



Motor Sport Report



Cliff Lawson photo

*Holiday Party - "Dirty Grab"
Saturday, December 6*

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calendar, photos of past events

BMW Car Club of America

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

RMC YAHOO'S GROUP

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

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



Mark Doran goes around Corner 10 during instructor's day at Pueblo.

GRID LINEUP

Late-braking News 4

Ponderings by the Editor 5

News from National 6

Mini Korner 10

Car of the Month 8

Remembering the E30 12

Activities Calendar 42

Welcome 41

Classifieds 39-41

UPCOMING EVENTS

HOLIDAY PARTY "DIRTY GRAB" & FOOD BANK

Gateway to the Rockies
Saturday, December 6, 2003
Leslie Jenkins, Coordinator - Details Page 11

ICE GYMKHANA

Saturday, January 17, 2004
Paul Schultz, Coordinator
Details Page 15

Advertisers Index

A Better Way Realty 37

Absolute Motor Works 8

John Armstrong 11

Autosport Werks 14

AutoWorks Colorado 38

Bailey Saetveit & Co. 37

Bavarian Autohaus 33

Bavarian Autosport 36

Bimmer Haus Performance 9

Concours Cars 4

Co's BMW Center IBC

Dent Wizard 41

Detailers Paradise 17

Excel Signs & Graphics 16

Flux Technologies 41

Thomas D. Frey 18

Geberhardt BMW 13

Gunbarrel Import Motors 34

IPW 34

R. Kent Harris & Assoc. 10

Knapp Tile and Marble 18

Kustom Kar Audio 19

Murray Motor Imports BC

Northern Colorado BMW Motorcycles 25

PakMail 33

Poudre Sports Car Enterprises 29

RBC Mortgage 16

Reunions at Sea 8

Ralph Schomp BMW IFC

Ralph Schomp MINI 10

Stander's Collision Works 32

Ultimate Detail Works 32

Webb Motorsports IBC

Winslow BMW 21

Late-braking News

by Dave Walker

Shakedown Cruise

Now that we're well into the winter driving season, this little bit of Internet lore seems like a good place to start a fireside chat. A car-crazed friend (is that redundant?) in California sent me the following note recently:

This appears to be useful information - is it true ?? – Paul
[Collected on the Internet, 2002]

I had a wreck a couple of weeks ago and totaled our Lincoln Town Car. I hydroplaned on Hwy 135 between Gladewater & Kilgore, Texas. I was not hurt, just emotionally rattled! I know the Lord was with me.

I learned a lesson I'd like to pass on to you. You may know this already — but the highway patrolman told me that you should NEVER drive in the rain with your cruise control on. He said if you did and hydroplaned (which I did) that when your tires were off the road your car would accelerate to a high rate of speed (which it did). You don't have much, if any control when you hydroplane, but you are totally in the hands of God when the car accelerates. I took off like I was in an airplane. I'm so thankful I made it through that ordeal. Please pass the word around about not using cruise control when the pavement is wet or icy. The highway patrolman said this should be on the sunvisor with the warning about air-bags.

The only person I've found out who knew this (besides the patrolman) was a man who had a similar accident and totaled his car. This has made me wonder if this is not why so many of our young people are dying in accidents. Be careful out there!

—<http://www.snopes.com/autos/techno/wetroad.asp>



My first comment is that people who spend this much time on the Internet need to get out more. I trust that most of you savvy BMW Club members have long since known that using cruise control in adverse weather conditions is a safety hazard. The story above is only partially correct, though. The hazards of hydroplaning (or sliding on ice, snow, slush, etc.) are valid; the part about the vehicle accelerating and taking off "like I was in an airplane" is sheer exaggeration, probably reflecting the author's rather excited state at the time of the incident more than any physical phenomenon. If you're snowbound and have some time to kill, the Snopes web site has quite a few interesting and humorous automotive "urban legends." Check out <http://www.snopes.com/autos/>. I especially enjoyed the story, "Rage Before Beauty," on the "Insurance Inanity" page. But that's another column.

Last year about this time [December 2002 MSR] I wrote about the importance of proper snow tires in Colorado. As part and parcel of your preparation for winter driving, it's also a good idea to brush up on your winter skills. Several web sites with useful, accurate information you might check out are: <http://www.tirerack.com/winter/tech/drivingtips.html>, <http://cartalk.cars.com/Info/WinterDriving/>, and <http://www.icepack.org/>.

Of course, if you really want to hone your low-friction driving technique I hope you're signed up for Paul Schultz' popular Ice Gymkhana event at Georgetown Lake on January 17th. Can't make it then? There's always the local grocery-store parking lot on a late, wintry night. Watch out for the light poles that leap out suddenly, though.

Membership has its rewards.....

My Sister-in-law lives in Denver, Colorado and is considering the purchase of a pre-owned 330Xi. She asked if I could get a recommendation for a reputable shop where she could get a pre-purchase inspection. I didn't know anyone from the club in Denver, but I dug around and found the email address of Darlene Doran, who is the editor of *MotorSport Report*, the newsletter for the Rocky Mountain Chapter.

Not only did Darlene offer the name of a good shop in Denver, she also said that she owns a 330Xi herself and that she and her husband Mark would be happy to meet Kelli (my sis-in-law) to help her look over a prospective car prior to purchase. It's really remarkable that a member of this club can call on someone they don't even know, in another city, and that person will go out of their way to assist – even going way beyond what was asked of them. This experience has proved once again that you meet the nicest people in this club!

Rob Williams-Editor, der Bayerische, National Chapter

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Ponderings by the Editor

by Darlene Doran

motorsporteditor@speakeasy.net



Thank you! Thank you! Thank you!

My genuine appreciation to these members who wrote articles and took photographs for the December issue of the *MSR*: **Greg East** for his Car of the Month article and photos; **Brian Bowden** for his "Remembering the E30" article and photos and **Cliff Lawson** for additional photos; **Leslie Jenkins** for coordinating the "Holiday Party" and her article; **Barry Norman** and **Maria Isabel** for their "Our First Road Trip to Oktoberfest" article; **Doug Bartlett** for his "Oktoberfest in Austin" article; **Mike Beyer, Darlene** and **Mark Doran, Cole Beyer, Adam Moore, Jim** and **Leslie Jenkins, Fred Iacino, Doug Bartlett, Alan Warner, Janet Kiyota, Steve Williams, Barry Norman** and **Maria Isabel** for their Oktoberfest Award Results and/or Participation; **Doug Bartlett, Jim** and **Leslie Jenkins, Mike Beyer** and **Darlene Doran** for their Oktoberfest photos; **Fred Iacino** for his "Candidate Statement for South Central Region Vice President" and his photo; **Bob Dixon** for his "Autocross Thanks"; **Phil Couch** for his "Our Overseas Correspondent - Hi Fellow Bimmerheads" article and photos from Iraq; **Janet Kiyota** for coordinating the "Meet & Greet New Members Pizza/Video Night" and her article; **Cliff Lawson** for his Autocross and Driving School photos; **Paul Schultz** for coordinating the "Ice Gymkhana" and his article; **Geoff Patterson, Brant Clark, Chris Wand, Doug Bartlett, Jim Hudson, Steve Farley, Paul Dorman, Robert Brooks, Alain van der Heide, Nguyen T Ho, Mark Bradley, Dennis Nappier** and **Mike Richmond** for their "Driving School Thanks" comments and **Dave Walker** for his "late-braking news." A BIG thanks to everyone for helping make such a great newsletter once again!

Happy Birthday / Happy Anniversary

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



CALLING ALL PARTICIPANTS

"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.

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.

Thank You Advertisers!!

RBC Mortgage – Jon Cardish and **Detailers Paradise** are our newest advertisers. Welcome and thank you for joining us! We thank **Bavarian Autosport** for renewing their 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!

*Wishing you happiness
this holiday season.
May your holidays be filled
with good time,
good cheer, and
a New Year of health,
happiness and prosperity.*



News From National

Wynne Smith, Executive Director

DATE: October 23, 2003

Membership Stats as of 10/23/2003

	Full	Associate	Total
	66267	7998	74265
Last month	66056	7988	74044
Last Year	63651	7324	70975

RAFFLE 2003

Congratulations to this year's winners:

Steve Fujiki Newcastle, WA ; **Jeri Fladmark** Janesville, WI;
Willie Arnold Jacksonville, FL; **Dale Winzer** Yorktown, VA;
Paul Ford Hyattsville, MD; **Robert Swanson** Atlanta, GA;
David Curtiss Coatesville, PA ; **Barbara Snyder** Athens, MI
; **David Barton** Bruceville, IN; **Kenneth Koch** Little Canada,
MN; **Raymond Zabinsky** Richmond, VA ; **Dave Hill**
Thornton, CO ; **Bob Gilchrist** Redding, CT

Cash Prize - **Dan Richards** Staten Island, NY

OKTOBERFEST 2003

What a glorious event! Austin was the perfect site for Oktoberfest – featuring mild weather, plenty of things to do and see beyond our usual driving-related events including great music, good barbeque, and a whole lot of bats.

There were 453 of us enjoying the view on the banks of the Colorado River and our sponsors, BMW, Michelin, Zymol, Yokohama, Dinan, HMS Motorsports, Toyo Tires, Continental – were on hand with tons of information and some great gifts and prizes. The only disappointment was that none of the people listed directly above were there to win their raffle prizes in person!

With Oktoberfest 2004 just nine short months away, we're all mobilizing and preparing for another spectacular event – this time in beautiful Pasadena, California. You won't want to miss this one so mark your calendars and get your vacation requests placed ASAP.

MEETING OF THE BOARD OF DIRECTORS

Held October 18 – 19, 2003 in Minneapolis, MN during a weekend that had unseasonably delightful weather. It was a long day Saturday, ending around 7:30 PM and the full half-day Sunday...that looks weird, doesn't it? What I meant was, we worked straight from 8 AM until 12 Noon on Sunday. A great deal was accomplished not the least of which was a decision by the Board that after 12 years there was no choice but to raise dues slightly. There is so much the Board wants to

do for the club, the chapters and our members: more and better regional instructor training for our driving schools, larger and more effective chapter congresses, more and better benefits and services, a revamped and updated web site, an e-commerce module for the national database, and let's not forget insurance costs keep rising steadily.

The increases are negligible but will help immensely over the next few years to fund the various programs and rising costs related to growing and maintaining this organization.

As of **June 1, 2004** the membership dues will be:

One-year Primary membership \$ 40.00
One-year Associate membership \$ 5.00
Two-year Primary membership \$ 76.00
Two-year Associate membership \$10.00
Three-year Primary membership \$112.00
Three-year Associate membership \$15.00
Lifetime Primary \$760.00
Lifetime Associate \$ 105.00
First Class Mail \$40
Air Mail \$75

We will continue to offer automatic renewals.

This also means the dues rebates to chapters will increase slightly to \$15.30 per year, or \$1.275 per member per month. So, when you're pitching people on dual chapter affiliations – it's going to be \$15.30 – not \$13.50. Your chapter rebate checks will reflect this adjustment as members begin to join and renew at the new rates. We're updating the membership applications and will be sending them out to all of you, as well as to all dealerships under separate cover.

The minutes of the Meeting will be available online in the next week or so, and we will mail hard copies out to you next month.

SOME REALLY GREAT NEWS!

The National Capital Chapter has decided that they want to host Tech Fest in March of 2004. Will it be called Tech Fest or Watergate-way Tech? We don't know, but we do know that Steven Schlossman has been extremely busy gathering information, forms, and creating a database while NCC President, Rafael Garces has scouted two likely locations – both potential host hotels sound excellent and reasonably priced. Watch Roundel for ads and registration information. Steven has already begun the process of lining up some great Technical Speakers. There will be something for everyone from beginners to technical wizards; you won't want to miss out on this springtime tradition.

But that's not all ... it is a pleasure to share with you that at the Board of Directors meeting held in Minneapolis, MN October 18-19, the Board accepted the Tarheel chapter's proposal to hold Oktoberfest 2005 in Greensboro, NC using Virginia International Raceway as the site for many of the driving events! Greensboro along with Winston-Salem and High Point is part of the delightful area in North Carolina known as the Triad. It's 45 minutes from VIR, and although quite metropolitan still maintains a comfortable southern charm. This has the potential to be an Oktoberfest to top all others.

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>



MSR

2003
December

Other sites under consideration for Oktoberfest would be one held jointly with our brothers to the north – the BMW Car Club of Canada - at beautiful Mt. Tremblant; and then an Oktoberfest centered in Grand Rapids, Michigan. Who knows...maybe in the next few years our Puget Sound and Inland Empire Chapters will be in the mood to hold an Oktoberfest in Washington State. C'mon, it would be tremendous fun!

BMW CCA MERCHANDISE (and some leftovers from Oktoberfest 2003)

Many thanks to Suzin Koehler, Art Director of *Roundel*, for volunteering to handle this for the club this year! We sold loads of merchandise on site at Oktoberfest and will be reordering merchandise for continued sales. Watch the bmwcca.org website for photos of what is currently available and feel free to email suggestions about items you'd like to see for purchase.

ELECTIONS

Positions open are: President, Vice President, North Atlantic Regional Vice President and South Central Regional Vice President. The **South Atlantic Regional VP** position is **not** open for election at this time. We apologize for the mistake in *Roundel*.

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**.

It is my pleasure to advise that we have received the following nominations for the following positions as of today:

- President** Scott Blazey
- Executive Vice President** Mark Jon Calabrese
- North Atlantic Regional VP** .. Reid Douglas
- South Central Regional VP**

DEC ELECTIONS

The North Atlantic Regional and South Central Region Driving Events Committee positions are open for election. Nominations must be received at the National Office no later than close of business on the last day of October. Candidates must be BMW CCA members in good standing and must reside in the region they wish to represent. Each chapter within a region will be eligible to cast one vote for the DEC representative for that region. Details are posted to the DEC and President's yahoo groups.

Fred Iacino

Candidate for South Central Regional Vice President



Fred Iacino

After serving for the last two years as South Central Regional Vice President, I hope I'm no longer a stranger to most of you reading this! Looking back, it's been an exciting and interesting period.

In the next two years, where do I see the club headed and what do I want to accomplish? As an entirely volunteer organization, it's essential to make the job of everyone involved with planning, coordinating, and executing the many tasks involved with running the club not just tolerable, but gratifying; with each individual not just a cog in the machine, but part of a team, all pulling together and sharing a common goal and *esprit de corps*. I hope I've done that adequately in the past and can do it even better in the future. As our membership continues to grow, we can expect further improvements in the website, more—and more varied—events to cater to the wants and needs of a diversified membership, a continued strong program of autocrossing and driver's school events; and club racing. My charge as South Central Regional Vice President of the club is to ensure your contribution is recognized, put to maximum benefit, and returns to you in equal measure that which you have given. In this regard, I'm merely returning the favor—and would appreciate your support for another two years to continue our progress.

I want to toot the horn of Fred Iacino as our South Central Regional Vice President.

"Fred Iacino has capably served as South Central Regional Vice President these past two years. This position represents just the most recent of 20+ years of dedicated service to BMW CCA, including organizing *four* national Oktoberfest events and multiple roles at the local level with the Rocky Mountain Chapter. Fred's approach is always pragmatic and practical, and his straightforward attitude is refreshing as well as friendly. I wholeheartedly support Fred's re-election and ask you to do the same."

Dave Walker, President of the Rocky Mountain Chapter

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)

Car of the Month



Greg's 1996 328i

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 December **Car of the Month** comes to you from Loveland, Colorado belonging to Greg East. Greg writes:

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12/03



MSR

2003
December

I wasn't really shopping for a car, but like many of you I am always looking, but never buying. One of the challenges of buying a used car is finding exactly what you're looking for and I had decided I wanted an E36 328i, Red with tan interior, with the sport package, not that I'm picky or anything. While surfing the web one Friday night I came upon just such the beast at a dealer in Denver.

It just so happened that we were having our first RMC BMW CCA Indoor Go-Kart event the next day.

So after we played race car driver (and inhaled maybe a few too many exhaust fumes...), I talked Brian Bowden into coming with me to take a look at this car. The car was at Weisco Motorcars, which is located in an, umm, interesting neighborhood just north of Coors Field. The dealership has bars on the windows and the whole thing. But, once we walked inside, there were dozens of really nice, high-end European cars, including a couple of Ferrari's. Brian and I looked at the 1996 328i, sat in it and asked a few questions but didn't drive it. It was really pretty but I was in a hurry to get home, and like I said, I wasn't shopping for a car. However, on the drive home something happened...and it was worse the next day. By Monday I was at work doing the math and realized that if I sold my Audi I could pay off my wife's car and the payments on the BMW would be the same as the van. I ended up calling Weisco, negotiating the deal over the phone



(with the caveat that I really should drive it first) and brought it home on Wednesday.

That was three and a half years ago and I've been enjoying the heck out of it every since. Since then I've added 17" wheels, well, ok, two sets of 17's because you really need those R-compound tires for driving schools, they save all that wear and tear on your street tires and all...Racing Dynamics anti-roll bars, a UUC short shift kit and knob w/tranny reinforcers, an x-brace from the M3

Lightweight (everything you ever wanted to know about nutserts and more), H&R springs, Koni single adjustable shocks, an M3 steering wheel, M3 exhaust, 95 M3 solid front control arm bushings (thanks to *Bimmer Haus* for all the suspension goodies), M3 side moldings, stainless steel brake lines,

clear tail lights, clear corner lights, and some carbon fiber interior trim that I take crap for but that I swear makes the car at least 1/2 second faster 0-60. Oh, and a partridge in pear tree. Future mods include the Conforti intake/software, some nice euro ellipsoid headlights, a 3.23 rear end and maybe a lightweight flywheel.

Or maybe I'll just buy an M3...

All BMWs are created equal. (After that, it's all up to you.)

The factory assembly lines in Munich and Spartanburg churn out gleaming examples of The Ultimate Driving Machine® like clockwork.

But if you attended an autocross or road race this past summer, you've probably noticed that some BMWs seem to be a little "more equal" than others. Some are frequent visitors to the podium, while others simply get lost in the pack.

The same can be said for commuter cars and grocery getters... some seem to have frequent problems while others just keep going, and going, and going...

The difference lies in the quality of preparation, maintenance, and repair.

At Bimmer Haus your car will be attended to by the best team of BMW service technicians in the Rockies. No one is better equipped to prep your car for a run at The Championship or to make sure it gets you to work and safely back again.

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6/04

MINI Korner

MINI Cooper Most Appealing Compact Car for Second Year in a Row

The 2003 J.D. Power and Associates (APEAL) Study Ranks MINI Cooper Highest in Segment

Woodcliff Lake, NJ, October 13, 2003 ... For the second year in a row, the MINI Cooper ranked highest in the Compact Car Segment in J.D. Power and Associates latest Automotive Performance, Execution and Layout (APEAL) Study. The study measures owners' delight with the design, content, layout and performance of their new vehicles.



Pete – what happened to the rest of your car?

MINI has been successful attracting buyers with a fun, unique design, including the cars' signature contrasting roof, and wheels pushed to the four corners. The wheels at the four corners, along with a responsive chassis, give MINI its go-kart-like performance - another appeal that has drawn customers to MINI. And customers have enjoyed the freedom to individualize the content of their MINI with every option offered a-la-cart.

"We are excited to have received this award", commented Jack Pitney, General Manager of MINI USA. "To receive this honor for the second year in a row since we launched 19 months ago is a true testament of how much delight owners are having behind the wheel of their MINIs."

The 2003 APEAL Study is based on responses from 102,975 new-vehicle owners. The study, now in its eighth year, is based on eight specific categories of vehicle performance and design that identify what consumers like and dislike about their new vehicles during the first 90 days of ownership. The areas are: engine/transmission; ride, handling and braking; comfort/convenience; seats; cockpit/instrument panel; heating, ventilation and cooling; sound system; and styling/exterior.

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12/03

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Service: M-TH 6-8pm F 6-6pm SAT 8-5pm

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3/04

Upcoming Events

Holiday Party, "Dirty Grab" and Food Drive

by Leslie Jenkins, Coordinator



On Saturday, December 6th, we will meet at member Ed Padalinski's Gateway to the Rockies at the former Fitzsimons Army Garrison in Aurora for our Holiday Party. This is a **NON-SMOKING** facility. We will have a delicious dinner costing \$20 per person, but **YOU ONLY PAY \$15 PER PERSON** if paid before November 25th (after November 25th, the cost is \$18). The Chapter pays the difference. The buffet menu consists of mixed green salad with dressings, fresh fruit salad, roasted Pork Tenderloin with brandy cream sauce, Tequila-lime Chicken (marinated in

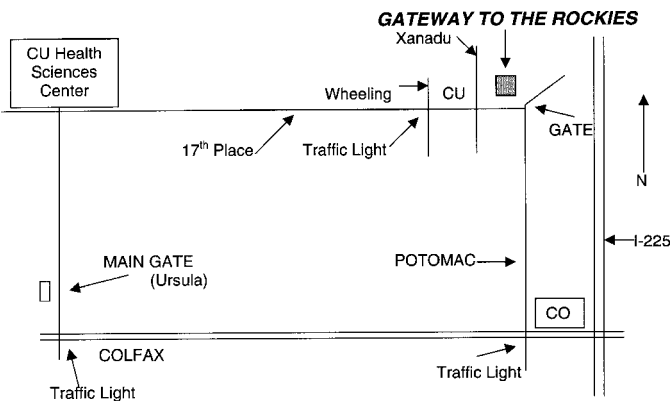
tequila, lime and cilantro with beurre blanc), Pasta Primavera, wild rice pilaf, green beans almondine, rolls and butter, sacher torte, cheese cake (**BIG TIME!**), coffee and iced tea. There will be a cash bar. Location phone number for your babysitter 303-366-6600.

Send checks (payable to RMC BMW CCA) to Leslie Jenkins, 2026 S. Ironton Ct., Aurora, CO 80014 post-marked by **NOVEMBER 29th**. Questions? Call Leslie at 303-671-6131. **YOUR CHECK IS YOUR RESERVATION.** The social hour will begin at 6 PM with dinner at 7 PM, after which we will have our (in)famous "Dirty Grab."

Just what is a Dirty Grab, you ask? Everyone is to bring a wrapped gift valued at at least \$10—no ratty used car parts, **PLEASE!!** Through a hilarious procedure, all who brought a gift will depart with one. One exchange gift per couple.

Don't forget **canned food donations** for the **Food Bank of the Rockies**. Some examples of the foods they need are macaroni and cheese, peanut butter, tuna, pork and beans, vegetables, fruits, hash, canned stew and chili. Please share your food with those who are less fortunate.

This is our most popular social event — the one **NOT** to be missed, so send in your checks **NOW!!**



Gateway to the Rockies is located near the Potomac Gate on the former Fitzsimons Army Base in Aurora. Exit I-225 at Colfax and go west. You can enter Fitzsimons at either the Potomac or Ursula Gates.

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Remembering The E30

by Brian Bowden



Brian's white 1989 M3

M3 Redux!

Most everyone has owned and subsequently sold a car that we wish we could have kept. Few of us ever get the opportunity to go back and reverse that selling decision. This year I got the opportunity to “redo” the purchase of my first BMW.

The E30 M3 was the BMW I aspired to own most since I saw my very first one back in 1988. In 1994 I found and purchased one, my first BMW – an Alpineweiss/Black 1991 M3. That car accompanied me to my first driving school event – an RMC BMW CCA sponsored event held at Second Creek Raceway. I remember it like it was yesterday, including the cooked metal master brake pads, and yellowed clear coat paint on the front wheels from the brake heat. The car was everything that my previous, Japanese manufactured, pseudo sports car was not: balanced, flexible, agile and an absolute blast to drive on the track. In the winter of 1995 after barely a year of ownership, I sold my 1991 E30 M3 for a variety of reasons.

Fast forward through the next eight years of BMW ownership and driving experiences: a 1994 325is, a 1998 M3 and 2002 M3 with SMG; countless BMW CCA Driver Schools; open track days; and several SCCA autocross seasons, including participation at national competitions. As time went on, the E30 M3 faded from memory, but the fondness remained.

In the summer of 2002, the Rocky Mountain Chapter hosted the club's annual national event, “Oktoberfest.” During the driving school event at Second Creek, I found myself with the pleasurable task of instructing the Roy Wicklund family and their assortment of E30 M3's – four to be exact, one each for father, mother, son, and daughter, in flavors from stock to heavily modified, and in color choices of Red, White,

Black and Silver. The repeated sessions with these drivers in their cars, reminded me what an incredible and near perfect driving car the E30 M3 is and how fondly their owners view them. Then came the offers for me to drive their cars. It had been nearly 6 years since I had last driven an E30 M3 on the track and in those dozen or so laps, I was convinced once again that the E30 M3 is simply one of the best BMW driving experiences to be had.

That experience started me pondering the possibility of owning another E30 M3, but I didn't really expect it to happen as I knew I only really wanted a low mileage, great condition car and knew the lengths people had to go to in order to find such a car and that just wasn't something I was interested in going through. Nevertheless, I kept scanning the classifieds in *Roundel* and in the *MSR* with interest, hoping that one day the right car would appear.

Then one day in June of 2003, a message appeared on the Rocky Mountain Chapter email discussion list: “89 M3 for Sale w/extras; original owner selling”. It turned out to be a local Alpineweiss/Black car with only 45K miles on it – the same mileage that my 1991 had when I sold it. Wow! I visited and revisited the ad posting on the *Bimmer Haus* web site for several days before contacting the owner – Grant Bayless. I arranged to see it, drove it, and quite simply, the car was terrific. It was particularly interesting because it came with many of the European EVO parts that I had coveted when I had owned my 1991, but didn't ever have the money or time to track down and purchase.

The main thing that prevented me from purchasing the car was also the key reason I sold my 1991 – ownership of an E30 M3 is not for the mechanically timid or financially limited. Quite frankly the maintenance demands (actual and anti-

pated) of the first car had spooked me into selling it! However, at this point in my life, I knew I was financially in a better position to own and maintain the car. In fact, one of the things I missed about owning the later model M3's was actually tinkering with and working on a car. In the last few years, ownership has been greatly enhanced by several active web sites and discussion groups: M3 Special Interest Group (SIG, Bimmers.com), S14.net, and roadfly.org. They make it easy to connect to fellow enthusiasts and experts, tap the wealth of knowledge, experience and parts needed to live with and keep these cars running properly. So once I decided that I was willing to step up to the unique ownership challenges, I made the decision to purchase the car.



II/III front spoilers (not installed yet), and wheels from German tuner Hartge with Toyo Proxes T1-S tires. The only differences between this car and my 1991 are the 1989 car has no airbag and has pop-open rear side windows. I couldn't believe the mileage was within a few hundred miles of my 1991 car – it was as if time had stood still and I was picking up where I had left off – with the magical addition of the desirable EVO parts. Oh yeah, since that time I have become a much better driver as well. Since purchasing the car, I have replaced all the fluids, belts, hoses and brake rotors and put on Hawk HP Plus brake pads - but the car amazingly needed very little work.

One of the fun things about owning an E30 M3 is in appreciating its initial development, Europe only model evolutions and its incredible racing history, and over the years, I have collected numerous articles, books and videos that capture that history. So what do I intend to do with this car? Quite simply, drive it! I intend to keep it for a long time, perfectly maintained and close to stock with the exception of the handful of factory evolution parts. It will be my primary car for instructing with and participating in BMW Club driving events and activities. In addition to being driven to and from work a couple of times a week, I have had the car out on several mountain drives, to a club autocross, as well as the Fall Driver's School in Pueblo. It easily has met all of my expectations and provides an immensely satisfying driving experience. I invite you to hop a ride with me at the next driving event and get a taste for what these unique and increasingly rare cars are all about.

So what did I buy? A carefully cared for, one owner, very low mileage Alpineweiss/black 1989 E30 M3 upgraded as follows: Dinan chip and exhaust cam gear – good for power and torque increases, upgraded European EVO airbox/intake with euro tow hook covers, Eibach strut tower bar, Evo III sport steering wheel, Evo III adjustable rear wing, Gruppe A race mirrors from the 86-92 German touring car racing series, Evo

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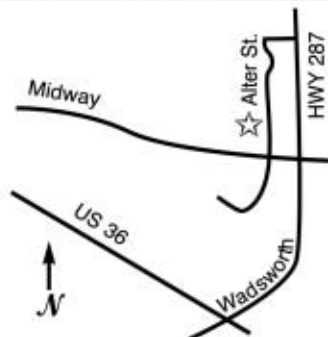
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Winterfest 2004 January 22nd - 25th

The driving school and the PBOC Sprint race will be on Saturday the 24th and Sunday the 25th. The Safety School will only be on Friday the 23rd. On Thursday and Friday we will be having lapping and racing.

The host hotel will again be the Chateau Élan. Check here to find the information about the *other hotels* in the area. Registration will still be inside the hotel.

As always, we will offer free track time for instructors.

For questions about the event, email Bob@RTurnage.com or call Bob Turnage at 407-804-0892.

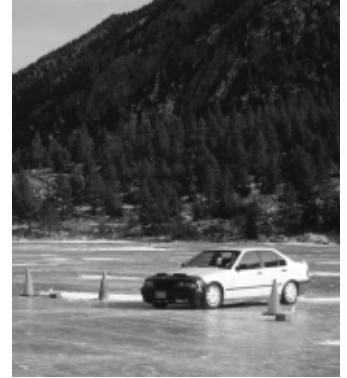
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Pricing is as follows:
School Payment (\$275); Lapping 1 day Payment (\$150); Lapping 2 day Payment (\$200) and Safety School (\$125)

Ice Gymkhana

by Paul Schultz, Coordinator

Come play with us on the ice, **Saturday, January 17, 2004**. We have reserved **Georgetown Lake** for our annual ice-driving event. This will provide you the chance to learn and refine winter driving techniques. We will set up a winter skid pad, which will let you test the limits of your vehicle and allow you to remain in control. There will also be a course for you to drive and have an opportunity to make your best-timed run. Awards will be given for several categories based on vehicle and tire type.



We will meet at the Ravenhill, 612A 6th Street in Georgetown at **9 AM** for a brief, **REQUIRED** instruction session (a breakfast buffet will start at 8:30 AM). We will start at 9:30 AM at the lake. After the gymkhana, we will have awards. The **entry fee of \$45.00** includes the breakfast buffet, practice, gymkhana and prizes. **PRE-REGISTRATION AND PAYMENT BY DECEMBER 15TH IS MANDATORY. LATE REGISTRATION WILL NOT BE ACCEPTED!!** The **number of participants is limited to 25**, so send in your registration **NOW!!** If you don't want to drive, come on out and watch; we can *always* use some help. **For more information, call Paul Schultz at 303-690-1943**. One more note, there is an ice driving school which is ongoing in Steamboat Springs; call Paul at the above number for information.

Here are some suggestions as to what to wear and bring to the Ice Gymkhana:

1. Dress warmly in layered clothing.
2. Bring a hat and gloves or mittens.
3. Sun block will help protect against reflected rays from the ice and snow.
4. Lip balm can be used to prevent chapped lips. Runners use Vaseline on cheeks and lips, so take a tip from them.
5. Waterproof winter boots for your tootsies, but wear them loosely so they won't cut off circulation.
6. Bring your own lunch and plenty of hot drinks.

Ice Gymkhana Registration

Name(s) _____
Car _____ Tire type (studs?) _____
Number of persons __ @ \$45 = \$ _____ enclosed
Phone # _____
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Make checks payable to: RMC BMW CCA
Mail to: Paul Schultz, 17159 E. Hinsdale Ave., Aurora,
CO 80016



by Barry Norman
With Special thanks to Maria Isabel

Our First Road Trip to Oktoberfest

After Maria and I attended our first Oktoberfest in our backyard at Keystone in 2002, it was quickly decided that we would have to plan to attend the 2003 event in Austin, Texas. With nearly a year to plan, we of course left all details for the last minute. One important detail was lodging, which Maria managed to secure from a friend who lived about 50 miles west of Austin. The other was preparing the car including an oil change and a pre-cleaning ritual.

I remembered that in my first concours at Keystone, the Z3 "Zelda" looked like a porcupine from all the Q-Tips protruding from places I didn't even know existed. So, the week before departure, I decided that "Zelda" would require a thorough cleaning to be presentable for the concours competition, where I decided to compete in "Super Clean."

The first order of business then, was to go down to the local high-pressure car wash to hose down the engine compartment, but not before removing the insulating liner from the hood. Forty or so quarters later, it was time to reinstall the liner, and get back to the house for the remaining cleaning. While trying to get into the dark recesses of the center vent assembly, I managed to dislodge the connecting bracket from the rear of the vent louvers. Now what!?! I attempted to remove the vent assembly, and after consulting the workshop manual, it appeared that I would have to remove the entire dash. I did manage to retrieve the bracket, and decided that if I could tie some fishing line to it I could reinsert it through the louvers, and use the lines hopefully to

snap it back into place. I did manage to get 2 of the 5 louvers to engage when all of a sudden, the entire vent assembly came loose and pulled out. This is great, since not only did it make it easier to reassemble the bracket, but allowed me to take the entire assembly to the sink for cleaning.



Barry in his Z 3

It was at this point that I decided that in order to prepare a car for concours, you don't have to take it apart, but it sure does help, so I proceeded to disassemble a number of other pieces to gain better access for cleaning. One last detail required for the Super Clean class was the spare tire, which on a Z3 is suspended under the trunk, and per concours rules must be displayed outside the car. I removed the tire, taking off several pounds of gravel and grime. I then carefully cleaned and polished the wheel, tire and

compartment, which I then hermetically sealed in a large plastic bag before re-assembly.

On Thursday, I called *Bimmer Haus* in Broomfield to inquire about a possible transmission fluid change since "Zelda" had 60,000 miles on the odometer. When Bob Tunnell called back, Maria answered the phone and informed Bob that I was in the garage cleaning the car—for the fourth time this week, which elicited a knowing chuckle from Bob as Maria came out to get me. Following my conversation with Bob, it was decided that the transmission fluid would be fine for the trip, which allowed me a few more hours for cleaning. The remainder of the cleaning ordeal was uneventful, and after spending no less than four 6-hour days, and soiling a small mountain of Q-Tips, the car was deemed ready for the trip.

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3/04



My favorite event has always been Autocross, but due to limited trunk (and rear seat) space in the Z3, I left the R-compounds in the garage. We tightly packed the trunk with cleaning supplies, a helmet, and a few clothes in preparation for the journey. So off we went, taking a short detour to visit with some friends in Tulsa, and arriving without incident in Austin. Without incident is a relative term, as we did run into rain on the final leg into Austin, and as I discovered later, had left my gas cap at our last fuel stop. After getting ourselves checked in and determining that we were in the Monday morning run group for Autocross, we sat down in the lounge to socialize and plan our week.

Monday was overcast, and, during the Autocross drivers meeting, it was suggested that since the weather was threatening, the run groups should be made up of all cars in each class. Unfortunately, since there was a fairly small contingent, and a logistics problem with corner workers, the chief steward decided that he needed to run all 2-driver cars first, regardless of class, despite protest based on the threat of rain. So, the event began with the first run group consisting of 2-driver cars spanning several classes, which were able to complete 6 dry runs. I then was to run in the second group consisting of single driver 6 cylinder 3 Series cars. My first lap was horrible, being the first time in 5 years I have Autocrossed

on cold, street tires. I was overcooking the corners, resulting in an excessively wide line, one near stop to miss a cone, and a horrible time of about 72.5 seconds. Back in the paddock, I was informed that the car appeared to be leaking fluid from the gas filler.

Checking to make sure the gas cap was tight, I discovered it was non-existent, so I prepared a makeshift cotton fiber substitute, and prepared for my second run. Just as I was staging for my second lap, the rain began, turning the recently sealed parking lot into an Autocrosser's nightmare. In the rain, the best time I could muster was a 73.2, so my first run stood as my best, and was good enough for a 4th in class 3A and an honorable mention. The 3rd run group ran their first laps in similar rain conditions, then the rain subsided, and times improved as the track dried. By the time the morning session concluded, the track was substantially dry, promising nice track conditions for the afternoon groups. The net result of the rain was that the first session drivers in all the morning classes were given a huge advantage over their counterparts who had to race in the dicey conditions.

Following the Autocross, it was a short jaunt over to the Michelin High-Speed Slalom to try out the new 530 series with steptronic transmission. The Michelin event was nicely

continued next page

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11/04



Continued from page 17



How funny they are

set up, and after a short wait I was in the driver seat beside Brian, a pro driver who gave tips on maneuvering through the course. It was now about 11:30, and on the nearly dry course I posted 3rd fastest time that morning. After a trip to procure a new gas cap at the local BMW dealer and lunch, we returned to try out the 6 speed 530. After a feeble try to disable the traction control system, I attempted my laps. I was unable to fully disable the Dynamic Stability Control, which seemed to reactivate the traction control system, limiting power output as I tried unsuccessfully to accelerate out of the corners. Nonetheless, the experience was enjoyable and the car handled exquisitely through the final high-speed slalom section of the course.

On Tuesday, it was time to tackle the Number Cruncher's Fun Rally. Being an engineer, and rather of a math geek, I thought this would be easy, the directions promising to take about 3 hours. So, after thoroughly reading all the instructions, we were off with Maria driving as I attempted to navigate. We were actually doing pretty well until I missed instruction #16 which led us on a wild goose chase. After only 6 hours, we were able to complete the 3rd leg of the trip in time to return to the hotel for the Motorsport Reception.

On Wednesday, after a leisurely breakfast, we arrived at the Gymkhana, where we signed in and surveyed the situation. Maria, dressed in her sundress and "Cha-Cha" shoes, was asking all the important questions to understand the requirements of the various stations: "What's a fan belt?" "Which way do I turn the lug bolts?" and the all important "What is an oil filter?" On the first run, Maria finished with a time of about 1:32. I was to drive next, and we were pleased with our final time of about 1:16.3, which turned out to be good for third place.


Following the Gymkhana, we again went on the Fun Rally, which we decided to start over. Amazingly, we were able to complete our second run through in about 4 hours, and now had what we thought were all the answers, and a relatively accurate mileage figure.

Wednesday evening found us going to the "Sunset Reception" at the Oasis made famous by Jimmy Buffett. The buffet at the Oasis was fabulous, offering an assortment of fresh fruits, berries, cheeses, appetizer meats, dips & crackers, and highlighted by fresh carved prime rib and rolls. Unfortunately, the clouds obscured the sunset and Lake Travis, and the moisture forced the event into multiple rooms inside, so the autocross awards ceremony was postponed until the Friday Awards Banquet. The Reception was an excellent opportunity to socialize with fellow enthusiasts.

On Thursday, we again arose early to get to the hotel for the start of the Hill Country Touring Rally, but the rain and ensuing traffic jam intervened, making us 1/2 hour late for the start of the event, which had apparently been moved to an alternate location. After a short search of the premises, we were unable to locate anyone to help, so adopted "plan B", which included Number Crunching for the "Fun Rally". I have not yet seen the correct answers to the rally, so really don't know where we went wrong, but I do know that our entry was not in the top 3! We hope to do better next year, and complete the (3-hour?) quest in less than this year's total of 14 hours. The Fun Rally, I concluded is most fun for the sadistic son of a gun who dreamt it up!

Having completed the day's planned events; it was time to return to the Ranch for a final cleaning in preparation for the Friday Concours Event. With rains again threatening, it was off to the car wash to hose down the engine bay to remove the 10 days of road grime that had accumulated there. Then back to finish cleaning the exterior and give the interior another thorough vacuuming. One additional challenge arose as darkness fell, making it difficult to find all the dirt. After 4 hours, it was time to throw in the towel, and save the rest for morning.

The gods were good to us on Friday, as we made our 50-mile trip on dry roads. Since the Z3 class was to be staged last, we had to perform our last-minute cleaning in the parking/driveway area. As I frantically polished wheels and other surfaces, Maria attacked the windows and touched up



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3/04



the interior. When we were finally placed, we had about 10 minutes before we heard the most merciful words of the day: "rags down". We were given a bit of a scare by the concours judges when they informed us that they would not be judging "Zelda" in the Super Clean class due to the small number of Z3s and a shortage of trophies. I lodged an informal protest with the judges, citing the time I had spent preparing the under-hood and trunk areas for the event. Shortly after, I was informed that they had reconsidered, and would judge the car as Super Clean after all. The overall interior score was only 47 of 75, despite the nearly spotless vents. The exterior scored a miserable 39 of 75. You must understand that "Zelda" is a daily driver, and I do not drive her in snow. Since Colorado's roads are covered with gravel a good part of the year, "Zelda" has many paint chips. I guess I need a new paint job! Despite the low scores, I still managed to earn a first place trophy. Concours is not for the meek!

Finally, it was Friday night and the Awards Banquet. Since the seats at both the Rocky Mountain Chapter's table and the Houston Chapter's table were spoken for, we drifted to another table near front center where we found ourselves in the distinguished company of "Joe Bimmer" and an assortment of other long time Bimmer enthusiasts and Roundel staff members. Maria and I were the first to sit down when they conducted the roll call since everyone else at the table



Alan tells Barry how it really is

had been to at least 16 Oktoberfest events. At the Banquet, we were really hoping to win a new BMW. We had to settle for an honorable mention in Autocross, third place in the Gymkhana (I think Cha-Cha shoes should be mandatory for all teams next year, especially since we'll be in California), and FIRST in class in the Concours. (OK, I admit there was actually only one car in the Super Clean Z3 class, but who cares?)

Overall we had a great time, and we decided to relax for a week after I cleaned off the bugs from the trip home. We really appreciate the hard work of the volunteers who make Oktoberfest possible, even though things may not seem to go smoothly. We definitely intend to make the trek to Pasadena for our third O'fest in '04!

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by Doug Bartlett

Oktoberfest in Austin

Oktoberfest in Austin Texas provided me with an (admittedly poor) excuse to abandon my work and home responsibilities for a week of fun with my 1999 328i. When I first registered to attend O'fest, I wasn't sure if I would have any Colorado company in Austin. That proved not be a problem, as Mike Beyer organized a small caravan of Rocky Mountain Chapter members to travel together. Our caravan consisted of 6 cars carrying Mark & Darlene Doran, Jim & Leslie Jenkins, Mike Beyer, and his sons Cole Beyer and Adam Moore, Alan Warner, Janet Kiyota, Steve Williams, and me. We were joined in Austin by Barry Norman, Maria Isabel and Fred Iacino. Steve, formerly chief instructor for our driving schools, became my companion and co-driver for most of the week.

Our caravan left Denver early on Friday afternoon October 3rd. The goal was to arrive in Austin on Saturday afternoon, so that we could watch the club races at Texas World Speedway on Sunday. Mark and Darlene prepared excellent maps for each car and brought an extra Valentine-1 to keep us safe during our "swift" drive south. With the Doran's in front and Steve and me in the rear, we headed for Childress Texas via US 287 out of Limon. We finished the drive to Austin on Saturday afternoon as planned. Texas really is a BIG state!

Besides the fun of watching all sorts of BMWs race, the club races provided opportunities to talk to some of the local track junkies about Texas World Speedway and driving the proper line. This proved very helpful for those of us who signed up for the driving school later in the week. Like the rest of Texas, TWS is huge! Compared to our nice, compact Second Creek Raceway, TWS is long (2.9 miles), fast (3rd & 4th gear) and has a lot of room to maneuver. I found it harder to navigate this track because it's so wide. The front straight of the road course is shared with the high speed 15 degree banked-oval course. It was possible to reach 110+mph on the front straight. Try that at Second Creek!

The Autocross competition didn't go so well for our Colorado contingent. Intermittent rain on both Monday and Tuesday, proved to be the downfall for many of us. Those drivers lucky enough to run on a dry track were rewarded with 4-5 second faster times. I still had fun; however I'll appreciate our dry sunny Colorado autocross days more from now on. Michelin sponsored a High Speed Slalom event at Dell Diamond, along side the autocross course. For this event, everyone drove the same cars, a pair of brand new 2004 BMW 5 series. One was equipped with an automatic and the other with a manual transmission. The objective here was to drive a short autocross course in the fastest possible time. Many of our Colorado contingents really enjoyed this opportunity to push the limits using somebody else's BMW and tires ☺. We drove hard, but treated the equipment like it was our own. I even managed to take third place among either the Monday morning automatic tranny group or the Monday afternoon manual group — I never found out which run resulted in my trophy.

Steve Williams and I made plans to participate in the Thursday morning fun time/speed/distance (TSD) rally. I woke up early that morning to Steve asking me, "Doug, what time did you say we start the rally?" I replied, "I don't remember the exact time, but around 10:30." Steve firmly replied, "No, we start at 8:36. Get up — NOW!" This would be my first road rally since high school, so our objective was simply to not get lost and finish the rally. It was a beautiful drive through the Austin hills, in which we did meet those simple objectives. We have no idea how well (or poorly) we finished — it really didn't matter to me. However, next time, I plan to get up in time to do a proper odometer calibration run and calculate all of our mileage and time reference points BEFORE the rally.

Friday consisted of the Concours. While I like my car clean, I'm not a concours participant. So, I just enjoyed looking at everyone else's handy work. I don't have the



O'fest Welcome at Aussie's:
Leslie, Jim, Mike, Cole, Alan, Janet, Darlene, Doug and Adam



patience to go to that extreme in cleaning my car. Besides, it was raining again in Austin — why get the car all clean just so the road grime splashes up on it? Friday evening was the grand banquet where most of the trophies were awarded.



What am I supposed to do?

We chose to make a very long single day return trip on Saturday, again with the Doran's in the lead and me at the rear. It was another successful trip: no breakdowns and no tickets. I collected an amazing array of bugs on the nose of my 328i — see I knew there was no point entering the concours! We all said our good-byes at I-70 and Airport Boulevard Saturday night at approximately 8:30 PM. It was a wonderful trip, with lots of time for driving our Bimmers, as well as socializing with old and new found friends. Now it's time to start dreaming about a trip to Pasadena, California for the 2004 Oktoberfest...



See, I didn't hit the cone!



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Just after arriving in Austin



Texas World Speedway is so big, just like the state



Club Racing is so cool, and so are we

BMW Club Race

Rocky Mountain Chapter attendees were:
Mark Doran, Steve Williams, Mike Beyer, Cole Beyer,
Adam Moore, Alan Warner, Janet Kiyota and Doug Bartlett.



Cole says, "I'm ready to go"

Driving School Participants

Alan Warner, Jim Jenkins and Doug Bartlett



So close, but yet so far

Autocross

Mike Beyer – Honorable Mention
Barry Norman – Honorable Mention
Participants – Adam Moore, Cole Beyer and Doug Bartlett



Alan's BoMWonda



Doug rests his 1999 328i after a fast trek around TWS



BMW Dixi driven all the way from Georgia



This was the view from our room



Leslie here is your registration package — have fun

Car Control Clinic Participants

Alan Warner and Janet Kiyota

Michelin High Speed Slalom

Alan Warner - **Fastest Time of Day**
(Monday & Tuesday)

Adam Moore - 2nd Place (automatic)

Cole Beyer - 3rd Place (automatic)

Doug Bartlett - 3rd Place (manual)

Barry Norman - 4th Place (automatic)

Participated but did not place

Mike Beyer, Darlene Doran, Jim Jenkins,

Leslie Jenkins & Janet Kiyota



Left: Janet & Alan as they cross the finish line in the Gymkhana

Right: Darlene shows how to do the High Speed Slalom in the new 5 series



Gymkhana

Barry Norman/Maria Isabel 3rd Place in Class 3A

Fred Iacino/Michael Mitchell (in an Expedition) 4th Place in Class 4A

Alan Warner/Janet Kiyota (in a BoMWonda) 2nd Place in Class 4A

Doug Bartlett/Steve Williams 7th Place Class B

Jim/Leslie Jenkins Participated no placement



Pretty chipper at 1:30 AM — just after the enduro carting: Alan, Doug, Adam, Darlene, Mike and Fred



Leslie is observed by Michael Mitchell as she puts the belt on the pulley during the Gymkhana

Enduro Go Karts

Fred Iacino's team placed 7th

Adam Moore's team placed 9th

Doug Bartlett and Alan Warner's team 11th

Darlene Doran's team placed 13th

Mike Beyer and Mark Doran's team placed 14th



Adam & Darlene stand by the 3.0 at the O'fest Concours

Concours

Barry Norman - 1st in Super Clean Z Series Class
Mark/Darlene Doran and Mike Beyer - Display Class



As the judges get ready to judge

Photo Contest

Alan Warner – 3rd Place “BMW’s in Motion”
 Leslie Jenkins – 2nd Place “BMW’s at O’fest 2003”
 Doug Bartlett participated



Thanks Larry

Rallies

Barry Norman/Maria Isabel
 Doug Bartlett/Steve Williams



Leslie’s photo takes 2nd place at O’fest



I’m not going to say it again



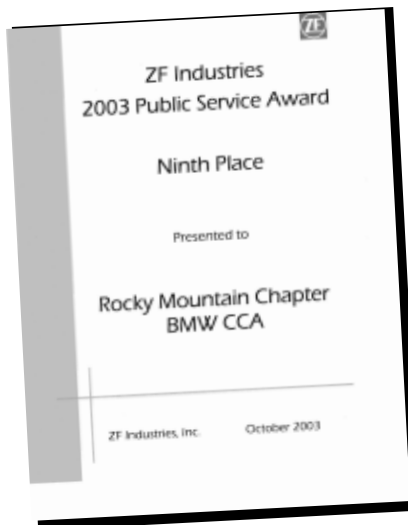
O’fest Welcome – Doug, Darlene, Cole, Adam, Alan, Leslie, Jim & Janet



Right: Limes are soooooo good ☺



Fred converses with Steve



Alan Warner receiving on behalf of the Rocky Mountain Chapter our ZF Award and \$300 check.





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Driving School Thanks



Group A students on the grid

Great Driving School ... Thanks!!!

Just wanted to take a moment and thank all of those people that made today's driving school a tremendous success. There's a lot of folks we see, and a lot we don't that make this happen. Especially the corner workers and those other workers that spent a very cold morning standing outside to make sure we kept the shiny side on top. A great day by a great bunch of folks ... a huge thanks goes out to all of you!
Cheers Geoff Patterson

You are right! What a great driving school! Thanks to everyone involved. **Brant Clark**

Just wanted to add my thanks to all the driving instructors (and to my instructors—Stephen Lee, Brian Bowden, Pete Myers, and Steve Hamilton), school organizers, corner workers and everyone else that contributed to a great driving



A & B students in class



C & D students in class

school yesterday in Pueblo! Special thanks also to *Ralph Schomp BMW* for sponsoring and for *Bimmer Haus* for all their support (tech inspections, trackside service, etc.)!

Chris Wand

What a fabulous day at Pueblo Motor Sports Park on Saturday! Although it was a little on the cool side, it was a great time - I love that track! Pueblo has lots of different turns, plus elevation changes. I'm still driving it in my head, especially 5, 6a, 6b, 7... Woo-hoo!!

Thanks to everyone who contributed to making it possible: Leslie Jenkins for registration, Cliff Lawson and all of the instructors he rounded up, Gary Mayer, Andrew Jordan, corner workers, grid workers, Jim Little who instructed in the classroom, etc. Special thanks go to my instructors for the day: Jim Little in the classroom, Gordon Haines, Alain van der Heide, Mark Irvin and Fred Callender. **Doug Bartlett**

Thanks to all who worked hard to make this a success — I had great time. **Jim Hudson, Albuquerque, NM**



Frank Delmonte is ready to grid

I want to add my thank you to everyone involved in the driving school. This club has terrific people who seem to do anything necessary to make events run smoothly and they seem to not even know that they have gone above and beyond. For example I said thank you to Darlene Doran and her reply was, "For what!" Darlene and the others do so much and don't even realize how much they all do. We have an incredible group of people who do an incredible job.

Special thanks to my instructors: Jim Little, Lee Anne Jordan, Mark Doran, Alain van der Heide, Gordon Haines and that awesome triple E ticket ride in Jim Leithauser's Z4. WOW!! Jim and Leslie Jenkins, Mark and Darlene Doran and Dee Raisl checking in cars at 6:30 AM in the cold, in the dark, in front of a locked gate. Impossible to mention everyone, it was a terrific day. **Steve Farley**

For all who made the driving school possible, I want to say thanks, not only was it a blast, but I learned a lot as well. **Paul Dorman**

Driving School Thanks



Oh — Am I up?



Andrew tells us like it is.



So, do you think Brian can teach Gary anything?



It is possible to teach Geoff Patterson, says Pete Myers.



Chief Honcho Cliff tells Jim Bartlett what he has done wrong or right.

Thanks for everything—it was a great day Saturday!
Robert Brooks

Amen to that. I think about the logistics of putting on an event like that, and my head starts to hurt. Listening to Leslie Jenkins at dinner Friday night gave me only a small idea of how much work is involved.

And while it got cold in the cars at 100 mph, I can only imagine what it was like for the corner workers – and the start/finish workers Dee Raisl and Dave Stackhouse hanging out there in the wind. Thanks to everyone!

Thanks also to all of the students. The way you guys worked on your technique while keeping the pucker factor down made for a great day. I've been walking around grinning like an idiot since I got home. **Alain van der Heide**



Michael Richmond – Most Improved Driver Award
Marcie O'Brien – Safety Courtesy Award
Mike O'Connor – Car of the Day Award



Group D on the grid

Did my 1st Driving School event on Saturday in Pueblo and all I can say is WOW! It was a great experience and I would like to thank everyone that made this awesome event possible. From the instructors to the corner workers, and everyone else that helps tie it all together. A special thanks to Brian Bowden, Dennis Nappier, and Steve Hamilton for showing me the correct way to drive around the course. It was the greatest time I ever had driving a car. Riding with the instructor in their cars was insane. I can't wait for the next driving school. Thanks again everyone. **Nguyen T Ho**

continued next page

Driving School Thanks



Greg has all the answers.



Christian's first driving school and she is having a blast!



Wild Bill instructs his student without looking at him.



Aren't we the studs!?

Nguyen – Your driving skills were superb for a 1st time Diving School student. A great line and smooth, in a great car (95 M3)! Thanks for being a good listener; you make it easy for the instructor. Keep working on the downshifts everyday, and we will see you next time. **Dennis Nappier**

I just wanted to add my kudos to the instructors and organizers of the Driving School last weekend. I've been to driving schools hosted by other clubs. The event last weekend was, by far, the best I've been to. Organization was great, the people first rate and the instructors were knowledgeable and

encouraging. Also, it was very nice to get out on a track other than 2nd Creek.

I'm already looking forward to the next Driving School — see you all then! Thanks again, **Mark Bradley** (Indi blue/white MINI Cooper S)

As all the previous posts have touched on, thanks to everyone (and I mean everyone, especially the volunteers and the other driver's included) for a great driving school in Pueblo. The most fun I've ever had in my car for sure! Huge thanks to Mark Irvin and Lee Anne Jordan for the words of wisdom and inspiration. **Mike Richmond**

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@yahogroups.com

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



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.

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.

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Autocross Thanks

Bob Dixon wrote:

Subject: Thanks for an awesome event

I just wanted to thank you for putting on a fantastic autocross this past weekend. It was my first autocross and I had an unforgettable experience. The event was very well organized, safe, and a load of fun.

I certainly made my goals:

1. Have fun.
2. Don't get lost on the course.
3. Learn something.
4. Have fun.

Everyone was so helpful. What a great group of people. I've never seen so many M3s in one place.

My times were less than stellar, but I did manage to take off a second or so with each run. I also learned a great deal about my abilities and areas where I can use a lot of improvement.

I'm still seeing cones. ☺

Thanks again,
Bob Dixon (97 Dinan M3, #354)

P.S. Now all I need to do is get some R compound tires without my wife finding out.

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3/04

Bimmer Haus Performance Autocross Series

#6- 2003 - 10-19-03

Total Entries: 76

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
9	Mark Irvin*	1990 M3	63.621	-	-
68	Alain van der Heide*	1995 M3	63.937	-0.316	-0.316
95	Jeff Sherrard	1998 M3	64.329	-0.392	-0.708
354	Bob Dixon	1997 M3	71.405	-7.076	-7.784
91	Jessica Irvin	1995 318ti	76.910	-5.505	-13.289
19	Darlene Irvin	1990 M3	DNS	-76.910	-63.621

CLASS: 'BR' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1 st
34	Doug Gordon*	1991 M3	62.527	-	-
33	Doug Grande*	1995 M3	64.623	-2.096	-2.096
53	Cliff Lawson	2001 M3	70.030	-5.407	-7.503
108	Richard Boone	2002 Cooper S	DNS	-70.030	-62.527



Doug Bartlett takes his duties seriously



Cliff Lawson ready to go on course



Gary Odehnal's 1998 M3

CLASS: 'BS' TOTAL ENTRIES: 9

Car #	Driver	Car Model	Time	Difference	from 1 st
59	R. Kelly Petersen*	2002 Mini Cooper	63.543	-	-
199	Brad Mott *	2003 Cooper S	64.729	-1.186	-1.186
40	Gary Odehnal*	1998 M3	65.568	-0.839	-2.025
41	Dawn Putaturo	1999 M Roadster	66.458	-0.890	-2.915
318	Nguyen Tu Ho	1995 M3	67.495	-1.037	-3.952
66	Randy Stout	1995 M3	67.540	-0.045	-3.997
92	Jade Dillon	2003 Cooper S	69.433	-1.893	-5.890
155	Pedro Aceves	1993 325is	71.076	-1.643	-7.533
341	Don Pagano	1999 M Roadster	71.082	-0.006	-7.539

CLASS: 'CR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
157	Grant Barclay *	2003 Cooper S	63.187	-	-

CLASS: 'CS' TOTAL ENTRIES: 14

Car #	Driver	Car Model	Time	Difference	from 1 st
183	Ben Wilson*	1990 M3	64.168	-	-
275	Lawrence Edwards*	2003 330i PP	65.825	-1.657	-1.657
73	Mike Beyer*	1991 M3	65.885	-0.060	-1.717
43	Brian Bowden*	1989 M3	66.056	-0.171	-1.888
135	Ken Veal*	2003 Mini Cooper	66.696	-0.640	-2.528
175	Carol Barclay	2003 Cooper S	67.089	-0.393	-2.921
328	Chuck Quinton	1998 328is	67.773	-0.684	-3.605
257	Ann Edwards	2003 330i PP	70.064	-2.291	-5.896
152	David Cornell	1988 M3	70.689	-0.625	-6.521
52	Mark Glodava	1987 M3	71.240	-0.551	-7.072
326	Tyson Russell	1995 M3	71.311	-0.071	-7.143
288	Ken Sabey	1995 M3	74.571	-3.260	-10.403
182	Blake Caldwell	1995 M3	DNS	-74.571	-64.168
329	Darrell Finneman	1998 Z3	DNS	0.000	-64.168



Dan Goodman in Mr. Lamkin's M Roadster

CLASS: 'DR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1 st
35	Bob Sutterfield*	1987 325is	64.715	-	-

CLASS: 'DS' TOTAL ENTRIES: 10

Car #	Driver	Car Model	Time	Difference	from 1 st
84	Zach Schroeder*	1990 325i	66.830	-	-
30	Tom Cowden*	1986 535i	67.897	-1.067	-1.067
36	Steve Hamilton*	1988 325xi	68.347	-0.450	-1.517
168	Mike O'Connor*	1988 M5	69.031	-0.684	-2.201
314	Eric Brown	1994 325is	69.170	-0.139	-2.340
6	Adam Moore	1987 325is	69.432	-0.262	-2.602
150	Matt Puccio	2001 330 ci	70.319	-0.887	-3.489
75	Tom Chaney	1994 325i	70.835	-0.516	-4.005
315	Frank Delmonte	2002 540i	72.377	-1.542	-5.547
50	Scott Simms	2003 Cooper	72.921	-0.544	-6.091



Frank Delmonte on course in his 2002 540i



We've hooked Frank Delmonte on driving events, sorry Beth ☺



Brian Bowden struts his stuff



Eric Mees after spinning out



Alain van der Heide gives us thumbs up



Adam's ready to go



Alex April in his new 3 series - you will be missed - love your other mom

CLASS: 'ER' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1 st
11	Andy Peavy*	1991 535i	63.099	-	-
193	Rick Black*	1995 318ti	63.640	-0.541	-0.541
15	Eric Mees	1993 325i	63.646	-0.006	-0.547
334	Ben Boldt	1975 2002	69.285	-5.639	-6.186

CLASS: 'ES' TOTAL ENTRIES: 9

Car #	Driver	Car Model	Time	Difference	from 1 st
56	Doug Bartlett*	1999 328i	66.246	-	-
159	Larry Grocki*	2001 330ci	66.739	-0.493	-0.493
129	Mike Critchley*	1997 328i	68.832	-2.093	-2.586
72	Gary Allen	1972 2002	69.110	-0.278	-2.864
103	Lucas Howard	1992 325i	69.568	-0.458	-3.322
307	Brad Kettler	1995 325i	70.546	-0.978	-4.300
46	Bob Trost	1978 320i	72.456	-1.910	-6.210
116	Diane Critchley	1997 328i	73.031	-0.575	-6.785
325	Tracey Pierce	2000 Z3	75.214	-2.183	-8.968

CLASS: 'FS' TOTAL ENTRIES: 8

Car #	Driver	Car Model	Time	Difference	from 1 st
4	Chris Putaturo*	2000 323Ti	68.050	-	-
332	Steven Ellstrom*	1999 323i	68.094	-0.044	-0.044
303	David West*	1972 2002	68.238	-0.144	-0.188
177	Brad Husman	1986 325e	70.694	-2.456	-2.644
145	Alex April	1987 325e	72.343	-1.649	-4.293
235	Tim Chunn	1988 635 CSi	75.190	-2.847	-7.140
312	Bruce Farrell	2002 325 xit	76.381	-1.191	-8.331
225	Jim Bartlett	1997 740iL	77.454	-1.073	-9.404

CLASS: 'X' TOTAL ENTRIES: 3

Car #	Driver	Car Model	Time	Difference	from 1 st
98	Bob Tunnell*	1995 M3	48.880	-	-
26	Bill Lamkin	2000 M Roadster	50.958	-2.078	-2.078
198	Patty Tunnell	1995 M3	DNS	-50.958	-48.880



Dawn Putaturo in her 1999 M Roadster



Doug Gordon's 4 cylinder M3



You gotta love them autocrosses, says Adam



Bob Sutterfield tries to show Alex how it should be done

CLASS: 'O' TOTAL ENTRIES: 10

Car #	Driver	Car Model	Time	Difference	from 1 st
271	Lyle Smith*	2001 VW Passat	53.548	-	-
350	Robert Thompson*	2002 350Z	53.962	-0.414	-0.414
331	Kirk Wanner*	350Z	53.342	-0.380	-0.794
310	Steven Hollingsworth*	2003 350Z	54.468	-0.126	-0.920
42	Candy Wall	1999 911	55.735	-1.267	-2.187
297	Nick Traggis	2002 S4 Avant	55.736	-0.001	-2.188
301	Bill Nelson	2002 Mustang	56.723	-0.987	-3.175
313	Christina Huseman	1987 GTI	60.373	-3.650	-6.825
251	Ellen McElroy	1996 200Sx SE-R	60.482	-0.109	-6.934
330	Eric Meyers	2002 Protégé	60.576	0.094	-7.028

CLASS: 'S' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1 st
295	Dan Goodman*	1968 Volvo 142s	51.382	-	-
283	Brandon Campanella	2003 Mustang Cobra	52.013	-0.631	-0.631



Michael Beyer shows us how to autocross

2003 RMC BMW Bimmer Haus Performance Autocross Series Final Championship Points



Event #	Event Name
1	2003 Bimmer Haus Autocross Series Event #1 - 6/1/03
2	2003 Bimmer Haus Autocross Series Event #2 - 6/28/03
3	2003 Bimmer Haus Autocross Series Event #3 - 7/20/03
4	2003 Bimmer Haus Autocross Series Event #4 - 8/24/03
5	2003 Bimmer Haus Autocross Series Event #5 - 9/27/03
6	2003 Bimmer Haus Autocross Series Event #6 - 10-19/03

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

Class: 'AS'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	TotalW/Drops		
1	144	Michael Feldpusch	1995 M3	7	10	10	10	8	-	45	38
2	95	Jeff Sherrard	1998 M3	10	8	7	-	10	7	42	35
3	9	Mark Irvin	1990 M3	8	7	8	8	6	10	47	34
4	68	Alain Van Der Heide	1995 M3	-	6	6	7	5	8	32	27
5	7	Stephan Kohn	2000 M Rstr	6	5	-	5	4	-	20	20
6	19	Darlene Irvin	1990 M3	4	4	4	-	2	-	14	14

Doug Grande finally gets his 1995 M3 back



Class: 'BR'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	TotalW/Drops		
1	34	Doug Gordon	1991 M3	7	10	10	10	7	10	54	40
2	25	Doug Young	1995 M3	8	7	8	8	8	-	39	32
3	53	Cliff Lawson	2001 M3	10	8	7	7	6	7	45	32
4	33	Doug Grande	1995 M3	6	6	6	5	-	8	31	26



Mark Irvin — grrrr — do I have to?

Class: 'BS'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	TotalW/Drops		
1	93	Randy Webb	2002 Cooper S	10	10	10	10	10	-	50	50
2	4	Chris Putaturo	1999 M Rstr	6	8	7	8	10	-	39	33
3	59	R. Kelly Petersen	2002 Cooper S	4	-	3	7	8	10	32	29
4	199	Brad Mott	2003 Cooper S	3	7	5	4	7	8	34	27
5	40	Gary Odehnal	1998 M3	7	-	6	1	5	7	26	25
6	41	Dawn Putaturo	1999 M Rstr	5	5	4	1	6	6	27	22
7	66	Randy Stout	1995 M3	1	-	1	-	4	4	10	10
8	92	Jade Dillon	2003 M3	-	2	1	1	1	3	8	7
9	108	Richard Boone	2002 Cooper S	1	-	1	0	0	-	2	2



Bill Lamkin shows his stuff



Kelly Petersen waves just before going on course

Daddy "I want one"



Jerry Stander's

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9/04



Bob Dixon's 1997 M3

Class: 'CR'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	
Drops											
1	130	Mark Rupprecht	1989 325is	-	8	10	10	10	-	38	38

Class: 'CS'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	
Drops											
1	49	Tad Haas	2003 Cooper S	10	10	10	8	8	-	46	38
2	67	Tod Courtney	1998 M3	-	7	8	10	10	-	35	35
3	24	Arnie Coleman	2003 Z4 CSL	8	6	6	7	7	-	34	28
4	146	Mark Bradley	2003 Cooper S	-	8	7	3	6	-	24	24
5	73	Mike Beyer	1991 M3	7	4	3	4	-	7	25	22
6	111	Ken Hammack	2002 Z3	4	5	4	5	-	-	18	18
7	135	Ken Veal	2003 Cooper S	2	1	1	2	5	5	16	14
8	152	David Cornell	1988 M3	-	1	1	-	3	1	6	6

Class: 'DR'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	13	Barry Norman	1997 Z3 -2.8	10	10	10	10	-	50	40	
2	35	Bob Sutterfield	1987 325is	7	-	-	8	8	10	33	33
3	134	Joe Gilmore	1984 533i	8	7	0	-	0	-	15	15

Class: 'DS'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	84	Zach Schroeder	1990 325i	8	10	6	10	8	10	52	38
2	160	Kyle Popejoy	2002 330Ci	10	8	8	8	-	-	34	34
3	36	Steve Hamilton	1988 325ix	-	3	7	2	7	7	26	24
4	6	Adam Moore	1987 325is	4	4	4	4	3	4	23	16
5	2	Phil Couch	1970 2002	5	2	3	5	-	-	15	15
6	50	Scott Simms	2003 Cooper	-	-	1	1	6	1	9	9
7	150	Matt Puccio	2001 330ci	3	-	2	3	1	3	9	9
8	75	Tom Chaney	1994 325i	1	-	1	-	1	2	5	5
9	139	Tony Vigil	2002 Cooper	2	1	1	1	-	-	5	5

Class: 'ER'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	11	Andy Peavy	1991 535i	-	8	8	10	10	10	46	38
2	15	Eric Mees	1993 325i	10	10	10	-	6	7	43	37
3	193	Rick Black	1995 318ti	-	-	7	8	7	8	30	30



Our infamous Cliff Lawson shows how it's to be done



Michael — gee do I have to do this?



Nguyen Ho enjoys autocrossing



Lucas Howard gives thumbs up

Class: 'ES'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	56	Doug Bartlett	1999 328i	7	10	10	10	10	10	57	40
2	94	Kent Davenport	1994 325i	10	8	8	8	-	-	34	34
3	159	Larry Grocki	2001 330Ci	8	7	6	6	6	8	41	29
4	103	Lucas Howard	1992 325i	6	-	7	7	-	5	25	25
5	97	Lee Michael	1993 325is	5	6	-	5	8	-	24	24
6	72	Gary Allen	1972 2002	1	-	5	3	5	6	20	19
7	46	Bob Trost	1978 320i	1	2	4	-	2	3	12	11
8	116	Diane Critchley	1997 328i	-	1	3	1	3	2	10	9

Class: 'FS'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	163	Paul Dorman	2002 325i	10	10	8	8	8	-	44	36
2	83	Parris Subrizi	2000 323iT	-	-	10	10	10	-	31	31

Class: 'X'

Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/	Drops
1	98	Bob Tunnell	1995 M3	7	-	-	10	10	10	37	37
2	26	Bill Lamkin	2000 M Rstr	8	10	10	8	5	8	49	36

continued next page

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4/04

2003 RMC BMW Bimmer Haus Performance Autocross Series Final Championship Points



Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	TotalW/Drops		
1	229	David Jobusch	2000 Celica GTS	10	10	8	-	8	-	44	36
2	254	Brandon Keller	1993 Prelude	-	8	10	3	5	-	26	26
3	271	Lyle Smith	2001 Passat	6	3	6	1	2	10	28	25



Car#	Driver	Car Model	#1	#2	#3	#4	#5	#6	TotalW/Drops		
1	246	Lawrence Edwards	2001 S2000	10	10	-	10	10	-	40	40
2	295	Dan Goodman	1968 Volvo 142	7	8	10	-	7	10	42	35
3	208	Tom Pora	1996 Corvette	-	7	7	8	6	-	28	28
4	255	Jake Latham	1997 Corvette	8	6	-	6	8	-	28	28
5	274	Kristen Brooks	1984 944	-	-	4	-	5	8	23	23

Pedro Aceves having a blast



Scott – I mean Steve – is ready for the course, but Lisa – I mean Cathy – is not here to watch.



Ken Sabey's 1995 M3



"God Bless You"



The other Mark & Darlene with one extra



Zach Schroeder —
"Don't bother me,
I'm cool."



Grant Barklay's 2003 Cooper

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10/04

Our Overseas Correspondent

Monday, 3 November 2003

Hi Fellow Bimmerheads,

I just wanted to drop you all a line on my adventures here in Iraq. I am living and working in a bombed-out Iraqi Ammunition Supply Point (ASP) called AZ-Zubayer, located in the southern part of Iraq, near the city of Basrah. This sector of Iraq is controlled by the British Army and they are providing our security at the moment. All has been very quite for us, but two of my colleagues were killed yesterday near Baghdad. They were traveling in a convoy when an IED (Improvised Explosive Device) was detonated as their vehicle drove by. I knew one of them personally. It is a stark reminder of the dangers we face. They will be missed!



Phil stands beside a Sea Mine

Living conditions are about what I expected. We are living in Bedouin tents and sleeping on G.I. cots. We eat three meals a day, consisting of military rations called MRE's (Meals Ready to eat). They are really not that bad, but after a month,



Phil Couch with land mines.

I could use a hot home cooked meal. We have a shower trailer to bathe in and port-a-johns at our disposal. Our health is an issue, as diarrhea is running rampant as our digestive systems become adjusted to our environment. Our biggest problem is the flies. I have never seen so many flies in my entire life; they are everywhere and into everything. I think this is what's causing so many of us to be ill. And I thought the flies in Saudi Arabia were bad. One thing I did not expect was the satellite internet service the company has provided. It's been our link to the outside world. If any wants to drop me a note you can contact me at couchfam@hotmail.com.

We haven't blown up any munitions, yet. We're still awaiting our demolitions explosives, which we should receive any day now, Insha-la (Arabic for "God Willing"). This is a common phrase used by Arabs, which kind of means, "maybe". We have mostly been cleaning up ammunition storage bunkers that were not blown up during the war. Some of these bunkers will house our demolitions explosives when we get them. Once we receive the explosives, the fun will begin! There aren't a lot of munitions in the ASP. Most of the stuff was either buried or moved into local village dwellings. Anything that was left in the ASP was looted by the locals as the military fled. They are just poor people trying to scrounge anything they could use in everyday life or could sell for a few Iraqi Denars. They pretty much gutted the place. They literally pulled all the electrical wiring out of the buildings, as well as all the under ground power lines for the copper. They even went as far as taking a chisel and hammer to beat off the rotating bands off the artillery shells. (Rotating bands are copper bands on projectiles that engage the rifling in gun barrels, which puts a spin on the projectile for accuracy and helps arm the fuse.)

I'm looking forward to seeing everyone on my next vacation sometime in April and I'm looking forward to some track time when I return, next October.

Everyone take care and keep the shiny side up, okay, for some people it's the shiniest side. You know who you are!

Phil Couch - 1970 2002 -1991 E30M3



Ammunition Supply Point before clean-up

Neiman Marcus Limited Edition BMW 645ci Sells Out In Six Minutes and 57 Seconds

Dial-up Frenzy as Customers Vie To Be Among The First Fifty Callers

Woodcliff Lake, NJ - October 16, 2003 ... Christmas is coming early for 50 Neiman Marcus customers who managed to place their calls into the BMW Purchase Hotline to order the new 2004 BMW 645Ci that was featured in this year's Neiman Marcus Christmas Book, as it went on sale today at 12 PM, EDT.

As the clock struck noon, the 1-866-303-BMW6 phone lines were completely lit up with buyers who wanted to be sure they were among the first in the U.S. to own the just-introduced Limited Edition 645Ci. The sports car sold out in a mere six minutes and 57 seconds.

"Our partnership with Neiman Marcus has led to a high-speed sell out of the new 645Ci," said Jim McDowell, Vice President of Marketing for BMW of North America. "Together, we have struck a chord with consumers who want luxury, elegance and extreme driving excitement in one fantasy package."

Billed as the "must-have" sports car for the person who has everything, the luxury coupe made its U.S. debut at the unveiling of the Neiman Marcus Christmas Book in Dallas on September 30th. Only 50 of these new U.S. limited-edition

models, built especially for Neiman Marcus, are being produced in the inaugural year. They feature custom Stratus Gray exterior finish and soft Crème Beige Extended leather interior. The car can accelerate from 0-60 mph in 5.7 seconds, and features a powerful 4.4-liter V-8 engine that produces 325 horsepower.

Ron Florance, who was caller number 14, was one of the lucky buyers. "I bought one of the first-generation 6 Series Coupes back in 1984 to celebrate my 50th birthday and with my wife Elaine; we took delivery of the car in Europe. I still have my 1984 633CSi and when I saw the pictures of the new 645Ci, I knew I had to buy it for an early 70th birthday." The Long Beach, California resident added, "My wife and I are very excited to be one of the lucky 50 new owners of the Neiman Marcus Edition 645Ci Coupes and we are looking forward to taking delivery of the car in Europe in hopes of retracing the trip we took in 1984."

The Limited Edition 2004 BMW 645Ci is featured on page 107 of the 2003 Neiman Marcus Christmas Book, and retails for \$75,170. The luxury coupe will be available at BMW showrooms in the first quarter of 2004.

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11/04

BMW News

BMW Z4 Roadster Receives Two Accolades Separate Studies by J.D. Power and Associates and NHTSA Both Rank the BMW Z4 Highly

Woodcliff Lake, New Jersey, October 17, 2003... The BMW Z4 scored highest in two separate studies that measure different attributes of the latest generation BMW roadster - customer appeal and crashworthiness.

Proving its 'appeal' to customers, the BMW Z4 has been ranked highest in its segment by J.D. Power and Associates in its 2003 APEAL study. Based on responses from 102,975 new-vehicle owners, the study measures owners' delight with the design, content, layout and performance of their new vehicles.

In further good news, the APEAL survey saw BMW of North America, LLC as one of the highest-ranking full-line manufacturers, second only overall to Porsche Cars North America, Inc.

The new generation BMW roadster has also been awarded five stars, the highest rating possible, for its rollover performance in the most recent tests performed by the National Highway Traffic Safety Administration (NHTSA), in October 2003. Out of a total of 21 vehicles tested, ranging from compacts to SUVs, the Z4 roadster was the only vehicle to receive the top honors in this test. The car was also awarded a four star rating in frontal tests and a three star rating in the side impact test. The BMW Z4 is the company's

first roadster to receive a 5 star rating from the NHTSA and joins the BMW X5 in this elite group.

Hennie Chung, Z4 product manager, stated: "We are delighted that the BMW Z4 roadster has been recognized by two distinct studies, J.D. Power and NHTSA. The J.D. Power APEAL award is proof that our owners appreciate the Z4's athletic, contemporary design, and its advanced, innovative engineering. We are also very pleased that the Z4 roadster has received the NHTSA's highest rating for rollover safety. The Z4 couples the best of BMW's active and passive safety benefits, with technological advancements for outstanding roadster performance."

Autocross & Driving School Photos Available

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

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9/04



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12/03

BMW News

BMW Group Sets October Sales Record With 15% Sales Increase - Year-To-Date Sales Up 9.7%

Woodcliff Lake, NJ - November 3, 2003 ... The BMW Group (BMW and MINI brands combined) has set a sales record for the month of October. With sales of 22,685 vehicles, the company is up more than 15 percent from the 19,634 sales of October 2002, itself a record. The BMW Group also recorded year-to-date sales of 226,868, an increase of 10 percent over the 206,791 vehicles reported in the first ten months of 2002.

BMW Brand

BMW reported sales of 19,594 vehicles in October-an increase of 17 percent from October 2002's sales of 16,789. All current model series showed sales increases for the month of October. BMW also reported year-to-date sales of 198,057, up 5 percent from the 188,185 of this time last year.

BMW Automobile Sales

BMW's automobile sales were up 17 percent in October with 15,683 cars reported versus 13,368 in the same month a year ago. Year-to-date, BMW automobile sales increased 8.1 percent to 166,099 compared to 153,629 for the first ten months of 2002. October was also the first full month of sales for the new BMW 5 Series Sedan.

BMW Sports Activity Vehicle Sales

BMW reported a 14 percent increase in Sports Activity Vehicle sales for the month of October. A total of 3,991 vehicles were sold compared to 3,421 in October 2002. Year-to-date SAV sales are recovering, off by 7 percent in the ten months of 2003 compared to a 10 percent deficit in the year to September. (Sales of 31,958 to October 2003 compared with 34,556 in the first ten months of 2002).

Certified Pre-owned Vehicle Sales

BMW reported year-to-date sales of 55,436 Certified Pre-owned vehicles, up 11 percent over the 50,075 reported in the first ten months of 2002. CPO vehicle sales were down 3 percent in October with 5,099 vehicles sold, versus 5,236 in the same period last year.

MINI Brand

MINI USA reported October sales of 3,091 automobiles - an increase of 9 percent from the 2,845 cars reported in that month last year. Sales of MINI automobiles for the first nine months of 2003 totaled 28,811.

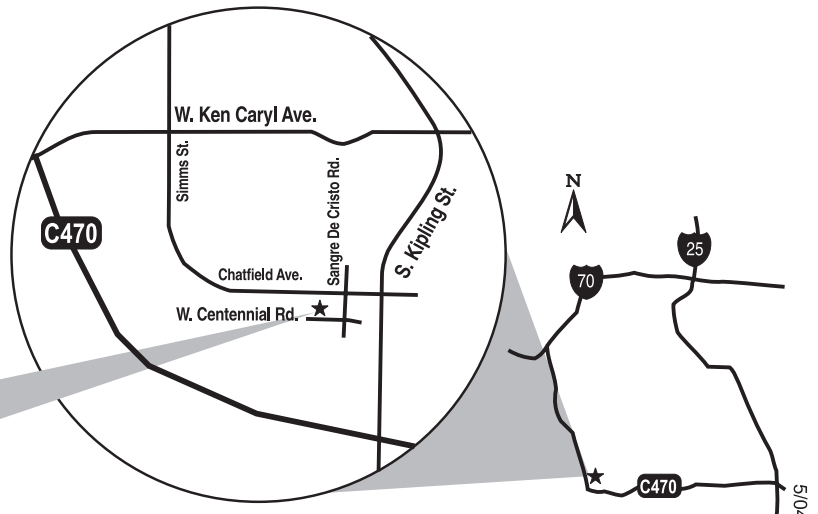
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5/04

Classifieds

CARS FOR SALE

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 M-5, Titanium/Black, M Audio, 13k miles/no weather, beautiful, \$63,500. Call William 719-528-8508 or larylippert@msn.com #284002 (2/04)

2001 BMW 750iL VIN: WBAGJ03451DD741245, 49,000 miles, Oxford Green Metallic, Sand Leather, STEPTRONIC, every option, Navigation System, Xenon Headlights, Park Distance Control, etc., excellent condition. Super clean and like new! All scheduled maintenance performed, service 1 just performed at Harloff BMW \$43,500. Call Martin 760-402-5595 or martin@bishopemail.com or www.bishopemail.com/BMW/750iL.htm or 750iL@bishopemail.com #319745 (3/04)

2001 20' enclosed trailer, fold down rear ramp door, made by TNT Striker, tire racks and equipment shelves, tandem torsion axles, pulls nicely, with 16' RV awning, Great buy at \$4950. Call Mark 303-378-5869 or see more at www.fdm.net #164238 (3/04)

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 (2/04)



2000 323i, VIN#WBAAM3347YKC68679 Titanium Silver, Black Leather, 33,000 miles, 5 spd, sport package, Harman Kardon Sound System, clear-bra on hood, walnut wood trim, non-smoker, garaged. Will include two OEM full bras (one in box), headlight protective covers, factory warranty \$23,000 obo. <http://homepage.mac.com/cc.wedding/BMW/> Call Chris 720-235-7667 or c.m.hammock@att.net #308919 (3/04)

2000 Audi A4 2.8Quattro, 5-spd., 44K miles, Metallic Santorin blue pearl, black leather interior, cold weather package, sport package 17" tires, sports suspension, steering wheel, front sport seats, xenons, all records, extra wheels/Michelin Artic Alpin snows. On snow and ice will out-perform any SUV \$17,585 obo. Call Keith 303.422.1202 or keith@battan.com #129831 (2/04)

1999 323is, Titanium silver/gray leather, 39,900 miles, 5 spd, sport package, Harman Kardon sound system, 6 stack CD changer, power sunroof, ASC, side airbags, newer tires, pristine condition \$18,750. Call Doug 970-568-3123 #193733 (12/03)

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

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



1998 BMW 540i Sport, VIN WBADE5325WBV93765, 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 rkirmse@qwest.net #311879 (12/03)

1998 M ROADSTER Imola red, 43,000 miles, excellent condition, warranty, 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, fresh oil change, new belts and K&N air filter. Beautiful car must see \$24,950 OBO. Call Juan at 303- 522-1271 or juanc_80308@yahoo.com #309378 (2/04)

1997 740iL, Autumn Green/Tan, 57,000 miles, loaded, excellent condition, second owner \$22,900. Call Bruce 720-488-7741 #320622 (2/04)

1997 540i VIN WBADE5328VBV92186 Aspen silver/gray leather, 24k miles, one owner, 6-spd, premium audio, fold down rear seats, 6-disc CD, All books and records, oil change every 3k, always garaged day and night. Never winter driven, impeccable condition \$32,000. Call Gary 303-322-7303 or cobongk@ecentral.com #75293 (3/04)

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 M3 black/gray leather 102k, sunroof, (formerly owned by Cliff Lawson). This wonderful car has been correctly and carefully upgraded to enhance its exceptional stock performance. It boasts a euro intake (HFM) and airbox, Conforti chip. Suspension Turner camber plates, double adjustable Koni's in Front and Single adjustables in the

rear, Eibach Sport springs, new Zimmerman drilled rotors with new PBR pads and SS lines, stock Motorsport wheels (all same width) tires are near new Kuhmo MXs. Extra Motorsport wheels with snows currently mounted. It has a solid local ownership history, all books, records, and service manuals. It has been my daily driver for 2+ years and I will sell only to an enthusiast owner who will use and maintain it in the way it has become accustomed \$16,900. Call Rob at 303-978-9955 or rsilling@vnus.com #281537 (3/04)

1995 318iC, Red/black, 47,000 miles, black top, winter weather package, loaded, excellent condition, 2nd owner, \$13,700. Call Bruce 720-488-7741 #320622 (2/04)

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 two tone gray 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)

1990 BMW Dinan 5, VIN#WBAHD1311LBF10478, Silver/gray 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 tfead@earthlink.net #128074 (12/03)

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

1988 735i, Silver/gray, rare 5 sp., 16" alloys, \$6,900 OBO. Call Robert 303-722-8406 #119538 (3/04)

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)

1986 635csi Red/Black interior, auto, power windows and locks, sunroof, air conditioning, runs and looks fantastic \$5900. Pictures are available. Call Cisco 719-232-3825, 719-264-8528 or ciscotwo@yahoo.com #155125 (3/04)

continued next page

Classifieds

1984 323i TC BAUR convertible VIN WBAAA310X09291911, Graphite/Black interior, 115K miles, European model, gray market import, 5-speed, new shocks and struts, new rear drums and pads; runs and looks great; needs new top and driver's seat upholstery \$8500 obo. Call Grant 303-757-2823 or gchanna@earthlink.net #24518 (2/04)

1983 533i Maroon/Black, 196K miles, 5 spd, \$2,800 OBO. Call Robert 303-722-8406 #119538 (3/04)

1982 323i Ascot gray/ grey epa papers 120,000 miles, 25,000 miles on Dinan engine rebuild, Dinan stage four suspension, power steering, close ratio gear box, short shift kit, 15" wheels new tires, religiously maintained, euro bumpers, BBS front spoiler excellent condition, factory Recaro, owned by Dinan family for 10 years \$9500 obo. Call Trais 970-846-6799 or benzing@mail.com #123969 (3/04)

1977 320, ex-IMSA GTU car, fully restored and updated where possible, dry sumped 2.5L M3 S-14 engine, close ratio 5-spod, quick change diff w/13 gear sets, 2 sets BBS wheels w/slicks and rains, as seen on p73 of Sept '02 Roundel, fiberglass hood, rear deck, doors, and large flared fenders, \$28K. Contact Rick bmw320@prodigy.net - photo at <http://f1.pg.photos.yahoo.com/bmw320@prodigy.net> #68856 (3/04)

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 tii 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 Koni 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)

1968 1602 rolling shell with drive train, has mounted fiberglass Zender fender flairs, fiberglass hood, and trunk lid, would make excellent race car project \$800 obo. Call Brent 719-576-4315 or blgroundzero@aol.com #70480 (3/04)



1967 2000CS Coupe, #1101195, silver / 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. Call Steve 303-797-0997 or ste_kur@msn.com #175393 (12/03)



E30M50 Race Car Prepared for SCCA ITE and BMW D-Modified, 2200 lb., 2.5 liter stock M50 dual cam vanos (E36 engine), BMW LTW/Euro filter housing w/ AN fittings, ATL Fuels Cell w/ blackbox, UUC Motorwerks Evo2 short shift kit, Custom Racing radiator w/ integrated oil

cooler, E36 325i Drive shaft rebuilt/balanced by Powertrain Industries, E36, stock BMW/Getrag 5-speed, Blanton 3.46ls differential w/ Z3 finned cover, BMW E36 M3 stainless headers, DynoMax 3" welded race muffler, Custom 3" exhaust, Ground Control coil-over suspension adjustable camber plates, Koni Single adjustable shocks, Stock M3 sway bars, Turner front subframe enforcements, E30 M3 brakes w/ stainless lines, CarboTech HPS pads, Painless 8 circuit Race harness Kit, Moroso Battery and Alternator Cut-off Switch, Moda R6 17" x 7.5" wheels, Hoosier R3SO3 racing tires, 6-point roll cage - welded w/ custom attaching points with extra bracing, VDO Gauges, Safe Craft 5lb 3-nozzle Halon fire system, Lexan rear glass, Corbeau race seats w/ Sabelt 5 point harnesses, Log books for BMW and SCCA \$11,500. Call Mark 303-378-5869 or see more at www.fdm.net #164238 (3/04)

TIRES & WHEELS

(4) Yokohama YK-420 255/55/16, 9/32 tread left, \$200 OBO. Call Bob 720-870-2417 #30340 (3/04)

(4) Black Panasport aluminum type wheels with polished lip 13x5.5 good condition \$200.

(4) Cosmic aluminum wheels 13x6 fair-good condition \$300. Both sets have 4x100 bolt pattern. Call Brent 719-576-4315 or blgroundzero@aol.com #70480 (3/04)

(4) Verdestein snow tires studded tires, 175/70-13 75% tread. (2) Toyo studded snow tires 185/70-13 90% tread. Good set of performance street Akurate G.T.X. tires 205/60-13 75%

tread. Also road race or autocross tires 205/60-13 at least 50% tread. (8) BFG or (4) Toyo tires \$20 each Call Brent 719-576-4315 or blgroundzero@aol.com #70480 (3/04)

(6) Full sets used 225/40/zr18 ultra high performance, three different brands good condition \$100-\$200 per set plus shipping \$175 each new. Call Trais 970-846-6799 or benzing@mail.com #123969 (3/04)

(4) TRX wheels off 1985 535i \$75; (4) Pirelli studded snows on steel wheels + wheel covers from same car, used only 2k miles - \$200; (4) alloy wheels and tires (used less than 2k miles) from 2002 Cadillac Escalade - \$600. Call Gary 303-322-7303 or cobongk@central.com #75293 (3/04)



(4) OEM BMW X5 snow tires/wheels (style 56, standard wheel on European X5s) with Michelin Pilot Alpin, almost full tread depth left, used for 5000 miles, \$850 (dealer price new \$1600). Call Stephan 719-531-9221 or Stephan.Verhoeven@USAFA.af.mil #300969 (3/04)

(4) 15" Original wheels for E32 (735i). Also Blizzack 225/60/R15. Less than 300 miles. Any and All offers considered. Call Rocky 970-476-7990 or rchristopher@christopherkendall.com #116582 (2/04)

(4) 16" Mille Miglia alloy wheels gently used on 2001 325ci. No longer have car, so must sell wheels. \$600 obo. Call Bill 720-308-3025 or wicrawford@arrow.com #47365 (2/04)

(4) Mille Miglia 1000 wheels w/ Dunlop M2 snow tires. Both have about 1,000 miles of use, tires shows very little wear, wheels are as new, fit E36 3 series. Call Dan 719 550-2131 or 303 697-9558 eves_danielm4211@netzer.net #99623 (2/04)

(4) 16" Mille Miglia 11 Wheels with Dunlop M2 snow tires (205/55 x 16) fit E-34 and E-32 cars. These wheels will clear the brake calipers on the E-34 M5 as that is the car I used them on. Sold car and no longer need wheels/tires. Tires have 3/4 tread life left and two of the wheels have minor curb rash. \$500 in CS. Call Don 719-266-8963 or donmurrell@adelphia.net #9932 (2/04)

(4) Mille Miglia Spider wheels with Nokian Hakkapeliitta Q's 205/55 R16 used for winter fit E36 M3 (maybe others as well), new last season. Moving to Texas and not needed, located in Highlands Ranch. Call Paul 281-827-6702 or pmclean@slb.com #195968 (2/04)

(4) Hakkapeliitta Hak 1's, 175/70-13, studded, and mounted on 320i turbine style alloys with new center caps. Will fit 320 and 2002. One pair used two seasons, other pair used only one season! Lots of miles left \$500.00. Call Rob 303-424-6964 or roce@rink.com #43896 (2/04)

(4) Blizzak WS-50, 205/65-15 snow tires on steel rims, low miles, off 525i (E34), \$290. Call Keith 303-252-7126 or www.rmico.com #135371 (2/04)

(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 R17 snow tires for E46, used one season, \$250 buyer pays shipping. Call Glenn 719-338-4478, or genlund@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) 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)

(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)

Classifieds

Wilkommen

(4) Bridgestone 225/45R17 winter Radial WT-05, used 1 season, lots of rubber left, fits 3-series & Z-3's, \$50 each. Call Robert 303-400-1081 days, 303-646-5338 eves or mb.bob@ix.netcom.com #184828 (2/04)

PARTS

2002 performance parts, Zender rear spoiler \$50, 4 into 1 header \$50, dual Weber 40 DCOE side draft carbs with manifold, linkage, and individual filters for each stack complete \$700. Also lots of misc. parts from the parting of three 2002's, all prices negotiable. Call Brent 719-576-4315 or blgroundzero@aol.com #70480 (3/04)

E36 hard top, black in color, few scratches but otherwise good condition, will fit 94 to 99 3 series convertible \$600.00. Call Steve 970-668-5080 or beehouse@colorado.net #120233 (3/04)

E46 hard top, titanium silver with storage rack and cover, with integrated rear window defroster and rear seat lights, like new, cost new \$2595, selling for \$1600. Call Gary 970-453-5979 or gary.renick@juno.com #316564 (3/04)

Corbeau GTB seat. used 1 month in perfect condition list is \$425; Hamann Replica front bumper for E36 used and in descent condition, painted black; Gen V DDE kit comes with everything needed rigs used 3 months everything else new, list \$275 make offer on these items. Call Lucas 970-988-5455 or behmerm3@yahoo.com #309066 (2/04)

Thule roof rack with locks, fits thin gutters, was on a '92 525i (E34), will fit any regular gutters too, \$75 OBO. Call Keith 303-252-7126 or keithl@rmico.com #135371 (2/04)

E39 floormats, 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 pagesJ. Call Dan or Sandra 719-550-2131 days, 719-439-6977 cell, 303-697-9558 leave msg or danielm4211@netzero.net #99623 (12/03)

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.

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

Blendermann	Stephen	Boulder	1997	540i	
Bremer	Kirk	Englewood	1992	325is	
Brent	Don	Aurora	1992	535i	
Chastagner	Phil/Stephanie	Denver	2003	540i	
Clough	Bruce	Littleton	1997	740iL	1995 318i
Crawford	Bill	Castle Rock	2003	525i	
DiBrell	B. A.	Monument	2003	330xi	
Dixon	Robert	Longmont	1997	M3	
Enders	Dave	Lyons	2003	325xi	
Frey	Gary	Morrison	2001	740i Sport	
Goff	James	Mancos	1992	325i	
Guy	Peter/Barbara	New Castle	2002	325iT	
Hattendorf	Andrew	Lafayette	2004	330ci	
Lucero	Benjamin	Westminster	1975	2002 Ti	1978 320i
Martin	Todd	Littleton	1989	635CSI	
Michalec	Dan	Aurora	2000	528iA	
Mohr	Marty/Mary Lee	Denver	2004	330Ci	
One Stop	KW's	Englewood			
Robinson	Tim	Castle Rock	2002	325Xi	
Robinson	Gerald	Arvada	1978	E12 530i	
Saleh	Anise	Lone Tree	1996	328i	
Simon	Dan	Denver	1997	M3	
Tearney	Russell	Lafayette	2002	540iA	
Todd	Michael	Durango	1998	740iL	
Webster	Jeff	Colorado Springs	2001	540i	



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2/04

MARC BECK

Activities Calendar

Note: RMC BMW CCA activities in boldface type

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 – Details Page 11

January

- 1 Thur **DEADLINE FOR MSR ADS AND COPY FOR FEBRUARY ISSUE**
7 Wed * **Business Meeting, Walker's, Lafayette, 303-499-7416 for directions**
17 Sat **Ice Gymkhana, Georgetown Lake, 9AM, Learn Car Control on ice**
Paul Schultz, Coordinator, 303-690-1943 - Details Page 15

February

- 1 Sun **DEADLINE FOR MSR ADS AND COPY FOR MARCH ISSUE**
4 Wed **Business Meeting, Sutterfield's, Aurora, 303-743-8109 for directions**
17 Tue **Meet & Greet New Members Pizza/Video Night**
Janet Kiyota, Coordinator, 303-282-0303 - Details Page 15

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

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.

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.



Members At Large

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

Colorado Motorsports Liaison

Todd Eyster 303.932.6899

SCCA Liaison

Gregg Ten Eyck 303.449.6194

Dealer Liaisons

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Brian Bowden 970.282.9186
GEBHARDT
Doug Grande 720.352.1308
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SCHOMP
Ian Wendt 303.703.8284
Tim Jones 303.946.4588
WINSLOW
Arnie Coleman 719.598.4133

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