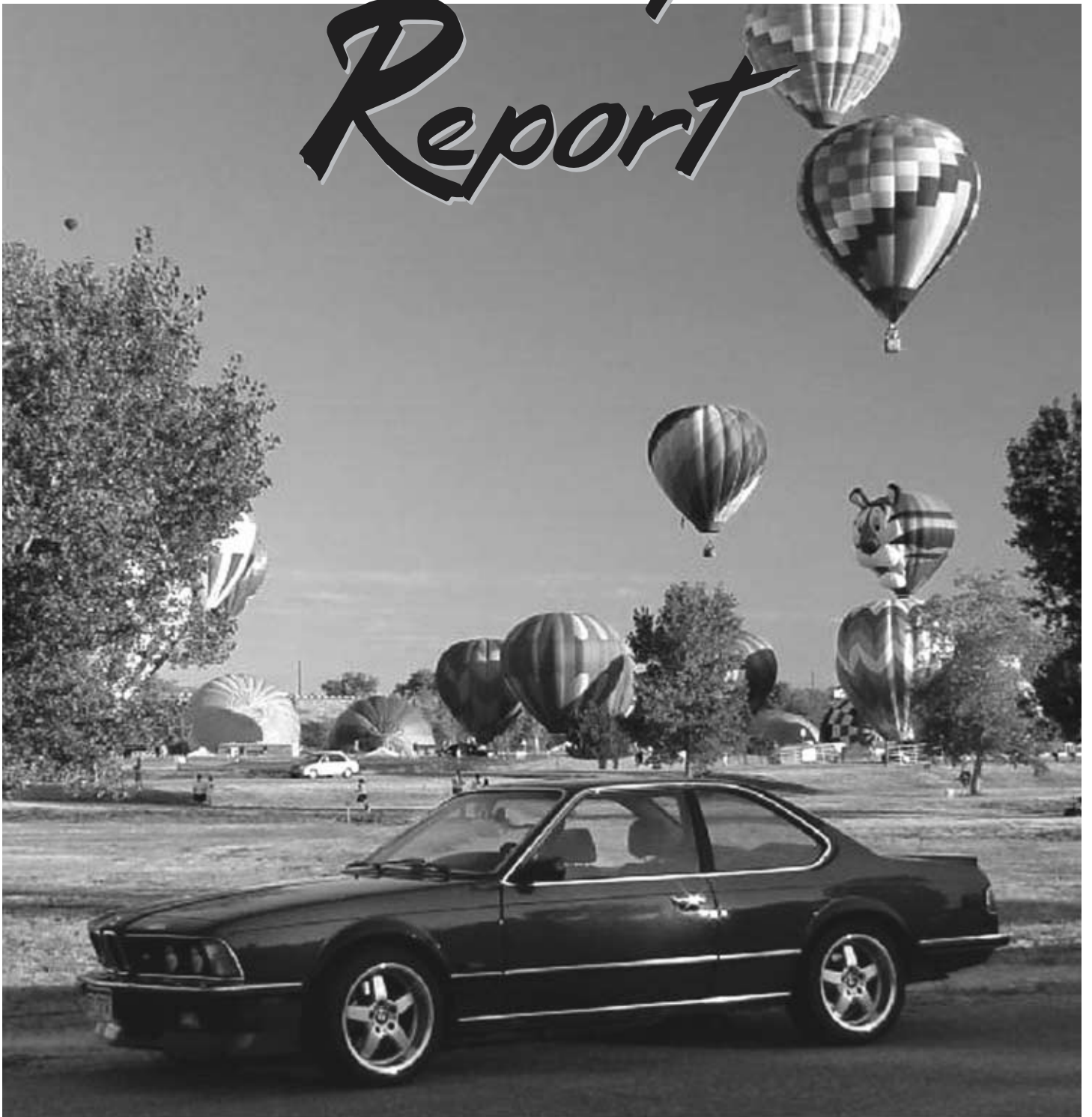




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www.rmcbmwcca.org
calendar, photos of past events

BMW Car Club of America

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

RMC YAHOO'S GROUP

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

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



Gene Bockenstedt's 1984 M635
Sharkfest 2003 in Paso Robles, CA

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OKTOBERFEST

Sunday – Friday, October 5-11, 2003
Austin, Texas - Details Page 31

TECH INSPECTION

Saturday, October 11, 2003
Andrew Jordan, Coordinator – Details Page 16

BIMMER HAUS PERFORMANCE AUTOCROSS SERIES

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RALPH SCHOMP BMW FALL DRIVING SCHOOL

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Late-braking News

by Dave Walker

Driving Skills to Last a Lifetime




Did anyone catch the front-page article in the *Denver Post* on Sunday, August 31, entitled, "Devastation Road: Teen drivers bring all their inexperience to Colorado highways, where a split-second mistake can wreck lives and futures?" In case you missed it, the gist of it is that teenage drivers' crash rates are about three times higher than for drivers 30 and over, with the highest crash rates being for 16- and 17-year-

olds—surprise, surprise. Unlike the days of old, when available driver's education classes taught our youth little more than how to parallel park and look askance at the gory Ohio State Patrol scared-straight films, today, at least, there seems to be a move afoot for more rational and useful driver education and licensing.

In 1999 Colorado introduced graduated licensing for young drivers, that mandates a six-month permit process, requires 50 hours of driving under adult supervision, and limits passengers (studies have shown almost a four-fold increase in crash rates in the presence of distracting passengers) and night driving until the driver turns 17. As another example, Ronn Langford of Colorado Springs offers an innovative, "Teen Driver Survival Program," consisting of 52 hours of instruction; half of that time being behind-the-wheel training, including an impressive 16 hours on a closed driving course. Contrast that with the typical high-school driver's education class with perhaps 30 hours of class and 6 hours of on-street driving. And Mr. Langford believes in what he's doing: he lost his teenage daughter in a tragic and easily-avoided accident in 1986, and thus he started MasterDrive® as a legacy to his daughter in the hopes of reducing accidents like hers for others. Finally, the town of Parker, responding to growing concerns over teen driving fatalities, approved by a 3-1 ratio the construction of a closed safety driving course for teens. Known as the Adam and Dorothy Miller Life Safety Education

Center, the nonprofit course will be constructed on 2.87 acres of town-owned land along Plaza Boulevard, a quarter-mile west of Parker Road. Kudos to the enlightened citizens of Parker for this remarkable leap forward in safety awareness and education. We can only hope that this will become a model for other communities.

The Rocky Mountain Chapter's Driver Safety Schools, held in the Spring in the Denver area and in the Fall at Pueblo Motorsports Park, allows any licensed driver aged 18 and over (unfortunately, BMW CCA's national insurance carrier won't permit 16- and 17-year olds) to learn the fundamentals of automobile handling in a safe, controlled environment. The accompanying, introductory Car Control Clinic held in the Spring offers several of the same slow-speed, closed-course exercises (emergency braking and lane change, skid control, etc.) that commercial courses like MasterDrive® use. Plus, the Car Control Clinic is open to licensed drivers of all ages. Whether you attend one or both, I think you'll find it's one of the most enjoyable ways possible to improve your driving skills. No matter whether you're 15 years old and just got a learner's permit or a 50-year driving veteran looking to brush up on technique, it's a lifetime investment—for you and your loved ones as well.



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BMW Car Club of America**

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Durango/Montrose	GEBHARDT
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MSR

2003
October

Ponderings by the Editor

by Darlene Doran

motorsporteditor@speakeasy.net



A Very Special Thank You!!

I would like to express my appreciation to **Doug Gordon**, our out going Webmaster, for dedicating so much of his time and doing an exceptional job with our website for the past four years. You will be missed ☺

Welcome

I would like to welcome our new Webmaster, **Doug Bartlett** (yes, another Doug). Doug has been a Rocky

Mountain Chapter member since 1999. Doug is currently employed with Hewlett Packard in Fort Collins; his job title is "Director, Colorado VLSI Lab" where he manages lab engineers who design microprocessor chips for server computer systems and high performance technical workstations. So yes, Doug would be considered a techno-geek. ☺ Doug thank you for taking over such an important position in our chapter.

CAUTION - BEWARE

When leaving the Coors Field Autocross, the posted speed limit on Park Avenue is 35 mph. We have had several club members receive speeding tickets on Park for exceeding the speed limit.

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 October issue of the MSR: **Steve Diamond** for his Car of the Month article and photos; **Alan Warner** for his "Remembering the E30" article and photos; **Leslie Jenkins** for coordinating the "Holiday Party" and her teaser article; **Andrew Jordon** for his "Driving School Promotions, Fall Driving School Tech Inspection, Wanted Corner Workers and BMW Excels in Local SCCA Club Racing" articles; **Leslie Jenkins** for coordinating the July 22, 2003 Bimmer Burger Night and her article and photos; **Dan Mazzeo** for coordinating the "Annual Train Tour", his article and photo; **Gene Bockenstedt** for his "Sharkfest" article and photos; **Janet Kiyota** for coordinating the "Fall Dinner" and her article; **Dave Walker** and for his "Candidate for President" photo - provided by **Mark Doran**; **Mike Beyer** for his "Candidate for Vice President" photo - provided by **Mark Doran**; **Eric Hofmann** for his "My Fifteen Minutes of Fame" article; **Judy Balice** for her "BMW's Win Trophies at Glenwood Springs, As Usual" article and photos; **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!

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.

Thank you New Mexico Chapter!!

The Rocky Mountain Chapter would like to thank **Steve Nowaczek** member and Webmaster of the New Mexico Chapter for the Club Race Photos used by **Mark Irvin** in his Club Race article "My First Club Race in Sandia", which was in the September issue of the MSR.

Happy Birthday / Happy Anniversary

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



Good News!

Rewards Program Extended

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

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** ☺

Thank You Advertisers!!

Excel Signs & Graphics and **A Better Way Realty** are our newest advertisers. Welcome and thank you for joining us! We thank **Jerry Stander's Collision Works**, **Ultimate Detail Works**, **Northern Colorado BMW** and **Thom Frey, Assist 2 Sell** for renewing your ad for another year. 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!

News From National

Wynne Smith, Executive Director

DATE: August 20, 2003
Membership Stats as of 8/20/2003

	Full	Associate	Total
	65508	7979	73487
Last month	65378	7735	73113
Last Year	63039	7220	70259

RAFFLE 2003

The raffle closes on September 26th. Ten cars sold so far! Make sure your chapter members don't miss out!

OKTOBERFEST 2003

Why pay more? The cost to register goes up on September 1st – fax those registrations in - 864-250-0038!

CHAPTER CONGRESS 2004

Last month when I covered the upcoming conference I indicated that three members of each chapter would be invited to attend, then fouled up and indicated that National would only pay for two. That was a mistake, the BMW CCA National Board voted to cover the expenses of three volunteers from each chapter. I apologize for the misinformation.

Sadly, I may have been inadvertently correct. The club is now faced with a sudden and unexpected financial drain. This is due to a threat of litigation made against BMW CCA, Inc. and/or its board members, and what I personally believe to be the poorly considered actions of a chapter board. (On the advice of counsel, I am not at liberty to discuss details at this time.) We have already incurred substantial legal fees and costs in connection with this threat. In addition, we expect to incur substantial increases in insurance premiums as a result of this threat. We are doing everything reasonably possible to avoid litigation. If, however, a lawsuit is commenced, the costs of defending it may have a material effect on our balance sheet and we must begin planning for this contingency now. Cost-cutting measures are currently under consideration and will be discussed at the October, 2003 Board Meeting.

Despite the unpleasantness indicated above, and in the hopes that it can be resolved without any further expenditure on the part of this organization, I have enclosed a survey – 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.

ADDITIONAL INSURED'S

Wisenberg has reviewed our procedure for placing additional insured's on our certificates. Wisenberg will continue to add vendors, such as Instructor Trainers to certificates through the end of the policy term (January 31, 2004). However, beginning with the 2004 – 2005 season (February 1, 2004) Wisenberg will be limiting our ability to place additional insured's on our certificates.

According to Wisenberg, it was not contemplated during underwriting our account that BMW CCA regions would be hiring commercial driving instructors that would want their business to be covered as an additional insured. This, in essence, transforms it into a commercial school. The instructor **is** covered as an additional insured since the instructor is a

participant. Wisenberg does not list individual participants by name as it is unnecessary and overly burdensome. They will no longer add any commercial "entity" as an additional insured. Apparently, these requests are a hot button with Wisenberg. If we're hiring a business, for instance, if an instructor trainer is an independent contractor, then that business really should be providing its own insurance.

MEETING OF THE BOARD OF DIRECTORS

To be held October 18 – 19, 2003 in Minneapolis, MN. If there are topics you'd like your Regional Vice President to present, please contact him to make sure your topic appears on the agenda. As always, those of you wishing to observe the open sessions of any board meeting are welcome to do so. Please call the national office 864 250-0022 to let us know you'd like to attend, or send me an email: wynne_smith@roundel.org.

ELECTIONS

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

To run for the Presidency, you must have already served on the National Board.

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.

The National Office will be closed Monday, September 1, 2003 in observance of Labor Day.

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>

Upcoming Events

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.

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!!! |



photo by Cliff Lawson

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. ☺

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

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

Car of the Month



Steve and Dee Diamond's 1989 Z1

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

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

Our October **Car of the Month** comes to you from Boulder, Colorado belonging to Steve and Dee Dee Diamond. Steve writes:

Well where to start, how about at the end, if not for the greater family of the BMW CCA and the thanks that go out to Rob Siegel and Yale Rachlin I would not own this wonderful piece of history. It's amazing the friendship and good fortune that have come from my BMW passion. I cannot think of a better way to meet nice people and to have a shared love. But how did it all happen?

The year is 1999 and it is still winter here, March, and I am not thinking about convertibles or even buying a new car. I'm going through the multitudes of emails I get everyday and run across one that I am sure is a prank. I think the subject line goes like this "I have a Z1 for sale, do you know of anyone interested?"

OK I bite. I contact the owner to see if this is for real. I figure it is one of my friends playing one of their more creative jokes. Quickly, I determine that it might be a real car and here is where the BMW family comes in. I contact the club office then located in Cambridge Massachusetts and ask if they can give me Rob Siegel's phone number or email. Since I have visited the National Office on several occasions, they decide it is OK to pass this information along.

My trust in fellow club members is almost blind. My plan was to ask Rob, whom I never met or contacted before, to take a look at the Z1, just basically make sure it was for real.

Hey, I figure Rob is the famous (or is that infamous) hack mechanic; he knows what he is doing.

Well, I contact Rob and you would have thought I had asked him for a kidney, once we got over the issue that I was not going to hold him liable should something go wrong (he had his own living hell story I later discovered), he became the most helpful person you could have imagined. He looked at the car, pointed out the few defects that he could and basically told me to buy the car, before he did.

Skip forward 3 months (I could not afford the asking price of the car, so I forget about it) and I get a phone call from the seller basically saying, if you get me the money in 48 hours the car is yours. Ugh, what to do. OK I thought about it a millisecond and call Rob again, this time asking him for a huge favor. I ask him if I can send him a Money Order via FedEx and if he will take delivery of the car, oh and by the way, can you store it for me. Not much to ask of one car club member you have never met right? Wrong! But Rob has a solution, let's call Yale Rachlin and rope him into this. So Rob calls Yale and asks him if they can take delivery at his place and store the car there. I guess the word "no" does not exist in the BMW CCA lexicon, but the words "how can I help" have never failed. 48 Hours later after the PO looses and then finds the Money Order (I suffer a mild heart attack) Yale and Rob take delivery of one 1989 BMW Z1 with only 3000 Km's on it. They shoot a brief video which is as funny as any "Car Talk" episode I have heard and the next day I am in possession of one BMW Z1 title, one set of keys and one video piece of history.

In another series of striking good luck, I am able to arrange for a shipper to get the car to Boulder in less than a week, and they were the shippers for GE (the original Importer and Owner of my car). "No problem with those electric doors Sir, we've moved that car a dozen or so times."

The happy day arrives a few days before my 40th birthday. I think oh what a wonderful mid life crisis car, Red Convertible with electric doors, what could be better. Life is good. A few weeks later I bring the Z1 down to Pikes Peak International Raceway (PPIR) where BMW is the featured marque for the

Vintage Car races (to bad Steamboat killed such a great event). When we arrive we were swarmed by people including the good folks from BMW AG. They offer to put our car in the tent and Eric Wensberg (BMW NA's original head of Motorsports) takes over showing the car.

Skip forward to today. We have totally enjoyed owing this car, I have heard BMW MINI owners saying that every trip in the car should have an extra 20 minutes allotted for questions, you better make that 45 minutes for this car. We call this the Circus car. Partly because of the unusual doors and the other reason you get as much attention, as if you were driving your own personal circus wagon and tents around town.

On a side note, 2 months ago I get a phone call from a first unidentified individual calling to claim his convertible back. Guess who? It's Rob Siegel calling and he is in town on business. So, the circle is closed, I invite Rob over to the house and he and I take the Z1 for a brief trip together. All that is missing is a group hug with Yale ☺



Ron Siegel driving Steve Diamond's 1989 Z1



June 24, 2003

Dave Walker, President
Rocky Mountain Chapter BMW Car Club of America
P.O. Box 370128
Denver, CO 80237

Dear Dave,
On behalf of the children, individuals and families served by Cerebral Palsy of Colorado, THANK YOU for your contribution of \$400 to our 20th Annual Exotic Sports Car Show and Concours d'Elegance. Once again we hosted a very successful show, with 300 cars registered and raising over \$41,000 for CP of Colorado's children's programs.

All proceeds raised, less direct event expenses, benefits our Creative Options Centers for Early Education serving at risk children from Birth to 5. Together, we are creating possibilities through inclusive early care, education, prevention/intervention and self-sufficiency assistance for children and their families.

Your support of this event and other community support help us assure that no child will be left behind. We look forward to seeing you at the 21st Annual Exotic Sports Car Show and Concours d'Elegance.

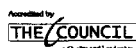
Warmest Regards,

Tom Scott

Tom Scott
Co-founder, Exotic Sports Car Show
& Concours d'Elegance

Judith
Judith I. Ham
Executive Director
CP of Colorado

Cerebral Palsy of Colorado is a 501(c)(3) organization.
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12/03



Dave Walker along with Dave Stackhouse and Dee Raisl hand Judy Ham Executive Director CP Colorado the Rocky Mountain Chapter donation check.

Remembering The E30

by Alan Warner

“Bimmer Girl” gets a makeover

So, what do you say when you see your former car featured in a national automotive magazine. Wow! There she is. Yup, that was my car; now in the hands of automotive enthusiast and writer Gary Medley. Such is the case with the 1989 325is that is featured in *eurotuner* magazine this summer under the 3-part series titled Budget Bimmer.

About this time last year I decided to sell my E30 after 2 1/2 years of ownership, travels and fun; (affectionately nicknamed ‘Bimmer Girl’ by Janet Kiyota, the willing participant in the many driving adventures of this car). Well, as fate would have it, the service writer at *Bimmer Haus Performance* (where the car was serviced) called and asked if I was serious about my casual remark on maybe selling the car. Apparently, an old acquaintance of Bob Tunnell’s was looking for a well maintained, stock E30 that would be the focus of a budget performance enhancement series for a national automotive magazine. I said, ‘ah, sure it’s for sale.’

I dropped off the car a few days later so Bob and his staff could evaluate it for this client. Later in the week, the return call came saying Gary’s interested. We quickly came to a realistic and fair price. Deal done. So there it was in the June 2003 issue, complete with photos in front of Bob’s shop. Then in the July issue as well and now it’s time to get the August issue for the conclusion.



Alan Warner’s 1989 325i before it’s makeover

History prior to selling

I too was looking for a stock E30, “is” model, and had even toyed with the E30 M3 (decided they were not quite in the budget). The car would serve as a daily commuter and handle a variety of driving events. In less than a month of ownership off we went to Second Creek for a ‘CCA driving school. It was fun; certainly had more pep than my old 4000 Quattro. I ended up keeping the car stock, running all season H-rated tires for the street and all the events. In total, I put about 34K miles, mostly highway, on the car, (sold at 136K). It made 2 cross-country trips to Oktoberfest’s in South Carolina and New Hampshire. The reward for these drives was track time at Road Atlanta and New Hampshire International. What a hoot! Add to that maybe 5 autocrosses, multiple car

control clinics and well, it was a fun time and all in stock form. Spent the money on “drive-time” to upgrade the grinning nut behind the wheel.

Now the car is getting the requisite enhancements that many feel will make them that much faster. It is true the enhancements being made will make a difference. I got to experience a sweet ride with Mr. Tunnell after nearly all the mods had been complete. But to know that part of that story (the difference), one must get the August issue and read Gary’s conclusion.

In the meantime, I’m looking for another BMW (still have my trusty, rusty ‘73 2002 with 250K miles) that will comfortably transport me to O’fest in Austin, Texas this year. Should I get another E30 or try an E36 this time, um, decisions.

Eurotuner Magazine Features the Ultimate (Budget) Driving Machine – E30

Eurotuner magazine, that ultra-hip modern book crowded with late-model Audis and Volkswagens, recently devoted a few pages to showcase the BMW E30- with a budget buildup of a 1989 325is. The project BMW runs in three consecutive issues, June, July and August, with each issue appearing on the newsstand approximately on the 21st of the month, previous the cover date. The June issue of *eurotuner* is currently on the newsstand, displaying on May 21.

That an E30 would wedge itself between *eurotuner*’s GTIs and Jettas is the result of Gary Medley, a BMW CCA Puget Sound Region member from Portland and a freelance automotive journalist. Medley worked with *Bimmer Haus Performance* in Broomfield, Colorado (outside Boulder), to build the car. *Bimmer Haus Performance* (www.bimmerhaus.com) is owned by one-time Seattle resident Bob Tunnell, who is best known for his nine SCCA autocross titles, many behind the wheel of an E30.

Eurotuner’s goal with the Budget Bimmer was to find a good condition E30 and bolt on a cost-efficient package of aftermarket goodies. No intercooled turbo systems. No Vanos engine swap. No \$10,000 stereo systems. Investment capped at \$4,000 above the cost of the car. (Whether this qualifies as “budget” is a philosophical discussion beyond the scope of this article.) Few would argue that E30s are a blast to drive. Throw on some well-chosen turner parts and they’re

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even more fun to drive, particularly on track days and in autocross.

Few would argue that E30s are a blast to drive.

Drawing on Tunnell's years of E30 tuning, the *eurotuner's* Budget Bimmer ended up with a Conforti chip, H&R springs, Koni adjustables, UUC shift kit, ATE Power discs, stainless steel brake lines, BMP Design/Racing Dynamic sway bars, and Kumho Ecsta Super 712 tires on 16-inch Mille Miglia wheels. Nothing radical, just a combination of stuff that works together.



Finished, the Mille Miglia wheels and Koni/H&R suspension really make this car stand out.

1989 325i after the makeover

To quantify the proceedings, Tunnell flogged the 1989 325is around Denver's nearby Second Creek Raceway for baseline testing. When the car was finished, he returned the car to the raceway to track the lap-time improvements. In addition, a before-and-after chassis dyno session tested the power claims of the Conforti chip and ITG panel air filter.

And the results? Sorry, we promised the editors of *eurotuner* we wouldn't divulge the results. (You're gonna have to buy the magazine to find out.) Let's just say things worked so well, Bimmer Haus is offering the suspension bits as a package for a discounted price.

No matter, it's good to see our venerable and beloved E30s get some good "pub" in the national automotive press. As Zundfolge readers know, smile per dollar, E30s are indeed the Ultimate Driving Machine.

MINI Korner

MINI Announces 2004 Model Year Pricing and Changes

Woodcliff Lake, New Jersey - August 1, 2003 ... MINI USA is pleased to announce pricing and specification changes for the 2004 model year. Even with strong and consistent demand for both MINI Cooper and MINI Cooper S, both models will receive only a modest price increase of \$24. This will make the MINI Cooper MSRP \$16,999 and the MINI Cooper S MSRP \$19,999, inclusive of \$550 Destination and Handling.

Several specification changes for 2004 are below:

- Due to popular demand, Pepper White will be available for the MINI Cooper S
- A new style 3-spoke leather sport steering wheel is now available for both models
- A rear power socket will return as a standard item
- Sport seats in Cordoba Beige Leather are also available due to customer demand
- The electronic display under the tachometer now includes a digital speed readout
- The On board computer now includes an instantaneous fuel consumption function

Several options and package prices have also been adjusted for 2004. Sport and Premium packages are up only \$50 from 2003 as is the optional leather interior and CVT transmission.

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Meet the Candidates



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Candidate for President



Mike Beyer
Candidate for Vice President

Your vote counts – please remember to vote

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or in person at the Fall Dinner



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Mail to: Darlene Doran, 1777 S. Harrison Street, Suite 70, Denver, CO 80210

Check payable to RMC BMW CCA

Voting for officers is online or at dinner (but **not** both). Your ballot must be postmarked by 11/01/03.

Voting on changes to the Chapter Bylaws will take place at the dinner. Advanced copy on chapter website or request from Bob Sutterfield, Chapter Secretary

FOOD DRIVE

Don't forget canned food donations for the Food Bank of the Rockies.

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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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Upcoming Events

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).

Holiday Party/Dirty Grab (Gift Exchange)/Food Drive

Saturday, December 6, 2003
6 to 11 PM

\$15 per person for a gourmet dinner
(menu in November issue)

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Fall Driving School

Tech Inspection

by Andrew Jordan

What is THE most common cause for failing a tech inspection?

Its brake fluid — it needs to be fresh. Any brake fluid flushing, or brake bleeding more than four months ago, will cause you to fail the tech inspection. Brakes get hot at the track; fluids develop air bubbles and moisture, so this needs to be remedied before each and every outing to the track.

There is space on each tech form that has a question on this subject. It must be completed before handing the form to the tech inspector.

You should take the tech inspection form which you have downloaded off the website, and go over it yourself before having the car inspected. This way you minimize the inconvenience of failing the inspection, then having to correct the problem, and then resubmitting the form at the last minute.

Your favorite professional mechanic can hoist the car up and check the drive train and wheel bearings etc. The tech volunteers for our local chapter cannot perform this in the parking lot where we normally perform these services. But this fall, the kind folks at *Bimmer Haus Performance* in Broomfield have donated their facility to the club. This free tech inspection takes place on **Saturday, October 11, 2003 from 9 AM to 1 PM.**

BMW CCA tracks and records on a national level all serious mechanical failures that lead to incidents at the driving schools. Guess what is the number one cause of such failures?

Brake rotor failure, mainly rotors that have been turned. A turned rotor is barely acceptable for regular street use, but it should not be relied on at a driving school. Also, after market rotors fail far more frequently than stock BMW rotors. Think about it. A stock rotor is designed for that wheel on that car. So please inform your tech inspector if you have anything other than stock rotors. We want to have a detailed look at them.

The second cause of mechanical failure is the loss of fluids through burst hoses, or hoses inadequately secured to the hose insert (i.e. loose hose clamps). In most cases, the drivers spin their cars in their own fluids, so check the condition of the hoses and tighten the hose clamps.

If you have dedicated a set of tires and wheels to the driving schools, please bring them to the tech inspection. We must inspect your track tires, not your regular street tires. See you soon.

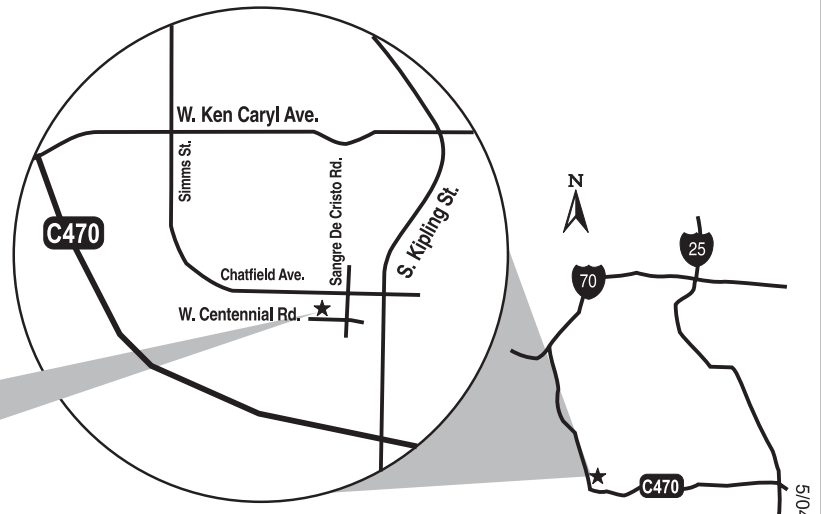
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Fall Driving School



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.



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Driving School

Flag Signals

All drivers should study this description of our signal flags. Bring it with you to the track for review and reference (while in the paddock, not while on the track). You may be quizzed by the instructors regarding this information, so be sharp!

Following is a description of the flags used for communications at the corners and start/finish line at our Driving Schools. Learn the meanings of these flags — they are our means of communicating with you while you are on the track. Remember that flag signals must be obeyed without question. If you are flagged while on the track and do not understand why, obey the flag, complete the lap you are on, exit to the pit lane, continue to the head of pit lane, and ask the Steward there for more information.

STANDING YELLOW: Proceed with caution, no passing. Displayed during the first lap of a session, when you are nearing a waving yellow, and at other times when ordered by CONTROL. Gives you the opportunity to warm up your car and your mind, and to see the location of the corner workers.

WAVING YELLOW: Proceed with EXTREME CAUTION; there is a car blocking the track or otherwise endangering oncoming traffic just ahead. SLOW DOWN! Be prepared to stop! NO PASSING!!!

YELLOW W/VERTICAL STRIPES: Oil/debris flag. Proceed with caution; there is oil, fluid, gravel, dirt, or other debris on the track. Traction will be poor. No passing until past the debris.

GREEN: Start of track session.

OPEN BLACK: Waved or pointed at the car in question—there is something wrong with your car or with your driving. Complete the lap you are on, come into pit lane, proceed to the head of pit lane, and talk to the person there who will discuss the problem with you. In some emergency situations, a black flag will be displayed to ALL cars in order to clear the track in the quickest possible time. If available, a BLACK FLAG WITH ORANGE BALL IN CENTER will be used to designate a mechanical problem with your car, so be especially careful as you complete the lap and pull into pit lane.

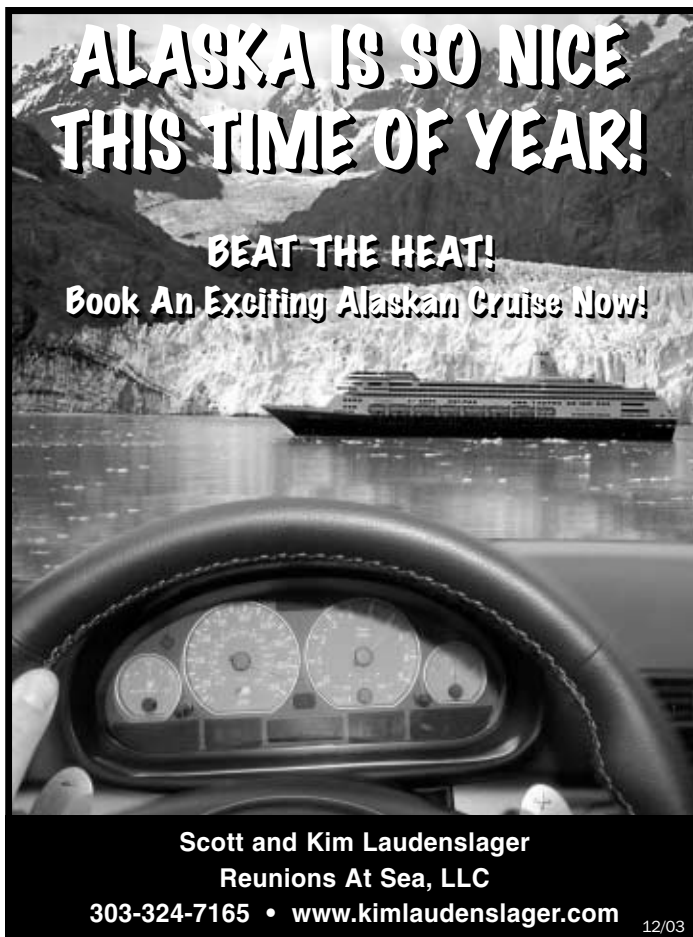
FURLED BLACK, POINTING AT YOU: Warning! You are driving in a manner that is questionable. If you continue to drive in this manner you will be black flagged on the next lap. It may mean that you would benefit from an instructor to remind you of the correct line, or other helpful information to make your track session and driving school even more enjoyable.

BLACK DISPLAYED TO ALL CARS AND STANDING YELLOW AT ALL TURNS: Proceed with caution, no passing, complete your current lap, exit the track to the pit lane, and park.

BLUE WITH DIAGONAL YELLOW/ORANGE STRIPE: A faster car is behind you, and may wish to pass at the next passing zone. When the passing section of the track is reached, signal the car behind which side of your car you want it to pass you on. Do not change your line or speed up while being passed. Note: flag will be used at turns at the beginning of an allowed passing zone.

RED: Stop as safely and quickly as you can after checking your rear view mirrors for tailgaters. Signal with your arm raised out the window. Pull to the right side of the track. Do not finish the lap you are on. The Red flag is used only when lapping cannot be done safely — a damaged car is on or near the track, or there is another unsafe situation.

CHECKERED: The track session is over. Slow your car safely, complete the lap you are on and exit into the pit lane and paddock. This is your cool-down lap. NO PASSING!!!



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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!!!

Reprinted from Bavarian Motor Words, Spring 1994

WANTED Corner Workers

(No, not the east Colfax kind)

Volunteers needed for our driving schools.

Andrew Jordan is compiling a list of club members who can work corners, pit and grid etc.

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

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Sharkfest

Article and Photos by Gene Bockenstedt



Gene taking a break in Arizona on his way to Sharkfest 2003

The plan was for as many BMW 6-series as possible to meet in Paso Robles, California for a meet and greet, wine tasting, show and shine and other local tours. The event was well organized by Paul DiMauro of Paso Robles; he assembled packages for motel, tours and gifts by local sponsors. He also included websites, message boards and email invitations.

My trip was supposed to start at 2 AM Wednesday April 16, 2003, but by the evening before, 8-10 inches of snow had fallen over Vail Pass that interrupted that plan and delayed my start until 8AM. TRX tires of 80's design were not underrated for snow. They made 50 miles of the trip exciting and tiring at the same time. Before leaving the Denver area, my 1984 M635 was fully detailed. The car is not without defects, but was as clean as could be for the road trip. Magnesium chloride cannot be considered a cleaning agent, nor did it mix well with a RainX windshield.



Vail Pass on Gene's way to Sharkfest

Near Glenwood Springs, roads and weather cleared up, and I was cruising and in the groove. Traveling alone, the music and the car were my companions, and they kept loud company. The stereo does not easily overpower the European spec M635 with its factory-tuned headers and high compression engine. Going through the many mountain passes of Colorado, Utah, Arizona and California, I went back and forth from listening to the beautiful 24 valve 6-cylinder engines to the well-stocked CD library accompanying me.

When in the remote areas, shifting down one gear from the usual laid back selection, it became a long bonding session between man and machine. Occasional high-speed

sections protected by a Passport 8500 and common sense acquired by 30 years of road trips became, at times, exhilarating. BMW M cars of the 1980's era were known for the raw sounds and great road feel unencumbered by weight-added electronic gadgetry, American bumpers and heavy EPA restrictions.

Colorado provides highways for casual cruising at slightly more than the speed limit—nice gentle turns with well-maintained pavement. Utah's open countryside begs for a faster approach to driving from fuel stop to fuel stop. Beautiful rock formations make your mind wonder to time long ago when it would take 2 days to equal 1 hour of travel at today's speeds.

The short section of Arizona is probably my favorite; concentrating on the correct lines through the mountain canyons becomes sport. Going somewhat over the speed limit, self-discipline is tested, knowing that you could easily take the corners faster than the stated limit. There is entertainment in the knowledge that others are giving up the pursuit to stay with you. This section is over too quickly.

Nevada's only highlight is fast roads and long visibility distance. The pace of Las Vegas is not the same casual pace needed for a long road trip. This anxiety and quick loss of gambling money force a quick exit and continuance of the road. From south of Las Vegas and into California, the pace



This is what is under the hood of Gene's M635

changes. For the first time today, I feel tired. Is it me, or did the speed of life just shift? Construction speed areas say double fine for speeds over 55 mph on a single lane course.

After driving all day, 90 to 110 mph in a 55 mph zone just doesn't seem right. I'm still not going fast enough for some and can't wait for this mayhem to be behind me. It was in this area that I noticed many exotic cars, but didn't have time to appreciate them. The twisties north of Barstow and the wind power generators the next morning are welcome, even with fog and heavy rain. Several other drivers pull me through this fun, casual cornering experience. Radar detector warning me occasionally doesn't dampen my spirits. It just makes sure there are others going faster than the out-of-state Colorado BMW.

The last section from Bakersfield to San Miguel is a shock to the driver, expecting to keep a pace above acceptable limits. As memory serves me, the speed limit was 60 mph on roads that can easily handle more speed. This highway was highly policed and is probably good because of the local farming traffic that is just going through the everyday chores.

Thursday afternoon, I pull into my friend's vineyard in San Miguel for the last stop before meeting up with the Sharkfest attendees. Here is where the first of many car washings takes place to remove 1200 miles of magnesium chloride and every color bug imaginable. This may be wine country, but beer is the drink of choice when washing a car. My education of wine can hold off for one more day.

Friday morning is relaxed, and I have nowhere to be until afternoon. Paso Robles is a wonderful town just off the main highways. On arrival, I find the local contingent gathered at the Paso Robles Inn, just starting to introduce themselves. This is getting off to a great start, and the organized festivities haven't even begun. The first activity isn't until 4 or 5 PM and at 2 PM there are already 10 E12 and E24 6-series cars in the parking lot taking care of check-in and getting the party started.



Sharkfest 2003



What a sight of 6ers

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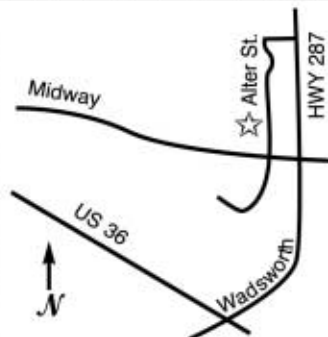
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Event Review



Sonic Bimmer Burger Night

Article and Photos by Leslie Jenkins

On July 22nd, many of us met at the Sonic Drive-in on Iliff and Trenton to get our month's supply of carbs and sat fat. Ummmm, love those cheeseburgers, hot dogs, fries, onion rings and shakes (urp)...pure Nirvana. Oh, and by the way, we also greeted new and long-time members, caught up on the latest events in our lives, compared notes on upgrades to our cars and just enjoyed looking at a gathering of beautiful Bimmers.

One of the highlights for me was going up to an X5 owner in the parking lot and asking him if he was a club member. He said "No" and then I realized he was wearing a Sonic T-shirt. Turned out he was the owner of that Sonic and the new one on Abilene and I-225. I told him we were going to have next year's BBN at the new facility. (Naturally, I also gave him membership info.)



Mitch Seward, Raul Tiongson, Tim Wasmer



Dawn and Chris Puturo

These folks were at the Sonic that night: Jim Jenkins, Cliff Lawson, Hap Maguire (all the way from Evergreen!), Eric Mees, Steve Farley, Greg Clark, Mitch Seward, JJ Wilson and Kavyo, Tim Wasmer, Raul Tiongson, Lew Bakkemo, Tom and Lisa Crowden, Alain van der Heide and kids Dana and Eric, Pat Hanson, Phil Couch, Dennis Nappier, Dawn and Chris Puturo. Hope to see more members next year when it's time for yet another BBN in the Denver/Aurora area.



Jim Jenkins, Cliff Lawson, Greg Clark, Hap Maguire, Eric Mees



Pat Hanson's car is for sale



What's under this hood?



Conversing

Event Review

The Georgetown Railroad Tour

Article and Photo by Dan Mazzeo

Well, in the last few years, we have gone up to Leadville and rode their train. Gone down to the Royal Gorge Railroad and rode their train, even went as far as Antonito to eat cinders while riding their train (yes, I know I had to work, yuck) but we had so far, left out the nearby Georgetown Loop Railroad. Maybe due to the fact it was so close and too familiar, familiarity breeds contempt as they say, but what an error that would be. As fate would have it, one of the members (who shall go nameless, Ray) called me and called our editor of our *MotorSport Report*, Darlene Doran, who also called me, wondering why there was no train tour this year; and if we could squeeze one into the schedule. That is exactly what we did. It was a last minute kind of thing, no big fanfare, etc. etc. We put the event in the *MSR* for Saturday, August 16, 2003 and met at "The Fort", south of Morrison on Saturday morning. Tom Cowden called the night before, half frantic about making the tour after eating large pieces of road debris and ruining a wheel and tire on his 5er. No problem Tom, drive the Chevy Suburban and meet us there. He was concerned about slowing us down and or not being able to keep up. How considerate but I had to wonder why?

So twelve of us met on Saturday morning and toured gently up through the canyon to Evergreen, then over to the interstate and slogged through miserable traffic up to Silver Plume. Sandra Mazzeo and I, Paula and John Googins in their silver M3, Greg and Kathy Clarke with their wonderful daughter Lea in an M3 sedan, nice car, Dave Esler with his friend Sandy (can't forget her name) and Tom Cowden with his two sons met us there both age nine, both having very similar good looks and features, hmmm, I wonder, are they twins?

A young couple was getting married on the train! So the conductor told us we would stop for a few extra minutes on the trestle while they went through their vows. We all

grumbled about the unauthorized use of our time, in jest, of course. Then went over to check out our engine, number 40, a beautiful little engine on loan to the Alaska Railroad for 3 years, returned after one year. When asked why, one of the railroaders replied that, "they did not take the time to get to know her" their loss, our gain.

We boarded and from Silver Plume headed down the mountain for only 20 minutes or so and disembarked at the stop for the mine tour. Now, as many times as I have ridden this train, I have always turned up my nose at the mine tour. What a mistake that has been. We spent about 40 minutes getting a first hand look at the insides of a hard rock mine. Bend down to miss the ceiling. Tom's boys were fascinated, big eyed and so was I. Ten hours a day, hand sledging a chisel into pure rock, just to make holes to set charges to further the mine about a foot a day. With just two candles per shift and plenty of silica dust to destroy one's lungs. They all died young until someone figured out you needed water pumped through the center of the then

air driven chisel. How sad.

We returned to the train, rode down to Georgetown, got rained on but good, watched our beautiful little engine come around the train to the front and with considerable slipping and sliding and then the application of some sand to the track, right out of the engine's sand dome, we were off again to Silver Plume.

Afterward we went off to a late lunch in Idaho Springs and thoroughly enjoyed each other's company. I know I did and I would like to thank the folks who came on the tour, especially Tom for bringing his boys and Greg and Kathy for bring their beautiful daughter. The children were truly a delight to have along. I don't know which train we will do next. Maybe the ski trains up to Glenwood for an overnight. Any thoughts or input is welcome!



Tom Cowden with his two boys in front of him, Paula and John Googins, Sandra Mazzeo, Sandy (Dave's friend) and Dave Esler
Front row: Greg, Lea and Kathy Clarke,
Dan Mazzeo is taking the photo



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Bimmer Haus Performance Autocross Series

#4 – 2003 - 08-24-03

Total Entries: 96

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	53.004	-	-
9	Mark Irvin*	1990 M3	54.786	-1.782	-1.782
68	Alain van der Heide	1995 M3	55.612	-1.826	-2.608
162	David Seybold	2000 M Roadster	55.771	-0.159	-2.767
7	Stephan Kohn	2000 M Roadster	57.318	-1.547	-4.314
178	George Dozier	1999 M3	DNS	-57.318	-53.004



Doug Bartlett's 1999 328i

CLASS: 'BR' TOTAL ENTRIES: 5

Car #	Driver	Car Model	Time	Difference	from 1 st
34	Doug Gordon*	1991 M3	54.639	-	-
25	Doug Young*	1995 M3	54.937	-0.298	-0.298
53	Cliff Lawson	2001 M3	55.498	-0.561	-0.859
108	Richard Boone	2002 Cooper S	55.814	-0.316	-1.175
33	Doug Grande	1995 M3	60.414	-4.600	-5.775



Ben Wilson's 1990 M3

CLASS: 'BS' TOTAL ENTRIES: 12

Car #	Driver	Car Model	Time	Difference	from 1 st
93	Randy Webb*	2002 Cooper S	53.939	-	-
4	Chris Putaturo*	1999 M Roadster	54.511	-0.572	-0.572
59	R. Kelly Petersen*	2002 Mini Cooper	56.443	-1.932	-2.504
126	Mason Thomas*	2002 Cooper S	56.890	-0.447	-2.951
137	Mark Ferguson	2002 Cooper S	56.898	-0.008	-2.959
199	Brad Mott	2003 Cooper S	56.999	-0.101	-3.060
172	Alex Bailey	2002 M3	57.304	-0.305	-3.365
200	Paul Hood	1997 M3	57.960	-0.656	-4.021
40	Gary Odehnal	1998 M3	58.046	-0.086	-4.107
41	Dawn Putaturo	1999 M Roadster	58.263	-0.217	-4.324
42	Candy Wall	1999 M3	59.921	-1.658	-5.982
143	Jade E Dillon	2003 M3	60.217	-0.296	-6.278

CLASS: 'CR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
130	Mark Rupprecht*	1989 325is	55.702	-	-

CLASS: 'CS' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1 st
67	Tod Courtney*	1998 M3	55.492	-	-
49	Tad Haas*	2003 Cooper S	56.000	-0.508	-0.508
24	Arnie Coleman*	2003 Z4 3.0 CS	57.420	-1.420	-1.928
183	Ben Wilson*	1990 M3	57.617	-0.197	-2.125
111	Ken Hammack	2002 Z3	57.691	-0.074	-2.199
73	Mike Beyer	1991 M3	58.397	-0.706	-2.905
146	Mark Bradley	2003 Mini Cooper	58.516	-0.119	-3.024
135	Ken Veal	2003 Mini Cooper	58.695	-0.179	-3.203
76	Ian Bogert	1989 325is	59.448	-0.753	-3.956
300	Chris Smith	2001 Z8	DNS	-59.448	-55.492
281	David Read	2003 Cooper S	DNS	0.000	-55.492



Adam Moore's 1987 325is

CLASS: 'DR' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1 st
13	Barry Norman*	1997 Z3 -2.8	54.309	-	-
35	Bob Sutterfield	1987 325is	57.879	-3.570	-3.570



Zach Schroeder's 1990 325i

CLASS: 'DS' TOTAL ENTRIES: 15

Car #	Driver	Car Model	Time	Difference	from 1 st
84	Zach Schroeder*	1990 325i	57.547	-	-
160	Kyle Popejoy*	2002 330Ci	58.074	-0.527	-0.527
216	Scott Stekr*	2002 330Ci	58.664	-0.590	-1.117
131	Greg Keys*	2002 330i	58.741	-0.077	-1.194
2	Phil Couch*	1970 2002	59.377	-0.636	-1.830
6	Adam Moore	1987 325is	59.544	-0.167	-1.997
128	Peter Hays	1989 325is	59.662	-0.118	-2.115
36	Steve Hamilton	1988 325xi	59.854	-0.192	-2.307
168	Mike O'Connor	1988 M5	60.072	-0.218	-2.525
306	David Friedman	1989 325is	60.707	-0.635	-3.160



Alan Warner and Bob Tunnell in Alan's 1972 2002
photo by Cliff Lawson

CLASS: 'DS' TOTAL ENTRIES: 15

Car #	Driver	Car Model	Time	Difference	from 1 st
50	Scott Simms	2003 Cooper	62.346	-1.639	-4.799
139	Tony Vigil	2002 Cooper	62.446	-0.100	-4.899
30	Tom Cowden	1986 535i	64.517	-2.071	-6.970
368	Ellen McElroy	1988 M5	64.727	-0.210	-7.180
305	Rih Finerty	2003 Cooper	65.824	-1.097	-8.277

CLASS: 'ER' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1 st
11	Andy Peavy*	1991 535i	56.675	-	-
193	Rick Black	1995 318ti	57.861	-1.186	-1.186

CLASS: 'ES' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1 st
56	Doug Bartlett*	1999 328i	57.280	-	-
94	Kent Davenport*	1994 325i	58.539	-1.259	-1.259
103	Lucas Howard*	1992 325i	59.282	-0.743	-2.002
159	Larry Grocki*	2001 330ci	59.445	-0.163	-2.165
97	Lee Michael	1993 325is	59.794	-0.349	-2.514
129	Mike Critchley	1997 328i	59.865	-0.071	-2.585
72	Gary Allen	1972 2002	63.045	-3.180	-5.765
307	Brad Kettler	1995 325i	63.475	-0.430	-6.195
116	Diane Critchley	1997 328i	63.981	-0.506	-6.701
364	Alan Warner	1972 2002	64.060	-0.079	-6.780
311	Renee Yoelin-Allen	1990 325i	68.989	-4.929	-11.709

CLASS: 'FS' TOTAL ENTRIES: 5

Car #	Driver	Car Model	Time	Difference	from 1 st
83	Paris Subrizi*	2000 323iT	59.818	-	-
163	Paul Dorman*	2002 325i	60.217	-0.399	-0.399
308	Brent Choate	1999 323i	61.871	-1.654	-2.053
177	Brad Husman	1986 325e	61.991	-0.120	-2.173
136	Dolly Dorman	2002 325i	DNS	-61.991	-

59.818 CLASS: 'X' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1 st
98	Bob Tunnell*	1995 M3	41.415	-	-
26	Bill Lamkin*	2000 M Roadster	42.136	-0.721	-0.721
198	Patty Tunnell*	1995 M3	42.459	-0.323	-1.044
192	Josh Hadler	1995 M3	42.907	-0.448	-1.492
119	David Fauth	1995 325is	43.287	-0.380	-1.872
167	Kathy Wolfskill	1995 325i	43.734	-0.447	-2.319
191	Dan Goodman	1995 325i	45.418	-1.684	-4.003



Randy Webb in his red MINI



Patty Tunnell in their 1995 M3



Dawn Putaturo's 1999 M Roadster



Zach Schroeder a little far from the cones. I guess he will need some more practice. ☺

CLASS: 'O' TOTAL ENTRIES: 17

Car #	Driver	Car Model	Time	Difference	from 1 st
241	Jesse Caudill*	1991 Honda Civic	44.057	-	-
229	David Jobusch*	2000 Toyota Celica	45.032	-0.975	-0.975
268	Aaron Loyd*	2003 Mazda Miata	45.192	-0.160	-1.135
255	Jake Latham*	1997 Corvette	45.217	-0.025	-1.160
289	Michael Renfro*	2003 Mazda Miata	45.283	-0.066	-1.226
244	Todd Garrison	2002 Acura RS	45.581	-0.298	-1.524
254	Brandon Keller	1993 Prelude	46.806	-1.225	-2.749
302	Marco Dos Santos	1996 Jetta	46.974	-0.168	-2.917
310	Steven Hollingsworth	2003 350Z	47.453	-0.479	-3.396
370	Alex Nelsen	1993 Corvette	47.498	-6.407	-3.441
214	Mark Salisbury	1998 Subaru	47.526	-0.073	-3.469
271	Lyle Smith	2001 VW Passat	47.577	-0.051	-3.520
233	Jeff Peters	2003 Audi Allroad	48.994	-1.417	-4.937
333	Ward Reed	2003 Audi Allroad	49.766	-0.772	-5.709
239	Michael Bryant	2002 S2000	49.933	-0.167	-5.876
344	Kristen Brooks	2002 Acura RS	52.400	-2.467	-8.343
309	Michelle Subrizi	2001 Boxter	53.905	-1.505	-9.848

CLASS: 'S' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1 st
246	Lawrence Edwards	2001 S2000	43.843	-	-
208	Tom Pora*	1996 Corvette	44.675	-0.832	-0.832
218	Melanie Pora*	1996 Corvette	45.263	-0.588	-1.420
274	Brandon Campanella	2002 Mustang	46.808	-1.545	-2.965
264	Ann Edwards	2001 S2000	47.785	-0.977	-3.942
253	Bob Page	1993 Eagle Talon	48.130	-0.345	-4.287
301	Dennis Kurpius	2003 Audi A6	DNS	-48.130	-43.843

2003 RMC BMW Bimmer Haus Performance Autocross Series Championship Points

Event #	Event Name
1	2003 BimmerHaus Autocross Series - Event #1 - 6/1/03
2	2003 BimmerHaus Autocross Series Event #2 - 6/28/03
3	2003 BimmerHaus Autocross Series Event #3 - 7/20/03
4	2003 BimmerHaus Autocross Series Event #4 - 8/24/03

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



Adam Moore

CLASS: 'AS'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops
1	144 Michael Feldpusch	1995 M3	7	10	10	10	37	37
2	9 Mark Irvin	1990 M3	8	7	8	8	31	31
3	95 Jeff Sherrard	1998 M3	10	8	7	-	25	25
4	68 Alain Van Der Heide	1995 M3	-	6	6	7	19	19
5	7 Stephan Kohn	2000 M Rstr	6	5	-	5	16	16
6	19 Darlene Irvin	1990 M3	4	4	4	-	12	12
7	162 David Seybold	2000 M Rstr	-	-	5	6	11	11
8	272 Ken Nissen	1998 M3	5	-	5	-	5	5
9	107 Jeff Young	1996 M3 Cpe	-	3	-	-	3	3

CLASS: 'BR'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops
1	34 Doug Gordon	1991 M3	7	10	10	10	37	37
2	53 Cliff Lawson	2001 M3	10	8	7	7	32	32
3	25 Doug Young	1995 M3	8	7	8	8	31	31
4	33 Doug Grande	1995 M3	6	6	6	5	23	23
5	191 Tami Titus	1995 325is	5	-	-	-	5	5

Class: 'BS'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops
1	93 Randy Webb	2002 Cooper S	10	10	10	10	40	40
2	4 Chris Putaturo	1999 M Rstr	6	8	7	8	29	29
3	199 Brad Mott	2003 Cooper S	3	7	5	4	19	19
4	197 Manuel Sauvage	1997 M3	8	-	8	-	16	16
5	41 Dawn Putaturo	1999 M Rstr	5	5	4	1	15	15
6	40 Gary Odehnal	1998 M3	7	-	6	1	14	14
7	59 R. Kelly Petersen	002 Cooper S	4	-	3	7	14	14
8	141 Dave Bunting	2002 Cooper S	1	6	2	-	9	9
9	108 Richard Boone	2002 Cooper S	1	-	1	6	8	8
10	74 David Cole	2002 M Rstr	2	4	-	-	6	6
11	126 Mason Thomas	2002 Cooper S	-	-	-	6	6	6
12	92 Jade Dillon	2003 M3	-	2	1	1	4	4
13	155 Pedro Aceves	1993 325is	-	3	-	-	3	3
14	172 Alex Bailey	2002 M3	-	-	-	3	3	3
15	42 Candy Wall	1999 M3	1	-	-	1	2	2
16	66 Randy Stout	1995 M3	1	-	1	-	2	2
17	200 Paul Hood	1997 M3	-	-	-	2	2	2
18	5 Mim Duncan	2000 M Rstr	1	-	-	-	1	1
19	143 Jade E Dillon	2003 M3	1	-	-	-	1	1
20	158 Chris Levy	2003 Cooper S	-	-	1	-	1	1
21	258 Ed Levy	2003 Cooper S	-	-	1	-	1	1



Michael Feldpusch's 1995 M3



Mike Beyer — where's
the smile? ☺



Ian Bogert 1989 325is

Class: 'CR'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops
1	130 Mark Rupprecht	1989 325is	-	8	10	10	28	28
2	70 Robert Harland	1995 M3	10	10	7	-	27	27
3	134 Joe Gilmore	1984 533i	8	7	6	-	21	21
4	51 Rod Patton	1988 M3	8	-	8	-	16	16

Class: 'CS'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops
1	49 Tad Haas	2003 Cooper S	10	10	10	8	38	38
2	24 Arnie Coleman	2003 Z4 CSL	8	6	6	7	27	27
3	67 Tod Courtney	1998 M3	-	7	8	10	25	25
4	73 Mike Beyer	1991 M3	7	4	3	4	18	18
5	111 Ken Hammack	2002 Z3	4	5	4	5	18	18
6	146 Mark Bradley	2003 Cooper S	-	8	7	3	18	18
7	28 Brad Marks	1996 M3	5	3	1	-	9	9
8	76 Ian Bogert	1989 325is	6	-	1	1	8	8
9	173 Cole Beyer	1991 M3	3	-	5	-	8	8
10	135 Ken Veal	2003 Cooper S	2	1	1	2	6	6
11	137 Mark Ferguson	2002 Cooper S	-	-	-	5	5	5
12	164 Sean Bradley	2003 Cooper S	-	2	1	-	3	3
13	124 Dona Coleman	2003 Z4 3.0L	1	1	-	-	2	2
14	152 David Cornell	1988 M3	-	1	1	-	2	2
15	194 Mark Schwab	1995 M3	-	-	2	-	2	2



Phil Couch & Janet Kiyota in
Phil's 1970 2002



Bob Sutterfield so serious

16	48	David Bierbaumer	2003 Cooper S	-	1	-	-	1	1
17	52	Mark Glovada	1987 M3	-	-	1	-	1	1
18	157	Grant Barclay	2003 Cooper S	-	-	1	-	1	1
19	175	Carol Barclay	2003 Cooper S	-	-	1	-	1	1
20	281	David Read	2003 Cooper S	-	-	1	-	1	1

Class: 'DR'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	13	Barry Norman	1997 Z3 -2.8	10	10	10	10	40	40
2	35	Bob Sutterfield	1987 325is	7	-	-	8	15	15
3	174	Paul Watts	1987 325is	-	8	-	-	8	8
4	8	Marcie O'Brien	2000 323i	6	-	-	6	6	6



Andy Peavy's 1991 535i



Bob Tunnell receives his 1st Place Award "X" Class

Class: 'DS'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	84	Zach Schroeder	1990 325i	8	10	6	10	34	34
2	160	Kyle Popejoy	2002 330Ci	10	8	8	8	34	34
3	227	Manos Phoundoulakis	2002 540i	-	7	10	-	17	17
4	6	Adam Moore	1987 325is	4	4	4	4	16	16
5	2	Phil Couch	1970 2002	5	2	3	5	15	15
6	131	Greg Keys	2002 330i	7	-	-	6	13	13
7	36	Steve Hamilton	1988 325ix	-	3	7	2	12	12
8	57	Paul DeWitt	1988 M5	6	6	-	-	12	12
9	216	Scott Stekr	2002 330ci	-	-	5	7	12	12
10	85	Keith Boyle	2002 330xi	-	5	-	-	5	5
11	139	Tony Vigil	2002 Cooper	2	1	1	1	5	5
12	150	Matt Puccio	2001 330ci	3	-	2	-	5	5
13	128	Peter Hays	1989 325is	-	1	-	3	4	4
14	50	Scott Simms	2003 Cooper	-	-	1	1	2	2
15	75	Tom Chaney	1994 325i	1	-	1	-	2	2
16	30	Tom Cowden	1986 535i	-	-	-	1	1	1
17	86	Karen Boyle	2002 330xi	-	1	-	-	1	1
18	87	Matthew Langbauer	1987 535is	-	1	-	-	1	1
19	168	Mike O'Connor	1988 M5	-	-	-	1	1	1
20	206	Bill Aicega	1998 Z3	-	-	1	-	1	1
21	260	Terri Aicega	1998 Z3	-	-	1	-	1	1
22	305	Rich Finerty	2003 Cooper	-	-	-	1	1	1
23	306	David Friedman	1989 325is	-	-	-	1	1	1
24	368	Ellen McElroy	1988 M5	-	-	-	1	1	1

Class: 'ER'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	15	Eric Mees	1993 325i	10	10	10	-	30	30
2	11	Andy Peavy	1991 535i	-	8	8	10	26	26
3	193	Rick Black	1995 318ti	-	-	7	8	15	15
4	58	Lauri Sutterfield	1988 535is	8	-	-	-	8	8
5	202	Tim Paich	1973 2002	-	7	-	-	7	7
6	222	Alexis Paich	1973 2002	-	6	-	-	6	6



Zach Schroeder, Ian Bogert and Lucas Howard dressed in their togas.



Mark Irvin smiles as he gets ready for the course



Gary Odehnal - 1998 M3

Class: 'ES'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	56	Doug Bartlett	1999 328i	7	10	10	10	37	37
2	94	Kent Davenport	1994 325i	10	8	8	8	34	34
3	159	Larry Grocki	2001 330Ci	8	7	6	6	27	27
4	103	Lucas Howard	1992 325i	6	-	7	7	20	20
5	97	Lee Michael	1993 325is	5	6	-	5	16	16
6	72	Gary Allen	1972 2002	1	-	5	3	9	9
7	104	Rick Black	1995 318ti	4	5	-	-	9	9
8	46	Bob Trost	1978 320i	1	2	4	-	7	7
9	116	Diane Critchley	1997 328i	-	1	3	1	5	5
10	129	Mike Critchley	1997 328i	-	-	-	4	4	4
11	145	Alex April	1995 540i	-	4	-	-	4	4
12	60	Steve Farley	1995 325i	-	3	-	-	3	3
13	37	Keith Liese	1999 528i	2	-	-	-	2	2
14	307	Brad Kettler	1995 325i	-	-	-	2	2	2
15	17	Richard Reilly	1995 318ti	1	-	-	-	1	1
16	83	Paris Subrizi	2000 323iT	1	-	-	-	1	1
17	101	Nidal Jodeh	1989 325i	1	-	-	-	1	1
18	114	Jodi Cohen	1995 318ti	1	-	-	-	1	1
19	311	Renne Yoelin-Allen	1990 325i	-	-	-	1	1	1
20	364	Alan Warner	1972 2002	-	-	-	1	1	1



Doug Young & Chris Putaturo ready for the course

Class: 'FS'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	163	Paul Dorman	2002 325i	10	10	8	8	36	36
2	83	Parris Subrizi	2000 323iT	-	-	10	10	20	20
3	183	Michelle Subrizi	2000 323iT	-	-	5	6	11	11
4	136	Nolly Dorman	2002 325i	8	-	-	-	8	8
6	184	Jodi Cohen	1973 2002	-	8	-	-	8	8
6	65	Stuart Neil	2000 323iT	-	-	7	-	7	7
7	308	Brent Choate	1999 323i	-	-	-	7	7	7
8	170	Michael Richmond	1973 2002	-	-	6	-	6	6
9	177	Brad Husman	1986 325e	-	-	-	6	6	6

CLASS: 'X'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	26	Bill Lamkin	2000 M Rstr	8	10	10	8	36	36
2	98	Bob Tunnell	1995 M3	7	-	-	10	17	17
3	119	David Fauth	1995 325is	10	-	-	5	15	15
4	198	Patty Tunnell	1995 M3	-	-	-	7	7	7
5	192	Josh Hadler	1995 M3	-	-	-	6	6	6
6	167	Kathy Wolfskill	1995 325i	-	-	-	4	4	4

*Bob Tunnell's 1995 M3***CLASS: 'R'**

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	115	Lee-Anne Jordon	1972 2002	10	10	-	-	20	20

*Paris Subrizi receives his 1st Place Award "FS" Class**Patty Tunnell receives her 3rd Place Award "X" Class***CLASS: 'O'**

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	229	David Jobusch	2000 Celica GTS	10	10	8	-	28	28
2	254	Brandon Keller	1993 Prelude	-	8	10	3	21	21
3	255	Jake Latham	1997 Corvette	8	6	-	6	20	20
4	271	Lyle Smith	2001 Passat	6	3	6	1	16	16
5	239	Michael Bryant	2002 S2000	-	5	5	1	11	11
6	229	David Jobusch	2000 Celica	-	-	-	8	8	8
7	209	Mike Critchley	1989 Mustang	-	-	7	-	7	7
8	219	Bill McHardy	2003 WRX	-	7	-	-	7	7
9	205	Kevin Blacketer	1999 Integra LS	5	-	-	-	5	5
10	214	Mark Salisbury	1998 Subaru	-	-	4	1	5	5
11	277	Chad Jennings	2002 Nissan	-	2	3	-	5	5
12	64	Alan Warner	1989 Civic	4	-	-	-	4	4
13	279	Rod Erickson	2002 Mustang	-	4	-	-	4	4
14	207	Steven Hahn	Audi S4 3	-	3	-	-	3	3
15	210	JJ Casa	2004 WRX STi	-	1	-	-	1	1
16	211	Justin McCarty	1991 240sx	-	1	-	-	1	1
17	212	Ryan McCarty	1987 Supra	-	1	-	-	1	1

CLASS: 'S'

Car#	Driver	Car Model	#1	#2	#3	#4	Total	W/Drops	
1	246	Lawrence Edwards	2001 S2000	10	10	-	10	30	30
2	295	Dan Goodman	1968 Volvo 142	7	8	10	-	25	25
3	208	Tom Pora	1996 Corvette	-	7	7	8	22	22
4	96	Forrest Thompson	1996 Corvette	5	5	6	-	16	16
5	218	Melanie Pora	1996 Corvette	-	6	-	7	13	13
6	264	Ann Edwards	2001 S2000	4	4	-	5	13	13
7	296	Mike Thompson	1996 Corvette	-	-	8	-	8	8
8	273	Todd Garrison	2002 Acura RS	-	-	5	-	5	5
9	274	Kristen Brooks	1984 944	-	-	4	-	4	4

Autocross Thanks

I'd like to say thank you to every participant that showed at our first AX in Colorado Springs. I hope everyone liked the course and how the event turned out.

I have to say that I am very sorry for not setting up the delivery of the Port-O-Lets. That was my responsibility and I take full blame for that mistake. IT WILL NOT HAPPEN AGAIN!!! I'd also like to say sorry for being so unsociable, we were a bit short handed in the trailer and I needed to stay in my spot to keep this gig going in a timely manor.

Once again Thanks so much for being so patient and most of all understanding. We have a GREAT bunch of people in this club.

Please let the rest of the committee know how much you appreciate their efforts when you get a chance. We would love to keep this Series as successful as we have and we can't do it without a well organized group of people to keep it going.
Mark Irvin - Autocross Chair

Thanks to everyone on the committee! We all appreciate the effort!
Andy Peavy

I second that! Great course, great weather, great group of folks...and TOGA! The World Arena is VERY different from the other venues I have been to.

Great job Autocross committee! *Gary Odehnal*

Thanks to the committee for another great autocross. Really appreciate you adjusting on the fly to get in the 3rd afternoon run.
Tod Courtney

That's funny; it looked like a parking lot, not a fancy house. It's OK, we love ya, man! (Seriously, thanks for all the hard work; it was a fun event, even if I had to relieve myself on some purple truck's rear tire.)
Alain van der Heide

Thanks as always, Mark and the Autocross Committee, for the great job you do. Your events are always first-rate, an excellent example of volunteers working together to make a Club event that individuals couldn't possibly achieve.

It was certainly a perfect day and a beautiful venue, nestled up against the foothills. As I see autocross photos from other chapters around the country, I'm struck by how many events are run on lots beside heavy industrial sites, in the worst part of town. Days like Sunday are why people live in Colorado! ☺

To anybody who wondered how in the world someone could forget to arrange for the Port-a-Potties: This is your chance to sign up for a really significant role in the next event. Mark and the committee keep track of an amazing variety of details so the rest of us can enjoy the day. They can always make good use of more help, and delegate some of the responsibility. Contact the crew chief in your area of interest and offer to shoulder some of their burden.
Bob Sutterfield

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 303-465-0769 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.

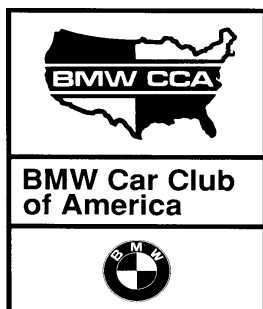
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Oktoberfest 2004 Logo Contest

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.

Event Review

BMW's Win Trophies at Glenwood Springs, As Usual

by Judy Balice



Back row: Jeff Ambrose, Cindy Nemeth-Johannes, Carolyn Ambrose, Judy Balice, Anderson's beautiful 1975 2002, Liane & Landon Anderson and Kevin Andrew
Front row: Karen and Kyle Andrew, Ali Johannes, Jessi Ambrose (behind), Andy Johannes, Kathy Ambrose

For almost a decade, members from the Rocky Mountain Chapter BMW CCA have been making our chapter proud at the annual Rallye Glenwood Springs. 2003 was no exception. Yeah!

This year these trophies seem especially valuable, however. Over 150 cars registered for the 3-day weekend, one of the largest turnouts ever. The Glenwood "Rallye" is a combination of a gymkhana, a "fun" rally, aka signs hunt/ scavenger hunt, and a TSD rally. The event has taken on national stature since the decline in rallying across the US.

Perhaps the large turnout was also due to the fact that last year we were evacuated out of town mid-way through dinner by the Glenwood Fire!! It was definitely an experience none of us will ever forget.

And then *this* year the TSD Rally masters were one of the last cars to drive across I-70 at East Vail before it collapsed! The famous "sinkhole" had them biting their nails all week, but the highway was re-opened *just* in time for Friday's TSD rally. Flooding closed another section of the course, and the beleaguered rally masters had to re-route the cars on the fly. Jokes were everywhere all weekend; "We had fire last year, flood this year, what's next? Pestilence or famine?"

In trophies, the Chapter's Ace gymkhana team of Kevin Andrew and Jeff Ambrose did it again! Always a bridesmaid, never a bride. Several times over the years they've *almost* taken home the Bill Barker Award (a monstrous silver cup) for the best overall performance. ALMOST. (In fact, one year we were *sure* they won, but politics gave the cup to someone else.)

This year Kevin and Jeff missed second place in the funkhana by 1/100th of a second, and first by 9/100ths of a second. Every year they put on an amazing performance on a course designed for MG drivers, and they do it in a "huge" BMW 3-series. I know how talented they are, because I've tried it in my 3-series, and it's hard to do. Jeff and Kevin have been winning trophies in the funkhana for years, and won third this year by a hair's breath, out of 76 cars. They're both

pretty modest guys, so the next time you see them, give them some congratulations. They really deserve it.

Next June we hope some of our Z3, Z4, and Mini drivers will come out and give Jeff and Kevin some help. The gymkhana is designed for fast little cars and fast agile people. Let's see if we can't sweep the trophies with BMWs.

The Concours had 107 entries, so BMWs didn't stand a chance against some of the really old, really unusual cars. No trophies here this year.

We did win a bunch of trophies in the "fun" rally, (which the Glenwood organizers call a "tour", I guess because it's a nice drive). I took second in the experienced class, with help from British-car driver Cindy Nemeth-Johannes and her 10-year old son Andy, and Landon and Liane Anderson tied for fourth. Jessi Ambrose (last year's fourth place winner) and her sister Carolyn were *just* out of the trophy-winning in intermediate class, and



Landon and Liane Anderson and I pose our cars in front of the Historic Redstone Lodge. (Actually, Landon is holding his breath that 10-year-old Andy Johannes doesn't scratch the top of his car up there!!)

Dad Jeff Ambrose and Kevin Andrew were right behind them. None of the BMWs tackled the TSD rally this year; (I worked a checkpoint, so no trophies there.)

All in all, a great time was had by all, as always. The Glenwood is always a wonderful weekend, and participants



The car show is just over. NOW Landon will let us sit on his car. Kerry Sundeen, Landon Anderson and Karen Andrew. Liane Anderson has her back to the camera because she's just cracked us all up, as usual.

can do as much, or as little as they want each year. Something is going on from Friday morning in Denver to Sunday noon in Glenwood, and you don't need to do the whole weekend to bring home a trophy. You can still see our club Concours on Sunday and participate in most of the Glenwood, (although you will miss Jeff and Kevin's amazing performance in the funkhana)

In addition to the formal stuff, there's the Cave Tour, which is terrific, with its tram ride, and the Hot Springs, which are clean, relaxing and fun.

In other words, we'd love to see more of our fellow Chapter members join us in Glenwood in future years. We can all attest that it's a great family weekend, and a great car enthusiast's event. Hope to see you next year.



What did YOU learn to drive on? I didn't even begin driving on an American made car. The Rambler Metropolitan was actually made in Britain and the first car I ever drove.

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12/03

15 Minutes of Fame

by Eric Hofmann

“Bond...James Bond”

Everyone knows this line too well, and every man wants to be him too much, myself included. Being car lovers that we all are, we gaze upon his cars with awe. The Aston Martin DB5 in *Golden Eye* has such a quality sound resonating from its exhaust pipes, that it makes my hair stand on end. Then there was the Z8 from *Tomorrow Never Dies*, which in actuality wasn't a Z8 at all...but never mind that. As the car roared into the scene for the first time, it sang a magnificent symphony. I fell in love with it the moment I saw it.

Fast forward to last summer—the day I became James Bond. As I lay underneath my own BMW changing the oil, I got a phone call from my friend who could barely contain his excitement. In one brief sentence, all he could say was, “I have my neighbor's Z8 for the day. I'll be over in two minutes.” Sure enough, in the beautiful light of the summer sun, the car's brilliant silver paint sparkled, but not before being preceded by the growl of the 400 horsepower V8. My heart skipped a beat as the car, or rather a work of art combined with engineering, came into view.

I got in with the top down, and my first impression was blocked by thoughts of being in a dream. I took the tame beast up to two grand, and let the clutch out. Flawless. As I turned to get onto the main road, my neighbor stared at me as though James Bond himself had just passed by. No cars were on the road and my heart was beating faster from the onset of the adrenaline rush. My hand shook as I tempted the beast by putting it in first gear. I released the clutch and mashed the pedal. What happened next took all thought away from me and left me with only sensory perceptions. First gear, push back in the seat, clutch, second gear, massive torque clawing at the pavement, push back even harder into the seat, deafen car full of girls, clutch, third gear, look at speedometer, 80mph, slow down, SMILE.

I was taken aback by the way the Z8 accelerated after the 0-60 sprint. It just kept getting faster and faster. The gearbox was incredible—smooth, but to the point. I can tell the Z8 has the performance of a super car, but comes with the beauty and elegance formed by class. This thought became all too real when I pulled up next to a brand new black Corvette at a light. The guy looked over when I got his attention with the tone of the combustion as it exited the two chrome exhaust pipes out the back. His expression was the same as my neighbor's as I confidently roared away from the light, thinking to myself that European engineering will always be one step ahead of American production.

As I finally came to a stop at my house, I parted with the Z8 and whispered that I will do it again someday when I can afford one. But I smiled knowing that I had achieved a dream. And I smile today because I know what it is like to be Bond...James Bond.

Club Racing

BMW Excels in Local SCCA Club Racing

by Andrew Jordan

Just sit in the bleachers at Second Creek Raceway during an SCCA Club Race, and you will hear a very vociferous group cheering on any and every BMW that is on the track. It hardly matters who is driving, this group cheers every time a BMW excels. And excel they do. One driver said, "You feel like you're cheating when you race a BMW." Of course you are not; you are merely driving a car with superior setup and handling, right off the showroom floor. This BMW camaraderie leads to life-long friendships. Listen to the conversation when Steve Williams, Bruce Hazard, Fred Iacino and Bill Schaefer are together, and you will find these members really know each other very well. The same applies to John Fornarola, Brent Louzon, Fred Iacino (Still!), Tim Roghair, Arnie Coleman, Brian Fyler, Michel Cetre, Jerry Hodges, Lee-Anne Jordan, Jim Valdez, Mark Irvin and I. These are life long friendships.

We participated in an SCCA Club Race over the weekend of August 2nd and 3rd, 2003 at Second Creek Raceway. On Saturday, in the large bore section, Mark Irvin ran strongly to finish 2nd in the ITE class. ITE is an open, competitive, catchall class and there are some very fast cars in the group. Tim Roghair was running out in front, when he blew his engine. He and his crew drove back to Colorado Springs that night, pulled out the old engine, added a new stock engine by 1:30 a.m. Sunday morning, and were back at the track in time for the qualifying session on Sunday. Amazing. Great team effort!

On Saturday in the small bore section there were two 2002s in ITB and one in ITA. Lee-Anne drove my car and I had to scramble around to find 50lbs. of weight to add to the car. She weighs a lot less than me. I bolted in some lead, a heavy metal pipe, added more gas, and was looking for more weight. Next to us in the paddock was a friend, Animal Ruegsegger, who said, "How about this? This has to weigh at least 25lbs."

"Great." I said and secured it in the trunk.

Lee-Anne started behind John Fornarola. He held her off for just over a lap until on the back straight Lee-Anne managed to pass him going into 88th (turn 3). A recently rebuilt engine and a different differential ratio helped. From then onwards John was all over Lee-Anne, trying his damndest to pass her, but she was too quick out of the corners. She managed to hold him off for the whole race, with John only a split second behind her at the finish. That's less than one second, after 20 minutes of racing!

And she ran the entire race with a severely cracked rotor. This did not slow her down at all. The rotor was in the trunk. It was the extra weight that Animal lent us. Just as well, she weighed in at 2290lbs. after the race, only 10lbs to spare. Now, tying a cracked rotor in the trunk is not exactly legal ballast for SCCA racing, so hats off to John for not protesting her. You are a good sport, John.

Lee-Anne ran within one-tenth of a second of the Second Creek track record for ITB in her very first SCCA race in that class. I was very proud. But John Fornarola actually broke the track record for the fastest lap. So, congratulations to John who now holds the ITB record at SCR.

The next day, Sunday, I drove. I could not equal Lee-Anne's times. I also pulled a very dumb move at the end of the straight when I tried to late brake a stronger ITA car into

turn one. I locked up the wheels, destroyed the tires and heaven only knows how I did not hit the other car. Shortly afterwards I spun the car coming out of the boot by getting on the gas too soon with too little rubber left on the tires. By Sunday, I was the only car left in ITB, so I achieved a very hollow first place in that class.

Later in the day, Tim Roghair drove a great race in his M3. Tim is an exceptional driver, very smooth and consistent. Mark Irvin was close behind him, also driving very well. Tim tried a desperate pass in Spectator's Hook on the last lap. He was trying to overtake an Acura NSX whom he had been gaining on for most of the race. It was not to be, and Tim put his M3 through the tire wall and into the water-filled plastic barriers. I looked over to Joyce Roghair, Tim's wife, and she turned very pale and looked concerned. But Tim was unhurt. Not so with the M3, it needs a new oil cooler, spoiler, and some front-end work. Tim still earned second place in his class. Tim's dedication to racing is something to behold.

If this sounds like a great day's entertainment to you, then join the growing contingent of BMW CCA members who cheer us on. If the drivers know ahead of time that you want to attend, then they can list you as "crew" and entry is free. Or join the SCCA, then entry is always free and the regular correspondence lets you plan ahead regarding which events to attend. There is also free food, cooked by Mo, and beverages at the end of the first day's racing.

Of course Turbo, my Border collie loves to go racing more than we do. So many people to play Frisbee with, and so little time. Sometimes he plays so much that he blisters his paws, so I bought him some "doggie racing booties." He used to shed them immediately, but now he keeps them on. He knows why he has to wear them; besides they look really cute. (Turbo gets much more attention from the ladies than I do.)

Sometimes Lee-Anne and I go to the track after work during the week to test and tune. We add a passenger seat to my car so that we can both ride together. If anyone wants to share a ride in a non-driving school environment, they should give me a call (303) 426-6800. I'll tell you what; I will trade a free ride if you can work a corner for half a day at our next BMW track event.

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)



BMW Group Sales Increase 3% in August; Sales Up 10% Year-to-Date

Woodcliff Lake, NJ, September 3, 2003 ... The BMW Group (BMW and MINI brands combined) established new sales records for the month of August and for the first eight months of the year. Sales for the BMW Group were up 3.4 percent in August with 23,068 vehicles versus the 22,315 vehicles reported in the same month of 2002. Sales for the first eight months increased by 9.8 percent with 185,355 vehicles compared to 168,745 reported in 2002.

BMW Brand

BMW reported a 6 percent increase in August sales, with 20,257 vehicles compared to 19,126 in August 2002. Year-to-date, sales of BMW brand vehicles increased 4 percent to 161,930 compared to 155,951 vehicles sold in the same period last year.

BMW Automobile Sales

BMW's automobile sales were up 5 percent in August, with 16,247 cars reported versus 15,499 in the same month a year ago. Year-to-date, BMW automobile sales increased 7.7 percent to 137,159 in 2003 compared to 127,316 units reported for the first eight months of 2002.

BMW Sports Activity Vehicle Sales

BMW reported 4,010 sales of its X5 Sports Activity Vehicles in August, an increase of 10.6 percent compared to the 3,627 sold in the same month in 2002. Year-to-date, SAV sales were off 13.5 percent, with 24,771 vehicles reported compared to 28,635 sold in the same period last year.

Certified Pre-owned Vehicle Sales

BMW reported August sales of 5,967 vehicles, up 4.6 percent over the 5,702 reported in the same month a year ago. Sales of Certified Pre-owned BMWs were up 12.5 percent year-to-date to 45,363 compared to 40,327 units in the same period one year ago.

MINI Brand

Demand for MINI brand automobiles remains strong. Due to planned production limitations, MINI USA reported August sales of 2,811 automobiles-a 12 percent decrease from the 3,189 cars reported in August 2002. Sales of MINI automobiles for the first eight months of 2003 totaled 23,425. MINI went on sale in the U.S. on March 22, 2002 and last year, MINI USA reported sales of 12,794 cars through August 30, 2002.

Rocky Mountain Chapter Library Seeking Missing MotorSport Reports

1997 May
1986 March
1983 August and September

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

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

Adams	Jeff	Lafayette	1998 540i	
Alexandridis	Alexander	Littleton	1984 733i	1987 325i
Anderson	Paul	Westminster	1981 733i	
Buettner	Leigh/Al	Colorado Springs	2004 330Ci	
Buffy	James	Englewood	2000 528i	
Campanella	Brandon	Denver		
Counter	Mark	Gilcrest	1996 318ti	
Fields	Rick	Castle Rock	2003 530i	
Gesse	Steven/ Michelle	Boulder	1967 1600	1967 1600
Hundley	John	Longmont	1986 325es	
Keil	Jeffrey	Littleton	2000 740iL	1992 535i
Kettler	Brad	Lakewood	1995 325i	
Lannham	Carl	Denver	2003 325Xi	
Lansing	Carl	Denver	1993 525i	
McElroy	Ellen	Denver	1988 M5	
Meyers	David	Littleton	2000 M Roadster	Pete Myers
Miller	Bill	Denver	2002 M5	
Modisette	Rodney	Aurora	1991 318iS	
O'Connor	Mike	Denver	1988 M5	
Ross	Bruce	Colorado Springs	2001 M5	
Smith	R	Highlands Ranch	2000 X5	



Rocky Mountain Chapter Library

The Rocky Mountain Chapter has a complete library available to its members of *Roundel* and our *MotorSport Report*. If you would like to sign out specific issues, please contact Darlene Doran motorsportreport@speakeasy.net or 303-758-4200.

CALLING ALL PARTICIPANTS LAST CHANCE

"Remembering the E30" will end December 2003

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.

Classifieds

CARS FOR SALE

2002 BMW M3, WBSL93472JR15730, 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 (12/03)

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)

2000 528i VIN # WBADM634XYGV03073, Royal Red Metallic/ Sand Beige leather, 30K Miles, Sport premium package, 6 disc CD, sunroof, heated seats, rain sensor wipers, wood trim, Pirelli tires, garaged, non-smoker, excellent condition. Dealer serviced, under warranty \$31,500 OBO. Call Rosemary 303-429-7656 or fuen123@yahoo.com #194266 (12/03)

1999 740i Sport, Titanium silver/gray leather, VIN WBAG8337XDN73461, 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 BMW 540i Sport, VIN WBAE5325WBV93765, 6-speed, black/tan leather, premium DSP audio, 6-disc changer & cassette, moon roof, new Michelin Pilot Sports, heated seats/steering wheel, ABS, DSC, six airbags, computer, keyless entry/security system, 107K highway miles, non smoker, excellent condition, immaculately maintained, looks and drives as new \$24,500. Call Randy 303-771-0189 or rirkmse@qwest.net #311879 (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)



1995 540i. WBAHE532XSXA65236, 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 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 850i VIN WBAEG2316NCB74498, 75k miles, White with light tone grey interior, 1st place 2003 Concours d'Elegance Denver, BMW Serviced, non-smoker, total front, mirrors and lower panels behind wheels with 3M invisible bra, new Yok ES100 tires, heated seats, sun roof, just plain loaded. One of the sweetest stock 8 series on the road (1 of 158 in U.S.)

\$29,900 Gary 719-495-8841 or garymimi@msn.com #103094 (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 wallbmwm3@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)

1990 BMW Dinan 5, VIN#WBAHD1311LBF10478, Silver/grey leather, 86k miles, garaged, beautiful condition. Dinan Modifications: -Stage 2 3.722 L balanced and blueprinted stroker motor at 24k, rebuilt by *Bimmer Haus* at 76k. -Stage 3 suspension - exhaust -13x1 1/4" rotors w/ 4 piston calipers (Brembo), Short shift kit, gauge cluster, BMW Motorsport M5 wheels 17x8F, 17x9R - Call for additional details, beautiful automobile, very unique, \$17,000/offer. Call Tim 303 814 1774 or tfeed@earthlink.net #128074 (12/03)

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



1989 635CSi VIN WBAEC7412K0608689, Bronzit/Natur, 94K miles, 5-speed, beautiful inside and out. TRX wheels have been replaced with newer BMW alloys. Recent thrust bushings, Bilstein sport shocks, brakes/rotors, belts, hoses, and battery, asking \$9600. Call Rod Johnson 303-933-0486 or johnsonhotrod@aol.com #144845 (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)

Classifieds



1981 HARTGE 323, VIN# WBAAH3100B7248902, 2.7 Liter Engine, Hartge 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 Hartge 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 Hartge 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 webers, 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 kupcake303@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)



1967, BMW 2000CS Coupe, ser1101195, silver paint, blue interior, runs good, rare car in good condition, needs minor body work, paint, interior. Mechanically sound, includes many new and used spare parts, new windshield in the original box, spare chrome, In storage since 1989, \$4,900 obo, Steve 303-797-0997, ste_kur@msn.com, (CO)

TIRES & WHEELS

(4) Michelin Alpin 205-60R15 M&S XSE snow tires with 5K - like new with factory 15x7 rims (#1180069-7) from 1994 325is. All in good condition, rims very little edge nicking \$300 for all. Tire Rack price for tires \$80 ea. Call Tim Jewett 303-762-9082, 303-734-4680 or TJewett@PINONMGT.com #13854 (12/03)

(4) E-28 wheels/tires off a 1988 535i Michelin TRX 200/60 VR 390, another set of (4) Michelin 220/55 VR 390, lots of tread left fits 1983-1988 5-series \$250.00 per set or both sets for \$400.00, plus free spare. Call James 303-504-4462 #187014 (12/03)

(4) Michelin Alpin 205/50 R17snow tires for E46, used one season, \$250 buyer pays shipping. Call Glenn 719-338-4478, or genglund@adelphia.net # 63669 (12/03)

(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 (12/03)

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 (12/03)

(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 Venezia 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) Dunlop D60 205/60R15 on BMW 15-spoke rims off a '96 328is, (pix on pg. 30 of Bavauto fall /winter '03 catalog), low miles, \$200 OBO. Call Chris 303-818-6625 or email chris.segura@sun.com #152862 (12/03)

PARTS

E39 floor mats, Tan, original BMW, brand new in original plastic, complete set \$75.00. Call John 720-841-5185 or johncady33@aol.com #195661 (12/03)

Stop! with a set of Performance Friction 97 Race Compound front brake pads for E36&E46 M3/E32 735i/40i 87-95- E34 525i 89-93- 530i 94-95 535i 88-93 540i. Barely used at 1 school-over 95% pad still left. \$115 (includes shipping). Compare to new at \$170. Brian at 970.689.6310 or bbowd01@yahoo.com #145879 (12/03)

The 1983 528e is gone. I have some left over parts: one five bolt alloy wheel 6Jx14H2, an R5-AS14 reset tool, 2 intact 528e instrument clusters, a pair of used but good fuel pumps. 325e parts: AC compressor, alternator, starter, blower motor, unknown condition, good for cores or parts. Also have 9 years of Roundels. Make me offers I can't refuse. Call Nick 719 590-1697 or NickRadical@aol.com #98287 (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)

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

MotorSport Report

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. **No free commercial ads.** The deadline is the **FIRST** of the month proceeding the publication month. Ad will run in (2) consecutive issues, unless otherwise advised. **Non-member** cost is \$15 for 2 lines per issue and \$5 per photo per issue. **Commercial ads \$40.00 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.

Activities Calendar

Note: RMC BMW CCA activities in boldface type

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 31**
- 8 & 9 The Ultimate Drive Susan G. Komen Breast Cancer Foundation
Wed/Thurs Co's BMW and Gebhardt BMW – Details page 15
- 11 Sat **Tech Inspection, Andrew Jordan, Coordinator, 303-426-6800 - Details Page 16**
- 19 Sun **Bimmer Haus Performance Autocross Series, Bandimere Speedway, Morrison Autocross Committee, Details Page 7**
- 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**
- 8 Sat **Fall Dinner / Elections & Autocross Awards – Maggiano's Little Italy, Downtown Janet Kiyota, Coordinator, 303-282-0303 - Details Page 13**

December

- 3 Wed * **Business Meeting, Doran's, Centennial, 303-680-7379 for directions**
- 6 Sat **Holiday Party "Dirty Grab", Gateway to the Rockies Leslie Jenkins, Coordinator 303-671-6131 – More Details in November**

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

RMC BMW CCA is not responsible or liable in any way for events that are not in bold print, we are printing these as a courtesy.



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Exclusive BMW Service. Exclusively.

You've seen it before – it's our tag line. It's on our stationery and it's in all our ads. But what does it really mean?

It means we provide technical expertise and customer service you won't find anywhere else. And we *only* work on BMW automobiles, X5's, and Minis.

Our technicians *average* 22 years of professional experience and are continually training on BMW's and BMW's alone. Unlike most other shops they don't spend the majority of their day diagnosing problems on Audis or Camaros or Subaru. Our technicians work on nothing but BMW's day in and day out all year long.

Last year a well known national business publication polled the top 100 companies in America asking their executives to reveal their "secrets" to succeeding in today's turbulent economy. The number one response: Do one thing and do it well.

We couldn't have said it better ourselves.

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6/04

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12/03

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