

# Motor Sport Report



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"Dirty Grab"*

**Saturday, December 4**



*Fall Dinner/Elections &  
Autocross Awards*

**Saturday, October 23**

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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,  
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### UPCOMING EVENTS

#### ROCKY MOUNTAIN OKTOBERFEST

Winter Park, Colorado  
Friday-Sunday, October 1-3, 2004  
Mark/Darlene Doran & Michael Beyer, Coordinators

#### RMC AUTOCROSS SERIES #8

Saturday, October 9, 2004  
Details page 14

#### RMC AUTOCROSS "FUN RUN NO POINTS"

Saturday, October 16, 2004  
Details page 14

#### FALL DINNER/ELECTIONS & AUTOCROSS AWARDS DINNER

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# Late-braking News

by Dave Walker

**B**y now, you've all signed up for our inaugural chapter Oktoberfest being held October 1-3 in Winter Park. It's shaping up to be a fantastic weekend of cars, food, friendship, and gorgeous surroundings, and many sponsors have generously donated merchandise and services for the auction; all of it to benefit the Colorado State Patrol Education Fund. We'll see you there!

One sure sign that the end of the year is approaching is the inevitable deluge of new-model vehicle announcements. Given that I have nothing better to do until O'fest than gaze into the proverbial crystal ball, herewith are my unabashed prognostications on the fate of automotive technology.

BMW is in a bit of a lull, with no major changes for New Year's Eve, but do not despair. By mid-2005, the greatly-anticipated next salvo in the Teutonic horsepower wars, the new M5, (which debuted at the national O'fest in Pasadena) will appear in U.S. showrooms and later in the year, an all-new 3-series replacement debuts.

Time and space don't allow a comprehensive look at what other manufacturers are up to, so I'll just point out a few notable trends. If there's one overarching theme with advancing automotive technology, it has to be the expanding role of electronics. Maybe I'm showing my own bias as an electrical engineer, but consider how much electronic content there is in even the lowliest import, let alone a computer-laden *tour de force* like the BMW 7-series. Besides the

usual creature comforts and convenience items, there's active steering and roll stabilization, variable valve timing and lift, satellite navigation, I-Drive, Park Distance Control—and the list goes on. Electronic engine- and transmission-management systems, in particular, are two areas where BMW excels, but there's plenty of competition to keep the playing field alive.

Soon, the amount of electronic gadgets on new models will reach the point where 12 Volt (or 14 Volt, actually) electrical systems simply won't be able to meet the demand. Ergo, 42 Volt electrical systems and integrated starter-alternators will supply the multi-kilowatt loads. This is a good thing: less weight, more efficient—we all win. BMW's in the hunt.

Another major breakthrough coming down the Strasse right now is hybrid vehicles. I know, you've all heard a lot about super-economy (yawn) models like the Toyota Prius, Honda Insight, and now the Ford Escape SUV, but I'm going to make a prediction. It's just a matter of time (I say five years) before hybrid technology gets applied to high-performance vehicles like we're used to. It just makes sense: combine something like a 250 hp-class inline-six gas engine with a 100 hp electric motor system and bingo; you've got M-class performance with 30+ mpg economy. Who will do it first? I hope BMW beats Honda to the punch. Then again, BMW's non-U.S. turbo-diesels are already in production and come pretty close to this performance-economy mark. Bring 'em on; I can almost see myself at a Sapp Bros. truck stop now

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**MSR**

**2004  
October**

# Ponderings by the Editor

by Darlene Doran

MSR has a NEW email address: [msreditor@rmcbmwcca.org](mailto:msreditor@rmcbmwcca.org)



## Thanks to all of you!

My genuine appreciation to these members who wrote articles and took photographs for the October issue of the MSR: **Jim Bartlett** for his "Car of the Month" article and photos; **Darlene Irvin** for her "MaxFund" article; **Darlene Doran** for coordinating the "Fall Dinner/Elections & Autocross Awards" and her article; **Leslie Jenkins** for as always coordinating the "Holiday Party Dirty Grab" and her article; **Fund Raising Committee** for their "RMC BMW CCA Motorsport Team" article; **Josh Wyte** for his "My Trek from Massachusetts to Colorado" article and photos; **Bob** and **Lauri Sutterfield** for their "Note from the Sutterfield Home Front" and photo; **Jim** and **Cathy Look** for their "California Curves" article and photos; **Bruce Hazard** for his "Oktoberfest Highlights"; 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 2005 events. If you would like to help out, please contact me either by email [msreditor@rmcbmwcca.org](mailto: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!!

**A Better Way Realty**, **Northern Colorado BMW**, and **Stander's Collision Works** for renewing their ads for another year. Remember to thank our advertisers for their support in helping with the costs of the *MotorSport Report*. They often give our members discounts on service, parts, etc. Thank you for sponsoring us in this way! We appreciate all that you do for the Club!

## From the Sutterfield Home Front in California

We like California well enough. We live up in the mountains so there aren't as many neighbors for the kids to make friends with. Still shopping for a Scout troop but we think we've found a church that suits us. I'll attach a photo I took from the deck at breakfast today. Pass it along to the RMC board with a reminder that everyone has a standing invitation to come visit!

Lauri and I will be instructing at Thunderhill this weekend. We're a bit daunted by the idea of teaching a track we've never seen before. The Porsche club website has some very helpful write-ups with photographs; hopefully those will shorten our own learning curves. Then, it's Sears Point in November and Laguna Seca in March. Can't wait! — *Bob and Lauri*

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# Car of the Month



The BMW Land Yacht — for effortless sailing on the highway.

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

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

Our October **Car of the Month** comes to you from Morrison, Colorado belonging to Jim Bartlett who writes:

## Jim’s Land Yacht – “Baby”

I’ve been a fan of German engineering for years, owning three Mercedes automobiles between 1986 and 2003, always buying used vehicles to avoid the serious front-end devaluation associated with new car ownership.

When I acquired an immaculate 1989 560SEL MB in 1997, I expected to care for, drive and enjoy her for many years. However, my saga of Teutonic car ownership took a sudden turn last year when I was rear-ended while sitting at a stop light. In a split second, my Benz was collapsed on both ends, such that it resembled a burgundy mushroom. With insurance check in-hand, thankful for having avoided personal injury, I began shopping for a new (used) car. Did it have to be a Mercedes? Did it even need to be German?

### The Search

I began by looking at and driving a number of convertibles and roadsters, including BMW Z3s, 3-series cabs, Boxsters, and even a Mazda Miata. (Okay, at 50 I’d never owned a sports car of any type, and yes, mid-life car desires were raging.) I’d almost settled on a pristine 1998 2.8-liter Z3 (red

exterior of course), when my wife expressed concern, raising the P-word. (Not Porsche.) *Practical* – she said it wasn’t. To maintain marital bliss I quickly switched gears and began looking at sedans – yet only those with a *Roundel* on the hood...the Bimmer bug had bitten.

I zeroed in on a 1997 740iL with some minor issues, and one problem of unknown magnitude. Expert mechanics inspected the car for me, generating a detailed report I used to help negotiate the final price. Subsequently, I began the process of slowly investing in anticipated fixes and modest enhancements, bringing *Baby* to her current state.



Here’s the car, as she looked on delivery from its previous owner in May of 2003, including chrome 16-inch “basketweave” wheels. “Baby” has a “Sorrent Blue” exterior with tan leather interior.

Initially, I had the car detailed, including some brush touch-ups, buffing and a handful of paintless-dent-repair (PDR) applications to fix a few very minor door dings, which are now totally *gone!*

I also quickly ordered missing BMW manuals, extra ignition keys and an OEM first-aid kit, to bring the car back to full

# Car of the Month

complement of accessories. In terms of features and options, she came replete with almost every factory option available, including powered rear sunshade, side shades, heated seats, park distance control, pass-thru ski bag, top-end stereo system with equalizer, etc.

*Baby* arrived with 91,600 well-cared-for miles on her; you wouldn't guess the car had that much use, other than moderate to severe rock pitting on the headlight lenses, fog lamps and paint around the hood and front grille area.

Encouraged by the advice, experiences and excellent results shared by fellow 7-series owners which I meet on-line through the E38 forums, I've done a number of simple upgrades:

**Cupholders:** The first order of business was to install *real* cupholders in the cockpit. The stock rear holders are okay, but the diminutive cupholders up front were flimsy, and located directly in front of the radio and HVAC console, making control access difficult when either holder was in use. The best cupholders I found were sold by *Cupholders Limited* in Boca Raton, FL. Their website is [www.cup-holders.com](http://www.cup-holders.com)



Cockpit area with aftermarket cup holder installed. Note how well the wood grain matched the wood in the BMW interior.

**Headlight Repairs & Updates:** Both of *Baby's* H/L lenses were heavily pitted due to the rocks and sand that is spread on winter roads here in Colorado. These had to be fixed, if she was ever going to "see" properly again!

The first step was to find replacement H/L lenses. Unfortunately, BMW no longer sells the lenses, due to a US government ruling barring them from selling parts for what is classified as a "sealed-beam" headlight.

What used to be a \$40-per-side repair now required purchase of completely new headlamp assemblies from BMW...at \$400 a pop! Fortunately, I found new lenses were available from *Maximillion Importing Company* (800-950-2002). Installation was a breeze, using detailed instructions found on-line at [cardomain.com](http://cardomain.com). The lenses had to be ordered from Germany, but at just \$37 each (plus \$6 each for new seals) it was worth the wait. Anyone needing instructions to perform this procedure should visit [www.cardomain.com/memberpage/177010/5](http://www.cardomain.com/memberpage/177010/5) for the best instructions I've seen anywhere.

## Chromelining

When the new lenses arrived I ran out and bought two cans of spray paint to do the "chromelining" process I'd read about, so it could be performed at the same time I was swapping out the lenses. It only took a couple of hours total to do the job, with most of that time spent waiting for the paint (two coats of primer and three of silver/aluminum) to dry. I used Dupli-Color high-heat paints for both primer and top coats. The results were striking.



Here are *Baby's* headlamps after being chromelined.

## Anti-Yellowing Of Lenses

Most owners of older E38s will notice that the plastic lenses inside the H/L assemblies tend to yellow with age and strong exposure to heat and light. After reading a tip somewhere, I decided to try reducing the yellowing of *Baby's* lenses while I still had everything apart. Using Maguire's plastic cleaner and Maguire's plastic polish (two separate products) and more than a little elbow grease, I saw a significant decrease in yellowing. The previously hazed surfaces were also now free of small scratches and had a very high sheen, just like new parts.

I also applied the same products to the plastic lenses on both sidemarker lights while they were removed from the fenders. The Maguire's products removed small scratches and restored the plastic surface to a new-like condition. Where the plastic had been cloudy and dull before, it now was very shiny, with high luster.

**Front Grilles:** The black slats in the stock grilles are almost invisible. When I saw how nice newer 740's looked, outfitted with grilles sporting the chrome slats, I had to go for it. What's more, the aforementioned sandblasting had taken a toll on *Baby's* grilles too, so they were pitted to say the least.

*continued next page*



Here are "after" shots with chrome grilles installed.

# Car of the Month

Replacing the grilles gave *Baby* a fresh, un-pitted look, with chrome slats, all in one quick swap-out. A local dealer had the grilles in stock and sold them to me for about \$37 each with BMW CCA discount. I installed them in a matter of 10 minutes (7 of which were spent figuring out how to remove the old ones!)

**Chrome Trunk Strip:** Drivers of more nimble BMWs will tell you their car's rear end is more important to have looking nice than the front, since the tail is what other drivers end up seeing most often. Wanting *Baby* to feel equally deserving, I invested in some minor enhancements to her tail as well.



The first change was my choice – a chrome strip that was stock issue on newer E38's. With this addition, she looks years younger – very important to a lady! The second “fix” on the rear was instigated by someone rear-ending me on an exit ramp in Littleton. \$1,000 of his insurance firm's money was well used in replacing a few key parts on the stern, effectively removing all existing paint chips.

**Fog lamp Replacement:** One look at *Baby* when considering her purchase and I knew I'd have to replace the fog lamps; the originals were even more pitted than the headlight lenses! Unlike the headlights, these were truly sealed, requiring complete replacement. Fortunately, the parts were readily available and the swap took just 5 minutes.



Here's a shot of the original “sandblasted” lens

**Paint and Bra:** As I mentioned earlier, all of the enhancements to *Baby* thus far didn't do anything to address the



hundreds (okay, thousands) of tiny paint chips on her nose, which were too numerous to address individually. Therefore, these chips were left untouched...until a minor accident on Hampden necessitated replacing the hood and a few other metal parts up-front. When I saw *Baby* exiting the body shop two weeks later, I knew she'd earned the right to wear a clear bra. After several weeks waiting for the new paint to cure, I took *Baby* to Don the *Bra Man*, who fitted her out nicely with a “full wrap.” Now both bow and stern had received unplanned face lifts. The result was a 7er that looks much more well cared for than her age would indicate.

**New Wheels:** My most recent upgrade was a set of 18-inch “M-Parallel Spoke 37” wheels for *Baby*, shod with Michelin Pilot Sport A/S rubber. I found an excellent price for all of this from *Wheel Exchange*...replica wheels, yes, but at roughly a third the price of the OEM wheels.

Going forward, I've been thinking about trying to “remote” and/or reconfigure the power “lock/unlock” button located on the center console so I can operate the function after having climbed out of the car without the “smart” key with unlock/lock buttons in-hand (e.g. when I want to unlock other doors). As-is, the lack of unlock flexibility when the car's ignition is off is the only really awkward thing I've discovered about my E38. Maybe this is a safety/security feature thoughtfully provided to me by conservative German engineers, but for my use, it's awkward. Also I am looking into performance suspension components.

**BMW CCA Events:** Participating in BMWCCA events is an enjoyable way to put *Baby* through her paces. Since Spring of 2003, I've participated in a number of club events, including Bimmer Burger Nights, Autocrosses, Driving Schools, the Fall Drive, and more. Yes, the *Land Yacht* often looks out of place lined up alongside M3s, Roadsters, and other more nimble Bimmers. However, she's always warmly received, and thus feels quite welcome.

For a land yacht, she does enjoy driving school events where her 285 horses get a chance to really turn loose! However, her best days are when she's in her element, on the open road. A 1500-mile jaunt to Indiana last year flew by, almost as if we'd been asleep. (Yes, I was driving, and No, I wasn't asleep).

## CALLING ALL PARTICIPANTS “Car of the Month”

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# Don't Miss This Upcoming Event

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Voting for officers is online or at dinner (but **not** both).

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### FOOD DRIVE

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## Meet the Candidates



**Jim Bartlett**  
Candidate for Secretary



**Swami Kavyo**  
Candidate for Treasurer

**Your vote counts –  
please remember to vote**

Website: <http://www.rmcbmwcca.org> (Fall Dinner/Elections)

Mail: RMC BMW CCA PO Box 370128, Denver, CO 80237

Fax to: 303-758-1841 or in person at the Fall Dinner

Please cut out ballot at right to send in  
(make copy for associate member)

### Ballot for 2005 Officers

Vote for one:

**Secretary:**

Jim Bartlett

Write in candidate  
\_\_\_\_\_

**Treasurer:**

Swami Kavyo

Your name: \_\_\_\_\_

Member # \_\_\_\_\_

# MINI Korner

## MINI 2005 Model Year Changes and Pricing 08/13/2004

### MINI USA Announces What's New for Model Year 2005 Convertibles join the family - Hardtops get enhancements

Woodcliff Lake, NJ - August 9, 2004... MINI announces upgrades for the 2005 Model Year cars that officially go on sale September 1, 2004. In addition to the already-announced convertible models, there are new design enhancements for existing models, along with a power increase in the super-charged models and a host of exciting new colors and options across the board.

#### MINI Goes Topless:

All-new for 2005, the MINI Convertibles join the line-up, adding two models to the brand with the MINI Cooper Convertible and the MINI Cooper S Convertible. The MINI Convertibles are attractively priced with only a \$4,501 premium over the respective hardtops. The base MSRP for the MINI Cooper Convertible is \$20,950 while the MINI Cooper S Convertible comes in at a MSRP of \$24,400. With the same under-hood power shared with their respective 2005 hardtop siblings, the MINI Convertibles bring the fun of open-top motoring to MINI and mark the continued expansion of MINI's product strategy.

The MINI Convertibles come standard with a fully automatic convertible top that incorporates a heated glass rear window. However a truly innovative feature of the convertible top is an integrated power sliding sunroof feature. The sunroof allows for open-air motoring and can be opened or closed while traveling at speeds of up to 75 miles-per-hour. From completely closed to opened, the top operation takes only fifteen seconds. When down, much of the top recesses below the rear deck, resulting in a very clean look and eliminating the need for a tonneau cover.

The MINI's convertible top is also designed to maximize available storage. With the top up, the rear edge of the convertible top can be unlatched and folded forward to expand the opening to the rear cargo area. The rear compartment

also incorporates 50/50 split fold-down rear seats, which allows customers to fit larger items through the boot and into the rear of the car. Like MINI's first generation predecessor, the trunk lid is bottom-hinged to open downwards and is suspended with high strength supports that can hold up to 175 pounds — perfect for tailgate parties or when the need arises to haul long and bulky items.

A high level of standard safety is built into all MINI Convertibles. In addition to the front airbags, the MINI Convertibles offer

side airbags that protect the body and head of both front seat passengers in the event of an impact. Additionally, the open-air MINIs are quite rigid. Structural reinforcements have been made to the A-pillars and side doorsills, and a high-strength, lightweight aluminum roll bar is integrated into the rear headrests which add safety in the event of a roll-over.

#### Model Range Updated for 2005:

The visual and performance enhancements that will debut on the MINI Convertibles will also appear in the updated 2005 MINI hardtop models. Performance is improved for the MINI model range. The MINI Cooper S and Cooper S Convertible models benefit from an increase in horsepower to 168 hp SAE, as well as improved acceleration with a revised ratio six-speed gearbox. The MINI Cooper and MINI Cooper Convertible receive an entirely new Getrag five-speed unit that also incorporates revised ratios for improved acceleration.

All models get a handsome facelift, incorporating new headlights and taillights and a new 3-slat radiator grill. In addition, the front and rear bumper fascias on the Cooper models are revised with a cleaner look. On the inside there are enhancements including new interior lighting, storage space and new trim options.

New appearance options for 2005 include Interior Surface Body Color, Chrome Line Interior, Chrome Line Exterior and Mirror Caps, and the Cockpit Chrono Gauge Pack. New colors for 2005 include Purple Haze, Hyper Blue and Astro Black, as well as Hot Orange and Cool Blue, the last two being unique to the Convertible line.

Base MSRP for the MINI Cooper and MINI Cooper S hardtops remain unchanged at \$16,449 and \$19,899, respectively. Destination and handling charges remain unchanged at \$550 for all models.

#### Summary of 2005 MINI Model Year Changes

Both the Cooper and Cooper S have been refreshed, receiving:

- New headlights, which have a revised look.
- New taillights, which carry the revised look from the front to the rear. The reverse lights are now incorporated into the main taillights and the fog light socket moves to the bottom position formerly occupied by the reverse light
- New radiator grill with 3 slats.
- On the Cooper, new bumpers front and rear. Bumper inserts are replaced by a piece of chrome trim that crosses the lower radiator opening.
- New interior lights: new map lights and cascade lighting located on the center of the top windshield frame, and illuminated door handles all improve night-time interior visibility.
- More Storage: The interior door armrests have been contoured to allow you to put more in the door pockets. Also, the rear cup holder has been enlarged, a tray has been added under the center column, partially enclosing the area and another tray has been added under the brake handle.

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1004

# MINI Korner

- There also is a revised front passenger accessory cup holder that comes standard
- Both cars get revised gearing for better acceleration. The Cooper now has a all-new Getrag 5 speed manual transmission.
- The Cooper S gets more horsepower now with 168 hp SAE.

MINI offers several new exterior trim and color choices

- Exclusive Convertible colors include Hot Orange and Cool Blue
- Astro Black is new for the Cooper models while Purple Haze and Hyper Blue (1/05) join the color palette for all models
- Chrome Line Exterior: On the Cooper this includes 1 chrome strip integrated into the front bumper, 2 chrome strips for the rear bumper, and fog light surrounds. On the Cooper S the chrome pack consists of chromed radiator grill slats and a chromed tailgate handle. Chromed mirror caps are included in both kits.
- Chrome Mirror Caps are available individually

There are a variety of new interior appearance features and options.

- Interior Surface Body Color. Now the dash and door panels are available for the Cooper S in Hot Orange, Cool Blue, Hyper Blue, Chili Red and Liquid Yellow.
- Chrome Line Interior: This includes chromed rings around all gauges, bezels around the hazard light button and the dash light dimmer, inserts on the handbrake and a rings around the gearshift and front and rear cup holders.

- A Chrono gauge pack is now available, providing analog read-outs for oil temperature and pressure along with fuel and coolant temperature in the center mounted gauge. The speedometer joins the tachometer on the steering column when this option is selected.
- Tartan Red/Octagon Black Cloth/Leather Combo is available on Sport Seats
- Gray Leatherette is now available
- Space Gray/Panther Black Cloth is now available on the Cooper with Sport Seats.

## Mini\_Motion Watch Sets New Standard for Timeless and Seamless Design Concept

### Latest Accessory in Award-Winning Collection Tells Time Vertically and Horizontally

Woodcliff Lake, NJ, August 25, 2004... Only an automotive brand as distinct as MINI could inspire MINI\_motion, an award-winning signature collection of products designed to connect experiences in and out of the car. The latest accessory, MINI\_motion watch, features a digital face that can display time from vertical to a horizontal position. The MINI\_motion watch is currently on display at the Museum of Modern Art and is available for the first time to the public.



MINI, the world's leading premium small car brand, combines design and engineering with a distinctive personality. MINI\_motion builds on MINI's legendary design principles, bringing timeless qualities to clothing and accessories. Introduced in 2003 by the BMW Group and designed by fuse project, the MINI\_motion collection earned several awards in the design industry.

Unique in design, the MINI\_motion watch stays on the wrist without a fastener. It has a soft, open wristband with a spring steel core that keeps the watch securely on the wrist. The innovative LCD display can be switched from vertical to a horizontal view, ideal for driving. The watch is made of a silicone band and a stainless steel case. It is water resistant up to 50 meters. Other features include a chronograph, timer, alarm, day/date, 12 or 24-hour display, dual time zone and backlight.

### Connected Urban Travel

Defining the concept of "connected urban travel," the MINI\_motion line features products needed for simple, everyday use that connect the user and different modes of transport whether it's behind the wheel, on foot, on the subway or in the air. MINI\_motion is inspired by people, life observation, design and attitude, and draws plenty of inspiration from the energy and heritage of the MINI brand.

The MINI\_motion watch is suggested retail \$165. All MINI\_motion products can be ordered online at [www.minimotionusa.com](http://www.minimotionusa.com).

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3/05

# Motorsports Around The World



BMW WilliamsF1 Team

## Belgian Grand Prix - Race, August 29, 2004

Weather: Overcast, dry. Temp: Air 20-21°C, Track 19-25°C, Humidity 59-63%

**S**pa (BEL). The BMW WilliamsF1 Team suffered bad luck today, with neither car crossing the finish line despite showing a strong performance. Juan Pablo Montoya and Antonio Pizzonia failed to collect any points from an exciting and eventful Belgian Grand Prix due to a tire failure for the Colombian and a gearbox problem for the Brazilian. The problems spelt a premature end to their races when both drivers were running in a strong third position.

**Juan Pablo Montoya: DNF (tire failure on lap 37)**

**Chassis: FW26 06**

**Best time: 1:46.547 min (lap 36, 6th overall)**

Bad luck again, today. The car was really good and I was having a good race and running third with a few laps to go, but then the right rear tire failed, and some other parts of the car were damaged forcing me to retire. That's racing, what can you do? It's not the first time that this has happened and probably not the last, but one has to accept it. Still, it was a good race. In spite of my poor grid position I had a good start

and gained several places, helped by the accidents on the first lap. I'd climbed up to fifth by lap five and basically battled all race in the top positions. The team helped me by doing very good pit-stops and coming up with a good strategy so it's a real shame what happened to me and Antonio today.

**Antonio Pizzonia: DNF (gearbox problem on lap 32)**  
**Chassis: FW26 07**

**Best time: 1:46.740 min (lap 26, 8th overall)**

What a shame! I hadn't had the smallest problem with my car all race and then, suddenly, I lost all the gears when I was running third. Bad day for the team and it's a true pity that Juan Pablo failed to finish too, but this is motor racing, isn't it? I came to Spa thinking that I could achieve my first podium in F1 here and I proved this was possible, but I was hoping for a better outcome. Still, today we showed a strong performance and this is what we have to take away from here.

Sam Michael (Technical Director WilliamsF1):

For us, it was obviously a disappointing race in terms of the final results. However, it was encouraging competing at the front again, while our cars were running. Antonio drove well and Juan Pablo showed his overtaking skills again. Antonio lost drive on his car and had to stop on the track. On Juan's car, we had a tire failure which damaged the rear suspension and the rear wing. He managed to drive the car back to the pits but could not continue.

**Mario Theissen (BMW Motorsport Director):**

This was more than an eventful race today, with all the dramas that one would normally see in half a season and a very unfortunate outcome for us. When our drivers were running in third and fourth positions, Antonio suddenly lost drive. A bit later, Juan Pablo had a tire failure, the rear of his car got damaged and he had to retire. The remarkable number of tire failures today needs to be carefully analyzed for safety reasons. Congratulations to Kimi Räikkönen for a convincing victory and to Michael Schumacher for winning his seventh Drivers' Title.

Test: Monza 1, 2, 3 September (Juan Pablo Montoya, Antonio Pizzonia, Ralf Schumacher).

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3/05

# Motorsports Around The World

## BMW Team Ptg M3s 1-2 At Watkins Glen

Said and Hand score first win in the No. 22 M3

Watkins Glen, NY - (Aug. 17, 2004)... The BMW Team PTG M3s continued to have the measure of the Rolex Sports Car Series GT field, finishing 1-2 in the Glen 200 at a wet Watkins Glen International on Friday, August 13th. It was the team's seventh win in a row and third 1-2 finish of the season.

Boris Said and Joey Hand, driving the No. 22 BMW Team PTG M3, finished 71 laps in the 200-mile contest, finishing less than one second ahead of the No. 21 M3 of Bill Auberlen and Justin Marks. The victory was the first for the No. 22 M3 this season, as well as Hand's first win as a BMW Team PTG driver.

BMW continues to lead all GT categories. BMW is first in GT Manufacturer Points. Auberlen, the first driver in series history to win six races in a row, has sole possession of the lead in the GT Driver Points. Said stands just four points back in second, Marks is fourth and Hand is eighth. The No. 21 M3 is first and the No. 22 M3 moved to fourth in Team Owner Points.

With qualifying cancelled due to inclement weather the starting grids were based on team owner points. The No. 21 M3 started first and the No. 22 M3 started fifth. Auberlen and Hand quickly had both M3s running 1-2. A downpour began some 45 minutes into the race and after safely making their way to the pits, Marks and Said took over. The two swapped the lead three times in the final 20 laps with Said taking the victory over Marks by less than one car length.

Round 9 of the 2004 Rolex Sports Car Series, the Miami 250 will take place on September 10th-12th at the Home-stead-Miami Speedway. BMW Team PTG finished 1-2 in the second round of the series in March's Grand Prix of Miami.

### Joey Hand, Driver No. 22 BMW Team PTG M3 (1st):

"The M3 was the best it has been all season. I started fifth and was quickly up to second. When the

rain came I had a small spin coming back to the pits, but I kept it off the wall. Boris drove a great race at the end. Of course, I am delighted with my first M3 and GT win, but I am especially happy for the crew of the No. 22 M3 who have worked so hard this year."



### Justin Marks, Driver No. 21 BMW Team PTG M3 (2nd):

"The race was as good as it could possibly be without winning. I got a good start and had a good race. I have been looking for quality seat time this season and I got it today. The rainy conditions made every lap an adventure and you had to stay focused to find the changing line. I had a good battle with Boris at the end, but his experience won out. No shame in second today."

### Tom Milner, Owner, BMW Team PTG:

"Everything went our way and we were lucky in the rain. All four drivers drove great races and Boris and Justin had a great battle at the end. I am very pleased for the crew of the No. 22 car. They have been working hard every day, but coming up a bit short in the race. Today it was their race."

### Hernando Carvajal, Motorsport Manager, BMW of North America, LLC:

"This weekend we achieved another great result with our seventh win in a row, and our third 1-2 BMW M3 finish. The M3 proved to be the best car for the rainy conditions where precise handling was a premium. Once again, congratulations to BMW Team PTG."

### 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>

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4/05

## 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](mailto:mmitchell@roundel.org). (SC)



# Upcoming Events



Darlene Goran Photo

## 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 (Series #8)  
Saturday, **October 16**, 2004 (**FUN EVENT – NO POINTS**)

Location: Mt. Elbert – Shuttle parking lots – Denver International Airport Area

Directions: From I70 or E470 exit to Peña Boulevard east-bound heading towards DIA. Continue east for about 4 miles to Jackson Gap Road (the rental car return exit). Exit at Jackson Gap and turn right (south). Jackson Gap Road will turn to the left (east), and become East 71st Avenue. When you reach Robertsdale Road you will see the lot to the south-east at the intersection of 71st and Robertsdale Road. To get to the entrance, turn right (south) on Robertsdale Road, left (east) on 68th Ave and left (north) again on Valley Head Street. Enter only on the northeast entrance of the lot, the third gate you pass on the east side of the lot

Please be courteous driving to and from the event. The area is heavily secured, and we are there at the option of the airport management. Traffic enforcement also patrols the area

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.

## Autocross Adopts a Charity

by Darlene Irvin



Thank you to all that have graciously donated to the MaxFund at this years Autocross events. The MaxFund is a non-profit organization that was established in May of 1988 to provide medical care for injured pets with no known owners, and to seek out new homes for these animals once they have recovered. Since its inception, the MaxFund has found adoptive homes for more than 15,000 animals. In addition, over 20,000 spays and neuters have been provided, mostly for pets of low-income families. With just one dollar the MaxFund can feed a dog for a day or a cat for 4 days. Through the generosity, of the participants, of this years Autocross events, we've contributed \$995.00 and \$120.00 in T-shirt sales to help keep this wonderful shelter operating.

The MaxFund also provides:

- Low cost vaccinations, and veterinary care
- No-fee adoptions, pet food, cat litter and transportation for veterinary services for senior citizens and AIDS patients.
- A Therapy Program, which takes pets to visit senior centers, the VA Hospital and nursing homes.

We will continue to have a collection jar at all the upcoming Autocross events in hopes that we can make even a bigger difference in the lives of our four legged friends through your donations. If you would like more information about the MaxFund, please visit their website at [www.maxfund.org](http://www.maxfund.org) or give them a call at 303-595-4917. They are always looking for good homes for loving cats and dogs and volunteer opportunities are plentiful.

Thank you again, to all that have continued to support this very worthy charity.

## 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](mailto:msreditor@rmcbmwcca.org)

## Gift Suggestion

Remember our advertisers when it comes time for birthdays, anniversaries, graduations or holiday gifts.

Gift certificates make a terrific and much appreciated gift.

# Upcoming Events

## 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, October 9, 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](http://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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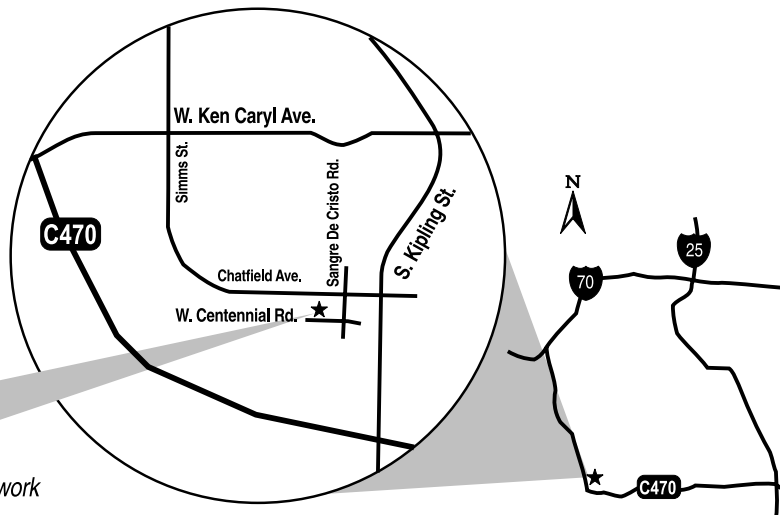
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5/05

# News From National

Wynne Smith, Executive Director

## Membership Stats as of 8/24/2004

	Full	Associate	Total
	67862	8736	76598
Last month	67810	8748	76558
Last Year	65,508	7979	73487

## NEWSLETTER EDITOR/WEBMASTER CONFERENCE May 13-15, 2005

The BMW CCA Newsletter Editor/Webmaster Conference will be held the weekend of May 13-15, 2005. A poll is currently being conducted on the BMW CCA Editors digest to determine if we will be meeting in Providence, RI or Atlanta, GA. If you are a Newsletter Editor or Webmaster and not currently participating in the Yahoo community, sign up and vote!

BMW CCA will reimburse travel expenses as set forth in Section IV of the club's Operation Manual (pages 1 and 2) for up to two representatives per chapter, being those persons serving as the Chapter Newsletter Editor, and the Chapter Webmaster, Hotel room costs (single or double) for two nights will be covered by National. Attendees who drive to the conference will be reimbursed at a rate of \$.375 per mile round trip, not to exceed the lowest 21-day advance airfare, from the closest airport. National will provide luncheon on Saturday and dinner Saturday evening.

We will be sending a survey to you next month – please fill it out and return so that we can do a better job of planning an agenda and segments that will be meaningful and helpful for all who attend.

## MINIMUM STANDARDS

There remain a number of chapters that are not currently in compliance with the club's minimum standards, and have had poor track records over the past 3 – 4 years. There will be consideration given to extraordinary issues and/or problems; but few exceptions will be made going forward. If your newsletter is not in compliance it will not count towards meeting the minimum requirements. Failure to comply with club standards may mean your chapter representative will be unable to attend the conference or much worse – dues rebates are held and your chapter's charter will be pulled.

The club's Operations Manual is easily accessible on the [www.bmwcca.org](http://www.bmwcca.org) website. Take a few moments to review Section III – Chapter Minimum Standards. Please make sure your Newsletter complies with the minimum standards.

Newsletter Editors and Webmasters - If you are not already a member of the BMW CCA-Editors Yahoo digest – please visit: <http://groups.yahoo.com/group/BMWCCA-editors/> join and join. You will find a lively exchange of information and ideas; articles that may be downloaded and used in your Newsletter, crosswords, .jpegs all provided to make your job, as the volunteer Newsletter Editor of your chapter, easier.

You can obtain permission to reproduce copyrighted content such as articles and book chapters in Newsletters and on your web sites, within e-mail and more. <http://www.copyright.com/>

## VARIOUS DIGESTS AVAILABLE

Over the years we've established several list-serve communities through Yahoo – these will be migrating to the

national servers in a matter of weeks. But, in the meantime, if you are a chapter officer and not already a member of these groups – join now. There is a great deal of helpful information available to you, and other chapter volunteers willing to assist with advice and information to help you meet your goals and commitments as a chapter volunteer.

For the BMW CCA Presidents - <http://autos.groups.yahoo.com/group/BMWCCA-Presidents/>

For the BMW CCA Treasurers - <http://autos.groups.yahoo.com/group/BMWCCA-Treasurers/>

For the BMW CCA Membership Chairs - [http://autos.groups.yahoo.com/group/BMWCCA\\_Membership/](http://autos.groups.yahoo.com/group/BMWCCA_Membership/)

For the BMW CCA Driving Education Coordinators - <http://autos.groups.yahoo.com/group/BMWCCA-DEC/>

For the exchange ideas of how and why the BMW Car Club of America (CCA) can best serve its members: <http://autos.groups.yahoo.com/group/BMWCCAtalk/>

For discussions related to Oktoberfest - <http://autos.groups.yahoo.com/group/BMWCCA-Oktoberfest/>

## DIRECTORS & OFFICERS LIABILITY INSURANCE

Well, we got off to a bit of a bumpy start with this, so we're going to try it again. You will be receiving a package with an application for Chapter D&O coverage, a spec policy and an explanation of benefits and why the coverage is crucial. We are being told by the broker that each chapter must fill out the application, sign it and return it. The cost per chapter will be indicated in the cover letter and is based on chapter size.

Why purchase Directors & Officers (D&O) insurance? Doesn't General Liability insurance cover the chapter board of directors? General Liability insurance provides coverage for "negligent" acts. If an organization, its employees or volunteers (including board members) negligently cause someone "bodily injury, personal injury or property damage" General Liability insurance typically provides coverage.

Directors & Officers provides coverage for "intentional" actions taken by an organization's board of directors or management and someone else thinks these actions are wrong. For example, in employment-related cases, the board affirmatively adopts personnel policies that are intentionally carried out by management. These are intentional, willful actions that may result in some type of damage other than bodily injury.

The BMW CCA National Board has determined that it is imperative for chapters to avail themselves of this coverage and the BMW CCA Risk Management team concurs

The packages will go out shortly. Please make every effort to fill out the form, enclose your chapter's bylaws, list of board members and work affiliations as well as the most recently filed 990 (where applicable) and get it back to National within two weeks.

## RFP for WEB DESIGN

After careful consideration of all proposals tendered, the website committee has found two companies that so closely address the requirements for site design that we will be meeting with representatives of both firms and then asking them to resubmit so that a final determination can be made.

*continued on page 18*



# Upcoming Events

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

Saturday, December 4, 2004 - 6 to 11 PM

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

Windsor Gardens Inn  
597 South Clinton Street  
Denver, Colorado 80247  
303-366-6600

Get the baby sitter lined up early for this exciting evening  
of great food, great company and interesting gifts!!

Details next month



## Annual Chapter Planning Get-together / Brunch

Sunday, November 7, 2004 NOON

We need your input and participation!  
Join us and share your ideas!  
What events would you like your club to sponsor?  
Social Events? Driving events? Tours? New Ideas?

Brunch is pot luck please bring something tasty to share!

### Where?

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

Call 303-333-9387 with questions

### DIRECTIONS

Adams is one block east of Steele and the Cherry Creek Mall, and 7 blocks west of Colorado Blvd. One block south of 1st Ave. on NE corner of Ellsworth and Adams. Ample Parking in their parking lot or on the street.

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

## We've had a delightful fall so far...



October 23, 1997 – Denver, CO – Denver Post • Rocky Mountain News • USA Today

"Snowfall amount in Denver was up to 20 inches as of the last report."

"Blizzard warnings were in effect in many parts of Colorado." • "This storm was so powerful it seemed to take on a life of its own!"

"Surprised motorists were stranded all along I-70, I-25, and everywhere in between!"

## ...but it can't last forever.

When you live in the Rockies winter is always right around the corner so **now** is the time to bring your car in to **be prepared** for whatever Mother Nature has in mind.

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- inspect heater & defroster system • check windshield washer fluid system •

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5/05

# News From National

## **TECHFEST MIDWEST**

As always, when it is a Hoosier Chapter hosted event, the wheels are furiously turning and chapter volunteers are hard at work. Sounds like the host hotel has been chosen and negotiations are under way. Watch Roundel for ads and updated event information.

## **UPDATED INCIDENT REPORTING FORM**

Enclosed (once more) 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 digests, and I am happy to email it to anyone who asks. Your cooperation is very much appreciated.

## **RE-CHARTERING CHAPTERS**

Many of the chapter files at National do not contain original charter documents for the chapters, and many, if not most chapters do not possess a charter document. So that we have a common and current chartering baseline and documents on file to support all our chapters' existence, we will re-issue charters to our chapters. These will not be new charters, but rather, replacements. Scott Blazey is working on drafting the charter 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 charter and provide BMW CCA with the most recent version of their bylaws.

## **ELECTIONS**

Positions open are: Treasurer, Secretary, South Atlantic Regional Vice President, North Central Regional Vice President and Pacific Regional V.P.

Those wishing to help in refining the BMW CCA's strategic framework: its values, vision, mission and broad goals; those wishing to help formulate and refine policies that govern our practices should send their nominations, acceptances, candidacy statements and photographs to be received at the National Office before 5 PM EST October 29, 2004.

## **WELCOME NATIONAL'S TWO NEWEST STAFFERS**

Please welcome Tricia Jones, BMW CCA's Projects Director who joined us in March of this year. Many of you had the pleasure of meeting Tricia at the Chapter Congress in May; and others at Oktoberfest in Pasadena in July. Tricia has been a welcome addition to our staff and is prepared to work closely with the Hoosier Chapter to make TechFest Midwest (March 31-) a memorable event; and with the team at Tarheel for Oktoberfest 2005 (September 19-23).

Kelly Nouri joined us August 13th as our Customer Service Representative and has tackled a variety of different projects all with great success. Kelly's cheerful enthusiasm is contagious and I think you'll enjoy working with her as much as we all do. Please be sure to welcome Kelly when you call.

Best regards,  
Wynne

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11/04



MSR

2004  
October

# July 2002 Gathering

by Martin Pipho



Mike Richmond's '73 Verona and Mike Goldstom's '74 Inka



had 23 '02ers (as we sometimes call ourselves) and 12 cars in attendance. If you're interested in connecting with other 2002 enthusiasts in the region, please join us at our Yahoo forum <http://autos.groups.yahoo.com/group/RMBMW2002/> or link from my Web site at [www.2002tii-restoration.org](http://www.2002tii-restoration.org).

**B**ack on July 17, a group of local 2002 enthusiasts met in Wheatridge for an informal gathering. It really turned out to be a great event, with participants traveling from as far away as Colorado Springs, Alma, Cheyenne and Glenwood Springs. We lingered for nearly three hours, chatting and admiring each other's 2002s. The cars ranged from work's-in-progress and daily drivers to outstanding restorations—there were even two original-owner cars. All in all, we

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3/05

# RMC BMW CCA Motorsport Team

## Preparing for life after Second Creek Raceway is closed

Our Rocky Mountain Chapter is participating in raising funds to support the Colorado motorsports community efforts to replace Second Creek Raceway. We have developed this *Motorsport Team* program to allow the RMC BMW CCA to support these efforts. Our Rocky Mountain Chapter has been involved in the Multi-Car Club Alliance (MCCA), and the MCCA is one of the five organizations that have been operating Second Creek Raceway. These same groups have joined to create the Colorado Amateur Motorsports Park (CAMP) and have mounted the effort to raise funds and build a facility.

### Colorado Amateur Motorsports Park (CAMP) Information

"The five Second Creek Charter Clubs (SCCA, MRA, RMVR, MCCA and PCA) are working together with the express purpose of building a new motorsports facility to replace Second Creek Raceway. They believe the way to actualize this venture is to bring the entire Colorado motorsports community together to preserve motorsports in Colorado. The Colorado motorsport community has an opportunity to take control of their own destiny by raising the funds that will preserve motorsports in our region. Fund Raising Committees are preparing to begin the pledge drive and asking for your pledge.

The total projected cost is four million dollars. The land purchase key and must be accomplished to keep a realistic timeline for motorsports to be available once Second Creek is closed. The current preferred location is approximately 320 acres – just "over the hill" from Second Creek. A diagram of the proposed new track layout is available on the web site [www.camplaps.org](http://www.camplaps.org). The [www.camplaps.org](http://www.camplaps.org) web site will be the central point for information on the new track for all the clubs." (Excerpted/edited 8/2/04 from [www.camplaps.org](http://www.camplaps.org))

**BUILD IT...AND THEY WILL  
VROOOM!**  
[www.camplaps.org](http://www.camplaps.org)

### RMC BMW CCA Motorsport Team

**Purpose:** Raise funds for RMC BMW CCA to support the development of the chapter's driver education and/or recreational events including an investment, donation and/or participation in funding the new track facility Colorado Amateur Motorsports Park (CAMP), being planned by the community.

#### Guidelines:

1. All money collected in support of the RMC BMW CCA *Motorsport Team* will be segregated from the RMC BMW CCA's normal operating accounts. Held exclusively for the purposes set forth herein. The RMC BMW CCA Board will determine when and how these funds will be used in the best interest of the RMC BMW CCA.

#### Goals:

1. Protect our ability to have affordable access to the new track facility in the future.
2. Assist RMC BMW CCA in continuing to provide the highest quality drivers' educational and recreational events.
3. To improve our ability to participate in and influence the future direction of CAMP.

#### Important Information to Members:

Many of the major issues relating to the facility, its operation, and ownership are unknown at this time. While we believe it is prudent to raise funds to support efforts to build the new track, it is prudent to provide support when and only when the final details are known. We do not know whether the area motorsports clubs will have ownership and control of CAMP or if an outside investor will ultimately own and control the facility. Much will depend upon our ability to raise funds to complete the project.

All funds collected by and within RMC BMW CCA, to support the new track facility will be deposited into an account that is administered by the RMC BMW CCA Board of Directors. The RMC BMW CCA Board will have control over how these funds will be used to benefit RMC BMW CCA membership. Funds donated directly to Colorado Amateur Motorsports Associates, LLC (CAMA) and Colorado Amateur Motorsports Park (CAMP), will go into a CAMA account. The RMC BMW CCA will have no influence in how these funds are used.

The RMC BMW CCA Board will determine how, when, and for what purpose the funds raised within RMC BMW CCA are used to serve the interests of membership. The RMC BMW CCA Board may decide to donate funds to track operator, invest in track ownership, refund funds to donors, and/or hold funds to subsidize increased facility costs for future chapter events. The RMC BMW CCA Board may determine all or only a portion of the funds should be donated or invested. **Any funds donated or invested by the RMC BMW CCA in the new track facility are at risk and may be unrecoverable.**

The RMC BMW CCA Board will publish their intention for use of funds raised, in the *MotorSport Report*, 45 days prior to committing funds. If you are uncomfortable with the decision of the RMC BMW CCA Board, you may make a written request to withdraw your contribution within 30 days of the publication of intent to commit funds. The RMC BMW CCA will return 100% of your contribution.

### RMC BMW CCA Motorsport Team

#### Membership Levels

##### Motorsport Fan

Chapter benefits:

\$ 125 contribution

Guaranteed spot in one driver school each year for 5 years.  
Team T-shirt and hat.

##### Motorsport Crew

Chapter benefits:

\$ 250 contribution

Guaranteed spot in one driver school for 5 years.  
10% off all RMC driving events for 2 years.  
Team Polo shirt, T-shirt, and hat.

# RMC BMW CCA Motorsport Team

**Motorsport Driver** \$ 500 contribution  
Chapter benefits: Guaranteed spot in all driver schools for 5 years.  
20% off all RMC driving events for 2 years.  
Team Polo shirt, T-shirt, and hat.

**Motorsport Crew Chief** \$1000 contribution  
Chapter benefits: 3 years BMW CCA membership prepaid.  
Guaranteed spot in all driving events for 5 years  
20% off **all** RMC events/functions for 4 years.  
Team Jacket, Polo shirt, T-shirt, and hat.

**Motorsport Sponsor** \$2,500 contribution  
Chapter benefits: 5 years BMW CCA membership prepaid  
Free RMC driving events for 3 years  
25% off **all** RMC events/functions for 5 years.  
Special Plaque, Team Jacket, Polo shirt, T-shirt, and hat.

Chapter Benefits will be provided 60 days after the RMC BMW CCA Board publishes their intention to commit funds. You may pledge a participation level at any anytime; RMC BMW CCA must receive your funds in full by 10/31/04.

"Driving Events" are Ice Gymkhana, Driving Schools and Autocrosses

Team Membership benefits are Non-Transferable

## How to Participate

You may mail a check to: RMC BMW CCA  
P. O. Box 370128  
Denver, CO 80237  
Check Payable to: RMC BMW CCA  
Memo: Motorsport team contribution  
Credit card accepted Online: [www.rmcbmwcca.org](http://www.rmcbmwcca.org)  
Link Motorsport team



### Hours of operation

#### Sales:

Monday - Friday: 7:30 am - 7:00 pm  
Saturday: 9:00 am - 6:00 pm

#### Service:

Monday - Friday: 7:00 am - 5:30 pm

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# GEBHARDT

# RMC 2004 Autocross Series

#6 – 2004 - 08-21-04

Total Entries: 88

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

## CLASS: 'AR' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Time	Difference	from 1st
44	Michael Feldpusch*	1995 M3	52.883	-	-
43	Doug Young*	1995 M3	53.119	0.236	0.236
59	Kelly Petersen*	2002 Cooper S	53.762	0.643	0.879
66	Ken Hammack	2002 Z3	55.237	1.565	2.444
199	Brad Mott	2003 Cooper S	55.678	0.351	2.795
100	Micah Shankle	1996 M3	56.312	0.634	3.429

## CLASS: 'BR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
40	Gary Odehnal*	1998 M3	55.478	-	-

## CLASS: 'BS' TOTAL ENTRIES: 6

Car #	Driver	Car Model	Time	Difference	from 1st
4	Chris Putaturo*	1999 M Roadster	55.862	-	-
95	Jeff Sherrard*	1998 M3	57.122	1.260	1.260
31	Alan Webb	1999 M Coupe	58.028	0.906	2.166
41	Dawn Putaturo	1999 M Roadster	58.063	0.035	2.201
144	Julie Connary	2002 M3	59.924	1.861	4.062
92	Jade Dillon	2003 M3	60.321	0.397	4.459



Top: Heather Bartlett  
Left: Autocrossers check their standings.

## CLASS: 'CR' TOTAL ENTRIES: 2

Car #	Driver	Car Model	Time	Difference	from 1st
157	Grant Barclay*	2003 Cooper S	56.108	-	-
175	Carol Barclay	2003 Cooper S	56.832	0.724	0.724

## CLASS: 'CS' TOTAL ENTRIES: 13

Car #	Driver	Car Model	Time	Difference	from 1st
67	Tod Courtney*	1998 M3	54.846	-	-
16	Mike Rieger*	1987 325is	55.447	0.601	0.601
36	Steve Hamilton*	1999 M3	55.659	0.212	0.813
31	Kyle Schmidt*	1996 M3	56.903	1.244	2.057
24	Arnie Coleman	2003 Z4 3.0 CS	56.950	0.047	2.104
43	Brian Bowden	1989 M3	57.436	0.486	2.590
222	Erik Foslund	1999 M3	57.815	0.379	2.969
73	Mike Beyer	1991 M3	58.116	0.301	3.270
101	Dan Weingold	2004 Cooper S	58.876	0.760	4.030
60	Steve Farley	1998 M3	59.203	0.327	4.357
76	Tom Courtney	1998 M3	59.261	0.058	4.415
322	Hans Forslund	1998 M3	59.326	0.065	4.480
151	David Cornell	1988 M3	59.447	0.121	4.601



Rob Critchley on course

## CLASS: 'DR' TOTAL ENTRIES: 1

Car #	Driver	Car Model	Time	Difference	from 1st
9	Mark Irvin*	2000 528i	58.086	-	-

## CLASS: 'DS' TOTAL ENTRIES: 5

Car #	Driver	Car Model	Time	Difference	from 1st
61	Fraser Crenshaw*	1995 318ti	55.361	-	-
11	Andy Peavy*	2002 M5	56.876	1.515	1.515
5	Matt Puccio	2001 330 Ci	60.963	4.087	5.602
341	Charles Snyder	1988 325is	65.913	4.950	10.552
24	Cathy Hamilton	1988 325ix	68.090	2.177	12.729

## CLASS: 'ER' TOTAL ENTRIES: 8

Car #	Driver	Car Model	Time	Difference	from 1st
3	Keith Kohl*	2003 330xi	56.220	-	-
193	Rick Black*	1995 318ti	56.298	0.078	0.078
166	Rob Critchley*	1990 325is	58.075	1.777	1.855
66	Mike Critchley	1990 325is	60.001	1.926	3.781
56	Doug Bartlett	1999 328i	61.677	1.676	5.457
32	Heather Bartlett	1999 328i	62.643	0.966	6.423
60	Vicki Kording	1995 318ti	63.585	0.942	7.365
99	Diane Critchley	1990 325is	66.783	3.198	10.563

Jeff Sherrard ready to go on course in his M3.





**CLASS: 'FS' TOTAL ENTRIES: 8**

Car #	Driver	Car Model	Time	Difference	from 1st
72	Gary Allen*	1972 2002	59.699	-	-
97	Lee Michael*	1993 325is	60.849	1.150	1.150
74	Brad Kettler*	1995 325i	62.345	1.496	2.646
23	Darlene Doran	2002 330 xi	62.432	0.087	2.733
46	Bob Trost	1978 320i	63.565	1.133	3.866
13	James Einolf	1997 318i	66.284	2.719	6.585
15	Eric Mees	1993 325i	67.881	1.597	8.182
94	Kent Davenport	1994 325i	72.045	4.164	12.346

**CLASS: 'FS' TOTAL ENTRIES: 4**

Car #	Driver	Car Model	Time	Difference	from 1st
177	Brad Huseman*	1986 325e	58.382	-	-
6	Tim Chunn*	1986 325e	60.568	2.186	2.186
7	Jim Bartlett	1997 740iL	64.231	3.663	5.849
90	David Murrell	1982 Alpina C1	64.842	0.611	6.460



Doug Young on course



Top Left: Dawn Putaturo  
Top Right: Doug Bartlett  
Bottom: Brad Kettler



**CLASS: 'X' TOTAL ENTRIES: 6**

Car #	Driver	Car Model	Time	Difference	from 1st
95	Dan Goodman*	1999 M3	43.108	-	-
96	Rich Fletcher*	1993 MR2	43.251	0.143	0.143
112	Bill Lamkin	1999 M3	43.383	0.132	0.275
101	Kinch Reindl	2000 Acura ITR	43.532	0.149	0.424
196	Marchell Fletcher	1993 MR2	44.981	1.449	1.873
166	Mary Medicus	2000 Type R	45.101	0.120	1.993

**CLASS: 'R' TOTAL ENTRIES: 12**

Car #	Driver	Car Model	Time	Difference	from 1st
255	Jake Latham*	1997 Corvette	42.959	-	-
69	Mark Smith*	2004 VW R32	43.897	0.938	0.938
111	Melanie Pora*	1996 Corvette	44.377	0.480	1.418
24	Brandon Campanella*	2002 Mustang	44.638	0.261	1.679
11	Tom Pora	1996 Corvette	45.555	0.917	2.596
634	Justin Johnson	2002 Mustang	46.543	0.988	3.584
4	Vitaliy Margolen	2004 Dodge SRT-4	46.595	0.052	3.636
89	Robert Kalkowski	1989 Toyota MR2	46.826	0.231	3.867
268	Aaron Lloyd	2003 Miata	47.035	0.209	4.076
96	Barry Draeger	1996 Lincoln	48.596	1.561	5.637
37	Jeffrey Barrickman	1992 Toyota Pickup	49.967	1.371	7.008
286	Stacy Lloyd	2003 Miata	50.216	0.249	7.257

**CLASS: 'S' TOTAL ENTRIES: 15**

Car #	Driver	Car Model	Time	Difference	from 1st
2	Andrew Jordan*	1193 Integra LS	46.138	-	-
88	Levi Funk*	1993 Integra	48.471	2.333	2.333
31	Scott Abshire*	2001 Focus	48.749	0.278	2.611
41	Jesse Caudill*	1999 Honda CRX	49.156	0.407	3.018
12	Dylan Maisel*	2002 WRX	49.725	0.569	3.587
11	Daniel Moore	2004 RS	49.904	0.179	3.766
29	David Jobusch	2000 Toyota Celica	49.977	0.073	3.839
62	Ryan Clark	2002 Impreza	50.985	1.008	4.847
77	Eugene Yen	1995 Audi A6	52.354	1.369	6.216
105	Chris Harwood	2002 Nissan Altima	53.291	0.937	7.153
92	Bill McHardy	2003 WRX	53.389	0.098	7.251
63	Andy Long	2003 VW GTI	63.334	9.945	17.196
3	Alex Long	2003 VW GTI	63.565	0.231	17.427
53	Sam VeuCasovic	2003 Impreza	65.742	2.177	19.604
666	Devon James	Toyota Corolla	72.935	7.193	26.797



Mark Irvin in his 5 series



Autocrossers enjoying lunch and conversation.

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1004

# California Curves

by Jim & Cathy Look



Cathy and Jim Look

Our 540i pulled out of Boulder just as the first piercing rays of dawn broke through the eastern sky. We were on our first O'fest pilgrimage. We arrived at the Morrison Road Park & Ride a bit ahead of schedule. Something was not quite right when we continued to be the only BMW in the lot and it was well after the meeting time. A quick cell call got us on the road again to the "other" Morrison Road Park & Ride where we sighted three shiny Bimmers and five smiling faces. After a round of introductions and more than a few pictures to document the occasion (mostly of the cars) we planned our travel strategy. We synchronized our radios for communication and powered up the radar detectors in Alan Warner's 318ti in the lead and Mike Beyer's M3 in the rear. We were on our way to Oktoberfest 2004. California, here we come!



Sandstone landscape in Utah

The weather was perfect for our drive along Interstate 70 westward through the mountains of Colorado and across the red sandstone landscape of scenic Utah. We made good progress with occasional stops as necessary for women, men and machines. We came to a critical fork in the road when we reached Interstate 15. North would take us to Salt Lake City and south would lead us to Las Vegas! It was a no-brainer! We headed south. The narrative must be interrupted at this point, because, as they say, "What happens in Vegas stays in Vegas!"

A not so early start the next morning found us going against the flow of weekend traffic heading across the Mojave Desert as we continued toward California. It is not called the desert for nothing. We saw lots of cacti and felt hot temperatures, especially Adam Moore in his 325is,

whose a/c was on the fritz. (Is that a German phrase??)

As we neared Pasadena, Alan suggested that we get off the interstate and try a secondary road denoted by a thin, curvy line he found on his map. It looked like it might be scenic and certainly a lot more fun than I-15 South. We exited the interstate onto SR138 at Cajon Junction and then hung a left onto SR2 at Wrightwood. About two miles down the road, we spotted a yellow diamond road sign warning of curves ahead. Not just one or two, but 53 MILES of curves ahead. Alan had found the famous Angeles Crest Highway, a beautifully engineered road through some spectacular mountain scenery. We negotiated a seemingly endless series of sinuous curves, one tight hairpin curve after another at an exhilarating speed. In many places it was sheer rock on one side of the car and a sheer drop-off on the other. What a ride! We were experiencing a real time commercial for the ultimate driving machine. The final leg of our drive to O'fest 2004 could not have been more thrilling. We were pumped!



The BEST leg of our trip!

We checked into the Hilton and completed our Oktoberfest registration formalities. We collected our goodie bags and bought the customary souvenir shirts. During the process we met some great folks who would be sharing the week's activities, many with decades of BMW convention experience. But, everyone has a first time. This was ours. We perused the informational packets we were given and began to schedule our activities for the week ahead. High on the priority list was taking on more of those California curves.

On Sunday night, the Fourth of July, the Colorado contingent headed out in two cars to Redondo Beach. We enjoyed a yummy dinner and then joined the other Americans standing along the seawall watching the fireworks display over the

*continued on page 28*



Checking out photos

**Oktoberfest  
2004**  
Pasadena  
California  
July 4th-9th



Adam Moore & Michael Beyer



Adam Moore on autocross course



Cole & Michael Beyer



Alan Warner rides with race car drifter

**Autocross**  
Mike Beyer – 1<sup>st</sup> Place Class 4B  
Cole Beyer – 2<sup>nd</sup> Place Class 4B  
Bruce Hazard – 3<sup>rd</sup> Place Class 7B  
Adam Moore – Honorable Mention Class 3B

**Driving School Participants**

Alan Warner, Cole Beyer  
Adam Moore

**Car Control Clinic Participants**

Jim and Cathy Look  
Bruce Hazard



Janet Kiyota rides with race driver



Michael Beyer on autocross course

**Gymkhana**  
Alan Warner – 1.45 seconds  
Jim Look – 1.53 seconds  
Cathy Look – time unavailable

**Concours**

Mike Beyer – Display Class



PTG Driver Boris Said

**Rallies**

Jim and Cathy Look



Bruce Hazard, Michael Beyer and Darlene Doran



PTG Driver Bill Auberlen sits with his wife



Alan Warner & Janet Kiyota



Our RMC caravan cars



Cole Beyer on autocross course

# Oktoberfest 2004 Pasadena California July 4th-9th

## California Curves continued

Pacific Ocean. The two way radios helped only marginally as we joined the throngs of other patriots who were trying to evacuate the area after the show. Bottom line is that both cars made it back to the hotel without any incident (worth mentioning).

On Monday, a national holiday, we took advantage of the light freeway traffic to try out some of the new BMW models. We were fortunate to have taken both the M3 and Z4 on spirited test drives before the local authorities were on to the club activity. We did not encounter any CHIP-types as we sped along the California freeways exercising the limits of the demo cars. However, we did learn that patrol cars were sighted at entrance ramps and had pulled over more than one O'Fester as the test drives continued. The "Imola Red" M3 and "Bright Red" Z4 convertible were far from being inconspicuous, especially on the wide-open freeways.

Later, we participated in a very different kind of gymkhana event. The course was run using Segways in the Ludwigshafen Plaza area outside the vendor exhibit hall. Competitors had a brief lesson on the fine art of maneuvering a Segway. Mount and dismount without falling off. Lean forward for speed. Push the tush back to slow or stop. Twist the left hand to turn left or right. Once the rider demonstrated a faint semblance of control, clearance was given to run the course, which entailed racing to a point, reassembling a star puzzle, speeding onward and around a cone and then back to a point where "The Terminator" was the target for three shots with Velcro darts. Finally, a run back to the starting line completed the course. Our goal was to beat 2 minutes. Jim completed the course in 1 minute 53 seconds and Cathy shot across the finish line one second under goal. Way to go! What a hoot!

We took advantage of some "free" time and headed out onto the California highways and byways. We traveled toward the ocean, but the heavy traffic was no fun, so we turned inland and headed up Topanga Canyon Boulevard. It hardly qualifies as a boulevard in our book because it was much more exciting with many curves to negotiate. We happened upon a wonderful New York style deli on our way back to Pasadena. We couldn't pass up the opportunity for a Reuben sandwich and some NY cheesecake to go.

For some variety we visited the Getty Center. We did not want to miss the opportunity to get some world-class culture. We took in fine art, masters of photography and a tour of the \$1.2 billion Getty campus. Because of the "June gloom" common in California in the summer, we were not able to see the Pacific Ocean, but we could imagine it in the distance. We joined the freeway traffic back to Pasadena, which moved remarkably well.

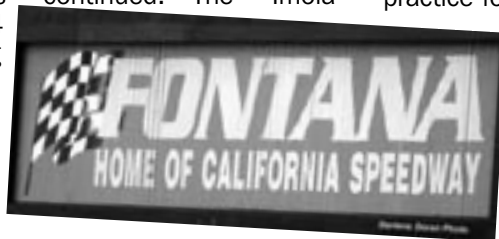
After our long jaunt from Colorado one of our goals was to visit the Zymol tech tent to eliminate the accumulated road grime. With a few pointers from headman, Chuck Bennett, we

were convinced that we probably needed one of everything he was using for his demonstrations. Results speak volumes. We are not quite like the detail-oriented BMW owner who stays up all night preparing for competition, but we do like a good-looking, clean car. Chuck certainly gave us plenty of information to take away with us. We have already received shipments of stuff with the Zymol label on it.

In order to participate in the two road rallies, we had to calibrate our odometer with a short rally course. Afterward, we felt pretty confident that we could do the turns and watch for the road signs and stuff along the way during the "real" rallies at the end of the week. It was fun to get out on the unfamiliar roads and look for landmarks. Cathy was navigator and Jim did his best to understand her directions. It was good practice for both.

Wednesday morning provided more California curves, this time within the big two-mile oval of the California Speedway. The Michelin Car Control Clinic provided the opportunity for Jim to explore the braking and handling limits of both the machine and the driver. He came away with a new respect for German engineering and the 540i, especially knowing that the driver's limitations are greater than the car's. It was a most informative and exhilarating experience! We're sure that Michelin sold more than a few new tires after that event.

Wednesday night's dinner was a buffet at the *Peterson Automotive Museum* in Los Angeles. It was enlightening and fun to see old cars in vignettes and some not so real cars, such as the Batmobile, on display. We thought our son had lots of Matchbox cars. He had very few compared to the hundreds, (thousands?) on display. We enjoyed the speeches and tried not to be disappointed at not winning a raffle prize. Can't win them all....



Peterson Museum - 1957 BMW 507

Thursday morning at 7:30, we headed down and out to get our instructions for the mountain tour TSD (time, speed, distance) rally. We made our way to the starting point and we were off! We maintained the speeds and found all the landmarks on the instruction sheets. This course took us over some more spectacular mountain roads of the area, but it was hard to do too much sightseeing as navigator or pilot.

# Oktoberfest 2004 July 4th-9th Pacifica California

We finished the run and prepared ourselves for the next TSD rally run through the canyons. The afternoon canyon run rally had a few tricks built in. Apparently, we missed more than the obvious traps. We felt pretty sure of ourselves but when the results were posted, we were taken down a notch or two. We will prepare more for our next TSD rally by thoroughly reading the rules of what makes a road a rally road. We were consistently late at each checkpoint on the first rally, which might indicate that we started late. So, had we started on the stroke of the minute, who knows? Our comment was "Next time...." And there will be a next time. It was a lot of fun even if we did place far from the top!

We could not be in Southern California without making a road trip to Simi Valley to visit the Reagan Presidential Library, so we hit the freeways again. It was a special time to be there so soon after the president's death. "June gloom" was still in evidence but it was still a beautiful day in California. We made it back to the hotel with just enough time to pack and prepare for the Grand Banquet and Awards Presentation.

That evening we boarded the bus for our ride to the Ritz. Once we got there, we spent time socializing and catching up with other attendees about what they did during the course of the week and looking at the thousands of digital photos taken during the many driving events. People had dressed up for the occasion and looked quite sharp, almost unrecognizable! The banquet meal was elegant and we certainly enjoyed the fine service by the wait staff. With the speeches and awards, the night went on into the night and almost into the day when we finally boarded a bus to take us back to the Hilton. In the confusion of the darkness, our bus driver missed a turn and she ended up cruising through residential neighborhoods, turning one way then another, until someone from the back of the bus suggested where she should turn next. She was flustered and very embarrassed, but all of us had a great time getting all of us to our hotel destination.

We didn't win a car or any other raffle prize at this year's BMW convention, but we didn't come away empty handed. We made new friends and learned some tricks of the track that we applied on those curvy California roads. Now, like the old-timers, we have our own Oktoberfest stories to tell. We are "newbie's" no longer. As for prizes — we are holding out hope for the next O'fest in North Carolina!



## Bruce Hazard's Oktoberfest Highlights

I went to Oktoberfest. Too much fog! Too much traffic! Terrible roads! Fontana track is a huge complex. Great Autocross - 3<sup>rd</sup> in class. Concoors – incredible cars. Great reunion with friends! Venice Beach is ...odd. Awards banquet – superb meal and service... program long as usual. Glad to be on "the 15" headed out of town. Bought Gordon Haines's //M 540i. Utah is more scenic than California. Didn't win a car.

(Editor Note: A man of few words ☺)



Cole Beyer on California Speedway  
track at driving school

Darlene Doran Photo

# Cross-Country Trip

by Josh Wyte

## My Trek from Massachusetts to Colorado

After almost a year of planning and practically visiting Colorado every month, the time is almost upon me to move. I've asked my friend and fellow BMWCCA member Andrew Cleasby to help me drive my AA supercharged '95 M3 from Boston to Denver. He's intimately familiar with the car, as he's been my co-driver in the autocross series for a few years now.



Andrew and Josh ready to travel

### June 28, Cape Cod, MA

It's my last day of work at the Coast Guard clinic. After saying goodbye, I pack up the car and head up to Andrew's house on the North Shore of Boston in Newburyport, MA.

### June 29, North Andover, MA

I had wanted to do a full detail on the car before I left to give me a fighting chance of removing all the bugs once I arrive in Denver. My friend Chris graciously offered his professional detailing services and expertise. The results are absolutely stunning, the car has never looked better! Thanks Chris!

### June 30, Newburyport, MA, morning

Thanks for Matt at Umnitza, I have a care package, a set of 4500k HID's. I'd previously bought euro ellipsoid headlights, but one can never have enough light! After some email exchanges with Matt regarding installation where I showed my true stupidity, I finally realized that the HID ballasts plug right into the factory wiring harness and the included splice harnesses aren't needed. After that I had the HID's installed in short order. To say that these make an enormous difference is a massive understatement.

### June 30, Amesbury, MA, afternoon

Time to get the car checked out by *Turner Motorsport* before the big trip. With a new set of tie rods and front sway bar end links, the car is proclaimed ready to go!

### July 1-4, Newburyport, MA

I spend the next few days saying goodbye to friends. I spend in particularly enchanting afternoon kayaking with an old college buddy on a lake in Wayland. It was a perfect finish to my time in New England. That night Andrew and I burn

MP3 CD's for the ride and stock up on road trip essentials: water, beef jerky and batteries for our small arsenal of hand held electronics.

We'll be running a web cam and GPS tracker in the car for recording the drive cross country. Nothing like technology! In addition to these "essentials", we also have XM satellite radio and the all important AAA+.

### July 5, Newburyport, MA to Cleveland, OH 700 miles

Doh!! Overslept! After loading the car and saying goodbye to our wives, we hit the road 45 minutes later than we'd hoped. After a quick stop at Andy's office to grab the GPS serial interconnects we finally get going. After just a bit of driving we get stuck in rain storms that will dog us across MA and most of NY. The traffic is extremely heavy and we rarely get a chance to go much over 70mph. Road rage begins to get the better of me and I use holes in the right lane to pick off 5-10 mini-vans at a time, leap frogging ahead to maintain proper //M speed.

The lines for gas at the service plazas on the NY Thruway are simply ludicrous. I thank the BMW gods for putting the gas filler on the passenger side of the car as the lines for the pumps on the other side are significantly longer. We meet up with a fellow BMW enthusiast in Albany for some lunch. After a nice meal and good conversation we're on the road again. Thankfully traffic mysteriously melts away once we get west of Buffalo. We pull into Cleveland 1.5 hours later than I'd hoped. We drive straight to my friend's house, where we hang out a bit before getting some Chinese food with him.

Later at the hotel, we check in with email and watch the web cam movie of the day. It's very amusing watching the movie at 25 speed; it makes my mini van pick off moves look like banzai maneuvers.

### July 6, Cleveland OH to Chicago IL, 350 miles

We hit the road early to get to Chicago by early afternoon and miss the rush hour traffic. It's also my birthday and I don't really want to spend most of it on the road. Much less traffic today and far, far more corn fields. Seems like everybody and their brother was on the road yesterday due to the holiday weekend. We make very good time and pull into our hotel strategically located in downtown Chicago around 1 pm. This is a very good thing as my back is just killing me.

A few Tylenol later we hit Michigan Avenue to check out the shops and the scene. After walking a bit and taking it all in, we find a nice outdoor café to have a few beers. A very relaxing way to spend the afternoon. Back at the hotel I take advantage of the hot tub and come out a changed man. My back feels much better! After an outstanding meal at Gibson's Steakhouse (order the carrot cake, its 4 lbs and 11 inches high!) we hit the sack.

### July 7, Chicago IL to Rapid City, SD, 940 miles

940 miles?! Ouch, guess that's the price to pay for slacking off the day before. We hit some mild traffic leaving Chicago, but then it's smooth sailing. The weather is unusu-

# Cross-Country Trip

ally cool, which the car loves, along with the empty roads. The scenery is a refreshing change from the monotony of the corn fields of Ohio and Indiana. Wisconsin is heavily wooded and there are lots of signs hawking cheese (of course!), liquor and fireworks. This is also the state of Water Parks. This is odd, as they can only be used a few months out the year.

We cross the Mississippi River and enter Minnesota. We climb out of the Mississippi Valley through a dramatic stretch of canyon road to enter a very flat prairie. There are lots of farms and amusing signs advertising the Spam Museum. Examples of the signs are "Like the Vatican, but for Spam" and "Trust Us." We don't and drive right on by. Another piece of Americana ignored.

Minnesota is definitely the state for highway signs. Wall Drug is far and away the leader by a large margin. Apparently they have "Free Ice Water", must be a big attraction. We cross into South Dakota and enter some of the most desolate country I think I've ever driven through. There are large stretches where there just isn't anything. No towns, no rest stops, no gas stations, no cell service. This would \*not\* be a good spot to break down! Not a lot to see scenery wise either reminds me of the Clint Eastwood movie, "High Plains Drifter." It is however, a fantastic state for blatant disregard of the speed limit. We crossed the entire state and saw only one trooper on the other side of the freeway, which the Valentine 1 picked up miles away. Setting the cruise at triple digits was the norm.



Josh leans on his 1995 M3

After seeing signs for Wall Drug for more than 400 miles, we're beaten into submission and stop to check it out and eat some dinner. It's actually a pretty funny little place, if you ever find yourself in that neck of the woods; you need to check it out. Very kitschy and Americana at it's finest, complete with help from Eastern Europe, which doesn't do much for the ambiance.

Darkness falls and the HID's come into their own here, as there are no street lights or moon light. It's about this time that I start to hear a strange whine/hum coming from the car. I run down the list of expensive parts, blower, check, motor, check, tranny, check, rear diff? Uh... I cross my fingers that it's not the rear diff and that we make it as close to Denver as we can. We pull into Rapid City after 10pm and get the last room at Ho-Jo's and crash.

## July 8, Rapid City, SD to Denver, CO 350 miles

We get an early start to beat the crowds to Mt. Rushmore. We stop and grab breakfast at Keystone, then drop by

Mt Rushmore for the obligatory picture. We get on a nice 2 lane twisty road and despite some slow moving traffic and my concern about the strange noises coming from the back of the car; we put the hammer down and enjoy the ride.



Mt. Rushmore, S.D.

We pass the Crazy Horse memorial, which will be quite a bit more dramatic than Rushmore when it's completed. It's the whole mountain! We then cross into Wyoming on a two lane road, where I get to practice my high speed pick off moves on Winnebago's and Semis. The car is definitely feeling the affects of the altitude and seems a little out of breath in comparison to its performance at sea level.

We make it through the T-Rex construction zone with no wheel damage and pull into my in-laws by mid afternoon. There I'm reunited with my dog Molly, who I haven't seen for 3 weeks. She joyfully meets me at the door and it's a happy day.

All in all it was a good trip. We went 2300 miles with no speeding tickets or crippling mechanical failures. The AA blower worked perfectly despite the abuse we gave it. The whining noise didn't go away, in fact got much worse. Shortly after arriving, I dropped the car off at Bimmer Haus only to have my suspicions confirmed; my 3.38 rear diff had toasted its bearings. I hate it when I'm right! Much to my surprise it was very difficult to track down a stock diff to install. It took me the better part of a week to find one, all the while I had Bob's loaner ix in my garage. Much to their chagrin I'm sure!

## Some notes from the trip.

XM satellite radio is simply amazing. You don't appreciate it until you're in the middle of nowhere. Reminds me of that line in "Blues Brothers" when John Belushi asks what music they play in the bar and the response is "Both kinds, Country and Western!" Since I'm not a fan of either, it was a great relief to have over 100 channels of commercial free music at my beck and call. I'm very happy to be here and finally be able to meet some of the people that I've been chatting with online for months now.

In fact, I just attended my first RMC BMW CCA event today, hitting the July 25<sup>th</sup> autocross. It was very different than the auto-x events out in Boston, instead of getting my butt kicked by Steve Hazard and Eric Heinrich, I now get schooled by Bob Tunnell and Mike Feldpusch. Some things remain the same though, and that's the good-natured friendship of the members of our club.

See all of you at the next track event, just watch out for the black M3 making funny whining noises!

# Tech Tips

## Synthetic Oil Explained

### Overview

This article serves to discuss the differences between synthetic and conventional petroleum oil, plus the advantages offered by synthetics in terms of lubricating vital engine parts. The main sources of information for this article include my own accumulated knowledge/experience and a compilation of reports by Nutz & Boltz, a reputable automotive information source. My investigation of this subject has yet to reveal another source that has examined synthetic oils in such a comprehensive and unbiased manner.

To understand synthetic oils, it is first necessary to explain the characteristics of conventional petroleum oils. Petroleum oil is a mixture of hydrocarbons created by refining crude oil base stocks (the lubricant's base stock is what determines its overall characteristics and ability to lubricate in various conditions) to remove unwanted molecules and contaminants. The problem is that this refining process is unable to remove all of these byproducts, especially paraffin (wax byproduct), which is a poor lubricant and forms damaging substances when subjected to high levels of heat. Therefore, the resulting oil does not contain uniform molecules or compounds, which leads to its tendency to break down and form deposits inside the engine at much lower temperatures than synthetic oils.

Synthetics, on the other hand, are man-made substances that are produced from two types of base stocks: synthesized hydrocarbons or synthesized organic esters. It is important to note that all synthetics are not created equal, because their base stocks have different lubricating properties that result in varying levels of protection for your engine. When compared to petroleum oils, synthetics have greater thermal stability, higher vaporization temperatures, the ability to flow at very low temperatures (approaching -50 deg. F), greater detergency and less viscosity shearing. This last benefit is extremely important, because as petroleum oil is subjected to high stress and high temperatures, i.e. within bearings, the oil will shear considerably and thin out. This results in less oil pressure within the bearing and a thinner "cushion" of oil between the metal surfaces that eventually leads to metal-to-metal contact. This is also exacerbated by petroleum oil's tendency to vaporize off at high temperatures, resulting in deposit formation as the suspended contaminants in the oil are left to bond to metal surfaces after the oil has vaporized off. It is important to realize that even if the overall oil temperature is within specification, temperatures within

the bearings and upper piston ring area can reach as high as 300 and 600 degrees Fahrenheit, respectively. At these temperatures, a petroleum oil is at a distinct disadvantage when compared to a synthetic oil.

To discuss specific characteristics of synthetic oil, it is necessary to classify each synthetic lubricant by its base stock according to American Petroleum Institute (API) standards. There are five main groups that base stocks are classified into (Groups I-V). As you progress from Group I to Group V, the quality and performance of the base stock increases. We will forgo a detailed discussion of Group I and Group II petroleum based oils and spend more time on Groups III-V. In general, Group I lubricants are common (bulk) motor oils that would be purchased for small engines, lawn mowers, etc. Group II lubricants are more highly refined petroleum oils, i.e. Castrol GTX, Valvoline Max-Life, Quaker State, etc.

### Group III

Castrol Syntec is the primary Group III lubricant offered to the U.S. public. This type of lubricant is produced from petroleum base stocks and paraffin wax that undergo a process called hydroisomerization to produce a lubricant that's more pure and uniform than petroleum oil (Group II), but still can't match the performance or service life of a Group IV or V oil. Therefore, these hydroisomerized base stocks are closer to petroleum oil than an actual synthetic.

Some specific characteristics of Group III base stocks are: 1) act the same as petroleum oil in terms of high speed shearing, high heat problems, thickening when cold, hydrolysis and sludge/acid formation, 2) have better high and low temperature stability than petroleum oil and 3) have better viscosity characteristics, requiring less viscosity index improvers than petroleum oil.

Syntec, however, wasn't always Group III oil. In 1997, they changed their formulation from a Group IV base stock to a Group III base stock. This type of lubricant is not a true synthetic, but due to a controversial ruling by the National Advertising Review Council (NARC) Castrol has been able to market this oil as a synthetic and charge prices that are very near to a Group IV oil, such as Mobil 1. The NARC's ruling was based upon the process of Syntec's refinement and not on the actual performance of the oil. They reasoned that since the oil underwent further refining than petroleum oil, it could be labeled as a synthetic.



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Mobil had filed the initial petitions to the NARC (a council made up of businessmen as opposed to technical experts) pertaining to the truthfulness of Castrol's claims such as, "Castrol Syntec's unique molecular structure" and "Castrol Syntec protects in ways other oils can't." Mobil was unhappy with this situation, because Castrol was now able to undercut them on manufacturing costs due to the cheaper Group III base stocks used to create Syntec, while stating that their product provided a special advantage over other oils. Despite the NARC's ruling allowing Castrol to market Syntec as a synthetic, they did rule against them on their false advertising claims. Castrol then agreed to stop making claims like, "Protects in ways other oils can't" and "Unique molecular bonding."

It is important to note that the Castrol oil BMW uses at the factory and dealerships is a different formulation from the Syntec you buy in stores such as Advance Auto. BMW uses the European formula that is not available to U.S. consumers. This oil is still created from Group IV base stocks, which meets BMW's requirements for long-drain intervals. This is not to say that Syntec should never be used, but you must realize that it cannot support long-drain intervals approaching 15,000 miles. I would recommend that this oil be used for no longer than 3,000 miles until an oil analysis is performed to determine if a longer drain interval is possible.

Syntec's inability to perform over extended drain intervals is backed up by a field test that was carried out to test the total base number (TBN) of store bought oils. The TBN is the measurement of the amount of sodium hydroxide in the oil's

additive package and is used to determine when oil should be changed. Sodium hydroxide is a base that absorbs and neutralizes the acids and other byproducts produced from combustion. When the sodium hydroxide levels are low, the oil's ability to prevent deposits and damage from acids is compromised. The results of this test showed that Syntec's TBN was around five, while true synthetics had TBN levels exceeding ten. Generally, oil should be changed when its TBN is close to two; therefore, it is seen that Syntec does not fulfill the requirements of an extended drain interval.

## Group IV

Almost all of the synthetic's sold in stores are created from Group IV base stocks. The best known Group IV oils are Mobil 1 and Amsoil. Group IV base stocks, also referred to as Polyalphaolefins (PAOs), and are produced by synthesizing hydrocarbons such as ethylene gas. When compared to Groups I-III, PAOs provide better viscosity characteristics, have better low temperature properties and are more resistant to oxidation. However, since they are still made from hydrocarbons, you do not see the same level of significant improvement in terms of thermal stability or natural detergency as you do in other areas. Therefore, additive packages are needed to compensate for these shortcomings; it is the quality of the additive package that really determines the performance of the end lubricant in this group.

*continued in the November MSR*



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# M5 Concept Car



Precisely 20 years have already passed since the BMW M5 established a new segment, which has in the meantime also been discovered by other car manufacturers. And that car – the original – is still by far the most successful layer in the high performance sedan segment. Spread over three generations of production, more than 35,000 units were built – initially manually at the BMW M plant in Munich and later at the 5 Series assembly line in Dingolfing. These units were then sold worldwide.

The secret of the BMW M5's popularity has always been the successful synthesis of unobtrusive yet powerful appearance, combined with a high-performance power unit – a sports car featuring Formula 1 technology and at the same time a sedan offering premium comfort.

In terms of driving dynamics, the BMW M5 had always set standards in its segment. It not only excelled due to its high performance, but due to the way in which M power was produced and developed. It appeared as if this first-rate car's inexhaustible power reserves had created a totally new dimension in effortlessness.

Due to the change of model within the 5 Series, the BMW M product portfolio is currently presented without a BMW M5, even though the demand for such a car has never diminished. For this reason, BMW M designers have begun designing a possible successor based on the new BMW 5 Series. This car is a far-reaching concept on an appealing subject: the BMW Concept M5.

Such a car could undoubtedly serve as a stimulus and offer solutions for a future series-production vehicle.

Totally in keeping with the high demands of our clientele, whose main reasons for purchasing a car are performance, style and driving fun, the BMW M5 Concept makes its living out of contrasts: the principle of optimal performance wrapped in a discreet but, by comparison with the 5 Series, distinctive body design.

When seen alongside the new 5 Series, the exterior design of the BMW Concept M5 has its very own uniqueness. Modified front and rear air dams and side sills, a slightly lower body, side air vents, an exclusive wheel design as well as the four M-type tailpipes, visually accentuate the vehicle's claim to being a sports car.

The heart of every M automobile, and that includes the BMW Concept M5, must be its exclusive high-performance power unit with high-revving air intake technology, an engine which sets a benchmark in this field. With this engine, BMW M is presenting a masterpiece in power unit technology that undoubtedly has just what it takes: the figure 5 is predominant with a 5.0-litre capacity producing around 500 bhp (368 kW) and a maximum torque of at least 500 Nm, these being



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# M5 Concept Car

the kind of figures BMW M considers worthy of a possible new M5.

And the figure ten will also gain in significance, as, for the first time in BMW history, a series-production sedan is to be powered by a ten-cylinder internal combustion engine, the sound and power of which is closely related to the engine currently providing monstrous power to the BMW Williams Formula 1 racing car, without a doubt the most powerful car on the starting grid.

The engine powering the BMW Concept M5 should be in a position to mobilize the enormous power reserves required to assist this unique sports sedan in achieving a remarkable driving performance. Engineers at BMW M envisage the car accelerating from 0 to 100 km/h (0 to 62 mph) over the classic distance in well under 5 seconds, the 200 km/h (125 mph) mark being reached in just 13 seconds.

The technology of this newly-developed ten-cylinder engine should not be perceivable by single-dimensional power or sheer performance alone, but first and foremost by the method of achieving such performance. M power featured in the new BMW Concept M5 will once again rise to the occasion and become a perfect example of what is technically feasible and appropriate.

This is evident not only in the extremely appealing design of a BMW high-performance engine. Needless to say, this specially developed BMW M engine incorporates typical features such as high-pressure VANOS, individual throttle butterflies, engine electronics designed by our own engineers and based on knowledge gained from Formula 1 racing as well as traverse force-regulated oil supply.

Moreover, the BMW Concept M5 stands out from others by having the most innovative drive concept in its class. Thanks to a superior gearbox solution, the driver can benefit from a completely new 7-speed SMG, a rapid manual gear-shift and, if required, comfortable cruising. This piece of technical mastery also has its origins in Formula 1 synergism.

The designers of the BMW Concept M5 were, of course, eager to succeed against competition in building the light-

est car, as BMW wishes to continue pursuing the concept of intelligent lightweight construction in order to achieve a high level of longitudinal and lateral dynamics. As seen on the new 5 and 6 Series, BMW has already presented an innovative example of a lightweight front end construction. BMW M engineers aspired to achieve the best power-to-weight ratio in this market segment, thereby fully utilizing their abundant experience in suspension design.

Based on the excellent all-aluminium suspension of the new BMW 5 Series, with the addition of some elements from the new BMW 7 Series, they have designed the BMW Concept M5 for maximum comfort when driving for longer periods on highways or in stop-and-go city traffic, as well as for putting on a good show when racing round the north loop of the Nürburgring. In addition to a specially tuned Dynamic Stability Control (DSC), a variable M-type limited-slip differential, which we are already familiar with from the BMW M3, ensures optimum driving behaviour in all situations.

The 9½ inch light-alloy rear wheels, manufactured especially for the BMW Concept M5, boast specially designed, extra wide 285/35 ZR 19 tires. At the front there are 255/40 ZR 19 tires on 8½ inch wheels, controlled by a newly designed Servotronic steering which is fitted as standard. A reinforced braking system developed especially for the BMW Concept M5 enables the driver to fully control the engine's exceptional performance.

Needless to say, the BMW Concept M5 also offers scores of ideas for equipping the car with particularly exclusive and sporty options. Without going into detail right now, it can be said that the special solutions required to satisfy the demanding customer's preferences in this particular market segment have been realized.

When exactly the concept of a series-produced M5 will be realized cannot be confirmed at the present time. However, it can be assumed that a successor to the extremely popular BMW M5, based on the BMW Concept M5 now being exhibited, could possibly go on sale during 2004.



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# BMW News

## BMW Improves Value For 2005 Models

### Suggested Retail Prices (MSRP) For All BMW Models Are Announced

Woodcliff Lake, NJ, August 31, 2004... BMW of North America recently announced product updates and pricing for the 2005 model year. The entire 2005 BMW model range has been enhanced with newly standard equipment and features, reaffirming BMW's commitment to building increased value across all Series.

MY 2005 Manufacturer's Suggested Retail Prices (MSRP) for all BMW models is attached.

All 3 Series Sedan, Coupe and Sports Wagon models are now equipped with the power moon roof as standard. The power top is now standard for the 325Ci Convertible, joining the 330Ci Convertible. Also on the 330Ci Convertible, many of the features from the Premium Package are now standard resulting in a very high level of standard equipment.

The 525i receives larger 17-inch Star Spoke cast-alloy wheels as standard equipment, replacing the previously standard 16-inch wheels. New standard Poplar Grain wood trim, formerly part of the Premium Package, enhances both the 525i and 530i models.

In fact, wood interior trim is now standard on most models, contributing luxury and value to many base models. Optional aluminum and alternate wood trims are also available at no charge.

Park Distance Control and Adaptive Headlights are now standard on all V8 models, including the 545i, 645Ci, 645Ci Convertible, 745i, 745Li, X5 4.4i and X5 4.8is.

Fog lights are now standard across all BMW models.

Automatic Climate Control is now standard across all BMW models, with the exception of the Z4 Roadster 2.5i. Cruise control is now standard on the Z4 2.5i.

All 2005 models are available (as an option or accessory) with SIRIUS satellite radio, known for delivering the very best in commercial-free music and premium audio entertainment. BMW Assist, which conveniently delivers both occupant security and premium concierge services to enhance the BMW driving experience, is available for all models.

Please refer to the individual MY 2005 model updates for detailed product information. Information and pricing for the 2005 model X3 SAV will follow at a later date.

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# BMW News

## BMW Group Reports 6.2% Increase In August Sales

### BMW Brand Sales up 9.4%

Woodcliff Lake, NJ - September 1, 2004... The BMW Group (BMW and MINI brands combined) reported August sales of 24,501 vehicles compared to 23,068 vehicles in the same month in 2003, up 6.2 percent. The BMW Group also reported year-to-date sales of 192,233 vehicles, an increase of 3.7 percent from 185,355 sold in the first eight months of 2003.

#### BMW Brand Reports Sales

BMW of North America, LLC reported its sales of 22,167 automobiles and Sports Activity Vehicles, up 9.4 percent compared to the 20,257 vehicles reported the same month last year.

Sales of BMW brand vehicles were up 4.7 percent year-to-date, with sales of 169,480 vehicles compared to 161,930 vehicles sold in the first eight months of 2003.

#### BMW Automobile Sales

BMW's automobile sales were down 6.8 percent in August, to 15,305 versus 16,247 in the same month a year ago. Year-to-date, sales were down 7.5 percent, to 126,885 automobiles compared to 137,159 in the same period in 2003.

#### BMW Sports Activity Vehicle Sales

Sales of BMW's Sports Activity Vehicles increased to 6,862, compared to 4,010 vehicles sold in August 2003, a jump of 71 percent. Year-to-date, sales of BMW's SAV models were up 72 percent, to 42,595 vehicles compared to 24,771 for the same period in 2003.

#### Certified Pre-owned

BMW also reported August sales of 5,637 Certified Pre-owned vehicles compared to 5,967 vehicles that month in 2003, a 5.5 percent decrease. For the first eight months of 2004, BMW CPO sales were up 6 percent to 48,042 vehicles over 45,363 in the same period a year ago.

#### MINI Brand

MINI USA reported continued demand for MINI automobiles but low inventories following an earlier-than-normal factory shutdown to produce the 2005 model year MINIs. As a result, August sales of MINI automobiles were 2,334, down 17 percent from the 2,811 sold in July of 2003. Year-to-date, sales of MINI automobiles were down slightly, with 22,753 cars compared to 23,425 sold a year ago, a dip of 3 percent.



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12/04

# Classifieds

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!

## CARS FOR SALE

2003 330i VIN# WBAEV53493KM02575, Alpine White/Sand leather, 12k miles, 5 spd, premium & sports pkgs, new 18" BMW style 71 wheels w/Eagle F1 GS-D3 tires, alarm, tint, immaculate, only hand washed and garaged \$36,400. Call Lance 303-689-9585 or lance\_e\_schaffer@keybank.com #304284 (11/04)

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)



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, 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 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 or dgackle@kci.net #309125 (10/04)



2001 330ci Convertible, VIN WBABS53421EV87463, Orient Blue with matching blue soft top, Grey leather interior, 5 speed manual, 15,300 miles, Immaculate one owner car.. Premium package. Harman Kardon sound with cassette and BMW 6 disc remote CD player. Chromed double spoke wheels. Always garaged, this car has been hand washed and waxed since new. As a third car, it has never been driven in snow, rarely in rain or on the freeway. No smoke, dings, dents or wrecks. It is still under factory warranty until June 2005. You will have a very difficult time finding a nicer one! \$35,500. Call Louis 719-310-4284 or 303-306-4625 or louis.morris@wamu.net #292432 (11/04)



2001 325i, VIN WBAAN37401ND49180, 22K miles, Black/ Black., Steptronic shifting, 4D, power windows/locks, A/C, leather seats, Harmon Kardon CD stereo, Xenon headlights, excellent condition, blue book value \$25,125, asking \$24,000 OBO. Call Robert 303-932-0468, 303-729-3662 or rholt@fsbnm.com #62014 (11/04)

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 (2/05)

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, \$14,000. Call Buddy 720-352-8995 or wikedstik@comcast.net #294749 (2/05)

1990 325ix VIN# WBAAE0314LED52564, Red, 4 door, Auto, sunroof, nonsmoker, well maintained, new tires and brakes Best Offer. Call Tom 303 618-9853 or tmoon905@yahoo.com #304683 (2/05)

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 M5, 135K miles, Nice overall condition, runs and drives great, \$8950.00 or reasonable offer, trades considered. Call Doug 970-641-0801 or reddog@pcrs.net #197010 (11/04)

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 (2/05)



1982 323i, Vin# WBAAH3104C7458128, Ascot grey/ 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 2/05)

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 (2/05)



1979 E21 323i D Mod Club Racer or ITE SCCA, Ireland engineering adjustable suspension. Super Sprint stainless header, custom pistons, 12 1/2/1 compression converted electronic fuel injection \$7500. Call Fred 303-478-8490 for more details. #25874 (11/04)



1976 2002, VIN2376332, Inka, 15" Panasports, 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)

## TIRES & WHEELS

(2) Bridgestone Blizzak WS-50 205/60QR15 winter tires on 15X6.5 black steel wheels, used on 1996 328i. Like new with about 2000 miles, purchased from Tire Rack for \$260. Sell for \$130. Call Bryan 719-273-3089 or bryan.d.babcock@intel.com #313258 (2/05)

# Classifieds



(4) E39 factory 17" sport wheels (style5) good condition, \$450/offer. Call Keith 303-252-7126 or [keith.l@rmico.com](mailto:keith.l@rmico.com) #135371 (2/05)



(4) Borbet 7 1/2 x 16, type "C" aluminum wheels (4 lugs) with 4 Blizzak snow tires and (4) Big O Euro DXP's (little or no wear on treads) Complete - 8 tires & 4 rims \$550. Call Ziska 970-963-3651 or [ZCDZ@aol.com](mailto:ZCDZ@aol.com) #37254 (2/05)

(4) 205/55 HR16 Dunlop Winter Sport M2 with 16X7.5 5-120 ET35 BMW replica wheels (96 3 series style purchased from Tire Rack 3/03), approximately 7,000 miles. Perfect, mounted and balanced, ready for your E36 or E46 car \$450, can deliver if necessary. Call Bob 303-995-2347 or [bobbeeman@msn.com](mailto:bobbeeman@msn.com) #315376 (11/04)

(4) Dunlop SP Winter Sport M3 (H rated) 225/60/15 tires on 15x7 original basket weave wheels from E34 540i. Tires used only one winter. Two wheels have minor curb rash, but otherwise in very good condition. All come with center caps and lug bolts, \$600. Call Ron 303-666-9064 or [ron1953@comcast.net](mailto:ron1953@comcast.net) #168065 (11/04)

(3) Continental ContiSport Contact 215/45/17 with 15,000 miles, 1/18<sup>th</sup> tread remaining \$20 for all. Call Chad at 720-684-1975 or [jenninc@lycos.com](mailto:jenninc@lycos.com) #312406 (11/04)

(4) Blizzak 205/65/15 used one season, about 3,000 miles on them, \$300. Call Dick 303-791-7829 #128473 (11/04)

(4) 2002 Mini S optional 205/45/17 Pirelli run flats factory wheels/tires. Wheels in great shape, tires have 7K miles on them, \$500. Call Richard 720-851-7728 or [richard.boone@adamaircraft.com](mailto:richard.boone@adamaircraft.com) #310498 (11/04)

(4) Michelin Pilot Sport Cup 225/50/16, used in 2 autocross, \$400. Call Richard 720-851-7728 or [richard.boone@adamaircraft.com](mailto:richard.boone@adamaircraft.com) #310498 (11/04)

(4) E46 M3 OEM 18" wheels from 2002 M3. Three are perfect, one front wheel has unnoticeable 1in mark on outer edge, \$790 OBO. Call Paul 303-604-9403 or [pacheng@comcast.net](mailto:pacheng@comcast.net) #319826 (11/04)

4) Borbett Type C 16" wheels, with 225/50 Nokian Haka Q's, only 6,000 miles on tires, wheels in good shape, will fit e36 and e46, \$550. Call Steve 970-668-5080 or [beehouse@colorado.net](mailto:beehouse@colorado.net) #120233 (11/04)

(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 if requested or both together. Asking \$800 OBO for both, new \$800 each. Call Jordan 720-201-2298 or [jman98053@aol.com](mailto:jman98053@aol.com) #325501 (10/04)



(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](mailto:dpwright99@comcast.net) #148753 (10/04)

(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](mailto:ron1953@comcast.net) #168065 (2/05)

(4) 6.5J x 14, 4 bolt cross spoke style, standard equipment on E30 325is. Straight. \$275. Call Adam 303-956-8069 #296001 (2/05)

(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, \$300 OBO. Call Bryan 303-220-1132 or [bryansieg@aol.com](mailto:bryansieg@aol.com) #80232 (2/05)

(4) Michelin 225/55R/1695H M+S radial XSE snow tires, 3K miles on them \$240 OBO. Call Bob 303-377-4181x16 #311653 (11/04)

New/used tire needs. Call Robert 303-722-8406 or [Bimmerswap.com](http://Bimmerswap.com) #119538 (2/05)

## PARTS

Ground Control front sway bar, comes with adjustable end links \$250; gray Vader seats, non heated and powered, great condition \$650; E36 BBK, uses E46 330ci calipers and rotors, rotors are good, calipers are great, pads have 50%, brake lines included. A better alternative to E36 M3 brake set-up for a less money, cheaper replacement parts and same performance \$450; AC Schnitzer automatic pedals \$40; 96-99 328 flywheel, just resurfaced and in great condition make offer; 92-95 E36 2 New strut mounts, contact for correct fitment \$100. Call Lucas 970-988-5455 or [behm3@yahoo.com](mailto:behm3@yahoo.com) #309066 (2/05)

UUC 8.5 lb. Lightweight flywheel w/OEM BMW E34 M5 clutch kit for 92-99 E36 3 series, clutch kit comes with pressure plate, clutch disk and throw out bearing, used one week, \$650 OBO Call Greg 303-368-1551 (H), 303-605-1814 (W) or [gdclark@duke-energy.com](mailto:gdclark@duke-energy.com) #311878 (11/04)

New/Unused BMW Motorsport E46 M3 Euro cross drilled "floating" brake rotors, front and rears, set of 4, \$750, includes deliver. Call Kirk 303-275-5223 or [kroegner@fs.fed.us](mailto:kroegner@fs.fed.us) #91356 (11/04)

1600 to M3 call me for your needs. Call Robert 303-722-8406 or web site @ [Bimmerswap.com](http://Bimmerswap.com) #119538 (2/05)

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](mailto:gary.renick@juno.com) #316564 (10/04)

## MISCELLANEOUS

**FOR RENT:** Two bedroom, two bath condo in Winter Park, CO, 1.5 miles from ski area. Sleeps seven, shuttle to ski area and on town bus route. Recently renovated, on paved road and parking lot. Indoor pool and two hot tubs. \$150.00 for one night or \$125.00 each for multiple nights. Call Steve Farley 303.988.1562 or [stevejfy@msn.com](mailto:stevejfy@msn.com) #165695 (11/04)

**FOR RENT:** 2br/2bath/1 car garage cottage on private pond, located just outside Gunnison, CO. Great location to base your western slope mountain touring from or spend the weekend during fall color change. E-mail for pictures, rates and availability. Call Doug 970-641-0801 or [redog@pcrs.net](mailto:redog@pcrs.net) #197010 (11/04)

**FOR RENT:** a week at a condo in Orlando during 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 303-671-6131 or [colorado924@comcast.net](mailto:colorado924@comcast.net) ASAP to get your first-choice week reserved!

## WANTED

Used CD Changer for E34 1995 525i. Will pay shipping or can pick up in the Front Range. Call Dennis 719-598-7403 or [tammy.patterson@netzero.net](mailto:tammy.patterson@netzero.net) #333099 (11/04)

1989 635CSi needing work, preferably with a bad engine. Call Steve 970-587-0963 Ext: 11. or [steven@medcomgroup.com](mailto:steven@medcomgroup.com) #323661 (2/05)

(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](mailto:Nissenhair@AOL.com) #297709 (2/05)

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.

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John Armstrong  
Client Advisor

12/04

# Summit Historics

by Rick Meinig

The Nostalgia Racing Club's "Summit Historics" started out somewhat ominously as Friday night saw sleet and freezing temperatures! Saturday, however, dawned "Bayerische Blau" with not a cloud in sight for the entire weekend. The event was well attended by club members who participated in "a poker run", autocross, and Concours d'Elegance. There was a lot of public interest in the 2 day car show that was held in the town center at the Riverside Park. Hopefully, plans for a road race course will come to fruition in the next several years and there will be a return to vintage racing in the Rockies. RMC BMW CCA chapter members that participated included Kyle Popejoy who took 1st in autocross and Art Krill who added 2nd place in autocross (in a Mitsubishi no less!!!). The Young's and I participated in the Concours. Bill and Starr had their 2000CS and its ultimate evolution a CSL on display. I enlisted my 4 and 11 year old sons to prep our 1939 327/28. We had a blast driving it in the high country. For the Young's and me, it's the beginning of a busy month for the marque as we will be driving in the BMW Vintage Marathon along the Eastern Seaboard (along with fellow Coloradoans Decker Swann, Goetz Pffafliin, and Jerry Lynch).



The Young's CSL and 2000CS

# Wilkommen

## 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 **1808** members, which includes our associate membership of **223** 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

Anderson	Anette	Denver	2000 MCoupe	
Arrigo	Joe	Pueblo		
Babet	Frederic	Thornton		
Bertrand	David	Thornton	2000 525i	
Bischoff	Blake/Julie	Brighton	2000 645Ci	1990 740iL
Briggs	Dale/Shelley	Broomfield	1990 540i	
Childs	Evelyn	Carbondale	1980 325iX	
Clemens	Sabina	Conifer	1990 M3	
Geiser	Laura/Thomas	Denver	2000 330i	
Gibbs	Paul/John	Golden	1980 320i	
Hill	J. Michael	Fort Collins	1990 M3	
Holt	Robert	Littleton	2000 325i	
Jaeger	Bob	Monument		
Kelley	Reed	Boulder	1960 2000	1980 635CSI
Killian-Keup	Ed/Jaima	Thornton	1990 525i	1990 530it
LaBolle	Andy	Edwards	1980 325ix	
Lehmer	Daniel/Mark	Centennial	1990 M3	
McCafferty	Mark	Manitou Springs	1990 M3	
Miller	Peter	Boulder	2000 330Xi	
Porak	Tygh	Broomfield		
Reindl	Kinch	Denver		
Rogers	Lloyd/Sharon	Arvada	2000 Cooper S	
Schrass	Bryan	U S A F Academy	2000 330i	
Shively	Rick	Louisville	2000 M3 Convertible	
Stoller	Karen	Aspen		
Walkenhorst	Michael	Denver	1980 635CSI	
Weigold	Dan/Karen	Peyton	2000 Cooper S	
Weimer	Mark/Ardie	Aurora	1990 540i	2000 330xi
Weston	Eugene	Golden		
Winter	Rob	Loveland		

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## 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 1<sup>st</sup> 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](mailto:msreditor@rmcbmwcca.org); fax 303-758-1841, or send to RMC BMW CCA, PO Box 370128, Denver, CO 80237.





R 1150 RT - \$16,350\*

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\*Price shown is MSRP. Price subject to change. MSRP includes destination and handling charges but excludes license, registration, taxes, title and insurance. Actual price is determined by retailer. \$260 per month for the R 1150 RT shown requires a \$2500 down payment, a 60 month loan at 4.9%. Financing subject to credit approval. Retailer contribution may affect terms. See participating BMW retailers for financing details and motorcycle availability. Offers available only at participating BMW Retailers on contracts assigned to BMW Financial Services NA, LLC. ©2004 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are registered trademarks.



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# Activities Calendar

Note: RMC BMW CCA activities in boldface type

## October

- 1 Fri **DEADLINE FOR MSR ADS AND COPY FOR NOVEMBER ISSUE**
- 1-3 **Rocky Mountain Oktoberfest, Winter Park, Colorado**  
Fri-Sun **Mark Doran and Michael Beyer, Coordinators**
- 6 Wed \* **Business Meeting, Bartlett's, Morrison, 303- 697-2958 for directions**
- 9 Sat **RMC Autocross Series #8, Mt. Elbert Parking Lot, DIA, Denver, Colorado**  
**Autocross Committee – Details Page 14**
- 16 Sat **RMC Autocross “Fun Run” NO POINTS, Mt. Elbert Parking Lot, DIA, Denver, Colorado**  
**Autocross Committee – Details Page 14**
- 23 Sat **Fall Dinner / Elections & Autocross Awards – Maggiano's Little Italy, Downtown**  
**Darlene Doran, Coordinator, 303-758-4200, Details Page 9**

## November

- 1 Mon **DEADLINE FOR MSR ADS AND COPY FOR DECEMBER ISSUE**
- 7 Sun \* **Business/Planning Meeting, Warner's, Denver, 303-333-9387 for directions, Details Page 17**

## December

- 1 Wed \* **Business Meeting, Doran's, Centennial, 303-758-4200 for directions**
- 4 Sat **Holiday Party “Dirty Grab”, Windsor Gardens Inn, Denver, Colorado**  
**Leslie Jenkins, Coordinator 303-671-6131 – More Details in November**

\* 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.**



### 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

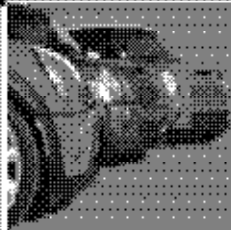
## The Rocky Mountain Chapter is talkin' online!

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](mailto:rmc-bmwcca-subscribe@yahoogroups.com)

If you'd rather see only the official event announcements and calendar reminders, instead, send an email message to .  
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