA, that would correct the "over boosted" feel of the steering and return it to "true BMW" levels. *Ralph Schomp BMW* performed the upgrade and within a couple hours, the steering felt razor sharp.

In hindsight, one item I would have changed when ordering the car, would have been the wheels. I never really liked the stock OEM wheels and should have upgraded to the M wheels but doing that would have never put me into contact with *Autosport Werks* in Broomfield. I looked at all the wheels currently available and fell in love with the BBS CH wheels that are featured on the M3 that appears in their ad. I placed a call, made a trip to Broomfield and within a few weeks had my order placed for (4) CH wheels (along with set of new Bridgestones to go with the new wheels because I upgraded from 17" to 18" rims).

The wheels and tires finally came and completely changed the look of the car!! It looked so much better. An added benefit to having made the trek to Broomfield was that I had a chance to talk with *Autosport Werks* about the various Dinan upgrades available for my E46. With *Autosport Werks* guidance and expertise, I ended up getting the free flow exhaust, high flow cold air intake system, engine and transmission software and the high flow throttle body. The upgrades transformed the car, which is now much more exciting and

enjoyable to drive. Although it's never been on a dyno, it feels much faster (with the added benefits of the throaty intake and exhaust sounds and much crispy shifting). In addition, the upgrades took me to 10 points, so I also got the "Dinan 3" badge for the trunk.

In closing, just prior to having all my Dinan upgrades installed, business took me to San Francisco, Mecca for Dinan owners. I allocated a little extra time and spent a morning at Dinan. I was given the complete tour, got to see several cars undergoing "the transformation" and several cars (including a MINI!!) being used as test beds (including Steve Dinan's own M5!!!) to develop new products. I left with a smile on my face and two Dinan license plate frames in my overnight bag.

If anyone has any questions on the upgrades (steering box, wheels or Dinan), feel free to call Craig.



Craig's 2001 330Ci

Autocross Series

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.

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.

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!!!

Sunday, October 19, 2003

Location: Bandimere Speedway - C 470 and Morrison Road, Morrison, Colorado

Directions: Take C470 to the Morrison exit, go west to Rooney road, (there is a large Conoco station on the corner) proceed North for about a half mile to the Speedway entrance. Follow the signs to the parking area.

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!!!

AUTOCROSS PHOTOS AVAILABLE

Autocross photos taken by Cliff Lawson are now available. If you drove in the second or third group, he almost certainly has several pictures of you and your car. If you are interested, please contact him at clifflawson@comcast.net or 303-841-5953. Be sure to give Cliff your car number. While prints are not free, they are priced very reasonably; Cliff describes them as cheap. ☺

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9/03

Remembering The E30

by Adam Moore

“My Diamond in the Rough”

Before



After



Adam's 1987 325is

A year ago I was driving my 1993 Saturn SC2. I have to admit it was a good car; however, it was no BMW. I had always wanted a BMW but I just never found the right one.

One day I came home and my step dad, Mike Beyer, asked me if I wanted to go look at a car with him that was down on Broadway. My first thought was sure, but my second thought was, “Broadway, yuck!” When we got to the dealership I was thinking to myself, “Why are we here, nothing good can come from this.” From a distance I was really impressed with the car, but when I got closer, I wasn't so impressed. Even though I didn't like it, Mike saw a diamond in the rough. It was hard for me to see that diamond beauty when there was a pink license plate, dirt caked on the outside and worst of all, the interior smelled like wet dog and didn't look too much better than the outside.

Needless to say, a few days later we came back and picked up the car so we could have Dave Stackhouse, from *Bimmer Haus Performance*, inspect the car for us and make sure that it would be a car worth buying. The car passed inspection and made it back to the dealership just in time for us to buy it.

The first thing Mike and I did when we got home was take pictures of both the interior and the exterior. I'm sure our neighbors saw us and were thinking, “These people are idiots, that's one ugly car, and why are they taking pictures of it?” We didn't care — we had another BMW.

Through the next few weeks we had the car detailed and the seats re-dyed; this alone made a huge difference. Once we had it all cleaned up, I fell in love with the car. I sold the Saturn and the 325is became my car. After a couple months of driving it around I decided that it needed to be lowered. So of course, I went to Jim Leithauser at *Bimmer Haus Performance* and had him order some H&R Springs. By the time I got my springs installed, I had also put on the K&N cone filter to give the car a little more response. Throughout the next few months I had installed Zimmerman Cross-Drilled Rotors, Turner Motorsport Chip and put on 15-inch wheels.

I'm extremely happy with the way the car turned out and I don't think that I could have found a better car with 193,000 miles and at that price. Sure there were a few oil leaks, but all in all, the car has been solid. All the credit goes to Mike for finding the inner beauty in this one of a kind 325is.

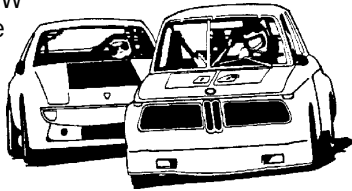
Upcoming Events

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.

RMC'S Annual Fall Drive / Lunch

by Rick Viehdorfer

Our annual Fall Drive is scheduled for September 20th, 2003. The Event Coordinator, Alex April, has planned a drive that will give us all a chance to see the beauty of southern Colorado in the early fall, and should not be missed!

Due to the noticeable increase in party crashers, we need to hold a pre-drive registration, which will open at 7:45AM. Before leaving, we will stage the cars as a group in the east lot of D'Evelyn Junior and Senior High School. To get there, head east on W. Nassau Avenue from South Kipling Street in Lakewood (map of the exact location and directions can be obtained at: <http://jeffcoweb.jeffco.k12.co.us/high/develyn/>.)

We leave at 8:30AM sharp, toward Woodland Park. After passing Woodland Park, we'll hit a rest stop/scenic overlook so you can catch your breath and absorb the outstanding view. The plan from here is to drive out to Buena Vista where we have arranged lunch at Coyote Cantina. A limited menu shall be distributed at the rest stop so we can call ahead. Alan, the owner/proprietor, is also a BMW enthusiast and anxious to meet us and our cars! (<http://www.fourteenenet.com/coyotecantina/>.)

The rest of the route heads south, eventually ending in Colorado Springs. Weather permitting, it should be a wonderful drive, and we invite you to attend. There will be numerous scenic stops following lunch, and the roads are in good shape. The entire route will be about 300 miles (ending in Colorado Springs).

Check-in and registration are required, and all participants, including passengers, will be required to sign waivers for insurance purposes. *Drivers under the age of 18 will require a parent or guardian to accompany them (no exceptions).* Exact route, contact information, and other details will be in your registration packet at the staging area.

If you have any questions or would like to volunteer to help with registration, call Alex April at 720-254-9516. Can't wait to see you all in September!!!

DISCLAIMER: Exceeding posted limits, or other infractions of local driving laws, are at the participants' own risk and are neither encouraged, nor condoned by BMW CCA.

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12/03



MINI Korner

by Randy Webb

“From David to Goliath”

Remember the article I wrote about my first autocross experience a while back? It was October, (published in the May 2003 *MotorSport Report*) and my MINI had 200 miles on it. Back then it was “cute” to a lot of people, and now, well, I get the idea that it may not be seen as quite so cute anymore. Those of you in BS and CS classes know of what I speak.

When the first MINIs ran at a BMW CCA autocross, no one knew quite what to expect out of the diminutive little car. We were all in CS, and did quite well. Then the winter warm-up came, and we did even better, taking the first seven spots! After that, the points were reevaluated, and a few of us were separated from our other fellow MINI owners and thrust into BS, with the very impressive E46 M3s and M Roadsters. I thought, “Well, it was fun winning while it lasted”. Then a pleasant surprise — the car I used to view as David turned out to be Goliath! That weekend, the MINI Cooper S took the win in both CS and BS.

Which brings us to the June 28th, 2003, Coors Field autocross. Before I get into the weekend, let me say that after spending some time at the SCCA events as well this season, the *Bimmer Haus Performance* sponsored RMC BMW CCA Summer Series is the pinnacle of autocrossing. Great food is

provided, excellently detailed trophies are handed out, and most importantly, there is twice the seat time available compared to other series. It is also important for the entire MINI community to profusely thank the RMC BMW CCA folks for so graciously accepting us as part of the fold.

Back to the weekend — It used to be, when I showed up at an event, folks would walk over and say how cute the car was, and how much fun it must be to drive. Now, when I pull the car into the paddock, I get comments like “That’ll never pass tech” and “Are you sure those are street tires?” and “I guess we can settle for best of the rest”. The transformation wasn’t just in my eyes — everyone else saw it too! My cute little car was now a mean, serious threat to its bigger brothers, and to be honest, it kinda felt good. Sure, my car was different from that first experience with autocrossing — it now had another 60 or so horsepower, sway bars, drop links, harnesses, light wheels and sticky tires — but it still had the same draw to small children and gas station attendants.

I still thought I might have just gotten lucky, though it seemed that Tad Haas in CS must have gotten lucky too. Maybe the last course had favored the MINI. It was a three slalom event after all. Not this time, there were widely spaced gates and only one slalom, so I thought — I’ll be happy if the MINIs trophy. In the morning warm-up runs however, my silent concerns about upholding the string of victories the MINI had garnered were put to rest. Chris Putaturo and Dawn Putaturo were hot on our heels with their M Roadster in BS, but I thought that we were at least competitive enough to vie for the win.

There were some spectacular drives to be seen in the morning: Bill Lamkin’s M Roadster — if you can call it that, Tad’s CS Cooper S, Zach Schroeder’s 325i, Lee-Anne Jordan’s always impressive 2002.

After enjoying lunch talking over set-ups, it was time for the runs that count. In the series, which is a great safe way to get your foot in the door of motorsports, the morning times don’t count — it’s the afternoon times that are used for points. Not that I’m competitive or anything, but I was thinking about all of the possible winners in my class and how to beat them — Dave Bunting, Brad Mott, Chris, Dawn, etc. Then I remembered a little tip from the very first driving instructor I had; “your most difficult opponent is yourself”. I know, I know, it’s a little on the Zen and the Art of Motorcycle Maintenance side, but it helped to remember. Go out, don’t worry about anything else and do the best possible. It worked.

It ended up being a great weekend that really did transform the MINI from David to Goliath. We finished 1, 3 and 4 in BS and 1 and 2 in CS. That included some great improvements from Brad in his MINI, some incredible driving from Dave in his MINI (including a save through the timing lights that had the whole crowd on their feet in applause), and a beautiful time from Tad Haas to take the CS class win, and a great second place showing in CS from Mark Bradley. The only thing I have niggling in the back of my mind now, is the end to that famous biblical story...

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3/04

It's Election Time Again!!

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

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

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

It would be good for those of you interested to announce your candidacy soon, so that you can present your campaign in an article in the *MotorSport Report* before the election. Campaign articles will be published in the September, October and November issues of the *MotorSport Report*. Campaign articles must be submitted to Darlene Doran by the 1st of August, 2003. Please write a small autobiography about

yourself and why you would be a good Chapter President or Vice President.

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

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

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

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

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

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Join us in wishing Good Luck and God Speed to the many local competitors who are leaving in a few days for the SCCA ProSolo and Solo II National Championships in Topeka, Kansas and Valvoline® Runoffs in Lexington, Ohio. You can check on their progress from September 6th-21st at:

www.scca.org/amateur/solo2/prosolo/2003/finale

www.scca.org/amateur/solo2/nationals

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6/04

Meet the Candidates

Dave Walker Candidate for President



After serving more than a year and a half in the position of chapter President, I hope I'm no longer a stranger to most of you reading this! Looking back, it's been an exciting and interesting period. The Rocky Mountain Chapter-hosted Oktoberfest last summer in Keystone and was undoubtedly the highlight of '02, but the year was also punctuated with a bevy of driving and social events, the advent of our wildly-popular RMC-sponsored autocross program to supplement the tradi-

tional Driver Safety Schools, the charitable CP of Colorado Exotic Car Show and Concours d'Elegance, and closing the year with a couple parties including the ever-popular holiday party and "Dirty Grab." Time flies when you're having fun, and indeed it's been a veritable whirlwind!

This year has seen the autocross program really take off with a racing series, along with steady gains in chapter membership, participation at events; and, one of the most-visible transformations for many *MotorSport Report* readers, a significantly-improved newsletter in terms of quality, content, layout, and depth of coverage of all things important to you, the club members. Besides our illustrious newsletter editor, we're very fortunate to have a fantastic makeup of board members that are often performing essential but not always terribly interesting tasks behind the scenes, all for the benefit of the chapter. As I reflect on the innumerable contributions and selfless volunteerism of so many active club members who have made these positive changes possible, I can't help but feel like my job is the easy one: working with motivated and capable people, building consensus, making a call here and there, and basically facilitating the processes to keep the wheels of progress turning. And I can honestly say that it's been simultaneously rewarding and enjoyable.

In the next two years, where do I see the club headed and what do I want to accomplish? As an entirely volunteer organization, it's essential to make the job of everyone involved with planning, coordinating, and executing the many tasks involved with running the club not just tolerable, but gratifying; with each individual not just a cog in the machine, but part of a team, all pulling together and sharing a common goal and *esprit de corps*. I hope I've done that adequately in the past and can do it even better in the future. As our membership continues to grow, we can expect further improvements in the newsletter, more—and more varied—events to cater to the wants and needs of a diversified membership, a continued strong program of autocrossing and driver's school events; and, significantly, the rare opportunity to steer the organization through the early stages of organizing and constructing an entirely new race track to replace our dearly nearly-departed Second Creek Raceway, which closes at the end of the '04 season. I'm optimistic about the

prospects and invite all of you to get involved and help make it become a reality. My charge as President of the club is to ensure your contribution is recognized, put to maximum benefit, and returns to you in equal measure that which you have given. In this regard, I'm merely returning the favor—and would appreciate your support for another two years to continue our progress.

Mike Beyer Candidate for Vice President



My name is Mike Beyer, and I'm running for the office of Vice President. I've enjoyed being an active member of the Rocky Mountain Chapter for more than 12 years, as a participant and event planner, and have served as Chairman of the Fun Rally/Poker Run and Concours d'Elegance in our 1995 and 2002 Oktoberfest celebrations in Summit County. In my day job, I coordinate the activities for the daily support and

upgrade projects to enhance the performance of our business software systems. In addition, I'm a past board member and president of the Denver Sister Cities Cuernavaca, Mexico committee. This experience and enthusiasm for the club will enable me to join the other RMC BMW CCA board members to provide guidance and support for a club that everyone can benefit from.

My long term involvement in the Rocky Mountain Chapter and the National Oktoberfest activities has given me a tremendous amount of pleasure. And now I'd like the opportunity to give back and help lead the club on a more substantial basis. We've grown from approximately 500 members when I first joined, to more than 1700 now. Previous board members have done a great job planning events that offer something for everyone, all the while looking out for the financial stability and long term good health of the club. I'd like to continue in that tradition, but even more so, by working to involve those members who typically remain on the sidelines. We have a great club! Come on out and enjoy it!

I'm currently on my eighth BMW, a 1991 M3. In the past several months, it's brought me to Coors Field and other venues for participation in the Autocross Series, Second Creek Raceway for the Spring Driving School, Arapahoe Community College for the CP Concours d'Elegance and to several Bimmer Burger Nights around the metro area for fun and relaxation. Previous BMW's (all but one have been 3 series) have allowed me to take part in a variety of other events including many of the annual planning meetings, and I'm looking forward to even more years of involvement to come.

The love of BMW automobiles brought me to the club, but it's the interaction with all of you and the friendships that have developed that keep me coming back. I'd appreciate your vote for Vice President at the November elections.

Upcoming Events

WIN AN ///M CAR*

Sunday, November 2, 2003 10 AM

* **Must be present to win** *

Drawing held at noon

Now that we have your attention...

ANNUAL CHAPTER PLANNING GET-TOGETHER / BRUNCH

We need your input and participation!

Join us and share your ideas!

What events would you like your club to sponsor?
Social Events? Driving events? Tours? New Ideas?

Brunch is pot luck - please bring something
tasty to share!

Where?

The Mountain Shadows Club Room at
2 North Adams Street
Cherry Creek

Call Alan Warner at 303-333-9387 with questions

DIRECTIONS

Adams is one block east of Steele and the Cherry Creek
Mall, and 7 blocks west of Colorado Blvd.

One block south of 1st Ave. on NE corner
of Ellsworth and Adams

Ample Parking in their parking lot or on the street.

If you can't attend, please call or email any Board member
listed in the *MotorSport Report* with ideas.

* *Model specifications at discretion of RMC BMW CCA*

CALLING ALL PARTICIPANTS

"20th Year Anniversary of the E30"

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

"Car of the Month"

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

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

Annual General Membership Meeting

Fall Dinner / Elections & Autocross Awards

Saturday, November 15, 2003

Cocktails at 6PM, Dinner at 7 PM

Maggiano's Little Italy

(Denver Pavilions at 16th & Welton)

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More details in the October MSR

Janet Kiyota, Coordinator

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Rick Viehdorfer, President

RMC BMW CCA member

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12/03

Driving School Haiku

by Bob Sutterfield

bragging in paddock
testosterone a-plenty
lots of trash talking

twentysomething male
has a shiny fast M3
instructors draw lots

play connect the dots
D group drives from cone to cone
A group getting smooth

green flag on the stand
time for wide open throttle
slide off with cold tires

feet work together
rev-match downshift, engine sings
that's how it should feel

sweaty helmet head
pungent cooking Kevlar pads
speed and happiness

keeps trying M cars
nothing helps Gordon go fast
points me by again

"good recovery!
down a notch, one perfect lap"
instructor pees self

cool track in morning
no clouds in the afternoon
greasy hot by three

Dramamine for lunch
jump from car to car to car
God help instructors

last run of the day
don't show me that checkered flag
never want to stop

checkered flag is out
moans and whines from drivers' seats
"please just one more lap?"

sun is setting fast
street pads in, time for a beer
drive slow going home

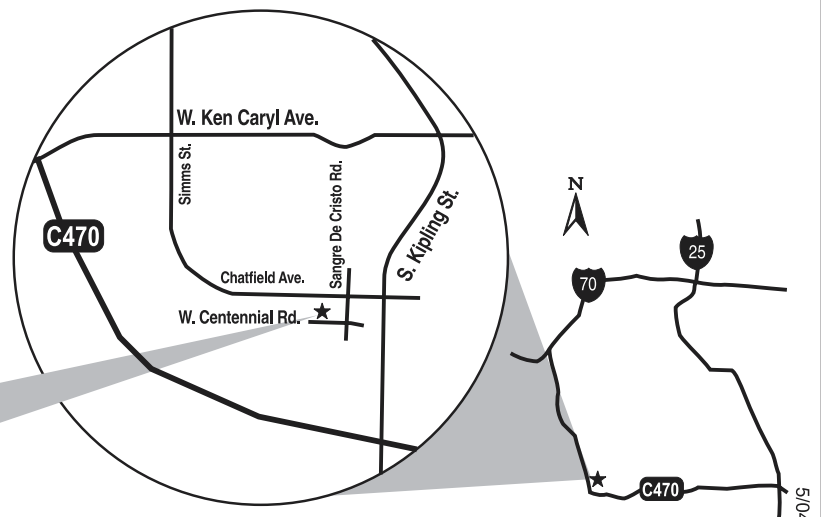
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Driving School



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: \$130, \$235 per couple*
Non-member: \$160, \$260 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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4/04

Driving School

by Andrew Jordan

Driving School Promotions

So you want to drive in the A group? Well, you have to be smooth, consistent, fast, and aware of your surroundings, safe, and exercise good judgment; basically all the good stuff we teach at each school. But now we are throwing in another hurdle!

You do not deserve to drive in the A group, if you have never worked a corner or helped out with any of the other important tasks required to promote a successful school. In the future, we will seriously consider a driver's willingness to help out at the schools. For example, if there is one A group spot left and there are three or four equal candidates, then we shall promote the driver who has willingly sacrificed their time in the past. We shall consider the same elements for other promotions, e.g. D to B group.

If you are already in the A group, then you are "grand fathered in" for all of 2004, but come 2005 you might not be so lucky, if you are unwilling to give back to our outstanding car club. There are four driving schools and one club race between now and the spring 2005 driving school. That adds up to about 10 half-days. Yes, we would like to change to half-day volunteering. That way you get a chance to socialize and check out all of the other nice cars. Registration forms for driving schools will be modified to ask specific questions regarding volunteer work, both past and future. Besides, I am

keeping records of who helped, where and when. You need to be on my list!

Joe Gilmore worked a corner for us earlier this year. He contributed to the idea of drivers working corners, but he also found that he learned a lot by working a corner. He could clearly see what was not working, but, by studying the line and technique of the faster cars, he could then apply their strong points to his own driving. He found that he improved significantly in the corner where he had worked.

At our autocross events it is possible to split the groups so that you drive, but you also work a section of the track at the same event. With our driving schools this is not possible. When you are not on the track, you are in the classroom. Hence, one has to volunteer at some other school, not the one you want to participate in. It would be a good idea to have a few volunteered assignments under your belt. Build up a reservoir to draw from. Our RMC schools always fill up; there is always a waiting list. I think it is only fair to give preference to those members who are willing to help out over those who for one reason or another do not contribute. All we need is your commitment to work a future school, and we shall find you a group to run in.

Seriously, I am keeping records. You need to contact me, Andrew Jordan, at 303-426-6800. Work half a day, you will feel good about it.



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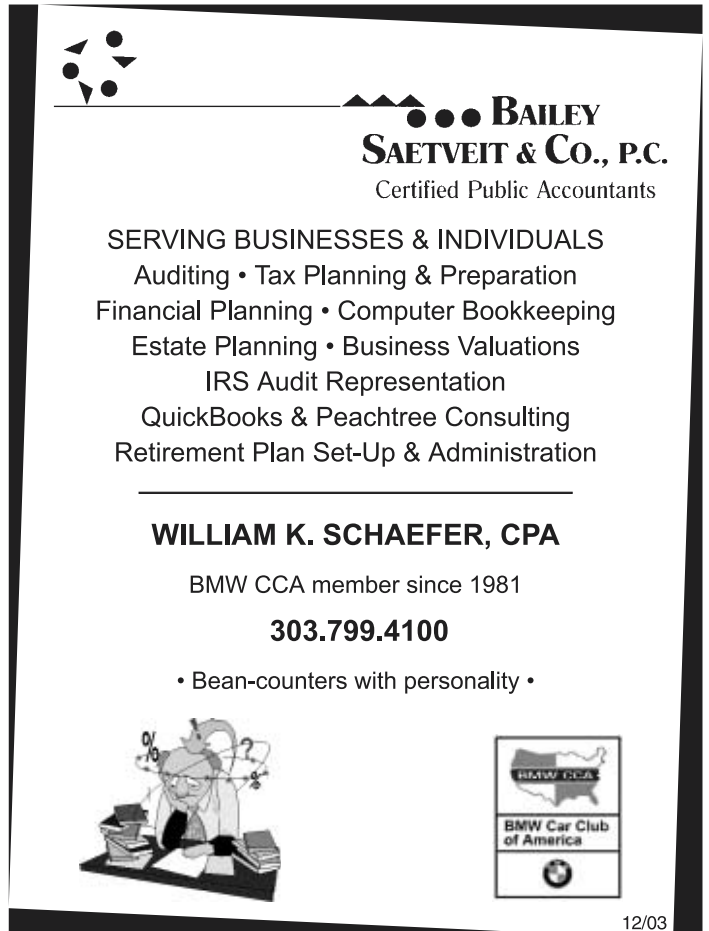
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12/03

Driving School

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!!!

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Bimmer Haus Performance Autocross Series

#3 – 2003 - 07-20-03

Total Entries: 90

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	Time	Difference	from 1 st
144	Michael Feldpusch*	1995 M3	49.660	-	-
9	Mark Irvin*	1990 M3	50.164	-0.504	-0.504
95	Jeff Sherrard	1998 M3	50.552	-0.388	-0.892
68	Alain van der Heide	1995 M3	52.994	-2.442	-3.334
162	David Seybold	2000 M Roadster	54.148	-1.154	-4.488
19	Darlene Irvin	1990 M3	57.396	-3.248	-7.736

CLASS: 'BR' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1 st
34	Doug Gordon*	1991 M3	50.816	-	-
25	Doug Young*	1995 M3	51.262	-0.446	-0.446
53	Cliff Lawson	2001 M3	51.644	-0.382	-0.828
33	Doug Grande	1995 M3	53.351	-1.707	-2.535



Adam Moore



Phil Couch

CLASS: 'BS' TOTAL ENTRIES: 15

Car #	Driver	Car Model	Time	Difference	from 1 st
93	Randy Webb*	2002 Cooper S	51.277	-	-
197	Manuel Sauvage*	1997 M3	51.833	-0.556	-0.556
4	Chris Putaturo*	1999 M Roadster	52.523	-0.690	-1.246
40	Gary Odehnal*	1998 M3	53.498	-0.975	-2.221
199	Brad Mott*	2003 Cooper S	53.610	-0.112	-2.333
41	Dawn Putaturo	1999 M Roadster	54.148	-0.538	-2.871
59	R. Kelly Petersen	2002 Mini Cooper	54.626	-0.478	-3.349
141	Dave Bunting	2002 Cooper S	55.618	-0.992	-4.341
108	Richard Boone	2002 Cooper S	55.784	-0.166	-4.507
143	Jade E Dillon	2003 M3	58.318	-2.534	-7.041
66	Randy Stout	1995 M3	58.846	-0.528	-7.569
158	Chris Levy	2003 Cooper S	60.355	-1.509	-9.078
258	Ed Levy	2003 Cooper S	63.386	-3.031	-12.109
42	Candy Wall	1999 M3	DNF	-63.386	-51.277
74	David Cole	2002 M Roadster	DNS	-0.000	-51.277

CLASS: 'CR' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1 st
130	Mark Rupprecht*	1989 325is	52.022	-	-
51	Rod Patton*	1988 M3	52.058	-0.036	-0.036
70	Robert Harland	1995 M3	53.554	-1.496	-1.532
134	Joe Gilmore	1984 533i	54.951	-1.397	-2.929

CLASS: 'CS' TOTAL ENTRIES: 17

Car #	Driver	Car Model	Time	Difference	from 1 st
49	Tad Haas*	2003 Cooper S	52.139	-	-
67	Tod Courtney*	1998 M3	52.906	-0.767	-0.767
146	Mark Bradley*	2003 Mini Cooper	54.371	-1.465	-2.232
24	Arnie Coleman*	2003 Z4 3.0 CS	54.524	-0.1537	-2.385
173	Cole Beyer*	1991 M3	55.439	-0.915	-3.300
111	Ken Hammack	2002 Z3	55.541	-0.102	-3.402
73	Mike Beyer	1991 M3	55.764	-0.223	-3.625
194	Mark Schwab	1995 M3	55.812	-0.048	-3.673
76	Ian Bogert	1989 325is	56.445	-0.633	-4.306
157	Grant Barclay	2003 Cooper S	56.464	-0.019	-4.325
28	Brad Marks	1996 M3	56.848	-0.384	-4.709
164	Sean Bradley	1996 M3	58.570	-1.722	-6.431
135	Ken Veal	2003 Mini Cooper	58.608	-0.038	-6.469
52		1987 M3	59.790	-1.182	-7.651
152	David Cornell	1988 M3	62.282	-2.492	-10.143
281	David Read	2003 Cooper S	64.522	-2.240	-12.383
175	Carol Barclay	2003 Cooper S	66.412	-1.890	-14.273



Darlene Irvin



Barry Norman

CLASS: 'DR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
13	Barry Norman*	1997 Z3 -2.8	50.979	-	-

CLASS: 'DS' TOTAL ENTRIES: 14

Car #	Driver	Car Model	Time	Difference	from 1 st
227	Manos Phoundoulakis*	2002 540i	54.361	-	-
160	Kyle Popejoy*	2002 330ci	55.146	-0.785	-0.785
36	Steve Hamilton*	1988 325xi	55.405	-0.259	-1.044
84	Zach Schroeder*	1990 325i	55.807	-0.402	-1.446
216	Scott Stekr*	2002 330ci	56.742	-0.935	-2.381
6	Adam Moore	1987 325is	56.844	-0.102	-2.483
2	Phil Couch	1970 2002	57.017	-0.173	-2.656
150	Matt Puccio	2001 330ci	57.841	-0.824	-3.480
206	Bill Aicega	1998 Z3	58.277	-0.436	-3.916
139	Tony Vigil	2002 Cooper	59.901	-1.624	-5.540
50	Scott Simms	2003 Cooper	61.240	-1.339	-6.879
75	Tom Chaney	1994 325i	61.424	-0.184	-7.063
260	Terri Aicega	1998 Z3	63.403	-1.979	-9.042
87	Matt Langbauer	1987 535i	DNS	-63.403	-54.361



Kent Davenport



Manos Phoundoulakis

CLASS: 'ER' TOTAL ENTRIES: 5

Car #	Driver	Car Model	Time	Difference	from 1 st
15	Eric Mees*	1993 325i	51.698	-	-
11	Andy Peavy*	1991 535i	51.985	-0.287	-0.287
193	Rick Black	1995 318ti	54.174	-2.189	-2.476
202	Tim Paich	1973 2002	DNS	-54.174	-51.698
222	Alexis Paich	1973 2002	DNS	-0.000	-51.698

CLASS: 'ES' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1 st
56	Doug Bartlett*	1999 328i	53.742	-	-
94	Kent Davenport*	1994 325i	55.261	-1.519	-1.519
103	Lucas Howard	1992 325i	55.9042	-0.643	-2.162
159	Larry Grocki	2001 330ci	56.677	-0.773	-2.935
72	Gary Allen	1972 2002	59.285	-2.608	-5.543
46	Bob Trost	1978 320i	63.008	-3.723	-9.266
116	Diane Critchley	1997 328i	67.787	-4.779	-14.045

CLASS: 'FS' TOTAL ENTRIES: 5

Car #	Driver	Car Model	Time	Difference	from 1 st
83	Paris Subrizi*	2000 323iT	56.627	-	-
163	Paul Dorman*	2002 325i	58.151	-1.524	-1.524
65	Stuart Neil	2000 323iT	61.147	-2.996	-4.520
170	Michael Richmond	1973 2002	62.099	-0.952	-5.472
183	Michelle Subrizi	2000 323iT	65.638	-3.539	-9.011

CLASS: 'X' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
26	Bill Lamkin*	2000 M Roadster	39.494	-	-



Tony Vigil



Doug Bartlett

CLASS: 'O' TOTAL ENTRIES: 8

Car #	Driver	Car Model	Time	Difference	from 1 st
254	Brandon Keller*	1993 Prelude	424538	-	-
229	David Jobusch*	2000 Toyota Celica	438084	-0.546	-0.546
209	Mike Critchley*	1989 Mustang	44.098	-1.014	-1.560
271	Lyle Smith	2001 VW Passat	44.561	-0.463	-2.023
239	Michael Bryant	2002 S2000	45.409	-0.848	-2.871
214	Mark Salisbury	1998 Subaru	45.783	-0.374	-3.245
277	Chad Jennings	2002 Nissan SE-R	45.914	-0.131	-3.376
230	Markus Lutz	1999 Honda Civic	DNS	-45.914	-42.538

CLASS: 'S' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1 st
295	Dan Goodman*	1968 Volvo 142	40.054	-	-
296	Mike Thompson*	1996 Corvette	41.422	-1.368	-1.368
208	Tom Pora*	1996 Corvette	41.657	-0.235	-1.603
96	Forrest Thompson	1996 Corvette	42.683	-1.026	-2.629
273	Todd Garrison	2002 Acura RSX-S	46.394	-3.711	-6.340
274	Kristen Brooks	1984 Porsche	52.781	-6.387	-12.727
218	Melanie Pora	1996 Corvette	DNS	-52.781	-40.054

2003 RMC BMW Bimmer Haus Performance Autocross Series Championship Points

Event #	Event Name
1	2003 BimmerHaus Autocross Series - Event #1
2	2003 BimmerHaus Autocross Series Event #2
3	2003 BimmerHaus Autocross Series Event #3

AS BR BS CR CS DR DS ERES FS X O S

CLASS: 'AS'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	144	Michael Feldpusch	1995 M3	7	10	10	27	27
2	95	Jeff Sherrard	1998 M3	10	8	7	25	25
3	9	Mark Irvin	1990 M3	8	7	8	23	23
4	19	Darlene Irvin	1990 M3	4	4	4	12	12
5	68	Alain Van Der Heide	1995 M3	-	6	6	12	12
6	7	Stephan Kohn	2000 M Roadster	6	5	-	11	11
7	162	David Seybold	2000 M Roadster	-	-	5	5	5
8	272	Ken Nissen	1998 M3	5	-	5	5	5
9	107	Jeff Young	1996 M3 Coupe	-	3	-	3	3



Andy Peavy on course

CLASS: 'BR'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	34	Doug Gordon	1991 M3	7	10	10	27	27
2	53	Cliff Lawson	2001 M3	10	8	7	25	25
3	25	Doug Young	1995 M3	8	7	8	23	23
4	33	Doug Grande	1995 M3	6	6	6	18	18
5	191	Tami Titus	1995 325is	5	-	-	5	5



Andy Peavy receives his 2nd place award

CLASS: 'BS'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	93	Randy Webb	2002 Cooper S	10	10	10	30	30
2	4	Chris Putaturo	1999 M Roadster	6	8	7	21	21
3	197	Manuel Sauvage	1997 M3	8	-	8	16	16
4	199	Brad Mott	2003 Cooper S	3	7	5	15	15
5	41	Dawn Putaturo	1999 M Roadster	5	5	4	14	14
6	40	Gary Odehnal	1998 M3	7	-	6	13	13
7	141	Dave Bunting	2002 Cooper S	1	6	2	9	9
8	59	R. Kelly Petersen	002 Mini Cooper S	4	-	3	7	7
9	74	David Cole	2002 M Roadster	2	4	-	6	6
10	92	Jade Dillon	2003 M3	-	2	1	3	3
11	155	Pedro Aceves	1993 325is	-	3	-	3	3
12	66	Randy Stout	1995 M3	1	-	1	2	2
13	108	Richard Boone	2002 Cooper S	1	-	1	2	2
14	5	Mim Duncan	2000 M Roadster	1	-	-	1	1
15	42	Candy Wall	1999 M3	1	-	-	1	1
16	143	Jade E Dillon	2003 M3	1	-	-	1	1
17	158	Chris Levy	2003 Cooper S	-	-	1	1	1
18	258	Ed Levy	2003 Cooper S	-	-	1	1	1

CLASS: 'CR'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	70	Robert Harland	1995 M3	10	10	7	27	27
2	130	Mark Rupprecht	1989 325is	-	8	10	18	18
32	51	Rod Patton	1988 M3	8	-	8	16	16

CLASS: 'CS'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	49	Tad Haas	2003 Cooper S	10	10	10	30	30
2	24	Arnie Coleman	2003 Z4 3.0 CSL	8	6	6	20	20
3	67	Tod Courtney	1998 M3	-	7	8	15	15
4	146	Mark Bradley	2003 Cooper S	-	8	7	15	15
5	73	Mike Beyer	1991 M3	7	4	3	14	14
6	111	Ken Hammack	2002 Z3	4	5	4	13	13
7	28	Brad Marks	1996 M3	5	3	1	9	9
8	173	Cole Beyer	1991 M3	3	-	5	8	8
9	76	Ian Bogert	1989 325is	6	-	1	7	7
10	135	Ken Veal	2003 Cooper S	2	1	1	4	4
11	164	Sean Bradley	2003 Cooper S	-	2	1	3	3
12	124	Dona Coleman	2003 Z4 3.0L	1	1	-	2	2
13	152	David Cornell	1988 M3	-	1	1	2	2



Phil Couch



Matt Puccio

14	194	Mark Schwab	1995 M3	-	-	2	2	2
15	48	David Bierbaumer	2003 Cooper S	-	1	-	1	1
16	52	Mark Glovada	1987 M3	-	-	1	1	1
17	157	Grant Barclay	2003 Cooper S	-	-	1	1	1
18	175	Carol Barclay	2003 Cooper S	-	-	1	1	1
19	281	David Read	2003 Cooper S	-	-	1	1	1

CLASS: 'DR'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	13	Barry Norman	1997 Z3 -2.8	10	10	10	30	30
2	134	Joe Gilmore	1984 533i	8	7	6	21	21
3	174	Paul Watts	1987 325is	-	8	-	8	8
4	35	Bob Sutterfield	1987 325is	7	-	-	7	7
5	8	Marcie O'Brien	2000 323i	6	-	-	6	6

CLASS: 'DS'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	160	Kyle Popejoy	2002 330Ci	10	8	8	26	26
2	84	Zach Schroeder	1990 325i	8	10	6	24	24
3	227	Manos Phoundoulakis	2002 540i	-	7	10	17	17
4	6	Adam Moore	1987 325is	4	4	4	12	12
5	57	Paul DeWitt	1988 M5	6	6	-	12	12
6	2	Phil Couch	1970 2002	5	2	3	10	10
7	36	Steve Hamilton	1988 325ix	-	3	7	10	10
8	131	Greg Keys	2002 330i	7	-	-	7	7
9	85	Keith Boyle	2002 330xi	-	5	-	5	5
10	150	Matt Puccio	2001 330ci	3	-	2	5	5
11	216	Scott Stekr	2002 330ci	-	-	5	5	5
12	139	Tony Vigil	2002 Cooper	2	1	1	4	4
13	75	Tom Chaney	1994 325i	1	-	1	2	2
14	50	Scott Simms	2003 Cooper	-	-	1	1	1
15	86	Karen Boyle	2002 330xi	-	1	-	1	1
16	87	Matthew Langbauer	1987 535is	-	1	-	1	1
17	128	Peter Hays	1989 325is	-	1	-	1	1
18	206	Bill Aicega	1998 Z3	-	-	1	1	1
19	260	Terri Aicega	1998 Z3	-	-	1	1	1



Steve Hamilton

CLASS: 'ER'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	15	Eric Mees	1993 325i	10	10	10	30	30
2	11	Andy Peavy	1991 535i	-	8	8	16	16
3	58	Lauri Sutterfield	1988 535is	8	-	-	8	8
4	193	Rick Black	1995 318ti	-	-	7	7	7
5	202	Tim Paich	1973 2002	-	7	-	7	7
6	222	Alexis Paich	1973 2002	-	6	-	6	6

The amount of a liquid that is spilled is directly proportional to how difficult it will be to clean up.



Doug Young receives his 2nd place award

CLASS: 'ES'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	56	Doug Bartlett	1999 328i	7	10	10	27	27
2	94	Kent Davenport	1994 325i	10	8	8	26	26
3	159	Larry Grocki	2001 330Ci	8	7	6	21	21
4	103	Lucas Howard	1992 325i	6	-	7	13	13
5	97	Lee Michael	1993 325is	5	6	-	11	11
6	104	Rick Black	1995 318ti	4	5	-	9	9
7	46	Bob Trost	1978 320i	1	2	4	7	7
8	72	Gary Allen	1972 2002	1	-	5	6	6
9	116	Diane Critchley	1997 328i	-	1	3	4	4
10	145	Alex April	1995 540i	-	4	-	4	4
11	60	Steve Farley	1995 325i	-	3	-	3	3
12	37	Keith Liese	1999 528i	2	-	-	2	2
13	17	Richard Reilly	1995 318ti	1	-	-	1	1
14	83	Paris Subrizi	2000 323iT	1	-	-	1	1
15	101	Nidal Jodeh	1989 325i	1	-	-	1	1
16	114	Jodi Cohen	1995 318ti	1	-	-	1	1

CLASS: 'FS'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops	
1	163	Paul Dorman	2002 325i	10	10	8	28	28
2	83	Parris Subrizi	2000 323iT	-	-	10	10	10
3	136	Nolly Dorman	2002 325i	8	-	-	8	8
4	184	Jodi Cohen	1973 2002	-	8	-	8	8
5	65	Stuart Neil	2000 323iT	-	-	7	7	7
6	170	Michael Richmond	1973 2002	-	-	6	6	6
7	183	Michelle Subrizi	2000 323iT	-	-	5	5	5

Tight enough is how tight the bolt was just before you decided to tighten it a bit more and it broke.

CLASS: 'X'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops
1 26	Bill Lamkin	2000 M Roadster	8	10	10	28	28
2 119	David Fauth	1995 325is	10	-	-	10	10
3 98	Bob Tunnell	2001 M3	7	-	-	7	7

CLASS: 'R'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops
1 115	Lee-Anne Jordon	1972 2002	10	10	-	20	20

CLASS: 'O'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops
1 229	David Jobusch	2000 Celica GT-S	10	10	8	28	28
2 254	Brandon Keller	1993 Prelude	-	8	10	18	18
3 271	Lyle Smith	2001 VW Passat	6	3	6	15	15
4 255	Jake Latham	1997 Corvette	8	6	-	14	14
5 239	Michael Bryant	2002 S2000	-	5	5	10	10
6 209	Mike Critchley	1989 Mustang	-	-	7	7	7
7 219	Bill McHardy	2003 WRX	-	7	-	7	7
8 205	Kevin Blacketor	1999 Integra LS	5	-	-	5	5
9 277	Chad Jennings	2002 Nissan SE-R	-	2	3	5	5
10 64	Alan Warner	1989 Honda Civic	4	-	-	4	4
11 214	Mark Salisbury	1998 Subaru	-	-	4	4	4
12 279	Rod Erickson	2002 Mustang	-	4	-	4	4
13 207	Steven Hahn	Audi S4	-	3	-	3	3
14 210	JJ Casa	2004 WRX STi	-	1	-	1	1
15 211	Justin McCarty	1991 240sx	-	1	-	1	1
16 212	Ryan McCarty	1987 Supra	-	1	-	1	1

CLASS: 'S'

Car#	Driver	Car Model	#1	#2	#3	Total	W/Drops
1 295	Dan Goodman	1968 Volvo 142s	7	8	10	25	25
2 246	Lawrence Edwards	2001 S2000	10	10	-	20	20
3 96	Forrest Thompson	1996 Corvette	5	5	6	16	16
4 208	Tom Pora	1996 Corvette	-	7	7	14	14
5 264	Ann Edwards	2001 S2000	4	4	-	8	8
6 296	Mike Thompson	1996 Corvette	-	-	8	8	8
7 218	Melanie Pora	1996 Corvette	-	6	-	6	6
8 273	Todd Garrison	2002 Acura RSX-S	-	-	5	5	5
9 274	Kristen Brooks	1984 944	-	-	4	4	4



Randy Webb receives his 1st place award.



Randy Webb hugs that cone.

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Club Race

by Mark Irvin

My First Club Race in Sandia

As many members may know, I have been building a car for the past year and a half, which will be used in SCCA racing, as well as BMW CCA Club racing. I actually got the car done in January and was able to get to SCCA race school in March and started racing with that organization the day following school. I have been running in SCCA ITE class and have been doing fairly well, with only one DNF (did not finish), due to a computer problem. The joy for me is really just getting out there and running, no matter what place I finish. There is always a goal to be reached when you are racing, whether it is to just finish, come from behind and not be last or to get to the front and place it the top two.

The Tow

July 4th was a race that was on my calendar and in the back of my mind since January. This was to be my first BMW Club race and my first "out of town" race. What really made this special to me was that I was going to be able to caravan down to Albuquerque, NM with a bunch of really great people from the club: Andrew and LeeAnne Jordan, Fred Iacino, Jerry Hodges, and John and Janine Fornarola.

As it turned out Fred and I left together at 4 AM on Friday and caught up to Jerry Hodges, the day we where to qualify for the race in Sandia. We made a stop in Pueblo for some coffee and Jerry realized that a tire on his trailer had worn on the inside and we needed to change it out. Turns out the tire was showing the cords, good thing we had a spare. As we cruised down, we really had an uneventful trip... until about 40 miles outside of Sante Fe, when I blew a tire on my trailer.

This was a new tire! I guess you can't do 85 mph with a fully loaded rig, weighing in at 8000 pounds. I radioed Fred to call Jerry and get back to help me; I was in the back of the pack at this point. As I lifted the trailer, which took two jacks, I realized the spare that I had would not work, since the offset was too deep and would rub the frame of the trailer. I would have to use Jerry's garbage tire to limp in to Sante Fe. As we where packing back up to get back on the road, we noticed Fred's truck leaking antifreeze. Shoot... what now! This was a minor inconvenience, Jerry had some old hose and a clamp and was able to make the repair and get Fred in shape to go. As we where doing roadside repairs, LeeAnne was searching around Sante Fe to find a shop where we could buy a tire. Remember, this is July 4th, 7-11's are about the only thing open. She did end up finding a Pep Boy's store that was open, so we hustled on into Sante Fe to get a tire or two. Buying the tire wasn't the real problem, it seems, getting it mounted was, there was a 2½ hour wait! My question...why are all these people getting a full set of tires put on, on the 4th of July? Well, needless to say, we didn't hang around. Fred took it upon himself to go find someone that would mount them up for us and they where only a few blocks away. Jerry and I grabbed the rubber and headed out the door. Once we got the tires mounted and installed on the trailer we where finally off again, this time incident free all the way to the race track.

Qualifying to Race, or not

Now that we have made it to the track, we could finally get the cars off the trailers and get on the track for a practice session or two... or so we thought. Turns out we came just in time for our group to grid for the final run of the day. We couldn't get the cars off the trailer, get in suits, run pre-checks on tires and car setup in time to run with this group! Looks like we were not going to get an opportunity to qualify to get a grid spot for the race, so we'll have to run in the back of the pack on Saturday except for the Jordan's and John, who managed to make it down in time to run Friday evening.

The Race

Now that we finally made our way to the grid, we can look forward to running from way in the back. I have to say that I really enjoy coming from behind, because it is such a great adventure. You get an opportunity to see if you really can drive and push the car to the limit every second of the race. You might say that you can measure your success one car at a time. Since we start from the back we get this chance, but it also means that we will have to attempt to pass some very good drivers.

After a few laps I was beginning to feel pretty good about this race, I was actually getting around some of these cars. The track is very tight, and I like that. Tracks that are tight are technical, which puts me in my element. The only problem with this particular track is that there are a few corners where there is nothing but a concrete wall. As I began getting towards the front half



Andrew Jordan



John Fornarola

of the pack, one of the cars collected a wall and I ended up waiting for the dust to settle. I kept envisioning that scene in the movie "Days of Thunder", where the guy says that you just drive through when something like this happens. I've been in a couple of situations like this and was able to drive through, blindly, and made it ok. I just didn't have a good feeling about this one so I came to a stop, which was a good thing, because the car was right in front of me when the dust settled! Now as I waited, the cars I had managed to overtake came ripping by me. Here I go again, I would have to start all over.

For the next part of the race I ended up passing Fred and catching up to Jerry. Bye, Bye Fred!



Fred Jacino

Now, Jerry and I were battling out to catch up to the front. We were running in 2nd and 3rd and were very tight for quite a few laps. I felt honored that I was actually hanging with this veteran. As we kept increasing our braking zones, the tires would lock a bit and rubber began to get

hot. One of the turns you can just about stay on the throttle all the way through, but you have to really break hard going in the corner right after. This corner is turn 3. I was on Jerry's bumper for much of the last part of this ride. We began to get confident in turn 3, but the tires just don't hold out when you push em that hard. As we came in to turn 3, Jerry had a bit too much speed and knew he wouldn't make the corner, so he drove off into the dirt and into the tire wall. Well, I guess since this guy knows what he's doing, maybe I'll just follow him, SLAM!



Jerry passes Mark

I ran his exact line and collected him as he sat in the tire wall. As hard as I tried to modulate braking I couldn't make the car stop. It did what it wanted to and stuff got bent. I can't express how horrible you will feel when you run into a friend like that. What do we teach everyone in performance school? Don't always follow the same line that the car in front of you is using, it might not be the line for you. As I look back on this accident I keep thinking that I didn't even look at anything in front of Jerry, I just slammed the throttle when I could and tried to keep in the game. Total tunnel vision. I had been warned about this, by other fellow racers. Sometimes when the battle gets hot you may lose focus on everything around you and that's when you'll pay for it. Man is that the truth.

Once the dust settled from our incident, I was able to get my car in reverse for a few feet just enough to give room and get off of Jerry's bumper. I really wanted to get out and check on Jerry. Normally this is a no-no, but for some reason, one of the workers asked me to get out of the car. I did so and rushed over to check on Jerry. Looking back that wasn't smart, I know that when a track is hot you should stay put, until help arrives. Once I knew Jerry was ok, I felt a bit better... then I looked at his car. My heart sank when I saw the damage; most of the right rear was crushed. Then I looked at mine, the front was crushed in and coolant was leaking all

over the ground. I didn't feel too bad about the fluid, since you cannot run anti-freeze, you must use water only. As the wrecker was pulling Jerry's car out of the tires I couldn't help but think, how am I going to fix this one? Jerry's car was pulled to the course and he was able to run into the pits on its own power. Mine wasn't in running shape, so I was towed in. Remember, I passed Fred with a nice little wave? Guess who's laughing in the end, because he finished!!

Ok... the cars are off the track. What now? Well, the Chief Steward comes over and has a little talk with everyone involved. He decided that Jerry was not at fault, since he was in the tires already. I got written up for the incident and handed probation for 13 months. That's just great, my first BMW CCA race and I'm already staring in the corner of the wall. How embarrassing is that?

Needless to say, I was out for the rest of the weekend. Jerry got to race the rest of his weekend, but was out in the middle of the race on Sunday due to an unrelated mechanical problem. Fred, John, LeeAnne and Andrew all finish their races.

I should have known the weekend was going to be messy when I started out with the blown tire in Sante Fe, but as it turned out, it was one of the most memorable I think I will ever experience. Not because of an incident on the track, but because of the friendships that were deepened as a result of the whole weekend? I could have just packed my stuff up and left, but I really wanted to be with these people. You meet and become friends with the greatest folks in this club. By the way, the tow home was uneventful, thank goodness.

I would like to thank all the great people from the New Mexico chapter for all of their help. If you get a chance you can view some more photos of the race at www.nmbmwcca.org. BMW CCA racing will be coming to the Pueblo track September 12th through 14th. All members are welcome to come and checkout the fun.



Above: Jerry's car after accident.



Below: Mark's car after accident.

News from BMW

BMW Group Reports 15% Increase In July Sales; Year-to-Date Sales Up 11%

WOODCLIFF LAKE, NEW JERSEY, August 1, 2003 ... The BMW Group (BMW and MINI brands combined) reported an increase of 11 percent in year-to-date sales for 162,287 vehicles compared to 146,430 sold for the first seven months of 2002. July sales for the BMW Group were up 15 percent to 25,189 vehicles, making it the best July on record. BMW Group recorded sales of 21,955 vehicles in the same month in 2002.

BMW Brand

BMW reported a 16 percent increase in July sales, with 22,105 vehicles compared to 19,089 in July 2002. Year-to-date, sales of BMW brand vehicles increased 3.5 percent to 141,673 compared to 136,825 vehicles sold in the same period last year.

BMW Automobile Sales

BMW's automobile sales were up 17.6 percent in July, with 18,559 cars reported versus 15,779 in the same month a year ago. Year-to-date, BMW automobile sales increased 8 percent to 120,912 in 2003 compared to 111,817 units reported for the first seven months of 2002.

BMW Sports Activity Vehicle Sales

BMW reported 3,546 sales of its X5 Sports Activity Vehicles in July, an increase of 7 percent compared to the 3,310 sold in July 2002. Year-to-date, SAV sales were off 17 percent, with 20,761 vehicles reported compared to 25,008 sold in the same period last year.

Certified Pre-owned Vehicle Sales

BMW reported July sales of 5,834 vehicles, up 3.3 percent over the 5,645 reported in the same month a year ago. Sales of Certified Pre-owned BMWs were up 14 percent year-to-date to 39,396 compared to 34,625 units in the same period one year ago.

MINI Automobiles

Demand for MINI brand automobiles remains strong and MINI USA reported July sales of 3,084 automobiles—a 7.6 percent jump from the 2,866 cars reported in July 2002. Sales of MINI automobiles for the first seven months of 2003 totaled 20,614. MINI went on sale in the U.S. on March 22, 2002 and last year, MINI USA reported sales of 9,605 cars through July 31, 2002.

BMW Wins Four Categories in AutoWeek's "America's Best" Survey

BMW 3 Series Coupe and Sedan, M3 and M5 voted best in their class

Woodcliff Lake, NJ, July 3, 2003 ... BMW won four categories, more than any other manufacturer, in the 14th annual AutoWeek "America's Best" survey. The category wins for BMW include:

- * BMW 3 Series Best Sedan
- * BMW 3 Series Best Coupe
- * BMW 3 Series/ M3 Best Sport Coupe
- * BMW M5 Best Sport Sedan

The results of this year's survey are significant on a variety of fronts. The much lauded 3 Series, the only multiple winner in the survey, still enjoys enormous popularity in all its forms. On the market since 1998, the 3 Series continues to sell at record levels. It is a testament to its outstanding blend of exotic car performance and luxury car comfort that the M5 receives this honor even after it has gone out of production.

The AutoWeek "America's Best" survey, which was again conducted entirely online at www.autoweek.com, polls automotive consumers and enables them to voice their opinion on their favorite cars, trucks and sport-utility vehicles. Commenting on BMW's sweeping victory, AutoWeek publisher Rich Ceppos noted, "Our subscribers have spoken loud and clear. They think BMW makes some of the best driver's cars in the world. Only a crazy person would disagree."

"We are particularly pleased to receive these acknowledgements because they come from the AutoWeek readers themselves. That the 3 Series was voted tops in three categories is remarkable. It reinforces just what a terrific car and an outstanding value the 3 Series is", said Tom Purves, Chairman and CEO of BMW of North America, LLC. "The M5 was a watershed car for the way it blended super-car performance with the safety and comfort of the world's best luxury cars. The M5 will, no doubt, continue to be a favorite of enthusiasts and editors alike for a long time to come."

Address/Telephone Changes

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

Mail it — BMW CCA
640 South Main Street, Suite 201
Greenville, SC 29601
Fax it — 864-250-0038
Email it — <http://www.bmwcca.org/services/svcfset.shtml>

YOUR HELP IS NEEDED

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)



Meet and Greet Family Picnic

by Leslie Jenkins, Coordinator



The temps at Belleview Park in Littleton were in the high 80s and the sky was sunny on June 21st. About 30 adults and 10 children came out to chow down on lots of hot dogs and 'burgers, socialize and carry on some car talk.

While the adults yakked and ate, the kids were testing out the playground equipment, riding the train, visiting the petting zoo and checking out the wading creek.

Our thanks to **Darlene** and **Mark Doran** and their moms for help in purchasing some of the supplies, cleaning up and cooking. **Tim Jones** and **Swami Kayvo** was there to set up. **Janet Kiyota** schlepped boxes of old, unwanted *Roundels* back to my car. Tip of the chef's hat to **Jim Jenkins** for 'cueing those doggies and 'burgers. It was great to see so many new faces (**Hoods, Figgins', Roushes**). Our Regional VP (**Fred Iacino**) came by. Long-time members **Kathy Ambrose, Rich Krebs, Bob Sutterfield, Vance Moorman, Decker Swan, JJ Wilson** and friend **Lou, Rob Knapp, Alan Warner, Phil** and **Chris Couch** also were there to enjoy the afternoon. Wonderful salads and desserts were brought to

enjoy with the 'burgers and dogs. Thanks to everyone for bringing them. Some kind words from our Vice President follow:

Date: Sunday, 22 Jun 2003 09:42:42 -0600

From: "Richard F. Viehdorfer"

Subject: Picnic

You couldn't have asked for a better day yesterday for a picnic. Thanks, Jim, Darlene and Leslie, for organizing and taking care of the details. The food was great (Miles [his dog] loved the 'burgers) and I got to meet some new people, new members, and had a good time. Mark D's white M3 in the parking lot looked gorgeous, by the way

Thanks to all involved for a nice event.

Rick Viehdorfer - Chapter VP

PS — Ask Bob Sutterfield about the one that got away....
Not a fish story.

News from BMW

The New BMW 6 Series Coupe - Benchmark Agility and Performance With a Thrilling Design

- Innovative lightweight construction with an aluminum/steel/composite body, and an all-aluminum suspension
 - Dynamic Driving Control and Active Roll Stabilization
 - Available Active Steering and Head-Up display
- 4.4-liter V8 VALVETRONIC engine for outstanding performance
 - Choice of three different six-speed transmission options
 - Best-in-class equipment and interior space

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Woodcliff Lake, NJ, July 10, 2003 ... With the introduction of the all-new 6 Series Coupe, an icon is reborn. BMW is not just continuing the heritage of the legendary original 6 Series (1977-1989), it is launching the modern expression of an icon, while paying homage to the company's long tradition of luxury coupes.

Much like the original, the new 6 Series Coupe will be noticed first for its looks. The styling is bold, purposeful, dynamic and elegant all at once. Its unique design with sleek and flowing lines, all supplemented by the harmony of elegant surfaces, gives the new 6 Series its unique character. With its smooth and powerful engine, its outstanding agility and abundant interior space, the new BMW 645Ci will set new standards in the luxury sports coupe market on many fronts.

A New Sports Car with Exciting Proportions

The 6 Series Coupe excels in its classic proportions - the car is long, low and wide. It projects an aura of strength and self-confidence. The passenger cabin has a very low roofline and is set back on the chassis.

The modern design language of the exterior continues smoothly and consistently throughout the interior. Similar to the new 5 Series, all the driving controls are located directly on or around the steering wheel. All comfort functions, in turn, are within easy reach from both front seats for convenience. The new 6 Series, again like the original, will not only be admired for its style but will also be recognized as a driver's car of the first order.

BMW's Heralded 4.4-liter V8 Offers Performance That Matches Its Style

The 4.4-liter V8 engine already well known from the BMW 745i ensures optimal power and torque over the entire engine speed range. Featuring fully variable VALVETRONIC valve control, the engine develops 325-horsepower and 330 lb-ft of powerful torque at 3,600 rpm. This enables the new 6 Series Coupe to effortlessly reach its top speed of 149 mph (electronically limited). Acceleration is equally good, with the BMW 645Ci covering the sprint from 0-60 mph in well under six seconds.

To convey this refined power to the rear wheels, BMW offers the driving enthusiast the widest range of possibilities—three different six-speed transmissions:

- Six-speed manual
- Six-speed STEPTRONIC automatic
- Six-speed Sequential Manual Gearbox (SMG) featuring both a gearshift lever and shift paddles on the steering wheel, like in Formula One race cars

The new 6 Series Coupe comes standard with BMW Driving Dynamic Control (DDC). First seen on the Z4 roadster, this feature gives the engine an even more spontaneous reaction to the gas pedal, influences steering in relation to road speed, allows the automatic or SMG transmission to hold gears longer, and provides faster SMG shifts - all at the touch of a button.

Remarkable Agility Ensured By Intelligent Lightweight Engineering

Consistent use of intelligent lightweight technologies makes a significant contribution to the outstanding driving comfort and high level of agility for which the new 6 Series Coupe will become well known. This class-leading agility is the result of the innovative combination of aluminum, steel and synthetic materials throughout the body. The front section of the car is significantly lighter than steel thanks to lightweight construction. The targeted weight reduction continues throughout - the trunk lid is composite, the hood and doors are aluminum and the front fenders are thermoplastic. All this contributes to a base weight in European trim of 3528 lb with, of course, weight distribution close to the perfect ratio of 50:50. This consistent reduction of weight ensures not only performance befitting a sports car and exceptional agility, but it also contributes to an outstanding level of fuel economy.

Handling and Responsiveness: The Synergy of Aluminum Suspension and Cutting Edge Technology

The lightweight all-aluminum suspension of the new 6 Series Coupe keeps unsprung weight to a minimum. Also

working to the driver's advantage are myriad control systems such as Dynamic Stability Control (DSC) including Dynamic Traction Control (DTC). All 6 Series Coupes feature BMW's Active Roll Stabilization, which almost completely eliminates body roll. Part of the Sport Package in the U.S. will be BMW's unique Active Steering, which electronically varies the degree to which the front wheels turn in relation to steering input from the driver. Under normal driving conditions at low and medium speeds, the steering ratio becomes more direct, which causes the front wheels to turn more in relation to the steer wheel. This enhances the car's performance in city traffic, when parking or in curves. At higher speeds, the steering ratio becomes more indirect, which causes the front wheels to turn relatively less in relation to the steering wheel, offering greater directional stability. Active Steering works hand in hand with Dynamic Stability Control (DSC) by monitoring the yaw rate and changing the steering angle accordingly. This reduces the number of DSC interventions and thus offers optimum control comfort for the driver and passengers.

Other Features Include Head-Up Display and Glass Panorama Roof

In addition to all the safety features characteristic of a BMW, the new 6 Series Coupe utilizes run-flat tires, allowing the driver to continue for a certain distance even when a tire is completely flat. Adaptive Headlights, which enhance visibility, illumination, and improve the driver's field of nighttime vision, are also available as an option.

The standard glass panorama roof gives the interior an even more spacious and brighter feel, especially since the

panorama roof is much larger than a conventional moon roof. It offers a vent feature and an electric sliding roof liner.

The Head-Up Display technology, available as an option for the new BMW 6 Series at a later date, is truly unique in the large coupe market. This feature ensures optimum clarity and allows the driver to concentrate on the road ahead at all times by presenting relevant information directly in the driver's line of vision, on the windshield. Also available is Active Cruise Control (ACC). Last but certainly not least, the optional Logic7 audio system gives the car's occupants a level of audio quality previously only offered by high-end home entertainment systems.



In terms of spaciousness, the new BMW 6 Series measures 189.8" in length, 73.0" in width and just 54.1" in height to offer ample interior space that is quite remarkable for a sports car. As a 2+2-seater, the BMW 6 Series gives the two rear seat passengers ample freedom of movement, and the large luggage compartment offers space comparable to many sedans.

Crafted in Dingolfing, Germany, this spectacular new 6 Series will be available for sale in the U.S. market in Spring 2004, after making its debut at this year's Frankfurt Motor Show in September of 2003.

Watch this space. The new BMW 6 Series Coupe will be followed, for the first time, by a second body style: a 2+2 convertible model.

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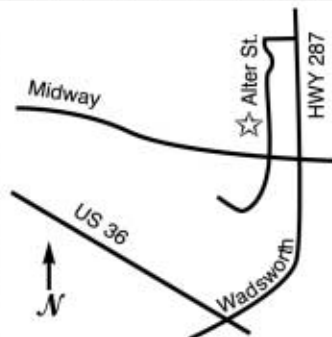
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O'Fest 2003...



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 October 5-11.

CLUB RACE

Let's rekindle your sense of competition at the Texas World Speedway, the site of the first-ever BMW CCA Club Racing East/West Challenge. Club racing will be held on Sunday, so let's see if we can fill the field with racers from all over!

DRIVING SCHOOL

Located two hours from the Hyatt Austin, Texas World Speedway features a 2.9-mile road course with plenty of zigs and a couple of zags to challenge even the most seasoned drivers. But don't let that scare you: TWS is tame enough for all skill levels. We've scheduled Monday and Tuesday for your driving pleasure—register early you don't want to miss this one!

CAR CONTROL CLINIC/SLALOM

The Car Control Clinic is an excellent opportunity to learn and practice skills useful in everyday driving and on the track as well as in autocross and high-speed events. Participants will receive instruction in theory, use of their cars' controls, avoidance maneuvers, braking, and skid control. The opportunity to learn and experience the performance capabilities of your car will better prepare you to drive out of that unexpected hazardous situation. The High Speed Slalom lets you put all your newfound car-control techniques together in a fun competition environment without the autocross technical

expertise. For O'fest registration call 864 250-0022. For Hyatt Town Lake/Austin reservations call 800 233-1234 and mention BMW for access to our group rates.

AUTOCROSS

Unique this year will be the use of the parking areas at Dell Diamond. This course will be expertly crafted by the Lone Star Chapter and integrate the paved terrain in such a way as to challenge veteran autocrossers while offering an exciting introduction for the novices. The Lone Star Chapter is known for their ability to set diabolical courses featuring hard lefts, hard rights, and the occasional hairpin! Autocross will be offered both Monday and Tuesday. Space will be limited, so be sure to register early.

RALLIES AND TOURS

Discover that Luckenbach does exist in more than just song and legend during our Monday and Tuesday morning Sunrise Tours in the famous Texas Hill Country. Fredericksburg will also provide some additional Bavarian flavor to your Texas driving experiences on one of the self-guided tours or maybe even during the Continental Tires Rallies on Thursday. If you need an extra dose of the Polka Capital of Texas, plan to start your quest for Texas "Gemutlichkeit"

with information included in your confirmation packet.

SOCIAL EVENTS

There will be all the traditional gatherings that bring together friends, food, and fun. We begin Sunday with the Early Arrival Reception, follow-up Monday with a Welcome Reception as we open the Vendor Exhibit Hall, and continue Tuesday with the Motorsports Reception. Wednesday's "Sunset at the Oasis" is shaping up into something very special, with beverages, heavy hors d'oeuvres, and a spectacular dinner served on several of the 40 terraces overlooking Austin's Town Lake. Thursday evening you will have the opportunity to experience Austin's Live Music Entertainment District just a few steps from the Hyatt. We'll end the week with a true Grand Finale: a Friday-night banquet at the Hyatt, overlooking the skyline of Austin and beautiful Town Lake.

Are You Going To O'Fest 2003?

Interested in caravanning with other RMC members?

Call Mike Beyer at 303-465-0796 for more details.

Staying at the Hyatt? When making your reservations, let them know you're with the Rocky Mountain Chapter. We'll try to set up a block of rooms all close by for RMC members.

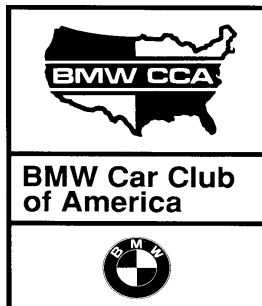
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Oktoberfest 2004 Logo Contest

Standout logo needed for all Ofest 2004 advertising and event promotion purposes! Here's your chance to make history - submit your Ofest 2004 logo designs ASAP. So, get out those creative ideas, put them on paper or in an email, and send them to us. Here's the info you need to start thinking...

Ofest 2004 will be in Pasadena, CA July 4-9, 2004.

The logo design winner will receive a free Social registration to Ofest 2004! Please check out our website www.bmwclubla.org for all the nitty gritty details.

Events Elsewhere

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

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9/03

The Rocky Mountain Chapter is talkin' online!

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

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

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

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

MSR

Advertising information

DISPLAY ADVERTISING INFORMATION: Advertising in the MSR 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 MSR 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 MSR and the national magazine, the *Roundel*, and various club events.) To place a classified ad contact the Editor at 303-758-4200 or email motorsporteditor@speakeasy.net; fax 303-758-1841, or send to RMC BMW CCA, PO Box 370128, Denver, CO 80237.

Bimmer Ladies

by Candy Wall

The Porsche Ladies' Day Event by the Bimmer Ladies "Or How the Bimmers stomped the Porsches"

It was a Beach Day dress up event. The men showed up with black dresses, swim suits, wigs and swim caps to disguise themselves. You would have really loved the cute hairy legs. The women had on swimming suits with bathing caps, even with little kid "floaties" on their arms.

Then the drivers' meeting started. We had to try and keep focused on the important safety information in spite of all the entertainment!! Three of us hard-core BMW girl racer wannabes were there—**Marcie O'Brien, Mim Duncan** and me. During the drivers' meeting, one of our more dedicated male pit crew (**Gary Odehnal**) was busy getting the car ready for the track. All I had to do was jump in my car, fire it up and then drive to the grid area for the start of a fun day.

There were three track sessions of 20 minutes each. I used the first track session to reacquaint myself with the track after over a year's absence. As Gary said, I needed more seat time. During the second session, Marcie and I were neck and

neck on the track. We did a number of laps were I just followed her line since Marcie had more seat time. After that, my M3 seemed to fall into the groove, and I overtook Marcie's 323i, much to her dismay. The folks in the grandstands were quite entertained, we were told! We both passed two Porsches at the same time, right down the middle as all four cars were coming out of the Boot. With a 911 on the right and a 924 on the left onto the front straight, we accelerated into turn 1 with BMWs out front and Porches bringing up the rear. Even Montoya would have been proud of us! We also blew past a Viper!! Yippie!

We had so much fun; the adrenaline was running high! Marcie's best time was 1.31.2; Mim's, 1.28.5 and mine 1.27.4. However, **Adele Arakawa** (Channel 9 News) kind of fed us all humble pie when she turned a 1.21.4 in her race prepared 911 "Batmobile". Bimmer ladies get ready for next year's Porsche Ladies' Day event at Second Creek Raceway!!

MULTI-CAR CLUB TRACK EVENT @ SECOND CREEK RACEWAY

September 20, 2003, 7:30AM-5:30PM

All MCC Affiliated Car Clubs are invited to participate

- September 20th 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.

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

— **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)** —

Registration Form – MULTI-CAR CLUB @ Second Creek Raceway

I/we will be attending the September 20, 2003 track event.

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.# _____ MBZ# _____

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

ranphil39@aol.com

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

Welcome NEW Members

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

NEW MEMBER

Anderson	Mike	Boulder	1988	535
			1987	535is
Barclay	Grant/Carol	Loveland	2003	Mini Cooper S
Barin	Bugra	Boulder		
Barkmeier	Claudia/John	Boulder	1997	Z3
			2003	325Xi
Barkmeier	John	Boulder	2003	325Xi
			1997	Z3
Beeman	Bob	Aurora		
Brooks	Kristen	Denver		
Carpenter	George	Colorado Springs	2003	Z4
Dahl	Glenn	U S A F Academy	1990	325is
			1979	320i
Garrison	Todd	Denver		
Ellstrom	Steven	Edwards	1999	323i
Figgins	Diane/Keith	Monument	2001	Z3
Holderby	Jennifer/Jonathan	Longmont		
Huseman	Brad	Broomfield	1986	325e
Kasprzyk	Michael	Littleton	1988	M3
Keller	S. Brandon	Evans		
Kestner	Jean	Denver	2003	Cooper S
Kluppel	Troy	Highlands Ranch	2003	
Knight	Eric/Sophia	Littleton		330Xi
Kuhns	Joel	Evans	1998	M3
Levy	Edward/Christian	Englewood	2003	Mini Cooper S
Longwell	Denise/John	Evergreen	2002	325Xi
Lutz	Bernd/Markus	Louisville	2002	Z4
Miller	Michael	Boulder	1989	325iX
Molner	Frank	Lafayette	2003	325Xi
			2003	330i
Moore	Mary Ann/Musser	Fort Collins	1999	528i
			2001	X5
			2002	X5
Muir	R. Wayne	Morrison		
Nexon	Mark	U S A F Academy		
Nichols	Trish	Pine	1989	635CSi
Patterson	David	Colorado Springs	1992	525i
Read	David	Denver	2003	Cooper S
Renick	J. Gary	Breckenridge	2003	325Xi
Rivera	Debra	Arvada	2001	325i
Rosenbaum	Joann	Boulder	1999	328i
Scaer	Amanda	Louisville	2001	330Xi
Scholten	Thomas	Keystone	2001	X5
Scribner	Duncan	Boulder		
Sutherland	Michael	Grand Junction	1998	740iL
Tarazoff	James/Greg	Highlands Ranch	1995	325iS
			1991	318iS
Thaler	Todd	Longmont	2003	Z4

CARS FOR SALE

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, \$50,000. Call Alan 303-347-9688 or 303-249-9807 #191775 (12/03)

2001 Z3 Coupe, 28,000 miles, dark metallic green/tan interior, heated seats, 6 disc CD changer, tinted windows, clear bra, still under dealer warranty \$30,000. Call Joan 303-734-0296 (10/03)

1999 323is, Titanium silver/gray leather, 38,000 miles, 5 spd, sport package, Harman Kardon sound system, 6 stack CD changer, power sunroof, ASC, side airbags, newer tires, pristine condition \$19,800. Call Doug 970-568-3123 #193733 (12/03)

1999 740i Sport, Titanium silver/gray leather, VIN WBAGG8337XDN73461, new Michelin Pilot tires. One owner Arizona garaged car. European delivery program, picked up in Munich. Dealer installed DINAN engine/transmission chips, cold air induction unit. Non-smoker BMW enthusiast, 64K hwy miles, 60k service performed and all maintenance records. This is my 16th Bimmer and will part with for \$27,900. Call Dave 303-536-5414 or davidrik15@hotmail.com #17818 (12/03)

1999 540i Sport VIN WBADN5332XGC91589 Titanium Silver Metallic/gray leather w/ burr walnut wood trim, 58K miles, V-8, 6-speed manual, xenon headlamps, remote 6-CD changer w/extra magazines, premium sound system w/DSP, navigation system, rear park distance control, heated front seats, fold-down rear seats w/ski bag, 16-way comfort seats, electric rear sunshade, rear airbags, keyless-entry security, one-touch power windows and moon roof, integrated BMW/Motorola CPT 6000 phone system, M-style steering wheel, universal transceiver, dealer-installed M aerodynamic package and Valentine One radar detector, BMW dashboard sun shield, Noah car cover, all-weather front floor mats, 17" OEM radial spoke alloy wheels, new Michelin Pilot Sport tires, non-smoker, garaged, Red Lined and pampered throughout, excellent condition \$34,900. Call Eric 970-577-0306 or eric_glaser1@hotmail.com #167657 (12/03)

1998 M ROADSTER Imola red, 43,000 miles, excellent condition, second owner, HRE 18" wheels with newer tires plus extra set of "M" wheels with good tires, AC SHNITZER exhaust (sounds great), custom chrome roll bar, Sony CD player, ADS amp and speakers. Newer soft top - dealer installed, fully loaded, everything works. Dealer maintained all records. Beautiful car must see \$27,750 OBO. Call Juan at 303- 522-1271 or juanc_80308@yahoo.com #309378 (11/03)

1997 M3, 4-door, automatic, red with black leather, ASC, trip computer, security system, new Bridgestone RE730's, 87kmi, very good condition in/out. Call Jim 303-494-2701 #58512 (12/03)

For Sale 1997 740 il, 56500 miles, CD Changer, Tinted Window, Midnight Blue, Light Grey Leather Interior. Second owner, owned since 99. Very clean, great condition \$22,900.00. Call Bryn 303-841-9531 or cobmwbjoy@hotmail.com #307619 (12/03)



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 \$16,000. Call Alex 720-895-1167 x303, cell 720-254-9516 or Alex.F.April@erac.com #177455 (12/03)

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)

Rob Knapp

Owner - Installer - Artist

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Classifieds

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 (12/03)

1992 535i, VIN WBAHD2314NBF73129; Sea Island Green, taupe leather, 160 K, automatic, computer, wood grain trim, heated seats, sunroof, Alpine FM/CD with amplifier, Dunlop SP5000s, non-smoking car, quite a few new OEM parts, full bra, four (4) Yokohama snows, garaged at home and at work, serviced by Ralph Schomp BMW dealer, oil changes every 3 K, minimal road wear on outside but inside virtually perfect, only 3rd owner; \$6,950 (negotiable). Call Jeff 303-706-9128 or jeffreycykeil@comcast.net #44023 (12/03)

1990 535i black/black leather interior, 5sp, 147,000 miles, excellent condition asking \$7,800. Call Candy 970-2230584 or wallbmw3@aol.com #290361 (12/03)

1990 BMW 325ix, red with black interior, 116k miles, well cared for and heavily maintained, four door four wheel drive, Alpine stereo upgrade, new tires, in very good condition, \$7,750. Call Dan or Sandra 719-550-2131 days, 719-439-6977 cell, 303-697-9558 leave msg or danielm4211@netzero.net #99623 (12/03)

1989 325iC convertible White/Blue w/dark blue top, 5-spd. One owner car with 111,000 miles, leather, AC, in good condition, no dings, 2 sets of wheels, major service completed; always garaged; non smoker. 303-758-1466 or slindemann13@att.net #87270 (12/03)

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 (12/03)

1987 325iC Alpine White with Black Leather Sport Interior, auto, 131,000, nice body, zero rust, all options, manual top (will need replacement in near future), asking \$5,000. Call Frank. 970-263-4754 or fadunn00@aol.com #180282 (12/03)

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



1981 HARTGE 323, VIN# WBAAH3100B7248902, 2.7 Liter Engine, Hartege Cam, head and header 12.5 Mahle Pistons, Accusump, Crane Ignition. Engine has less than 100 hours since total rebuild. 391 LS Diff, 5 Speed trans, Red Line Lubricants Carrera adjustable coilovers, camber plates, adjustable rear sub frame, solid Hartege mounts, custom front suspension, stress bar, and rear brace with battery. 15" BBS alloys/

Kuhmo tires, Auto power roll bar and tubes for full cage, Recaro seats and Hartege gauges, and full harnesses. Car has 92,000 total miles, is "rock solid". An inexpensive track car that weighs 2450 pounds and will produce close to 200 HP \$4500 OBO. Call Dave Tooley 303-799-1648 or toolsbmw@comcast.net #69016 (12/03)

1975 2002, silver/blue interior, overall has 187,000 miles, everything replaced at sometime: 34,000 miles on Dinan-built balanced, blueprinted 4cyl. motor with dual webbers, Schrick 304, custom exhaust; 5spd.O.D., lightened titanium flywheel, 25% L.S.D. (also have freshly rebuilt Alpina 75% L.S.D.); rare quick-ratio steering box, Alpina front vented discs, 250mm. rear drums, springs, shocks, bars all upgraded, Ronal 14in.alloys. Interior has Konig front seats in exc. condition, no cracks in dash, additional gauges, and Alpine stereo w/8speakers. Needs paint badly, no signs of rust (CA car), needs heater core/motor. Owner for past 21 years will sell for best, reasonable offer to the right buyer. Call Vic 303-674-2996 or kupkake303@aol.com #32032 (12/03)

1971 2002 - Malaga/grey interior, new chrome, rubber and Recaro seats were refinished. Sitting in garage need to make room for new Bimmer, Best offer. Call Mike 719-484-0227 or Michael.Smith@northcom.mil #198667 (12/03)

TIRES & WHEELS

(4) Motorsport wheels with heavily worn Yoko AVS sports from '95 E 36 M3 - cheap! Need to reclaim the garage space. Call Dan or Sandra 719-550-2131 days, 719-439-6977 cell, 303-697-9558 leave msg or danielm4211@netzero.net #99623 (12/03)

(4) X5 BMW Snow Tires and Wheels - New, one season used - 4 Star Spoke BMW wheels and 4 BMW recommended Continental 17" Front and Rear tires for all X5 models. Moving - will sell for less than half price at \$850/set. Call Mike 303.807.6392 or m.khallian@comcast.net #195593 (11/03)

(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)

E36 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)

(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)

(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 (12/03)



(4) ACT 7Jx15" Wheels. Four bolt pattern fits E30 (I think) but DOES NOT FIT 1988-1991 325ix (trust me) due to hub differences. Wheels have a nice finish as they have hardly been used. Hardware is included. Three center wheel caps are good; one cap broken but may be fixable. All have center plastic caps. Ideal wheels for autocrossing, racing, or snow tire. All reasonable offers considered. Call John (303) 250-3232 or jp308gtb@msn.com #92725 (12/03)

(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 (12/03)

E36 Wheels p/n 1182608, style 27, asking \$350. Call Rich 970-461-8604 or rfk318@earthlink.net #117404 (12/03)

4 snow tires for E46. Michelin Alpin 205/50 R17. Used one season. \$250 for all four, buyer pays shipping. Contact Glenn at 719-338-4478, or via email genlund@adelphia.net. #63669 (12/03)

PARTS

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)

(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)

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1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ Bimmerswap.com #119538 (12/03)

4 spoke M3 steering wheel and air bag from a 1997 M3/4, excellent condition \$250. Call Greg 303-605-1814 (W), 303-368-1551 or gdclark@duke-energy.com #311878 (12/03)

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

Factory service manual for '79 E 21, grease and grime on only a few of the pages ☺. Call Dan or Sandra 719-550-2131 days, 719-439-6977 cell, 303-697-9558 leave msg or danielm4211@netzero.net #99623 (12/03)

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!

WANTED

Contributors of articles for the **MSR**. 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.

Activities Calendar

Note: RMC BMW CCA activities in boldface type

September

- 1 Mon** **DEADLINE FOR MSR 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, Alex April & Rick Viehdorfer, Coordinator, Details Page 11**
- 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 MSR 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 33
- 11 Sat** **Tech Inspection, Andrew Jordan, Coordinator, Details Page 17**
- 19 Sun** **Bimmer Haus Performance Autocross Series, Bandimere Speedway, Morrison Autocross Committee, Details Page 9**
- 25 Sat** **Fall Driving School, Pueblo Motorsports Park, Pueblo, Colorado Gary Mayer, Coordinator, 303- 618-6102, Details Page 17**

November

- 1 Sat** **DEADLINE FOR MSR ADS AND COPY FOR DECEMBER ISSUE**
- 2 Sun** **Business/Planning Meeting, Warner's, Denver, 303-333-9387 for directions**
- 15 Sat** **Fall Dinner / Elections & Autocross Awards – Maggiano's Little Italy, Downtown Janet Kiyota, Coordinator, 303-333-9387, 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/HOUSTESS 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.**

Most electrical problems are caused by the person looking for the electrical problem.

There are no automotive problems that can't be solved with a healthy credit card.

You can never have too many cars, you can only have not enough space.

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4

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12/03

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