

Motor Sport Report



Cliff Lawson photo


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Saturday, October 23

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Chapter Websites

www.rmcbmwcca.org
updates, calendar, photos of past events

BMW Car Club of America

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

RMC Yahoos Group

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

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



Max Brady shows what his suspension can do. Brad Huseman in the blur.

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BIKE TOUR

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RMC AUTOCROSS SERIES #6

Saturday, August 21, 2004
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FAMILY PICNIC / COLORADO INTERNATIONAL AVIATION MUSEUM

Saturday, August 28, 2004
Janet Kiyota, Coordinator
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FALL DRIVING SCHOOL TECH INSPECTION

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FALL DRIVING SCHOOL TECH INSPECTION

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Late-braking News

by Dave Walker



The Rocky Mountain Chapter will be hosting its first-ever *chapter* Oktoberfest over the weekend of October 1-3. This event is the culmination of months of planning, all started by a few people making the suggestion at last November's annual planning meeting that we needed to do something like this since the national Oktoberfest in Keystone in '02 was so much fun and it'd be a few years before we'd be ready to host another national event. RMC, having hosted no less than *four* national BMW CCA Oktoberfests in the span of twenty years, is certainly not lacking for experience!

The weekend's lineup offers something for everyone, and the events and venue have been carefully chosen to make it accessible to all and family-oriented. Even the family pet is welcome to attend, as the Vintage Hotel where we'll be staying is pet-friendly. Plus, the entire event is for the benefit of the Colorado State Patrol Family Foundation's education and safety programs. Take a look at the announcement on page 15 in this issue of MSR,



or log onto our web site to see the flyer in full color. Registration is now open on-line; go to www.rmcbmwcca.org and follow the links. Get your early registration and hotel reservations in before the September 1 deadline if you can.

Winter Park is a lovely place to be in the Fall, and the combination of mild seasonal weather, a bevy of fine BMWs of all shapes, sizes, and age, and the company of fellow club members and automobile enthusiasts spells the perfect recipe for a Fall getaway weekend. See you there!

Upcoming Event

Annual General Membership Meeting

Fall Dinner / Elections & Autocross Awards

Great door prizes (provided by BMW NA)
& elect our new chapter officers

Saturday, October 23, 2004
Cocktails at 6PM, Dinner at 7 PM

Maggiano's Little Italy
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5/05



MSR

2004
August

Ponderings by The Editor

by Darlene Doran

MSR has a NEW email address: msreditor@rmcbmwcca.org



Thanks to all of you!

My genuine appreciation to these members who wrote articles and took photographs for the August issue of the *MSR*: **Brian Bowden** for his "Car of the Month" article and photos; **Dave Walker** and **Leila Vale** for coordinating the "Platte River Bike Tour" and their article; **Mark Doran** and **Michael Beyer** for coordinating the "Rocky Mountain Chapter Oktoberfest" and their article; **Dave Esler** for his "Rocky Mountain O'fest "Car Show / Concours" article; **Darlene Irvin** for her "MaxFund" article; **Dave Stackhouse** and **Dee Raisl** for their "Concours d'Elegance" article and **Eric Mees** for his Concours d'Elegance photos; **Andrew Jordan** for his "Wanted Corner Workers" and "BMW Club Race" articles; **Janet Kiyota** for coordinating the "Colorado International Aviation Museum/Family Picnic" and her article and **Jim Jenkins** for photos; **Eric Mees** for his "Death by Hero" article; **Michael Cotsworth** for his "BMW 645Ci – The Fabled Coupe Returns" article; **Larry Bowers** for his "My 2004 US Grand Prix Experience" article and photos; **Iain Mannix**, **Mark Irvin** and **Bob Dixon** for their "Autocross Thanks" comments; **Arnie Coleman** for his "Roadster Homecoming Approach" article; **Darlene Doran** for coordinating the "Fall Dinner/Elections &

Autocross Awards" and her article; 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!



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, 2004; 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, 2004—and fulfilling the other program requirements—can apply for the rebate.

Looking for Event Coordinators!!

We are searching for Event Coordinators for upcoming 2004 events. If you would like to help out, please contact me either by email msreditor@rmcbmwcca.org or telephone 303-758-4200.

Oktoberfest 2005 – September 17-23

The Tarheel Chapter will host Oktoberfest 2005 in Greensboro, North Carolina. Many of the driving events are to be conducted at Virginia International Raceway, which is located near Greensboro.

Thank You Advertisers!!

Specialty Auto is our newest advertiser. Welcome and thank you for joining us! 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!

EMAIL TO OUR EDITOR

-----Original Message-----

From: Babcock, Bryan D [<mailto:bryan.d.babcock@intel.com>]

Sent: Monday, June 28, 2004 8:57 AM

To: Darlene Doran/MSR Editor

Subject: RE: Ads in the MSR

BTW, I love the MSR. Even though I just sold my BMW (bought a new S4), I just re-upped for three years and a big reason was the MSR.

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6/05

News From National

Wynne Smith, Executive Director

Membership Stats as of 6/22/2004

	<u>Full</u>	<u>Associate</u>	<u>Total</u>
	67769	8679	76448
Last month	67644	8590	76234
Last Year	64862	7822	72684

OKTOBERFEST 2004

It's not too late to register for what promises to be a week filled with sunshine, great food, great friends and a lot of BMW activities. Don't miss out on the only west coast Oktoberfest in the last 11 years. <http://www.bmwcca.org/Oktoberfest2004/index.shtml>

RAFFEL 2004

As of this moment we have printed tickets for 8.83 cars, we will be printing again at the end of this week and based on the number of purchases I believe we'll have close to 10+ cars sold. The raffle ends June 30th, so if you haven't sent your check yet – run – do not walk to the post office!

RFP for WEB DESIGN

We are in the process of updating and integrating the club's website with the database. We will be bringing the day-to-day upkeep and maintenance in-house but recognizing our limitations are seeking assistance with the design of the site. Please urge anyone with the background and experience to guide us to please respond to the Request for Proposal that will be posted to the www.bmwcca.org website shortly.

TECHFEST MIDWEST

Thanks to the Hoosier Chapter of the BMW CCA for accepting the torch and hosting next year's TechFest. The weekend has not been pinned down yet, but will likely be in March. With the Hoosiers at the helm this event is sure to be an excellent continuation of the TechFest tradition.

BMW VINTAGE AND CLASSIC MARATHON UPDATE

At the last Board Meeting, Reid Douglas made a motion that the BMW CCA makes \$3000 of the 2004 budgeted coral funds available to the chapters of the North Atlantic Region to defray the costs of the hospitality events associated with the 2004 BMW Vintage Marathon. BMW CCA North Atlantic Region Chapters will hold five different events along the route of this rally. An allocation of \$3000 could be broken out to support each event with \$500 except for the Hershey, PA stop, which could receive \$1000. The event begins at BMW

NA headquarters in Woodcliff Lake, New Jersey just before Labor Day and ends at the BMW plant in Greer, S.C. September 18 – where a meeting of the International Council of BMW Clubs will be taking place. Watch for the teaser article in the July *Roundel*.

DISCOUNTED CAR RENTALS

Please let your chapter members, especially the newer members know that they can receive a discount from Hertz or Avis as a benefit of their membership in the BMW CCA. Please spread the word through your newsletters and at chapter meetings. Like anything else, the more business we generate, the better our discounts will be. The information is printed on the Club Services page of the *Roundel* each month, but here it is anyway.

AVIS 800-831-2847, corporate number AWD #L358190
HERTZ 800-654-3131, corporate number CPD-ID #289425

UPDATED INCIDENT REPORTING FORM

Enclosed with this report is the newly approved Driving Event Incident Reporting form. Please toss the old ones out and begin using this henceforth. It is available in the **Files** section of the Presidents and Driving Events digest, and I am happy to email it to anyone who asks. This form was developed by the Driving Events Committee and approved by the Risk Management Committee and the BMW CCA National Board.

OUR NEWEST CHAPTER

Please join us in welcoming the newly formed Green Mountain Chapter to the BMW CCA. Approved pending receipt of proof of a bank account opened under their not-for-profit status; the chapter covers the entire state of Vermont. Sean Horton and John Holscheider presented their request to establish the chapter in Vermont at the Board meeting in Mt. Tremblant. They've already had an organizational meeting, obtained 21 names on a petition, filed the pro team positions, and started talking with the local BMW dealer about mutual support and cooperation. There are currently 120 BMW CCA members in Vermont, mostly unassigned. The bylaws are not developed yet, but the chapter volunteers have 60 days after the chapter is issued to provide bylaws for national to approve.

RE-CHAPTERING CHAPTERS

Many of the chapter files at National do not contain original chapter documents for the chapters, and many, if not most chapters do not possess a chapter document. So that we have a common and current chaptering baseline and documents on file to support all of our chapters' existence, we will re-issue chapter to our chapters. These will not be new chapters, but rather, replacements. Scott Blazey will draft the chapter certificates and cover letters. These will be sent to each chapter along with the most current BMW CCA bylaws. Each chapter will be asked to acknowledge receipt of the chapter and provide BMW CCA with the most recent version of their bylaws..

Best regards,
Wynne

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MINI Korner

MINI Cooper Named "Best Small Specialty Car" In Latest Study

Strategic Vision's 2003 Total Value Index^(tm) Gives *MINI Cooper* Second Highest Rating Overall

Woodcliff Lake, NJ, September 24, 2003...The MINI Cooper has scored extremely well in Strategic Vision's 2003 Total Value Index^(tm) (TVI). The index measures buyers' views of whether they got their money's worth from their car purchase. The index is calculated by correlating all economic issues against the quality of the ownership experience.

This award follows MINI's previous segment-topping position in Strategic Vision's 2003 Total Delight Index.

Questioning over 63,000 for the Total Value Index, the MINI Cooper (814) was named "Best Small Specialty Car" and came in second overall—only marginally behind the Audi TT Roadster (817), which offered higher price incentives.

The study measures both immediate economics (value for the money, affordability, price/deal offered, warranty and standard equipment level) and expected economics (durability and future trade-in, mileage, economical to own and reliability).

"Consumers don't measure value just in dollars and cents," says Dr. Darrel Edwards, Strategic Vision president. "It's what you get for your money. Thus you can't calculate value without the quality, including the emotional response, buyers perceive in the complete ownership experience."

Buyers participating in the study purchased their new vehicles between October 2002 and March 2003. They had at least 90 days of ownership experience before they were queried. All Total Value Award^(tm) winners had to be 2003 models.

The top ten scoring vehicles are:

MODEL	TVI	MEDIAN PRICE	% INCENTIVES
Audi TT Roadster	817	\$ 38,500	42%*
MINI Cooper	814	\$ 23,000	2%
Lexus GS 300/430	812	\$ 41,600	27%
Acura RSX	811	\$ 23,000	19%
Audi TT Coupe	805	\$ 38,500	42%*
Honda Accord	803	\$ 23,000	19%
Audi A4	800	\$ 32,000	34%
Lexus ES 300	798	\$ 34,900	23%
BMW Z4	797	\$ 43,000	16%
Infiniti G35	793	\$ 35,000	15%
Mercedes Benz SL	793	\$100,000	5%

* Weighted average for TT Coupe and Roadster

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3/05

Car of the Month

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

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

Our August **Car of the Month** comes to you from Fort Collins, Colorado belonging to Brian Bowden who writes:

M3 Redux!

by Brian Bowden



Brian at Fall Driving School

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 driver's education 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. Then, in the winter of 1995, after barely a year of ownership, for a variety of reasons, I sold my 1991 E30 M3.

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 driver's education event at Second Creek, I found myself with the pleasurable task of instructing the Roy Wicklund fam-

ily 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 club newsletter 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 91 had when I sold it. Wow! I visited



Brian Autocrossing his M3

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 91, 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 91- ownership of an E30 M3 is not for the mechanically timid or financially limited. Quite frankly the maintenance demands (actual and anticipated) 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, that make it is easy to connect to fellow enthusiasts and experts to tap the wealth of knowledge, experience and even 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.

Car of the Month



Brian's white 1989 M3

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 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 91 are that the 89 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 91 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.



CALLING ALL PARTICIPANTS "Car of the Month"

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It's Election Time Again!!

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

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

The time is now for you to run for office. This will give you a chance to present your ideas to the club membership. We continue to steadily grow, with our current membership at approximately 1800 members.

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

articles must be submitted to Darlene Doran, our editor by the 1st of August, 2004. Please write a small autobiography about your-self and why you would be a good Chapter Secretary or Treasurer.

Pursuant to the Chapter Bylaws below are the duties of the Secretary and Treasurer.

Secretary shall be responsible for maintaining full and complete records of the Chapter's general meetings, meetings of the Board of Directors and other special meetings as designated by the President. The Secretary shall:

- 1) Take complete minutes of each Chapter and Board meeting, and make them available **two weeks prior** to the next scheduled Board meeting.
- 2) Maintain and have custody of all records for the Chapter except those delegated to the Treasurer.
- 3) Prepare correspondence as directed by the President or the Board of Directors.
- 4) Maintain a current roster of Chapter members. The Board may delegate this function to another chapter member.
- 5) Shall turn over all Chapter assets, accounts, records, etc. to successors as directed by the Board of Directors.

Treasurer shall be the chief financial officer of the Chapter and shall have custody of all the Chapter's assets and funds. The Treasurer shall:

- 1) Receive, record, and deposit Chapter funds.
- 2) Maintain an accurate and complete accounting of all the Chapter's assets and funds. Report the Chapter financial status at each Board meeting.
- 3) Shall sign checks for disbursements authorized by the Board of Directors.
- 4) Shall turn over all funds, assets, accounts, records, etc. to successors as directed by the Board of Directors.
- 5) At the end of the calendar year, prepare an annual financial statement for submittal **by March 1st of the following year** to the national office of the BMW CCA, and for publication in the Chapter newsletter.
- 6) Complete and submit applicable federal/state tax forms.
- 7) Maintain current state sales tax license.
- 8) Collect, record and pay applicable sales taxes.
- 9) Maintain all electronic (web based) collections, credit card merchant accounts, and associated revenue accounts.

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6/05

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Motorsports Around The World

BMW Team PTG M3s Drive For Five Wins at Daytona

Winchester, Va. (June 28, 2004) - A win at the Paul Revere 250 this Thursday night by a BMW Team PTG M3 will tie BMW for the most Rolex Sports Car Series GT-class wins in a row. If Bill Auberlen or Boris Said take the win from the pole, as they have in the previous four races, they will not only tie the record, but will be the first to win five in a row from the first starting position.

BMW currently stands second in Manufacturer Point Standings, only 5 points from the top spot. Boris Said leads the Driver Point Standings, Bill Auberlen second, Justin Marks seventh and Joey Hand 11th. BMW Team PTG leads the Team Point Standings with the No. 21 M3. The No. 22 M3 is sixth.

The 3.56-mile Daytona International Speedway road course has been the only circuit where BMW Team PTG has not reached the top of the podium this season. Both M3s had mechanical problems in their Rolex Sports Car Series debut in January, finishing 17th and 20th in the Rolex 24 at Daytona.

BMW Team PTG returned to Victory Lane at the Homestead-Miami Speedway in February with a 1-2 BMW M3 finish in Round Two. Bill Auberlen and Boris Said made it two wins in a row from the pole position for the No. 21 BMW M3 in April's Round Three contest at Phoenix International Raceway. Last month Auberlen and Said added another victory from the pole at the 6 Heures du Circuit Mont-Tremblant. The fourth consecutive Auberlen/Said win from the pole came at Watkins Glen International on June 20th.

"At Mont-Tremblant and Watkins Glen our two M3s raced for twelve hours and close to 2000 miles combined," said Tom Milner, BMW Team PTG owner. "We are much better prepared for this race at Daytona than we were in January."

In addition to his four Rolex Series GT wins, BMW-ace Bill Auberlen has recorded an outstanding win tally racing other BMWs. Auberlen has three Speed Touring wins in his No. 1 Turner Motorsport BMW 325i, dating back to the 2003 season finale. Before taking his fourth straight GT victory with Said at Watkins Glen he co-drove with Tim Pappas to a Grand Am Cup Sports Touring victory in a Turner Motorsport BMW 330i.

"Daytona owes us this year," said Auberlen. "The wheels fell off our wagon in January, but we are going back to win."

Said added, "BMW Team PTG owes everyone a good performance at Daytona after the problems we had at the 24 Hour race."

Practice and qualifying will be held on Wednesday, June 30 and the 250-mile race is scheduled to start at 11:00 p.m. ET on Thursday, July 1.

The Paul Revere 250 is scheduled to be broadcast on Speed Channel at 12:00 p.m. ET on Sunday, July 4.

ROCKY MOUNTAIN CHAPTER LIBRARY

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

BMW Team PTG Wins Fourth Rolex Series GT Race in a Row at Watkins Glen

Watkins Glen, N.Y. (June 20, 2004) - BMW Team PTG drivers Boris Said and Bill Auberlen claimed their fourth Rolex Sports Car Series GT win in a row at The Sahlen's Six Hours of the Glen today. The win consolidated the duo's lead in the Driver's Point Standings and moved BMW to within five points of the lead in the Manufacturer's Standings. The victory also marked the first win at the storied Watkins Glen International road course for BMW Team PTG.



Said and Auberlen started the No. 21 BMW Team PTG M3 from the pole and covered 161 laps around the 3.4-mile circuit, finishing two laps ahead of the No. 30 Risi Competizione Ferrari.

While No. 21 M3 enjoyed a strong run at the front all day, teammates Joey Hand and Justin Marks experienced problems with their No. 22 BMW Team PTG M3. After their best qualifying effort of the season (second), throttle linkage problems on lap 13 and a pit stop to repair it ultimately cost the pair a good finish. Joey and Justin finished in eighth-place, completing 145 laps.

The Rolex Sports Car Series makes a second visit to the Daytona International Speedway on June 30 - July 1 for the Paul Revere 250. The race is scheduled to broadcast on Speed Channel at 12 p.m. ET on July 4.

BILL AUBERLEN, DRIVER NO. 21 BMW TEAM PTG M3 (first):

"The BMW M3 was absolutely perfect. Pit stops were perfect. We could not have had a better day. Today's win makes up for all the bad times we've had here."

TOM MILNER, OWNER, BMW TEAM PTG:

"Finally a win at Watkins Glen after so many tries. A flawless race by Bill and Boris and the fastest pit stops of the season by the crew made the difference for us. The competition was fast, but it was their turn to run into some bad luck here."

HERNANDO CARVAJAL, MOTORSPORT MANAGER, BMW OF NORTH AMERICA, LLC:

"Congratulations to BMW Team PTG on their first win at the Glen. The team has certainly demonstrated that they are in top form with their fourth victory of the season."

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>

Motorsports Around The World

Reactions to the US Grand Prix

Ralf Schumacher appears to have come away from the accident with just bruising. "Thankfully Ralf will be ok," said Sam Michael, WilliamsF1's Technical Director

Juan Pablo Montoya: "I've heard that Ralf is basically OK and I am glad to know that but I feel disappointed about my race. I had a problem at the start, which forced me to run to the spare car, which was set for me anyway. I started from the pit-lane and had a tough race having to climb up the field. I managed to run as high as second, at one point, but realistically we were on for a strong top four position but then I got the black flag. Again a bad outcome to what seemed to be a reasonably good weekend. The only comfort is that the car was quick today, which allowed me to catch up with the frontrunners from the back of the field."

Sam Michael (Technical Director, WilliamsF1): "Thankfully Ralf will be ok. He had a puncture, which caused him to crash. The reason for Juan Pablo's black flag is that when we tried to start the engine on the grid, the starter would not engage into the back of the car and we decided therefore that Juan Pablo should get into the T-car. However, according to the FIA's article No.85 Juan Pablo would need to have left the grid within 15 seconds before the start of the formation lap and we were a few seconds too late. Obviously two disappointing results in a row is not good. However we are fighter and intend to come back strongly."

Mario Theissen (BMW Motorsport Director): "Of course

our race was over-shadowed by Ralf's accident. I visited him in the medical centre during the race, where he was undergoing a first check. I could even speak with him shortly. We all hope now that Ralf recovers quickly. After Juan Pablo had his problem at the start, he fought hard and managed to get into the points but was excluded with 16 laps to go to the end of the race."

BMW WilliamsF1 Team hoping to bounce back

Despite encouraging performances in the past two races, circumstances have denied the BMW WilliamsF1 Team any points. However, key personnel remain optimistic.



With three disqualifications and Ralf Schumacher's accident, the BMW WilliamsF1 Team has come away from the North American back-to-back events empty handed. However, the situation must be regarded as "a character test for the whole team," as BMW Motorsport Director, Mario Theissen, commented.

"Sometimes things happen which shouldn't happen and you have to get over it and you have to learn from it, and you especially have to take care not to become de-motivated," he added, "I think these are the moments in which a team can show whether it is really strong, and I certainly expect us to overcome this situation."

WilliamsF1's Technical Director, Sam Michael, is cautiously optimistic for the forthcoming races on European soil, "Two disappointing results in a row is not good. However, we are fighters and intend to come back strongly," said the Australian.

The French Grand Prix - held at Magny-Cours on 4th July - will be the next opportunity to prove this. In 2003 the BMW WilliamsF1 Team celebrated a one-two victory spearheaded by Ralf Schumacher.

Meanwhile preparations for the tenth round of the 2004 Formula One Championship are fully underway as the BMW WilliamsF1 Team return to the test track with a three-day program at Jerez de la Frontera, Spain, commencing on Wednesday this week.

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The Rocky Mountain Chapter is talkin' online!

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

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

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

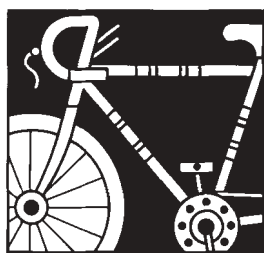
Upcoming Events

Platte River Bike Tour

by Dave Walker and Leila Vale, Coordinators

Come join your presidents (him and her) for a leisurely jaunt along the scenic Platte River bike trail on Saturday, August 7, 2004. We'll meet at 9:00 AM for a 9:15 departure and wind our way north for about an hour—approximately 15 miles. Speed is not an issue; fresh air and good company are, so bring the whole family, along with your appetite. At the end of the ride (around 11:30) we'll reconvene at the starting point for lunch. If you wish to ride a shorter distance, no problem! Turn around whenever you like and hang out on the restaurant deck overlooking the bike trail and the Platte River!

Ride starts and ends at the Platte River Bar and Grill, 5995 S. Sante Fe, Littleton; telephone 303-798-9356. Please RSVP to Dave Walker and Leila Vale at 303-499-7416 no later than Thursday, August 5, 2004, so we can give the restaurant a head-count for lunch. It'll be cool that day—trust me. See you there!



Come FLY with us!!

by Janet Kiyota

Join the Rocky Mountain Chapter as we make a visit back into aviation history at the Colorado International Aviation Museum in Ft. Lupton, Colorado. Saturday, August 28, 2004, has been set aside as "BMW DAY" with festivities beginning at 10:30 AM. The museum and its overseer, The LaFayette Foundation, focuses on the education of youth in aviation and the history of aviation through its living history museum.

Director Andy Parks will give a short video presentation showcasing the museum, BMW artifacts and the BMW engine located onsite. The museum will then be open for self guided tours while a World War I flying demonstration, plane rides (*weather permitting*) and a Three "B" lunch (brauts, burgers and brownies!) takes place.

A \$16.00 per person tax deductible donation will hold your place for the day. Registration available online: www.rmcbmwcca.org sign up today or should you need to mail a check mail to: Darlene Doran, 1777 S. Harrison Street, Suite 70, Denver, CO 80210.

Directions to the Platte Valley Airport at 7507 Weld County Road 39: Take I-76 East to the Hudson Exit (Highway 52). Turn left (west) on Highway 52 and drive 1.5 miles to County Road 41. Turn right (north) on County Road 41 for 3 miles to County Road 18. Turn Left (west) on County Road 18 for 1 mile to County Road 39. Turn left (south) and airport will be on your right. Phone: 303-536-0380. **Look for signage along the way...**



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9/04

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3/05

Upcoming Events



Rocky Mountain Chapter BMW CCA 2004 Autocross Series

Presented by *Bimmer Haus Performance*

This event series is open to all BMW CCA members and their families. Beginners, convertibles and roadsters are welcome. Make sure you class your car and register ASAP, so mail or signup at <http://www.rmcbmwcca.org/autocross.htm> today. Non-Members, wishing to participate, should visit the web site for more information.

DETAILS...

Date: Saturday, **August 21**, 2004

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

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

Cost: \$45.00 per driver (CCA members) – includes lunch. Additional lunches for \$7.00

Schedule: Plan to arrive prior to 8:00 AM to ensure adequate time for tech inspection.

8:00–8:30 AM Check-in/tech inspection & rookie walk
(Check-in closes 8:30)

9:00 AM Driver's meeting

9:30 AM First car off!!!

For additional information please feel free to give us a call at (303) 979-8030. Please come prepared for any weather.

Autocross Registration:

You may signup on the web at <http://www.rmcbmwcca.org/autocross.htm> to secure your seat now.

BMW Club Race

by *Andrew Jordan*

We only have one sanctioned BMW club race in Colorado every year. Without an invitation from our friends at the Porsche Club of America (PCA) we would have no BMW club race at all. Our thanks to the PCA for the invite.

There are a few new BMW race cars/drivers in Colorado this year. We look forward to seeing the new guys and gals at the track. Club racing is zero contact racing, but this does not mean that it is dull and uneventful. There tends to be groups of cars on the track that are evenly matched. Jerry Hodges, Mark Irvin, Tim Roghair, Jim Leithauser and some out of state drivers have an exciting battle up front, but then there is a contingent of 1600s and 2002s that follow. Tony Maciag, Rick Dirks, LeeAnne Jordan, myself, Rick Meinig, Amy Krill and Betsy Krill all have abundant fun trying to battle for position. The camaraderie is unbelievable.

Our annual race is at Pueblo on September 11 & 12 this year. Attendance is free. There are always a bunch of well prepared cars to check out, drivers to chat to, and exciting races to watch. Normally there is a BMW group, and also two PCA groups to enjoy. Spectators are very welcome. Of course, we need a few volunteers for corner working. If you want a free lunch and to see the action up close from a corner, then call me at 303 426-6800. I need you.

Call me too if you wish to progress from instructing or driving schools to club racing. I can guide you as to log books, licensing, roll cages and regulations.

Autocross Adopts a Charity

by *Darlene Irvin*



Words can't begin to describe the generosity of our club. Everyone who has attended the AutoCross events this year has given bigheartedly to the MaxFund. The MaxFund is a **TRUE** no-kill shelter. They take in every animal for which there is room. **Every** animal is kept until its owner is found or it is placed

in a new adoptive home.

To date, all the autocross participants have raised \$757.14 in cash along with \$105.00 in T-shirt sales. Our dedicated MaxFund volunteers have told me on several occasions this is one of their most successful fund raising events and they're honored we chose them to be the recipients of the greatly needed, and much appreciated donations. Lots of us have pets that are truly a part of our families. With our support more pets can be placed in loving homes. Thank you again for giving from the bottom of your hearts to our four-legged friends.

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7/05

Upcoming Events



Car Show / Concours

by Dave Esler, Coordinator

Come join the fun at the Rocky Mountain Oktoberfest car show/concours in Winter Park on Sunday, October 3rd. The event will be sponsored by *Detailers Paradise* and will include a free gift for all registrants. Enter your Ultimate Driving Machine for a chance to win prizes, raffles and more. You can also show off your pride and joy by just displaying it for all to see at this wonderful mountain event. There is nothing like fall in the Rockies!

Register today!

Oktoberfest Gymkhana

Where did Gymkhana come from?

The word "Gymkhana" is thought to have originated in India, probably Hindi meaning "games on horseback." The English military, during the Colonial period, used horses for both transportation and military maneuvers. On Sunday afternoons the cavalry would compete in horseback games to sharpen their horsemanship for war. Thus Gymkhana had its beginning in equestrian games.

In the sports car world the name gymkhana has come to describe events, which not only require driving skills and agility, but also have a fun-factor and game-like character. A driver and navigator team work (play) together to get through a course and perform the required activities while being timed. The course not only requires driving skills, but often silly (sometimes even ridiculous) games that are fun not only for the competitors, but also for spectators.

The fabulous Gymkhana organizers are working for another fun-filled, competitive non-speed driving event. You'll be competing against the clock, while attempting various challenges dreamed up by these Gymkhana fanatics, so come prepared with unlimited flexibility and a goal to have FUN!

Oh, and did we mention that all of this will be done in a **BRAND NEW X3?**

Reprinted from our MSR 2002 Oktoberfest information by Pete Myers.

Colorado State Patrol Family Foundation

The Colorado State Patrol Family Foundation (CSPFF) is a non-profit organization that was established in 1980 to support the families of Colorado State Patrol (CSP) officers. Every penny of contributions received goes directly to support programs of the foundation.

In keeping with its mission to promote and ensure safe travel on Colorado's roads and highways, the CSPFF recently expanded its scope of service to include a variety of educational programs not only for members of the Association of Colorado State Patrol Professionals, but for the general public, as well. For example, the CSPFF is working with the Colorado State Patrol to offer *Alive@25*, a nationally-recognized, award-winning defensive driving program for young drivers. The CSPFF also recognizes the efforts of the GREAT program (Gang Resistance Education and Training), a program that teaches students the skills needed to resist gang pressure and violent behaviors.

The CSPFF Board of Directors thanks those who support the Foundation; it is their kind contributions that make it possible to offer these academic scholarships and expanding educational opportunities. The Board would especially like to recognize and thank the participants of the Colorado Grand and the Colonel's Golf Challenge for their continuing support and generosity.

Alive at 25

It is the objective of *Alive at 25* to serve as an intervention program to prevent traffic violations, crashes, and even death on Colorado's roadways.

Research studies indicate that when young drivers are involved in crashes, it is the result of one or a combination of the following:

- Unawareness of consequences of hazard driving behavior,
- General Inexperience,
- Peer Passenger interference,
- Driving as a social activity,
- Driving under the Influence, and
- Speeding.

Alive at 25 is designed to take place in a classroom type setting. The classes usually last about 4 hours. For more information (<http://www.alive-at-25.org>).

Courtesy of Colorado State Patrol Family Foundation website.

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Rocky Mountain

Oktoberfest '04



This will be a charity fund raising event to benefit the education and safety programs of the Colorado State Patrol Family Foundation

Here's what's happening.....



X5/4WD Trail Run

Ever want to take your X5, X3 (or Touareg, Cayenne, Jeep or other 4WD) off road? Now's your chance.



Welcome Reception

Friday, October 1
5-10 PM

Join us at Tipper's Tavern in the hotel for appetizers, drinks and most important camaraderie to get the weekend off to a great start. Come early and stay late!



German Evening Banquet

Gather at Tipper's Tavern for an evening of food, fun, prizes, silent auction and a very special guest speaker. Don't miss this extraordinary evening.

Join us October 1-3, 2004 at the Vintage Hotel in beautiful Winter Park, Colorado for a weekend of driving events, social gatherings and good old fashion fun. We have secured room rates starting at only \$54/night (you must mention the BMW Club).

Early Registration Discounts Available

Details and registration at www.rmcbmwcca.org

Mark & Darlene Doran 303-758-4200

or Michael Beyer 303-465-0769



Fall Drive /Fun Rally

Follow the Continental Divide as we take a tour through some of Colorado's most spectacular scenery.



Car Show / Pancake Breakfast

Start the morning off with an old fashion all you can eat pancake breakfast, so bring your appetite.

You can then take a gander at all those Ultimate Driving Machine gathered together for the **Detailers Paradise Car Show**. So wash up your pride & joy and bring it out for the gander.



Gymkhana

(gym-ka'-na) "An irreverent autocross, one in which the driver/navigator team is required to perform stunts while dashing from or hanging out of the car—all this while driving through a convoluted course in a record time" Think you've got what it takes? How about trying it in a brand new X3-X5? By Byran McCauly & SueAnn Meskel

Upcoming Events

Rocky Mountain Chapter BMW CCA 2004 Autocross Series

Presented by *Bimmer Haus Performance*

This event series is open to all BMW CCA members and their families. Beginners, convertibles and roadsters are welcome. Make sure you class your car and register ASAP, so mail or signup at <http://www.rmcbmwcca.org/autocross.htm> today. Non-Members, wishing to participate, should visit the web site for more information.

DETAILS...

Dates: Saturday, **October 9**, 2004

Location: Coors Field - east parking lots - 2001 Blake Street, Lot B, Denver, Colorado

Directions: From I-25 North or South, take exit #212 20th Street (eastbound) or Park Avenue exit 213 (eastbound). 1 Block east of Coors Field is Market Street. Make a left (northeast) on Market Street. Stay on Market Street (which becomes Walnut Street) until you get to 27th Street. Make another left on 27th Street and enter "Lot B". This is the ONLY entrance you can use to the event.

Cost: \$45.00 per driver (CCA members) - includes lunch. Additional lunches for \$7.00

Schedule: Plan to arrive prior to 8:00 AM to ensure adequate time for tech inspection.

- 8:00-8:30 AM Check-in/tech inspection & rookie walk (Check-in closes 8:30)
- 9:00 AM Driver's meeting
- 9:30 AM First car off!!!

For additional information please feel free to give us a call at (303) 979-8030. Please come prepared for any weather.

Autocross Registration:

You may signup on the web at <http://www.rmcbmwcca.org/autocross.htm>, to secure your seat now.



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4/05

Come Join the BMW CCA Driving School Crew!

The Driving School Team is looking for exceptional individuals to grow our crew, and loyal folk to staff this fall's school (must be 18).
Feel good about donating time for the benefit of the club.

Permanent Crew Positions currently available:

Volunteer Coordinator
Equipment Manager

Interested? Want details?

Contact Gary Mayer 303-618-6102

Team Positions available:

Corner Workers
Pit & Grid

See action from the track!

Training is provided and you will work with experienced SCCA corner workers.
Contact Andrew Jordan 303-426-6800

More Team Positions available:

Entry Gate Staffing
Refreshment Assistants

Entry gate opportunities available for both the Car Control Clinic and Driving School.

Contact Darlene Doran 303-758-4200.

**Remember it's your club and feel good
about donating your time.**



WANTED

Corner Workers

Volunteers needed for our driving schools. Andrew Jordan is compiling a list of club members who can work corners, pit and grid etc. We train you and then match an inexperienced person with an experienced SCCA corner worker.

See the action from the track.

Feel good about donating one day a year for the benefit of the club.

Call Andrew at 303-426-6800

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Rocky Mountain Chapter BMW CCA

Presents

Fall Performance Driving School

Sponsored by Murray Motor Imports

The Rocky Mountain Chapter BMW CCA is pleased to invite you to attend the **Fall Performance Driving School** sponsored by **Murray Motor Imports** (www.murraymotors.com) at Pueblo Motorsports Park, on Saturday, September 25th, 2004. Pueblo Motorsports Park is an excellent track for teaching: safe and demanding, yet fun and visible from the grandstand. (**No convertibles are permitted** at the Driving School.)

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

There is a **mandatory technical inspection** required of all cars before they will be allowed on the track. Tech inspection forms are available for download from the Chapter web site. All safety equipment will be checked: brakes, tires, brake fluids, battery hold downs, seat belts, wheel bearings and more. If there is any doubt about the condition of your equipment, have it replaced (although brand new tires are not automatically recommended). The inspection can be completed by your mechanic (expect a charge), or there will be a free technical inspection on **Saturday, August 28th, 9 AM to 1 PM** at *Bimmer Haus Performance* or **Tuesday, August 31st, 5:30 PM** at *Poudre Sports Car* in Fort Collins.

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

Pueblo Motorsports Park

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

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

Cost per driver for Driving School

BMW CCA member/associate member: \$140.00

Non-member: \$185.00 (includes BMW CCA Membership)

Late registration fee: \$25.00 per driver after September 11th, 2004.

REGISTRATION: Registration will be done on line. Go to the Rocky Mountain Chapter web site www.rmcbmwcca.org and click on Fall Performance Driving School. The registration web site will open on August 14th at noon.

Anyone registering after September 15th will be put on a waiting list. Payment for registration is by credit card. On September 4th, you will be sent an email confirming your registration number(s) and run group(s). Maps, schedules, inspection forms and other details will be available for download on the club web site. **Cancellations received by September 11th will be refunded \$115.00 VIA CHECK.** No refunds for cancellations after September 11th. Call the registrar to cancel. We reserve the right to refuse entry and participation to anyone for any reason. For questions, call Gary Mayer, Driving School Coordinator, 303-618-6102 garymayer@alum.mit.edu or Leslie Jenkins, Registrar, 303-671-6131 or email: ds.registrar@rmcbmwcca.org.

YOU ARE ENROLLED UNLESS OTHERWISE NOTIFIED!!!!

RMC BMW CCA Fall Driving School Tech Inspection at

Bimmer Haus Performance

7233 West 116th Place, Suite A
Broomfield, CO 80020

When: **Saturday, August 28, 2004**
9:00 AM – 12:00 PM

There will be no cost for the inspection
Please email in advance to reserve a spot, or call.
Mark Hutto
720-566-0521

RMC BMW CCA Fall Driving School Tech Inspection at

Poudre Sports Car

5806 S. College Avenue
Fort Collins, CO

When: **Tuesday, August 31, 2004**
5:30 PM

There will be no cost for the inspection
Please email in advance to reserve a spot, or call.
970-229-0990 or Stephen@PoudreSportsCar.com
www.PoudreSportsCar.com

Event Review

by Dave Stackhouse and Dee Raist

21th Annual Exotic Sports Car Show / Concours d'Elegance



Clark Schaefer's M1

On June 6th the Rocky Mountain Chapter of the BMW Car Club participated in the 21st Annual Exotic Sports Car Show & Concours d'Elegance sponsored by Cerebral Palsy Association of Colorado. We are extremely happy to report that this joint effort with 11 other car clubs raise over \$48,000 for this worthy cause.

Twenty-seven Rocky Mountain Chapter members participated this year, with 14 cars in the display class and 13 judged in the Clean or Super Clean classes. A special thanks goes to Steve Hamilton for helping with the judging! A tip for next year (or in most other BMW concours), in the super clean class we judge the interiors, so be sure to clean the ashtray and the glove box. A few members would have scored higher if these two areas hadn't been overlooked.



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12/04

Event Review

I would like to thank all those who helped make this event possible. Dee Raisl for being my co-chair for this event and chief car parker, Janet Kiyota for helping with registration and the gate that day of the event, Shana Haines of *Ralph Schomp BMW* for allowing us to display a new 645Ci, Rod LaMotte for delivering and detailing it the day of the event, and Joe Lawrence of BMWNA for making it all possible. And we don't want to forget Steve Diamond and Jud Spencer for sharing their portable canopies to give the club members a comfortable place to congregate and share some refreshments on the very warm day.

All that participated or visited the show seemed to enjoy it, and everyone requested that the chapter continue to participate in this worthwhile effort. So we hope to see you out there next year.... As we make another attempt to have more cars than any other marque!



M1 Engine




Steve & Dee Dee Diamond's Z1




Mark Glodava M3



Jordan Purvis's SSRs



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9/04



Steve Hamilton judging Pete Coffaro's M6

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Autocross Thanks



Iain Mannix on 3 wheels

Let me be the first to say... ..that today's autocross was great.

Fantastic event - I had a great time.

Thanks to everyone who put in the effort! I know these events can be a ton of work just to make happen, let alone be that much fun, friendly and welcoming. — *Iain Mannix*

Thanks a bunch for that great comment, Iain. That means a lot to us. Especially coming from an accomplished AXer, like yourself.

We look forward to seeing more of you, Brandy, and Art.
— *Mark Irvin*

We had it all today. Over 100 drivers, rain, sun, rides to the corners stations in a new X5 and 6 runs. We tried a few new things out today and I hope everyone enjoyed the day as much as the AX committee did. We raised, just over \$200 for the *MaxFund*, which means we met our goal. We had another great lunch provided by Darlene Irvin. We were able to get the lot cleaned up in short time, due to a bunch of great people hanging out to help.



Mark Irvin

I would really like to thank a few great people who went above and beyond to help us today:

- Cathy Hamilton - Didn't even drive, but helped Dawn and Darlene all day
- Brian Bowden - For showing up at 6:15 from Ft. Collins to help setup, even though he wasn't registered to drive
- Bob Trost - For showing up at 6:15 from, Aspen, to help setup, then stayed late to help with teardown

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3/05

Autocross Thanks

- Mike Solis & Lyle Chapman - from Gebhardt BMW for bring out the X5, 4.6is and shuttling workers to the corner stations
- Graeme Weston-Lewis & Jim Bartlett for helping shuttle workers to stations
- Michael Feldpusch & Doug Young for stepping up at Timing and Scoring and helping clean up
- Cliff Lawson & Darlene Doran for taking photos of us all

So many great people contributed to the success of this event. As such, I may have left out some names, and for that I apologize. Please know, the Autocross Committee appreciates everything all of you do to make these events run smoothly.

Seems every time we have these events I hear more good comments about the membership of this club and how much they enjoy being a part of it. What can I say, I 'm proud

to be a part of this club and I hope everyone enjoys the time we all spend together.

See you July 25th for the next Autox. Don't forget the Autocross School on the 24th, for those who were lucky enough to get in. — *Mark Irvin Autocross Chair*



Adam Moore goes out on course

Thanks to all the volunteers for another awesome Autocross, especially Mark and Darlene Irvin. Your tireless dedication is greatly appreciated. The events always run without a hitch. Thanks again, *Bob Dixon*



Doug Grande in his 1995 M3

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11/04

RMC 2004 Autocross Series

#3 - 2004 - 06-12-04

Total Entries: 64

ar br bs cr cs ds er es fs x r s
*Italic names with * are trophy winners*

CLASS: 'AR' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1st
44	Michael Feldpusch*	1995 M3	56.080	-	-
59	Kelly Petersen*	2002 Cooper S	57.493	-1.413	-1.413
199	Brad Mott*	2003 Cooper S	58.986	-1.493	-2.906
77	Bob Dixon*	1997 M3	59.217	-0.231	-3.137
68	Alain van der Heide	1995 M3	59.616	-0.399	-3.536
95	Jeff Sherrard	1996 Z3	59.632	-0.016	-3.552
66	Ken Hammack	2002 Z3	59.734	-0.102	-3.654
9	Mark Irvin	1996 Z3	59.738	-0.004	-3.658
108	Richard Boone	2002 Cooper S	62.404	-2.666	-6.324
91	Darlene Irvin	1996 Z3	68.384	-5.980	-12.304
46	Mark Bradley	Cooper S	DNS	-68.384	56.080



Bob Page



Doug Grande



Luis Aceves

CLASS: 'BR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
40	Gary Odehnal*	1998 M3	58.774	-	-



Tim Chunn on course in his 6 series

CLASS: 'BS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1st
4	Chris Putaturo*	1999 M Roadster	59.415	-	-
34	Doug Gordon*	1991 M3	60.478	-1.063	-1.063
33	Doug Grande*	1995 M3	60.993	-0.515	-1.578
102	Steven Ellstrom	2004 M3	61.526	-0.533	-2.111
41	Dawn Putaturo	1999 M Roadster	63.764	-2.238	-4.349
332	Pedro Aceves	1993 325is	64.697	-0.933	-5.282
335	Luis Aceves	1993 325is	64.964	-0.267	-5.549

CLASS: 'CR' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1st
8	Mark Rupprecht*	1989 325is	59.228	-	-
87	Chris Glade	1989 325is	60.054	-0.826	-0.826

CLASS: 'CS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1st
36	Steve Hamilton*	1999 M3	59.659	-	-
67	Tod Courtney*	1998 M3	60.560	-0.901	-0.901
6	Adam Moore*	1987 325is	62.697	-2.137	-3.038
73	Mike Beyer	1991 M3	63.278	-0.581	-3.619
135	Ken Veal	2003 Cooper S	63.606	-0.328	-3.947
151	David Cornell	1988 M3	67.228	-3.622	-7.569
14	Nathan Harkman	1995 M3	DNS	-67.228	59.659

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10/04

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Pedro Aceves



Bob Trost



Doug Young

CLASS: 'DS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1st
16	Mike Rieger*	1987 325is	61.125	-	-
61	Fraser Crenshaw*	1995 318ti	61.301	-0.176	-0.176
160	Kyle Popejoy*	2002 330ci	62.233	-0.932	-1.108
11	Andy Peavy	2002 M5	62.782	-0.549	-1.657
168	Mike O'Connor	1988 M5	66.683	-3.901	-5.558
40	Greg Keys	1989 325is	67.656	-0.973	-6.531
26	David Harrington	1988 M6	68.151	-0.495	-7.026

CLASS: 'ER' TOTAL ENTRIES: 8

Car #	Driver	Car Model	Time	Difference	from 1st
56	Doug Bartlett*	1999 328i	60.131	-	-
3	Keith Kohl*	2003 330xi	60.485	-0.354	-0.354
193	Rick Black*	1995 318ti	60.989	-0.504	-0.858
66	Mike Critchley	1990 325is	61.851	-0.862	-1.720
32	Heather Bartlett	1999 328i	62.689	-0.838	-2.558
60	Vicki Kording	1995 318ti	64.605	-1.916	-4.474
99	Diane Critchley	1990 325is	67.769	-3.164	-7.638
69	Justin Johnson	1994 325i	DNS	-67.769	-60.131

CLASS: 'FS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1st
94	Kent Davenport*	1994 325i	61.287	-	-
15	Eric Mees*	1996 325i	62.659	-1.372	-1.372
97	Lee Michael*	1993 325is	64.299	-1.640	-3.012
307	Mark Kettler	1995 325i	64.600	-0.301	-3.313
318	Mark Harrington	1991 318is	69.059	-4.459	-7.772
64	Dale Hoelscher	1997 328is	74.357	-5.298	-13.070
101	Kathleen Bowe	1998 318ti	75.088	-0.731	-13.801

CLASS: 'FS' TOTAL ENTRIES: 3

Car #	Driver	Car Model	Time	Difference	from 1st
177	Brad Huseman*	1986 325e	63.903	-	-
7	Jim Bartlett	1997 740iL	68.550	-4.647	-4.647
6	Tim Chunn	1988 635Csi	68.589	-0.039	-4.686

CLASS: 'X' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
95	Dan Goodman*	1999 M3	DNS	-	-



Mark Irvin goes on course

CLASS: 'R' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1st
11	Tom Pora*	1996 Corvette	47.893	-	-
255	Jake Latham*	1997 Corvette	48.368	-0.475	-0.475
268	Aaron Lloyd	2003 Miata	50.470	-2.102	-2.577
286	Stacy Lloyd	2003 Miata	53.414	-2.944	-5.521

CLASS: 'S' TOTAL ENTRIES: 11

Car #	Driver	Car Model	Time	Difference	from 1st
12	Dylan Maisel*	2002 WRX	47.713	-	-
41	Jesse Caudill*	1999 Honda CRX	49.199	-1.486	-1.486
271	Lyle Smith*	2001 Passat	50.240	-1.041	-2.527
92	Bill McHardy*	2003 WRX	50.353	-0.113	-2.640
454	Kelly Smith	1994 Integra	51.729	-1.376	-4.016
300	Paris Subrizi	2004 WRX	52.119	-0.390	-4.406
241	Aaron Leiaert	1993 Miata	52.967	-0.848	-5.254
301	Michelle Subrizi	2004 WRX	54.451	-1.484	-6.738
247	Jennifer McCloy	1993 Miata	55.037	-0.586	-7.324
251	Ellen McElroy	1996 200SX	55.731	-0.694	-8.018
108	Michael Renfro	2004 Mustang GT	56.042	-0.311	-8.329



Graeme Weston-Lewis



Michael Feldpusch



Kelly Petersen

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John Armstrong
Client Advisor

12/04

RMC 2004 Autocross Series

#4 - 2004 - 06-26-04

Total Entries: 98

ar br bs cr cs ds er es fs x r s
*Italic names with * are trophy winners*

CLASS: 'AR' TOTAL ENTRIES: 14

Car #	Driver	Car Model	Time	Difference	from 1st
43	Doug Young*	1995 M3	54.817	-	-
59	Kelly Petersen*	2002 Cooper S	55.644	-0.827	-0.827
44	Michael Feldpusch*	1995 M3	55.913	-0.269	-1.096
195	Graeme Weston-Lewis*	1997 M3	55.921	-0.008	-1.104
199	Brad Mott*	2003 Cooper S	56.320	-0.399	-1.503
68	Alain van der Heide	1995 M3	56.453	-0.133	-1.636
69	Spencer Bunting	1995 M3	57.084	-0.631	-2.267
77	Bob Dixon	1997 M3	57.689	-0.605	-2.872
66	Ken Hammack	2002 Z3	57.760	-0.071	-2.943
9	Mark Irvin*	1996 Z3	57.802	-0.042	-2.985
46	Mark Bradley	2003 Cooper S	58.469	-0.667	-3.652
146	Lincoln Bradley	2003 Cooper S	59.578	-1.109	-4.761
77	Kevin Gorgen	2002 M3	60.259	-0.681	-5.442
53	Bob Page	1995 M3	63.404	-3.145	-8.587



Alain van der Heide



Ann Edwards



Jim Bartlett

CLASS: 'BR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
53	Cliff Lawson*	2001 M3	60.153	-	-



Davlene Doran photo

Adam Moore

CLASS: 'BS' TOTAL ENTRIES: 13

Car #	Driver	Car Model	Time	Difference	from 1st
157	Lawrence Edwards*	2003 330i PP	56.227	-	-
34	Doug Gordon*	1991 M3	58.118	-1.891	-1.891
4	Chris Putaturo*	1999 M Roadster	58.450	-0.332	-2.223
41	Dawn Putaturo*	1999 M Roadster	58.935	-0.485	-2.708
33	Doug Grande*	1995 M3	59.037	-0.102	-2.810
61	Cody Bergan	1997 M3	59.121	-0.084	-2.894
106	Shane Connary	2002 M3	60.022	-0.901	-3.795
332	Pedro Aceves	1993 325is	60.559	-0.537	-4.332
102	Steven Ellstrom	2004 M3	60.985	-0.426	-4.758
335	Luis Aceves	1993 325is	62.097	-1.112	-5.870
67	Ann Edwards	2003 330i PP	62.667	-0.570	-6.440
92	Jade Dillon	2003 M3	64.882	-2.215	-8.655
144	Julie Connary	2002 M3	71.838	-6.959	-15.611



Dan Goodman and Bill Lamkin

CLASS: 'CR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
8	Mark Rupprecht*	1989 325is	55.880	-	-

CLASS: 'CS' TOTAL ENTRIES: 7

Car #	Driver	Car Model	Time	Difference	from 1st
36	Steve Hamilton*	1999 M3	57.543	-	-
24	Arnie Coleman*	2003 Z4 3.0 CS	58.053	-0.510	-0.510
43	Brian Bowden*	1989 M3	59.623	-1.570	-2.080
135	Ken Veal	2003 Cooper S	60.976	-1.353	-3.433
31	Kyle Schmidt	1996 M3	61.634	-0.658	-4.091
81	Tony Trela	1996 M3	63.265	-1.631	-5.722
151	David Cornell	1988 M3	63.699	-0.434	-6.156

CLASS: 'DS' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1st
16	Mike Rieger*	1987 325is	57.685	-	-
61	Fraser Crenshaw*	1995 318ti	57.950	-0.265	-0.265
27	Manos Phoundoulakis	2002 540i	60.039	-2.089	-2.354
6	Adam Moore	1987 325is	60.113	-0.074	-2.428



Tim Chunn

CLASS: 'ER' TOTAL ENTRIES: 12

Car #	Driver	Car Model	Time	Difference	from 1st
170	Iain Mannix*	1969 2002	54.485	-	-
70	Art Kathe*	1969 2002	54.595	-0.110	-0.110
193	Rick Black*	1995 318ti	57.384	-2.789	-2.899
56	Doug Bartlett*	1999 328i	58.603	-1.219	-4.118
169	Brandon Campanella	1994 325i	59.309	-0.706	-4.824
66	Mike Critchley	1990 325is	59.464	-0.155	-4.979
7	Brandy Grom	1969 2002	59.803	-0.339	-5.318
69	Justin Johnson	1994 325i	60.152	-0.349	-5.667
3	Keith Kohl	2003 330xi	60.677	-0.525	-6.192
60	Vicki Kording	1995 318ti	63.298	-2.621	-8.813
99	Diane Critchley	1990 325is	64.296	-0.998	-9.811
32	Heather Bartlett	1999 328i	65.191	-0.895	-10.706

CLASS: 'ES' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1st
307	Brad Kettler*	1995 325i	61.149	-	-
97	Lee Michael*	1993 325is	62.053	-0.904	-0.904
46	Bob Trost	1978 320i	64.235	-2.182	-3.086
32	Ryan Brady	1993 325is	66.880	-2.645	-5.731



Michael Feldpusch on course



Doug Young on course in his M3

CLASS: 'FS' TOTAL ENTRIES: 4

Car #	Driver	Car Model	Time	Difference	from 1st
177	Brad Huseman*	1986 325e	60.043	-	-
6	Tim Chunn*	1988 635Csi	64.850	-4.807	-4.807
7	Jim Bartlett	1997 740 iL	67.900	-3.050	-7.857
20	Max Brady	1985 325e	72.356	-4.456	-12.313

CLASS: 'X' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Time	Difference	from 1st
101	Kinch Reindl*	2000 Acura ITR	43.877	-	-
76	Kevin Youngers*	2002 330 Ci	44.305	-0.428	-0.428
95	Dan Goodman	1999 M3	46.143	-1.838	-2.266
195	Bill Lamkin	1999 M3	46.371	-0.228	-2.494
99	Bob Tunnell	1995 M3	DNS	-46.371	-43.877
199	Patty Tunnell	1995 M3	DNS	-0.00	-43.877

CLASS: 'R' TOTAL ENTRIES: 9

Car #	Driver	Car Model	Time	Difference	from 1st
11	Tom Pora*	1996 Corvette	45.849	-	-
268	Aaron Lloyd*	2003 Miata	46.324	-0.475	-0.475
29	Mark Mauro, Jr.*	2004 RX-8	46.378	-0.054	-0.529
111	Melanie Pora	1996 Corvette	48.389	-2.011	-2.540
129	Mark Mauro	2004 RX-8	48.664	-0.275	-2.815
63	Jeff Ramsey	1990 Miata	50.201	-1.537	-4.352
286	Stacy Lloyd	2003 Miata	52.515	-2.314	-6.666
26	Patricia Mauro	2004 RX-8	52.653	-0.138	-6.804
37	Jeffrey Barrickman	1992 Toyota Pickup	53.092	-0.439	-7.243

CLASS: 'S' TOTAL ENTRIES: 23

Car #	Driver	Car Model	Time	Difference	from 1st
29	David Jobush*	2000 Celica	46.285	-	-
57	Ryan Baumgartner*	1994 Integra	46.566	-0.281	-0.281
41	Jesse Caudill*	1999 Honda CRX	46.689	-0.123	-0.404
20	Todd Garrison*	2002 RSX-S	46.722	-0.033	-0.437
1	Todd Schusterman*	2002 RSX-S	46.883	-0.161	-0.598
12	Dylan Maisel	2002 WRX	46.945	-0.062	-0.660
75	Kelly McCormack	1994 Integra	47.651	-0.706	-1.366
241	Aaron Leiaert	1993 Miata	47.671	-0.020	-1.386
50	Donald Marino	47.847	-0.176	-1.562	
3	Alex Long	2004 WRX	48.478	-0.631	-2.193
22	Levi Funk	1993 Integra	48.556	-0.078	-2.271
40	Kyle Stewart	2002 Golf	48.584	-0.028	-2.299
56	Kristen Brooks	2004 RSX-S	48.703	-0.119	-2.418
2	Andrew Jordan	1993 Integra	48.720	-0.017	-2.435
13	Geoff Snyder	1990 Miata	48.765	-0.045	-2.480
69	Mark Smith	2004 VW R32	48.955	-0.190	-2.670
300	Paris Subrizi	2004 WRX	49.030	-0.075	-2.745
454	Kelly Smith	1994 Integra	50.489	-1.459	-4.204
247	Jennifer McCloy	1993 Miata	50.699	-0.210	-4.414
105	Chris Haywood	2002 Altima	50.732	-0.033	-4.447
25	Michael Vigorita	2002 WRX	54.168	-3.436	-7.883
8	Mike Renfro	2004 Mustang	63.522	-9.354	-17.237
65	Eric Thorsen	2003 Impreza	63.752	-0.230	-17.467



Patty and Bob Tunnell and the "infamous" rubber chicken

My 2004 US Grand Prix Experience

by Larry Bowers

The racing weekend began on Thursday morning, June 17, 2004 at 7 AM with the opening of the track for the Pit Walkabout. The paddock area opened at 8 AM with more than 10,000 people making their way along the Formula One pit area, congregating in front of the garages of their favorite team. The Formula One paddock, with the overhead glass-enclosed suites, was constructed specifically for the Grand Prix and is not located in the famous Gasoline Alley.

The BMW-Williams team was among the first to open their garage, revealing three monocoque chassis units, soon to be mated with engines, transmissions, and bodywork. Given the disappointing disqualification for non-compliant brake ducts at Montreal, the crew seemed determined to have a better result. There is apparently more whining in Formula One than just the engines on the track, as the pit crew revealed that a complaint lodged by BAR Honda resulted in the disqualification of the BMW-Williams and Toyota teams and the elevation of Jenson Button to a third place podium finish.

The crew was very accommodating, inviting numerous children into the garage and taking pictures of them close to the cars, as they were being re-constructed. The actions of the crew made numerous lifetime fans. It was really impressive to see the cars assembled, and by late morning the BMW V-10s had roared to life for some short testing. The pits were also an amazing collage of people from many countries sporting their favorite teams' fashions, such as the long-suffering

Jaguar fan in the green jumpsuit, green Afro wig, and large Jaguar flag who will forever be a part of my race memory.

The first Formula One practice sessions on Saturday morning began at 8 AM on a track washed clean by overnight thunderstorms. From a berm overlooking Turn 8, we were within 50 feet of the cars as they decelerated from the backstretch into a series of three tight corners. The smell of high-octane gasoline, the sight of the glowing brake rotors, and the sound of the high-revving engines reminded us all how fortunate we were to be there. The engines run at full speed for nearly 20 seconds on the main straight, and the sound echoing from between the stands to our location nearly a quarter mile away was thunderous.

It was clear from the start of practice that Ferrari would be formidable as the stability of the chassis and the acceleration out of Turn 8 were clearly superior. Barrichello had the fastest time of the first practice session; Button, the fastest of the second. The BAR Honda package was also fast from the start as were the BMW-Williams cars. The Porsche Michelin SuperCup race provided a good reference point for how fast the Formula One cars really are. It looked to be a promising weekend for BMW.

We took to the grandstands in the NorthWest Vista for qualifying, as the braking area from the main straight, Turns 1 through 7, and the beginning of the back straight are visible from that vantage point. In the pre-qualifying session, Michael Schumacher was first out, but did not post a good time, ending the session in eighth position and raising hopes further. The BMW-Williams' cars appeared late in the session due to their disqualification at Montreal. Juan Pablo set the second fastest time of the session and Ralf posted the fourth fastest time, so they would run late in the second session, which is advantageous.

The qualifying session was even more exciting, with the cars appearing in their final race setup. Michael Schumacher set a new track record and a high standard for the seven drivers who followed. Sato and Button were fast, but could not surpass the Ferrari. The qualifying times for Juan Pablo and Ralf were competitive, but it was apparent that race strategy had a role in their fifth and sixth positions on the grid. The final qualifier was Rubens Barrichello, and he managed to trump Schumacher's lap record and cause a real buzz in the crowd. Two Ferraris on row one, two BAR Hondas on row two, and two BMW-Williams on row three. Hopes ran high as we left the track following the Formula BMW race.

Sunday dawned beautifully, and the temperatures were perfect for racing and viewing. The Indianapolis Motor Speedway did its usual great job with pageantry, including a 300-piece international bagpipe band and the Formula One Drivers' Parade lap in classic cars from the IMS Museum. The 1920s BMW convertible was the perfect spot for Montoya and Ralf Schumacher as they waved to the crowd. The colors and panorama of more than 100,000 fans in the stands and on the berms around the track was truly impressive. Unfortunately, the parade lap and flyover by the F-16s were the highpoints of the day for BMW fans.

A bad omen of the things to come began with the starter not engaging in Montoya's car, resulting in Montoya abandoning the car on the grid and sprinting from the grid to the



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3/05

backup car in the paddock area. The start of a Formula One race is always exciting, and this one was no exception. Jockeying for position coming off the main straight took out four cars in the first turn, left considerable debris, and resulted in the safety car leading the first few laps. Fortunately, Montoya managed to avoid the crash while joining the race at the rear of the field, and Ralf lost only a couple of positions on the start from the slick side of the grid.

When the green flag came out, Montoya made an impressive drive through the field and was just behind the fastest cars in the pack by the end of lap 15. Alonso had a tire puncture and made contact with the outside wall at the end of the main straight. Shortly after that, Ralf had a tire go down and made heavy contact with the outside wall in Turn 13, one of the fastest sections of the track. It took nearly ten laps led by the safety car to extract Ralf from the car that lay on the main straight in front of the pits facing the wrong direction. The big screens around the track showed Michael's concerned looks as he passed by his brother's car.

In the ensuing pit stops, Schumacher took the lead, Montoya climbed into second place, followed by the two BAR Hondas, Trulli's Renault, and Barrichello. The pit "strategy" of Ferrari probably cost Barrichello the race. After another pit stop, Sato was in fifth place, but he was able to pass Trulli, who was clearly having brake problems, at the end of the main straight to regain fourth. Montoya's car was obviously capable of running with the Ferraris and Hondas, but it was also obvious that an impending pit stop would drop him to fourth or fifth. Could he overtake Trulli and chase down Sato?

On lap 60, one lap after his pit stop, BMW fans everywhere let out a frustrated sigh as Montoya pulled into the pits and parked the car. According to FIA Article 85, the driver must leave the grid more than 15 seconds before the start of the formation lap and Montoya was a few seconds too late, resulting in a black flag disqualification. (Does anyone else sense some whining and complaining from another team here?) There was a bit of racing between Barrichello and Schumacher near the end, but overall it was another race where the drivers are too skilled to make a mistake and the cars are too evenly matched to overtake and pass. Nevertheless, it was an exciting day of racing. Michael Schumacher won his fourth of five Formula One races at Indianapolis, and Ferrari, its fifth in five attempts. Barrichello was second and Sato achieved his first podium finish for BAR Honda.

It was a very disappointing North American leg to the Formula One Championship for BMW-Williams. No points for the BMW-Williams' team in the Constructor's Championship left them fourth at the midpoint of the season with 36 points. Third place BAR Honda, who lodged the complaint in Montreal, has 58 points and Ferrari, an insurmountable 142 points. Fortunately, Ralf Schumacher was only slightly injured, and spent one night in the hospital for observation before returning home to recuperate. BMW-Williams has a lot of work to do to salvage the season, but with nine races to go, a win at Magny-Cours, France on July 4 would be a good start. As for me, I'm already making my plans to attend my fourth United States Grand Prix in June 2005.

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Death by Hero

by Eric Mees

In 2000, my friend Bruce and I went to the inaugural Formula 1 race at Indianapolis Motor Speedway and we were strolling through the infield between races, trying to scope out the best corner to catch the action.

I was daydreaming, of course, not really paying attention to where I was walking, when Bruce shouted, "watch out," and grabbed my arm and yanked me out of the way of a golf cart ferrying a driver back to the paddock.

It took me a couple of seconds to regain my bearings, and when I looked in the direction of the golf cart, I was torn between being angry at almost getting maimed while on vacation, and thankful that my buddy pulled me out of the way.

"Did you see who that was?" Bruce asked.

Well, I didn't actually even know I was in a near-death situation, much less who was in the golf cart.

"That was Mario," Bruce said, knowing he didn't have to use Andretti's full name with me.

Great, I thought. "Killed by his hero" would've been a stellar epitaph. Perhaps my death would have been an answer to a trivia question.

I didn't even really see him speeding by in that golf cart, but I was glad it was him, instead of some upstart I'd never heard of.

He was on hand for the Porsche GT Cup support race at Indy, and he'd figured prominently in my love affair with motorsports.

When I was 14, Andretti won the 1978 Formula 1 driver's championship, behind the wheel of a Lotus 79. The car's gorgeous shape is still etched in my brain, and I can probably draw a fair rendering of it, given a couple of minutes, right down to the John Player Special and Olympus sponsor decals, and the tilted "5" on the sidepod.

This was years before the Speed Channel, of course. So I relied on newspaper clippings and months-behind issues of Road and Track magazine to keep tabs on his progress toward his eventual championship.

Andretti was also there at the first race I attended, the Caesar's Palace Las Vegas Grand Prix.

Andretti had recently retired from Formula 1, but he had been recruited by Ferrari to run a couple of races near the end of the 1982 season. He'd qualified on the pole and finished third in front of Ferrari's home-country crowd at Monza on Sept. 12, and had qualified seventh for Caesar's Palace on Sept. 25.

His car's suspension broke in Vegas, but it was a blast to watch him out there, nonetheless.

What I admired about the man wasn't just his ability to go fast in anything he drove, but in his ability to communicate to his mechanics and engineers how to make it run just that much better.

And even though I dislike the current split in open-wheel racing, I'd probably have tuned into the Indy 500 this Sunday

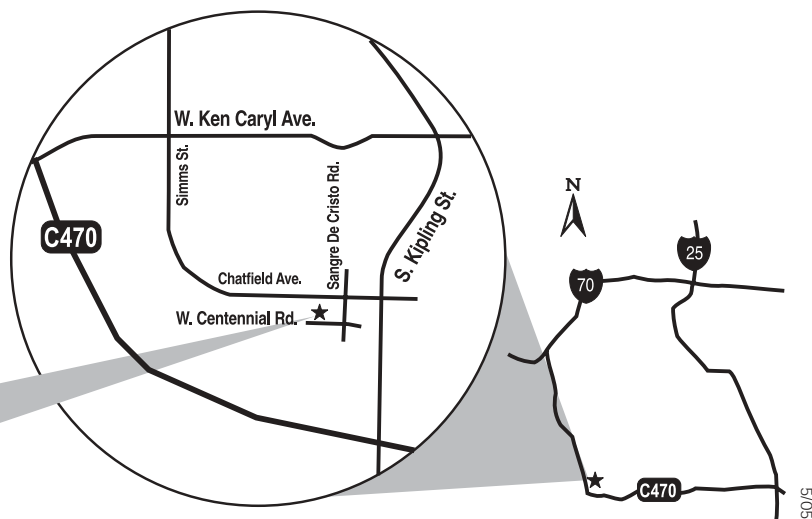
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if Andretti had been there. He retired last year, after getting airborne and flipping multiple times during a practice run.

One thing I found out later about Andretti was that he got his professional start like so many other drivers in America – in midget and sprint cars, similar to the ones a race track owner is hoping to bring to Aurora with the relocation of Rocky Mountain National Speedway.

Aurora missed out on a big opportunity when it lost the chance to bring auto racing to the city several years ago. I don't know if I would have gone to a NASCAR race if one had been held here (I have this thing about only turning left), but I can guarantee that there would have been numerous other kids out there who would've gone and ended up with a tangible hero to keep track of through an entire racing season or career.

So let's hope the city doesn't lose out on the chance to bring RMNS to town for a little dirt-track action. You can bet I'll take my son. I just hope Andretti won't be driving any golf carts nearby. Eric Mees is the assistant editor of the Aurora Sentinel. You can reach him at 303-750-7555 or e-mail him at ericm@aurorasentinel.com

Courtesy of the Aurora Daily Sun & Sentinel

Be Aware of New Car-jacking Scheme

You walk across the parking lot, unlock your car and get inside. Then you lock all your doors, start the engine and shift into REVERSE, and you look into the rearview mirror to back out of your parking space and you notice a piece of paper stuck to the middle of the rear window.

So, you shift into PARK, unlock your doors and jump out of your car to remove that paper (or whatever it is) that is obstructing your view... When you reach the back of your car, the car-jackers appear out of nowhere, jump into your car and take off!!

Your engine was running, (ladies would have their purse in the car) and they practically mow you down as they speed off in your car. **BE AWARE OF THIS NEW SCHEME THAT IS NOW BEING USED.**

Just drive away and remove the paper that is stuck to your window later, and be thankful that you read this.

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)



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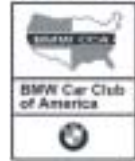
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12/04

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Events Elsewhere

Roadster Homecoming Approaching

by Arnie Coleman

The Annual BMW Roadster Homecoming takes place over Labor Day weekend (Sept 3-5) at the BMW manufacturing plant in Greenville, SC. It's not too early to be making plans.

Homecoming really begins with a road trip from Colorado to Greenville, SC. The Colorado Convoy leaves on either the preceding Monday or Tuesday, depending on the chosen route. Intermediate stops will vary, depending on the route, but both routes include a stop-over Wednesday in Nashville TN, where the local BMW dealership throws a barbecue dinner for us. On Thursday, were off to Greenville, but not before driving the infamous "Dragon", a stretch of 2-lane mountain road near the TN/NC border that sports 318 curves in 11 miles! We'll arrive in Greenville Thursday night and check in.

The next three days are filled with Homecoming activities, including manufacturing plant tours, Zentrum (museum) tours, driving events at the BMW Performance center, technical seminars, a charity autocross event, and a Friday night dinner and Saturday night reception at the plant. You won't want to miss the panoramic photo taken Saturday morning with all 500 cars parked on the lawn of the Zentrum (get

there early, I mean EARLY, to get a spot near the front!). There will be a good number of after-market vendors on site as well, with everything from cup holders and padded arm rests to sway bars and superchargers. Dinan, HMS Motorsport, Michelin and Zymol, are regular attendees, just to name a few. You'll also have an opportunity for BMW technicians to address any problems you may be having with your roadster. The event culminates on Sunday with a driving tour and lunch at an area resort. From there we say our goodbyes and head for home. We'll arrive home in the early evening on Monday.

Registration is done on line, and there is a 500 car limit (which will be reached!!) The registration web site should open around the end of June. The address is www.bmwroads.com/terhomecoming.com. I'd suggest you put the address in you browser's "favorites" and be ready to register at a moments notice. Registration fee in previous years was only \$35 per person, an incredible value!!

If you are interested in attending BMW Roadster Homecoming '04, drop me an e-mail at arniecoleman@adelphia.net, and I'll keep you informed of HC '04 plans and developments.

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5/05

Ready for the BMW Festorics XIII?

What is BMW Festorics? It's a Club celebration of our mobile tradition - a look back at what started as a fascination with cars and turned into an obsession—it's a BMW CCA gathering of 350 of your closest club buddies at one of the premier vintage car weekends in the world. The weekend begins August 13 with Friday's Backroads Tour to Big Sur and the Golden Gate Chapter's Friday Night Banquet. On Saturday and Sunday, August 14-15, head out to the BMW Festorics corral at Laguna Seca for the Monterey Historic Races. It's one of the largest BMW CCA regional events, as well as the most convenient parking at the races. This is a weekend filled with glamorous world-class auctions, world-renowned concours, and vintage races recreating the wheel to wheel action of the glory days. Add in the automotive eye candy running around on the street, and you have the incomparable Historics weekend. It's a weekend you don't want to miss! Please check the website for detailed information and online registration: www.festorics.org.

When: August 13-15, 2004

Where: Monterey, California

Website: www.festorics.org

BMW Festorics Contacts:

Lisa Ferrari - lisa@festorics.org - 510-482-4190 (9:00-6:00 PST)

Chuck Holland - chuck@festorics.org - 310-398-9319 (10:00-4:00 PST)



The Missouri Valley Chapter of the BMW CCA would like to extend and invitation to attend the "Trieben Schnell" Driving School September 11-12 at Mid-America Motorplex located on the Iowa/Nebraska border 20 minutes South of Omaha on I-29. There will be a track familiarization day on Friday September 10 for all instructors, instructor candidates and advanced students. Come enjoy a weekend of classroom instruction and lots of track time at one of the safest new facilities in the Midwest. This event will fill up quickly and is first come first served, so don't delay. For information on the track, visit their website at www.midamericamotorplex.com. For registration information and all other questions, visit the Missouri Valley Chapter website at www.bmwccamvc.org and follow the Trieben Schnell links. We look forward seeing you at the track!!!

* This is not a racing event/no timing devices will be allowed. *

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Schedule: The Marathon will start at BMW headquarters in Woodcliff Lake, NY on September 3, 2004, and will conclude at the BMW plant and Performance Center in Spartanburg, SC on September 18, 2004.

Cost: \$2,000 per person, assuming double-occupancy in the hotels en-route. For single-occupancy the cost will be \$3,000 per person. This cost covers hotels, breakfast and dinner, plus documentation and souvenirs.

Optional Route Package Info: For the optional 1st half or 2nd half portion of the marathon, see the below or download the summary sheets, showing the following alternatives.

Route and overnight stops: See Route Option A. Download the itinerary www.bmwccca.com/cat_events.shtml

Registration: PDF document www.bmwccca.com/cat_events.shtml

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BMW Group Increases Sales In First Six Months To A New High

Sales growth in June reaches 17.4%
Over 440,000 MINI delivered since the launch in July 2001

Munich. The BMW Group has once again clearly increased its rate of growth up to the end of the first six months of 2004. In a month-on-month comparison in June, the company has increased the number of automobiles delivered to customers by 17.4% to 113,886 units (previous year: 96,986). Up to and including June, 590,983 BMW, MINI and Rolls-Royce cars were supplied to customers. This is an increase of 8.5% over the same period in 2003 (previous year: 544,872). This means that the first half-year of 2004 was the most successful in the history of the BMW Group.

The growth is driven both by established model series and by completely new models such as the BMW X3 and the BMW 6 Series. These were launched at the beginning of the year as part of the ongoing product and market offensive. The new models have produced an outstanding response worldwide. We will also grow significantly in the second half of the year, stated Dr. Michael Ganal, the Member of the Board of BMW AG who is responsible for Sales and Marketing. Introducing the MINI Convertible, we are now taking the first step in enlarging the MINI range and with the launch of the BMW 1 Series in September; we will make a powerful entry into the compact class with a clearly profiled premium offer.

Sales of the BMW brand rose by almost 20% in June to 97,865 automobiles (previous year: 81,730). Up to and including June almost half a million BMW cars left the dealerships. This is an increase of 8.9% to 495,496 units (previous

year: 454,973). 33,275 of the new BMW X3 have already been sold. 10,575 BMW 6 Series models have also been sold made up of 6,916 coupés and 3,659 convertibles. The BMW Z4 continued to defend its worldwide leadership of the premium roadster segment in the first six months of 2004. With 23,374 automobiles sold, the car was once again able to exceed last year's levels by 3.4% (previous year: 22,596). 113,900 vehicles in the BMW 5 Series have already been sold (plus 50.6%/ previous year: 75,625); the figure for the BMW X5 is 48,377 (plus 2.9%/ previous year: 47,033) and for the BMW 7 Series 23,674 (minus 14.2%/ previous year: 27,590). The highest selling model in the product range, the BMW 3 Series, was also able to maintain an above-average level in the seventh year of its life cycle, with sales of 241,904 units in the first half-year of 2004 (minus 13.4%/ previous year: 279,444).

Over 440,000 MINI delivered in three years

In the small car segment, the MINI has become firmly established as a premium automobile in the third year of its production. 440,732 units have already been handed over to customers since the market launch in July 2001. In the first six months of 2004, 95,168 MINI have left the dealerships worldwide (plus 5.9%/ previous year: 89,881). Michael Ganal said MINI is an absolute hit. Its success confirms the concept more and more customers choose a premium car, which does not mean it has to be a big car.



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BMW 645Ci – The Fabled Coupe Returns...

by Michael Cotsworth



It's been 15 years since BMW enthusiasts, and aficionados of the luxury coupe genre, had a 6 series coupe to lust after. From 1977 through 1989, some 86,000 swoopy 2-door sport/luxury machines bearing 630,633, and 635 CSi model designations were THE BMW to own for well-heeled drivers with a sense of style. 6 series coupes were made in low enough numbers to insure exclusivity and promote a cult like following after they were discontinued.

Well, pine in vain for the good old days no longer, the 6 series coupe is back! For a mere \$75,000 or so, today's BMW enthusiasts and luxury coupe aficionados can satisfy their lust, automotively at least, and acquire their very own 645Ci. BMW's press release touts the 645Ci as "the modern expression of a legendary icon", a description that is actually pretty accurate. The new coupe is an imposing automobile that does invoke the presence of the older coupes. Putting aside for the moment the ongoing debate of whether the new BMW styling theme is innovative and cutting edge, or just plain ugly, the 645Ci is a powerful visual statement. Massive, wide, low, and mean looking, the coupe is less subtle than the 5 and 7 series, and leaves no doubt as to its high performance intentions.

Paraphrasing the old adage, performance is as performance does, the 645Ci does quite well, thank you! The wonderful 32-valve, 4-cam, 4.4 liter V-8 first introduced in the 745i kicks out 325 horsepower efficiently enough to push the coupe to a 150+ miles per hour top speed, and a 0 to 60 mph time of 5.5 seconds. Three different 6-speed transmissions are offered: manual, Steptronic automatic, and BMW's Sequential Manual Gearbox with steering wheel mounted paddle shifters and an automatic electronic clutch derived from Formula One race cars. Aluminum is used throughout the car, from the chassis to body panels, to the suspension, brake rotors and calipers. All these go-fast bits are tied together with high-tech systems such as Dynamic Stability Control, Dynamic Traction Control, and Active Roll Stabilization that optimize performance, adhesion, and control. The coupe also has BMW's unique Variable Steering technology

that varies the ratio of steering input to front wheel movement based upon speed.

Seated comfortably in the heated, supportive driver's bucket seat, gripping the heated 3-spoke sport steering wheel, you are unaware of most of those electronic systems doing their magic. You just know the whole package works! Acceleration, braking, handling are all what you expect from a BMW coupe. Despite its size, the car is nimble and right-now responsive. The ride is taunt and firm, somehow managing to smooth out bumps in the road without sacrificing feedback to the driver. This car definitely inspires confidence, and is a joy to drive, especially at speeds that put your license at risk.

Yes, it's a luxury car, but with a definite driver's orientation. The dash is simple and uncluttered; one advantage of the improved but still too complicated i-Drive control system. The auto-leveling, adaptive Xenon headlights track with the cars steering, the low profile tires mounted on 19 inch rims feature run-flat capability, and the oversized Panorama glass roof fills the cockpit with light. The 645Ci is a satisfying modern incarnation of the 6 series coupe, and yet another Ultimate Driving Machine.

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Caution: it has been brought to our attention that there has been at least one attempt to scam a club member as a result of an ad placed here. If someone offers to send you a cashier's check for more than the purchase price of your advertised item, in exchange for you sending them the item and a check for the price difference, immediately stop all communications with that individual. This is becoming an all-to-common scam using bogus cashier's checks. Hopefully this warning will protect our members and steer scam artists to go somewhere else!

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2003 M3 Coupe VIN: WBSBL934X3JR19773, 6 spd, Titanium Silver Metallic, Black Leather, 10,000 miles, Cold Weather Package, Premium Package, Rain Sensor, Xenon Headlights, Harman-Kardon Sound System, Factory Alarm System, Clear Bra, Inside and covered, \$47,000. Call John 970-379-0694 or johncooper@sopris.net #313365 (9/04)

2003 330ci, VIN#WBABN53445PH04834, Titanium Silver, 22k, Cold weather Package, Premium Package, Sport Package, Automatic Steptronic, Park Distance Control, Xenon lights.



BMW Sirius radio, all weather mats and carpet mats, window tint, invisible bra, "M" rear deck lid lip spoiler. Warranty and Maintenance start date 3-27-03., New 645cic coming very soon \$33900 OBO. Call Mike 303-231-2117 or masarch@centleasing.com #174152 (9/04)

2002 Z3 3.0i Roadster, VIN# 4USCN53452LJ60378, Titanium Silver Metallic/Black leather, excellent condition, 32,000 miles and still under warranty. Dinan upgrades: stage III software, High flow cold air intake, High flow throttle body and front strut brace totaling \$2400. BMW dealer installed upgrades include a BMW Alarm system with on key controls and Clear Bra. Premium Package which includes: power soft top (black, fully lined) and maple wood trim, heated seats, mirrors and washer jets, air conditioning, cruise control, premium audio system with upgraded speakers, high-performance multi-channel amplifier and subwoofer \$28,000. Call Ken 303-791-8077 or cohammack@netscape.net #302360 (9/04)

2002 330i VIN WBAEV53492KM02140, 5 spd, Steel Blue/Leatherette, 27,000 miles, Cold weather pkg, Sport pkg, Xenon headlights, Harman Kardon sound system, Moonroof, Clear bra, \$32,500. Call Greg 303-346-7290 or gk330i@hotmail.com #298446 (8/04)

2002 330CiC, VIN: WBABS53462EV88682, 5 Spd, Orient Blue Metallic (Dark Blue)/Tan Leather, Dark Blue Fully Automatic Top, 20k miles, Premium Package, Cold Weather Package, Harman-Kardon System w/ 6-disc changer, Wide Screen Navigation System, Professionally Installed Valentine 1, Wind Deflector. No track, no auto-cross. Garaged, Still Under Warranty \$39,500 OBO. Call Roddy 303-524-7655 or roddy@anubisresearch.com #24070 (8/04)



2002 325Ci, VIN#WBABN33432JW53412, Black Sapphire Metallic/Black Leather, 5 Speed, Sport Package, 20,693 miles, Harman Kardon sound system, Rain Sensor, BMW installed Clear Bra, Xenon Headlights, Tinted Windows, Factory Rims w/ Blizzak Winter Sport Tires, Second set of Rims (Motegi Roja 5 Spoke Anthracite 14 lbs. ea.) w/ Continental ContiSport Tires, 4 Factory Keys, factory warranty \$28,500. Call Bob 719-210-6089 or bcunha@adelphia.net #319854 (8/04)

2001 740i Sport, VIN WBAGG83441DN82943, Royal Red/Gray Leather, 57K miles, V-8 with all options including NAV (entire country disk set), power sunshade, sunroof, factory 18" M parallel wheels w/new Potenza's, STEPTRONIC, 6-CD changer, BMW flashlight and cell phone, pass-thru rear seats. An AWESOME luxury car with the performance of a true DRIVING MACHINE! Get in and drive this great car \$33,499. Call Tom 303-683-7268 or diulio@ix.netcom.com #323492 (10/04)

2001 540IA, VIN#WBADN63401GM70443, Titanium Silver, Black Leather Interior, 16500 miles, Sport Package, Cold Weather Package, Premium Package, 16 Way Comfort Seats, Automatic Steptronic, Premium Sound System w/DSP, Moon Roof, Xenon Lights, Window Tint, Clear Bra, New Pilot Sport AS Tires. New Vehicle Warranty until 12-08-2004, CPO Warranty until 12-08-2006 or 100,000 Miles. Vehicle is in like new condition with no scratches, dents or dings. Non-Smoker, Garage Queen-4th Car, never driven in snow. \$45,000. Call Dean 303-972-2465, 720-840-5421 or dgackle@eazy.net, dgackle@kci.net



2000 M Coupe, Vin#WBSCM930YLC61445, Estoril Blue/Black leather, 20K miles, clear bra, Blaupunkt CD, Dinan exhaust, chip, cold air intake, car cover, M mats, garaged, non-smoker, no snow or track \$30,000. Call Steve 303-467-2365 or SPRDenver@aol.com #178439 (8/04)

2000 BMW 2.8 Z3, VIN WBACH3347YLF44379, Oxford Green, Beige Leather/Soft Top, 19k miles, 5 spd, one owner, garaged, fair weather only. Almost new Bridgestone S-03s, CD, Harmon-Kardon upgrade, OBC, Sports Seats w/Heating, Clear Bra, Alarm System, Clear Windscreen, Escort 7500 radar detector, Carfax report available \$23,900 OBO. Call Bernie 719-761-5581 or bgalder@adelphia.net #181008 (9/04)

1998 M3 WBSBG9325WEY78646 Bright Red/Black, 5-spd, Dinan S-3 package, Vortech supercharger, RMS intercooler, cold air kit, RMS lightened flywheel with performance clutch, front & rear tower braces, Ebach springs & sway bars, Koni shocks, high-flow exhaust, 18" BBS RK with P-Zeros, stainless brake lines, Pagid brake pads, all factory power options, 6-CD changer, moon roof, all paperwork. Perfect condition, non-smoker, garaged \$30,000 OBO. Call Ken 303-680-8518 or nissenhair@aol.com #297709 (9/04)

1997 M3 VIN#WBSCD9324VEEO5304

Boston Green/Modena (Ferrari) Leather, 4 door 5 Speed Manual, 84K, Records, 2nd Owner, Standard options, Maintenance current and fluids changed regularly, Upgraded stereo with disc changer, Mechanically stock, Cosmetic upgrades include tinted windows, Clear bra, Euro clear lights front to back. Reluctant sale for newer M3, \$17,500. Call Warren 303-794-2084 or nixfty@hotmail.com #113262 (9/04)



1997 BMW M3 SEDAN Estoril Blue w/ Modena Nature (Ferrari Tan) Leather (Beautiful and rare color combination), 5 Speed Manual, 42,XXX Miles, Harmon Kardon Premium Sound, CD Changer, Sunroof, Cruise Control, Fold down rear seats w/Ski Sack, Heated Seats, Motorsport X-Brace, Clear corner and side indicators, Front European Floating Rotors (new), New brake pads, Stainless Steel Brake Lines, UUC Short Shifter, E46 M3-Look Rear Lip Spoiler, No Engine or Suspension Modifications, 17 X 7 1/2 Stock Motorsport Wheels w/ near new Yokohama tires, Always Synthetic Fluids, Owned by long time BMW-CCA member, Excellent Shape, meticulously maintained and detailed, garaged day/night, only flaw is some Colorado road rash on front end (a few small rock chips in the paint) Priced to sell at \$21,000. Call Larry 303-761-7000 #90345 (9/04)

1995 540i M-sport, VIN WBAHE5329SGA65308, White/Parchment, 96K miles. The Real Thing -- one of 135 built: 4.0 Liter V8, 6-speed Manual Transmission, Cockpit-adjustable Shocks, Self-leveling Rear Suspension, ASC+T, 17" Forged Alloy Throwing Star Wheels, New Bridgestone S0-3s, Brembo Slotted Rotors, CD, Sport Seats with memory, special M-Sport Trim. Absolutely beautiful inside and out. Extensive upgrades and maintenance. In Utah, but will deliver to Denver area, \$21,800. Details <http://home.earthlink.net/~hainesinutah/msport/>. Call Gordon Haines (435) 628-4338 or theXer@earthlink.net #42313 (10/04)

1995 540i 6-Speed, VIN# WBAHE532 OSGA64225 production 9/94, 79K miles, Black / black leather, Block replaced at 33,356 miles on BMW warranty, sport seats, heated seats, ASC+T (traction control), sunroof. BMW Original radio with 6-Disc CD Changer, BMW Factory alarm built into key. Wood trim, new black floor mats, driver and passenger side airbags, Dunlop SP5000 tires with only 9,000 miles on them. Paint has some dings/chips/scratches, not perfect but an awesome car, drives awesome and a wonderful car, \$13,500. Photos: <http://www.tristansean.net/540> Call Tristan 303-741-4244 or wardell@tristansean.net #136583 (9/04)



1995 M3 Coupe VIN: WBSBF932XSEH06872, 5 spd, Alpine White/Dove Grey leather, 103K miles, excellent condition and always garaged. Less than 6K on Michelin Pilot Sports, X-brace, front and rear strut braces, very strong running, K&N air filter, M3 mats, \$15,000. Call Buddy 720-352-8995 or wikedstik@comcast.net #294749 (9/04)

1995 M3 coupe, Cosmos Black/Black interior, 70K, one owner, great shape, garaged, auto, leather, sunroof, computer, nearly new summer Yokohama's, winter wheels and tires, cover, bra, recent inspection II, dealer serviced, Mobil one from day one. Best handling of all the M3s, \$15,000. Call Curt 719-337-8784 or cemery156@aol.com #327676 (9/04)

1992 325i, VIN: WBACB4313NFF91416, Calypso Red/Tan leather, auto, 122K miles, great condition and well maintained daily driver. Second owner, (replaced by a newer E36!) Everything works except the heated seats (cause unknown.) Two sets of tires, one set of wheels. All the standard features, including: driving lights, moonroof, ABS, driver-side

Classifieds

airbag, alloy wheels. E-mail for more pictures! Recent Inspection II maintenance \$4600! Call Chad 970-395-0183 or cmmriley@comcast.net #294834 (8/04)

1989 325is (small bumpers) VIN#WBAAA1302K4206433 Silver/Tan Leather, 5 spd, 158K, CD, Sunroof, A/C, New Tint, Non-Smoker, Great Condition, Well Maintained, Drives Great, Momo Competition Steering Wheel, Momo Shift Knob, Extra Steel wheels with Snow tires, Performance upgrades: Turner Chip, H&R Springs, ANSA Exhaust, K&N Filter, Short Shift Kit, Cross Drilled Brake Rotors, Yoko ES100 Tires, More pictures available \$4500 OBO. Call Pete 303-908-0390 or peteh2112@yahoo.com #287626 (10/04)



1988 325iX, WBAAB9308J2550063, Silver/red leather interior. Bob Tunnell's personal car, maintained by Dave Stackhouse at Bimmer Haus, all dents removed and total repaint so it looks good and runs strong, firm at \$7500. More details and photos at BimmerHaus.com/carlot or contact Bob at BobT@BimmerHaus.com #116892 (9/04)

1986 635csi VIN#: WBAEC7401G0607497, Cosmos Blue/ with rare dark blue sport leather interior, power windows, door locks, windows, power heated mirrors, 10-way power seats with memory, Alpine face-off CD player with MB Quart speakers. No accidents, rust, body damage, or bodywork. Front spoiler intact and in great shape with OEM fog lights. 16-inch BBS/BMW rims with new tires, original TRX rim and spare in trunk. Complete tool kit intact in trunk with original keys and key fob. All original, books/records, never raced, abused or tracked, garaged, cared-for and well maintained by BMWCCA member. Odometer shows 143,651 miles--stopped clocking mileage on July 4, 2003 on the way to a summer picnic. Actual miles in the 146-148k range. The car attracts attention and I would like to sell to a good home. As good as it gets for an E24 6-series. Stunning example of a classic E24 6-series coupe, collector quality, one of 2,650 imported to the US in 1986, 2nd owner, purchased in 1997 from the GM of a Texas BMW repair shop. The car has been in Texas and Colorado, and has not been driven in harsh weather or snow \$9,250. Call Ken 303-683-8497, or kbw2@hotmail.com #149165 (8/04)

1985 Euro M-6, Black/black buffalo interior, 5-spd, rebuilt performance motor. Many, many new and upgraded parts, very clean, fast, and beautiful. This car is in excellent condition \$16,500 OBO. Call Jim 970-884-1908 or marcid@frontier.net #156287 (8/04)

1984 745 Turbo, 4-sp, ABS, A/C very good condition well maintained, stereo with trunk CD Changer \$4000. Call Paul 303-888-2303 or 303-690-1943 #57030 (8/04)

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 \$6500 obo. Call Grant 303-757-2823 or gchanna@earthlink.net #24518 (9/04)

1983 633CSi, A/C, Leather, recent paint, brakes. Runs & drives great \$3500. Call Paul 303-888-2303 or 303-690-1943 #57030 (8/04)

1982 323i, Vin# WBAAH3104C7458128, Ascot gray/ grey epa papers, 120K 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 and more excellent condition inside and out, \$8000 OBO. Call Travis 970-846-6799 or benzing@mail.com #123969 (9/04)

1981 733i VIN WBAFF3306B7351122 Ascot grey/parchment leather, 5 speed, sunroof, rebuilt engine, new paint and leather, Kenwood CD/speaker system, two sets wheels (originals re-done), Bilsteins, one owner, all records, beautifully maintained. Must see to appreciate \$8,000 OBO. Call Paul 303-635-0200 or paul.anderson8@comcast.net #317976 (9/04)



1979 BMW 528i, VIN 5330272, Sepia Braun/ tan leather, ~159k, fully original, one family owned, excellent running and good original paint, excellent interior, make offer. Call Lee 303-919-3813 or lwareham@email.uophx.edu #285892 (9/04)



1976 2002, VIN2376332, Inka, 15" Panasperts, new windshield, great shape, parts included: Corbeau Forza II seat, Corbeau GTS seat, reupholstered front passenger and back seats (driver seat original), custom 3-gauge panel (oil/volt/clock), CD, new Speedo, Curt Ingram radiator, other misc. parts. Great car but must make room for M coupe \$5500 OBO. Call Dave

719-554-4978, 719- 590-9509 or dave.kahle@northcom.mil #69545 (10/04)

1967 BMW 1602 nearly rust free, complete. Engine turns over, doesn't run. No shock tower rust, \$600 OBO. Call Ed 303-589-8715 #179550 (9/04)



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 (9/04)

TIRES & WHEELS



(4) 15x7 BMW factory wheels with BFG Comp T/A R-1's (some tread left), 5 lug, 120mm pattern, 47mm offset, 30 small diamond spokes. Fits following: 318i (93-99), 320i (92-95), 323i (98-99), 325i (92-95), 328i (96-99), Z3 (98-99). Exc. condition. Great for track or snow tires \$300 includes center caps. Call Doug 303-499-2420 or dpwright99@comcast.net #148753 (10/04)

USED 18" TIRES 225/40/zr18 ultra high performance 3 full sets, three different brands good condition \$200 per set plus shipping \$175 each new. Call Travis 970-846-6799 or benzing@mail.com #123969 (9/04)

(4) 15 x 6.5 steel wheels off E34. Bought new from Tire Rack and used with snow tires for 4 winters on a 1994 540i \$100 for the set. Call Ron 303-666-9064 or ron1953@comcast.net #168065 (9/04)

(4) 6.5J x 14, 4 bolt cross spoke style, standard equipment on E30 325is. Straight. \$275. Call Adam 303-956-8069 #296001 (9/04)

(4) 18" MK Motorsport wheels with Kuhmo Ecsta 245/40/2R18 on front, Toyo Proxes 295/35/2R18 on rear with 80% tread left. Wheels are deep dish with stainless steel rims, spokes painted red. I took these off my 850i. Will fit 7 & 8 series, and some 5's, \$500 OBO. Call Bryan 303-220-1132 or byransieg@aol.com #80232 (9/04)

(4) M Double Spoke wheels (Model 68) for E46 3 w/Conti Sport Contact 225/45ZR17 fronts, 245/40ZR17 rears. Wheels and tires have only 8,900 easy miles. Never tracked or raced. Wheels are in mint condition with no curb rash \$975 OBO. Call Lance 303-316-2301 or lance_e_schaffer@keybank.com #304284 (8/04)

E36 BMW Motorsport wheels (17" x 7.5"), 10 spoke, from 95 M3, Style L in Bavarian Autospot catalog. With Dunlop snow's, two worn to the ware bar's, two a little better. I can shoot and send pic's if you'd like. This is an extra set, and I'm selling to raise funds for race rubber. Please help support my JONES! :) \$550. Call Bob 719-440-1791 or rmflyfish@adelphia.net #326480 (8/04)

(4) Michelin 225/55R/1695H M+S radial XSE snow tires, 3K miles on them \$240 OBO. Call Bob 303-377-4181x16 #311653 (8/04)

(4) 15" BBS BMW 3 piece wheels, 5 bolt and in good condition. Call Jim 970-884-1908 or marcid@frontier.net #156287 (8/04)

(1) Bridgestone Potenza S-02 tire size 245/40ZR17, about 7/32 tread remaining \$75. Call Charles 303 989 4653 or cjcordina@att.net #48495 (8/04)

(4) Alpina wheels with Falken 205/50 ZIEX tires, 2- 15x6; 2- 15X7 \$500. Call Paul 303 888-2303 or 303 690-1943 #57030 (8/04)

(4) SSR Comp alloy wheels, anthracite with machined rim, 2 17x8 & 2 17x9 for staggered setup, Potenza S03 tires 225/45/17 and 245/40/17, some tread left, fits E46 3 series (325/330), wheels are unblemished, \$1200. Call Greg 303-346-7290 or gk330i@hotmail.com #298446 (8/04)

(4) Borbet Type T 17x7.5 with Blizzak LM32 225/45/17, 16k miles, \$900. Call Greg 303-346-7290 or gk330i@hotmail.com #298446 (8/04)

New/used tire needs. Call Robert 303-722-8406 or Bimmerswap.com #119538 (9/04)

E36 BMW Motorsport wheels (17" x 7.5"), 10 spoke, from 95 M3-Style L in Bavarian Autospot catalog. Varying condition from good to new \$800 for the set of 6. Call Brian 970.689.6310 or bbowd01@yahoo.com #1180128 (9/04)

(2) 18 X 8.5 AC schnitzer type III rims. They are in pretty good condition just some minor scratches from rocks and usual wear and tear. They came off of my E36 and do not currently have any tires. I would be willing to sell just one of them if requested or both of them together. I am only asking \$800 obo for both of the rims, brand new they will set you back almost \$800 a piece. Call Jordan 720-201-2298 or E-mail me at Jman98053@aol.com #325501

continued next page

Classifieds

Willkommen

PARTS

Stainless steel sport exhaust muffler fits E30: 325i (sedan) 88-91, 325i (Cabrio) 88-93, 325is (coupe) 88-91, 325ix 10/87-91, \$200. Call Rick 303-777-8910 or conoco18th@aol.com #330693 (9/04)

E36/Z3 Brake parts: Ate Power Disk Rotors, Hawk HP + brake pads for front, used fall drivers school only \$150.00 for both or \$75.00 each OBO, PBR Metal Master rear pads \$30.00 OBO, still in box and shrink wrap. Call Steve 303-750-5533 or stevejfy@msn.com #165695 (9/04)

1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ Bimmerswap.com #119538 (9/04)

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 (10/04)

MISCELLANEOUS

FOR RENT: a week at a condo in Orlando during the last 2 weeks of December, 2004 or January-mid April, 2005. Two bedrooms, 2 baths, sleeps 6. Beautifully and completely furnished—all you bring is food! Within 20 minutes of ALL major attractions. Think Christmas vacation, Daytona 500 or Spring Break! \$700. Call Leslie or Jim at 303-671-6131 ASAP to get your first-choice week reserved!

WANTED

1989 635CSI needing work, preferably with a bad engine. Call Steve 970-587-0963 Ext: 11, 1-303-888-2068 or steven@medcomgroup.com #323661 (9/04)

(1) OEM basket weave style e38 rims, with or without tires. Call Stephen 720-320-7536 or sms@colorado.edu #197326 (8/04)

(2) Rear 8.5x17" 10 spoke factory wheels for an E-36 M-3. Years I believe from 1996 thru 1999 or any 8.5x17 wheel. Cosmetic condition not important. Just needs to be straight! Need for track use! Call Ken 303-680-8518 or Nissenhair@AOL.com #297709 (9/04)

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

Welcome NEW Members!

We would like to give a warm Rocky Mountain welcome to our **new** members this month. Remember our membership is the life line of our Club and we invite you to join us at our upcoming events and monthly Club meetings. Our membership is currently **1,811** members, which includes our associate membership of **226** and we continue to grow. We hope to see you at our many events planned for this year. We look forward to your ideas and participation.

NEW MEMBER

REFERRED

Caylor, Paul	Fort Collins CO			
Chiapusio, Rod	Littleton CO	2004 M3 Coupe		
Comp, Chris	Denver CO	1998 M3		
Cord, Chip	Colo Spgs CO	2004 330i		
Correll, William	Denver CO	1995 740i	1999 Z3	
Cory, Dan	Englewood CO			
Einolf, James	Castle Rock CO	1997 318i		
Eppard, Mike	Aurora CO			
Eskew, Patrick	Evergreen CO	1992 525iT	1989 325Xi	
Fowler, William/Mary Ellen	Westcliffe CO	2002 325xi		
Funk, Levi	Lakewood CO			
Galbreath, James	Englewood CO			
Haffeman, Lenn	Castle Rock CO	1997 540i	2000 X5	Bill Schaefer
Hill, James	Greeley CO	1995 325iC	1986 325e	
Kimoto, Rowe	Littleton CO	2001 325i		
Long, Michael	Fort Collins CO			
Lowery, James/Mariann	Littleton CO	2003 M3	2002 325Xi	
Miller, Michael	Colo Spgs CO	1992 325i		
Oldham, Carl	Boulder CO	1992 525i		
Patterson, Dennis	Colo Spgs CO	1997 318i	1995 525i	
Roehrs, Mike	Denver CO	1999 M3		
Sailer, John/John David	Fort Collins CO	1989 635CSI		
Schnee, Jonathan	Louisville CO	1998 M3		
Sehmeyer, Jesse	Littleton CO	2004 Cooper S		
Shea, Terence	Denver CO	2004 X3		
Spagnola, Bob	Denver CO			
Starr, Todd	Cortez CO	1998 M3		
Valdez, Richard	Aurora CO	2004 530i		
Wolfley, Martin	Arvada CO	2000 528i		
Zahn, Peter	Littleton CO	2000 M5		

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 preceding the publication month. Ad will run in (2) consecutive issues, unless otherwise advised. **Non-member** cost is \$15 for 2 lines per issue and \$5 per photo per issue. *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 msreditor@rmcbmwcca.org; fax 303-758-1841, or send to RMC BMW CCA, PO Box 370128, Denver, CO 80237.

Rocky Mountain Chapter BMW Car Club of America

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
Bruce Hazard 303.324.6541

SCCA Liaison
Gregg Ten Eyck 303.449.6194

Dealer Liaisons

CO'S
Brian Bowden 970.282.9186
GEBHARDT
Bruce Leggett
303.920.7462
MURRAY
Paul Schultz 303.690.1943
SCHOMP
Tim Jones 303.946.4588
WINSLOW
Arnie Coleman 719.598.4133

SUMMIT HISTORICS

at BRECKENRIDGE

August 27-29, 2004

Concours ♦ Autocross ♦ Rally

A Celebration of Automotive History

Benefiting The Summit Historical Society



nostalgiaracing.com



Tentative Schedule of Events

Friday August 27

TBA Tour to Breckenridge
2-5 pm Registration, Riverwalk Center
6-8 pm Kick Off Party, Mi Casa Restaurant

Saturday August 28

8-10 am Registration, Riverwalk Center
9-4 pm Autocross, Ice Rink Pkg lot
10-5 pm Concours at the Riverwalk
5:30-7 pm Reception, Location TBD

Sunday August 29

9-noon Rally, Summit County Historic Sites
10-2 pm Concours at the Riverwalk
4 pm Awards Party, Beaver Run Resort

General Event Information

- ♦ \$5 per entry fee goes to benefit the Summit Historical Society. Concours \$25 ♦ Rally \$25 ♦ Autocross \$45.
- ♦ Entry fees include admittance to parties serving food and beverages throughout the weekend.
- ♦ Prizes will be awarded to Concours People's Choice Winners & 1st, 2nd & 3rd place Auto Cross and Rally Winners.
- ♦ All participants will receive a goody bag at registration.
- ♦ Trailers may be parked in the two free skier parking lots, off Watson & French Streets.
- ♦ Free Shuttles are available between Autocross at ice rink and Riverwalk (blue bus.)
- ♦ Commemorative Summit Historics Tee shirts & Posters will be available.
- ♦ Discounted accommodations are available for Summit Historics participants at Beaver Run Resort, 1-800-525-2253, 620 Village Rd.; request Summit Historics Discount. "Beaver Retriever" shuttle is also free for resort guests.

Concours Information

- ♦ All Marques are eligible. Winners will be determined by Peoples' Choice.
- ♦ Participants will be eligible to join a 'tour' to Breckenridge. Tour details TBA.
- ♦ Entries will be displayed by decade with Summit County historic information for the period.
- ♦ Underground parking & car wash area is available at Beaver Run Resort
- ♦ Vendor space will be available. Details TBD.

Autocross Information

- ♦ Think FUN! This is not an event where you will earn points toward the World Championship!
- ♦ Race or street cars are eligible. Competition driver's license or Autocross experience required.
- ♦ Winners will be determined by fastest time.
- ♦ Helmets & seatbelts required, soft tech.
- ♦ Cars will be numbered at staging area, located in ice rink parking lot.
- ♦ Trailer parking is available at the ice rink for race cars, non licensed vehicles only.
- ♦ See enclosed Autocross information sheet for more details.

Rally Information

- ♦ Street legal cars are eligible, driver's license and proof of insurance is required.
- ♦ Winners will be determined by the best poker hand. Entrants will draw playing cards at each checkpoint.
- ♦ Start and finish will be at the Beaver Run parking lot.
- ♦ Check points will be at Summit County Historic sites.

Nostalgia Racing, Inc ♦ nostalgiaracing.com ♦ P.O. Box 547, Morrison, CO 80465 ♦ 303.697.0750

Activities Calendar

Note: RMC BMW CCA activities in boldface type

August

- 1 Sun DEADLINE FOR *MSR* ADS AND COPY FOR SEPTEMBER ISSUE
- 4 Wed * **Business Meeting, Walker's, Westminster, 303-499-7416 for directions**
- 7 Sat **Bike Tour, Dave Walker & Leila Vale, Coordinators, Details Page 14**
- 13-15 BMW Festorics XIII, Monterey, California, www.festorics.org - Details Page 35
- 21 Sat **RMC Autocross Series #6, presented by Bimmer Haus Performance Autocross Committee – World Arena, Colorado Springs, Details Page 15**
- 28 Sat **Bimmer Haus Performance Tech Session, 7233 W. 116th Place, #A, Broomfield Mark Hutto, Coordinator, 720-566-0521 - Details Page 19**
- 28 Sat **Family Picnic / Colorado International Aviation Museum Janet Kiyota, Coordinator – Details Page 14**
- 27-29 Summit Historics at Breckenridge – Details Page 41
- 31 Tue **Poudre Sports Car Tech Inspection, 5806 South College Ave., Ft. Collins Stephen@PoudreSportsCar.com 970-229-0990 – Details page 19**

September

- 1 Wed DEADLINE FOR *MSR* ADS AND COPY FOR OCTOBER ISSUE
- 1 Wed * **Business Meeting, Beyer's, Westminster, 303-465-0769 for directions**
- 3-18 BMW Vintage Marathon, Details Page 35
- 10-12 BMW Club Race, Pueblo Motorsports Park, Pueblo, Colorado
- 11-12 Missouri Valley Chapter Driving School, www.bmwccamvc.org - Details Page 35
- 13-18 Colorado Grand - Details at www.coloradogrand.com
- 18 Sat Colorado Grand Concours d'Non-Elegance, Vail Colorado Paul Gilpatrick, 303-539-1839 x120 for details
- 25 Sat **Fall Performance Driving School, Pueblo Motorsports Park, Pueblo, Colorado Gary Mayer, Coordinator, 303-618-6102, Details Page 19**

October

- 1 Fri DEADLINE FOR *MSR* ADS AND COPY FOR NOVEMBER ISSUE
- 1-3 Rocky Mountain Oktoberfest, Winter Park, Colorado Mark Doran and Michael Beyer, Coordinators, Details Pages 16 & 17
- Fri – Sun * **Business Meeting, Bartlett's, Morrison, 303-697-2958 for directions**
- 6 Wed **RMC Autocross Series #7, Coors Field, 2001 Blake Street, Lot B, Denver, Colorado Autocross Committee – Details Page 18**
- 9 Sat **Fall Dinner / Elections & Autocross Awards – Maggiano's Little Italy, Downtown Darlene Doran, Coordinator, 303-758-4200, Details Page 4**

* All members are urged to attend the Business Meetings, the first Wednesday of each month (with some exceptions), dinner is included, so please **RSVP to the Meeting Host/Hostess** to ensure enough food is available and in case of Cancellations or Changes.

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

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