

# MOTORSPORT

REPORT



BMW Car Club  
of America  
Rocky Mountain Chapter



The official publication of the  
Rocky Mountain Chapter BMW CCA  
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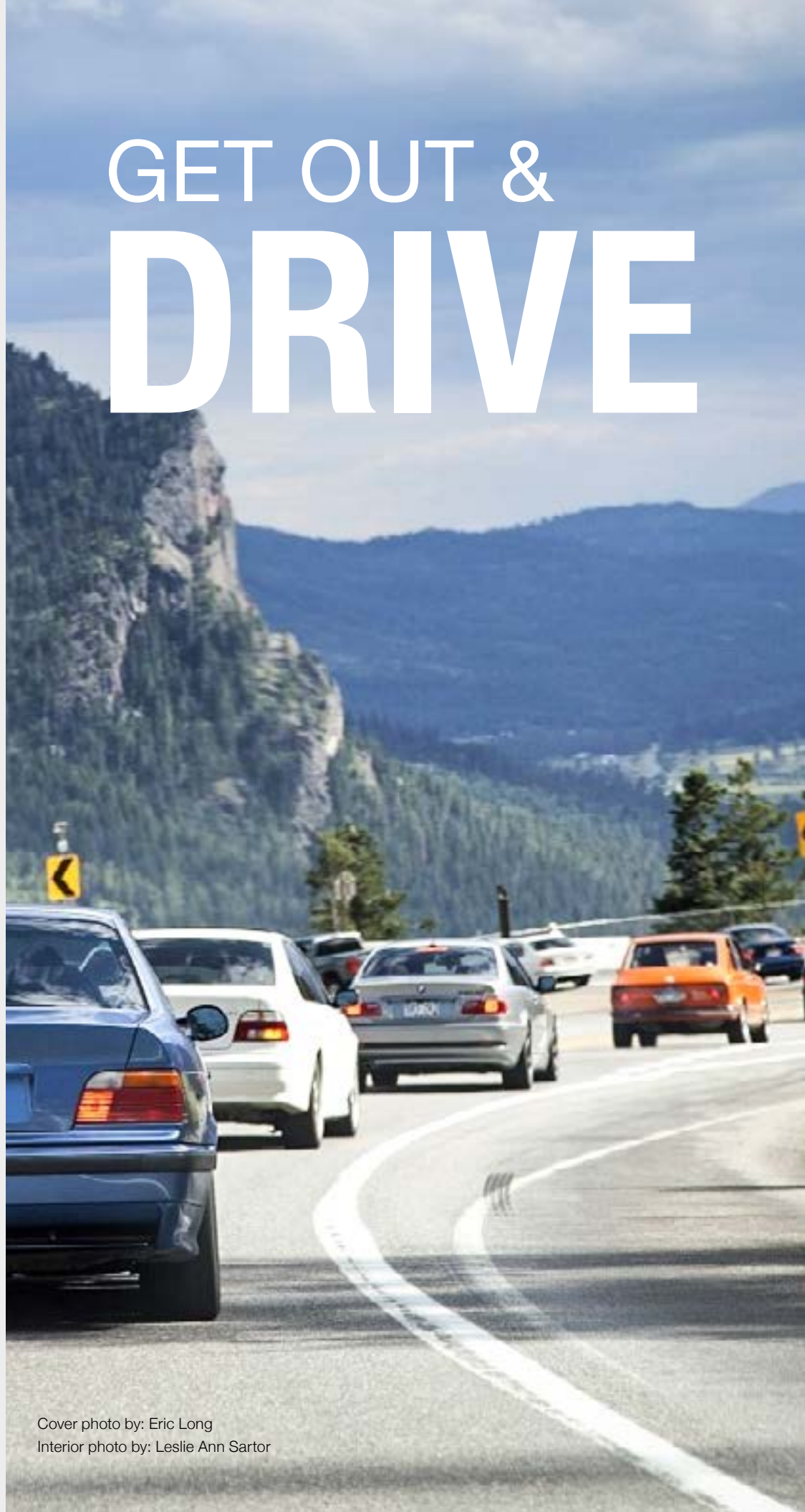
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# GET OUT & DRIVE



Cover photo by: Eric Long  
Interior photo by: Leslie Ann Sartor

## CASINO NIGHT: AUTOCROSS TOWN HALL MEETING AND END-OF- SEASON BANQUET AND CELEBRATION

**When:** Sunday, November 1, 2015  
AX Town Hall Meeting: 4:00 – 5:00 p.m.  
AX Banquet and Celebration: 5:00 – 9:00 p.m.

**Where:** Lamar Street Center in Arvada, CO (same place as last year)

**Cost:** \$35/per person

Now is the time to gamble your BimmerBucks for some exciting prizes! This year's banquet theme will be "Casino Night", featuring authentic casino games such as Craps, Roulette, Blackjack and Texas Hold'em. Every person attending will receive a specific amount of "chips". Additional chips can be purchased or by exchanging your BimmerBucks. All proceeds from the purchased chips will be donated to the Cerebral Palsy Foundation. Chips can be cashed in at the end of the night for BimmerBucks or raffle tickets for the chance at winning some special prizes.

The entry fee WILL include dinner (a nice Mexican spread), non-alcoholic drinks, as well as adult beverages (margaritas, beer and wine).

To register for this event, please visit <http://rmcbmwcca.motorsportreg.com>.

Registration closes on Monday Oct 26th at 6:00 p.m. sharp. Registering person must be a member, but can bring guests that are non-members. This is open to all RMC BMW CCA members, for this is a chapter social event in addition to the Autocross Awards banquet. ■



Photo by: Eric Long

## RMC BMW CCA BYLAWS

Recent revisions to the RMC BMW CCA Bylaws will go into effect on January 1, 2016.

The updated bylaws document can be reviewed by members on our website at:  
<http://rmcbmwcca.org/chapter-info/chapter-bylaws/> ■

# 2015/2016 CALENDAR OF EVENTS:

FOR ADDITIONAL DETAILS AND UPDATES VISIT: <http://rmcbmwcca.org/events>

## OCTOBER

Monthly Board Meeting - October 14  
TBA - 6:30 pm

## NOVEMBER

Autocross Banquet - November 1  
Lamar Street Center, Arvada, CO  
Town Hall Meeting: 4:00-5:00 p.m.  
Banquet & Celebration: 5:00-9:00 p.m.

Annual Planning Meeting -  
November 14  
TBA

## DECEMBER

Winter Autocross Event #1 -  
December 5  
Front Range Airport

Monthly Board Meeting -  
December 9  
TBA - 6:30-8:00 pm

## JANUARY 2016

Monthly Board Meeting - January 13  
TBA - 6:30 pm

Winter Celebration Event - January 30  
Johnny Martin's Car Central  
Colorado Springs, CO  
6:00-11:00 pm



Photo by: Eric Long

# 2016 ROCKY MOUNTAIN CHAPTER BMW CCA'S ANNUAL WINTER CELEBRATION EVENT

SPONSORED BY WINSLOW BMW

HOSTED BY JOHNNY MARTIN'S CAR CENTRAL  
SATURDAY, JANUARY 30, 2016 FROM 6:00 – 11:00 P.M.

Join us at one of the hottest scenes in downtown Colorado Springs, Johnny Martin's Car Central, for contemporary cuisine, libations, and an extraordinary experience!

### A few of the featured events include:

- Racing competitions using state-of-the art CXC Motion Pro II Racing Simulators with prizes for the top three winners
- Darts, billiards, pinball, and slot car racing
- A 7,500-square-foot showroom filled with an array of restored automobiles, along with 3 new BMWs from our sponsor, Winslow BMW

In addition, we are asking for 4 of our RMC BMW CCA members to showcase their cars for the month of January at Johnny Martin's Car Central. Interested parties should contact: Christine Foley, Head of Membership & Advertising at 303-408-5111.

**But wait – there's more! Winslow BMW will be holding a tech session featuring an M3 prior to the Winter Celebration event, located at:**

Winslow BMW • 5845 N. Nevada Avenue | Colorado Springs, CO 80918 • 877-461-6421

**For those wanting to make the event a weekend getaway, special hotel rates can be found at:**

The Mining Exchange, A Wyndham Grand Hotel • 8 S. Nevada Ave | Colorado Springs, CO 80903 • 719-323-2030

RMC BMW CCA members need to call the hotel number directly and mention that they are RMC members. Upon check-in, please provide them your BMW membership card.

For members not staying overnight, there is a parking garage located across the street from Johnny Martin's. Casual business attire is recommended. The cost of the Winter Celebration Event is TBD.

Information on registering for this event will be provided via e-mail and also through our website at [www.rmcbmwcca.org](http://www.rmcbmwcca.org). Hope to see you there! ■



# 2015 MINI COOPER S HARDTOP 4-DOOR

BY: ISAAC BOUCHARD

I don't normally dwell on a vehicle's aesthetics too much, as this is such a subjective area. But in the case of a Mini, I feel it is integral to assessing the car, as so much of what the brand stands for—and many of the reasons why someone might purchase or lease one—might be based on its looks and character.

In the case of the all-new, "third generation" Cooper S, especially in its four door iteration, the Mini's visual attractiveness (or lack thereof) is going to be a strong determining factor. To me, owner of three earlier models, approaching this Mini is like meeting someone you were hot for in your school days, which are more than a decade in the past. While you can still picture the person they used to be, they don't appear to be aging well.

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In this Mini's case, the problem is that the car keeps getting bigger, so the proportions and stance suffer.

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The designers tried to compensate by making details like the lights, ducts, scoops and chrome trim more interesting or prominent, but this is like that fictional old flame dressing up in nicer clothes, chunky glasses and more bling jewelry—perhaps even some non-OEM parts. While you might be temporarily distracted, the underlying form isn't what it was.

Continuing with the analogy, though, we find some positives. This latest Cooper S is better in polite company, being more refined in terms of noise, vibration and harshness—and especially in a reduction in Mini's traditionally flinty ride. These new manners are much appreciated over the horrid urban "road" network many of us have to commute upon, and are allied to no loss in the athletic handling and sharp, incisive steering that has always defined the company's best vehicles. While there might be a pot belly and some love handles hiding under those designer duds, someone's still hitting the gym.

This latest Cooper S still has a 2-liter turbo (with outputs of 189hp and 207lb-ft), but it hails from a new engine family and is notable for its punchy low-rev performance, refined running and rorty soundtrack. Missing is a willing top end, as things go a bit flat above about 5000 rpm. It is allied to nice six-speed auto gearbox, meaning 0-60 mph in 6.2 as well as good real world fuel economy. Braking performance is excellent for street use, with a firm, feelsome pedal.

Minis have had funky cockpits since the brand was reintroduced to the States, but the quality and functionality has always been a bit suspect. This newest Cooper S is built of higher quality materials, and oft-used things like the window switches have been moved to easier to access places. But along with this welcome maturation is a countertrend of tackiness, as exemplified by the gimmicky, multihued disco lighting that zooms around various interior forms when you start, stop or engage one of the various computer programs that control throttle sensitivity and steering weighting. None of these allows all the Mini's controls to cohere in the manner of

Photos provided by: Isaac Bouchard



the earlier machines; you either get steering that is too light combined with sluggish response, or an electric throttle interaction and big chunks of fight through the wheel. While the underlying hardware is obviously very well sorted, the computer overlays detract from this inherent goodness.

As to those four doors: while they add access for the smallest forms of Homo sapiens, most won't fit in the cramped rear quarters, and this Cooper S has none of the visual appeal of the outgoing Clubman with its funky retro-wagon vibe and good proportions. The longer wheelbase of this model benefits ride quality and tames some of the tail happiness of the shorter 2 door model however, without undermining the sharp turn-in and responsiveness that are Mini virtues.



Any single person's response to the body of this latest Cooper S might be hard to determine, but I sense a laziness in the designers' work here—there is no reason a bigger Mini couldn't continue to have proper stance and balance visually—as an example, the Countryman still looks groovy. Product planning is also coming across as a bit desperate, based on the slightly inane reliance on silly slogans and flashing lights on display inside this car. Thankfully, this newest Cooper S' bones are good and it is in rude health dynamically; combined with the newfound decorum displayed in the daily grind, it is still a compelling companion for those who still fall for its form.

EPA ratings: 26/33 mpg; 29 mpg combined. Price as tested: \$35,900.

[Here](#) is what Mini has to say. ■

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## 32ND ANNUAL CONCOURS EVENT RESULTS

BY: STEVE HAMILTON AND DAVE STACKHOUSE

A very special "thank you" goes out to all of those who participated and supported this year's 32nd Annual Concours event that was held on June 7th at Arapahoe Community College in Littleton, Colorado.

The RMC BMW CCA would like to congratulate the owners of the top four BMWs from this year's event:

- #1 Ben Ryan - 1972 BMW 2000 Touring Orange
- #2 Jim Bair - 1988 BMW M6 Black
- #3 David Stackhouse - 1989 BMW 318i Touring Silver
- #4 Steve Diamond - 1989 BMW Z1 Red

Other participants included:

- Jim Flint - 1993 BMW 850ci Black
- Bruce Hazard - 1995 BMW 540i M Sport White
- Cameron Lynch - 2001 BMW M Coupe Estoril Blue
- Dick McGraw - 2001 BMW Z3 3.0 Atlantic Blue
- Cherim Sanders - 2001 BMW 330ci Convertible Black
- Cameron Lynch - 2002 BMW M5 Imola Red
- Tom Farrell - 2002 BMW M5 Green
- Angus Chassels - 2002 BMW Z3 M Coupe (S54) Alpine White
- David Marrone - 2002 BMW Z8 Silver
- Stephen Daubert - 2004 BMW M3 Satin Pearl White
- Kent Miller - 2014 BMW i8 Pearl White



## WINSLOW BMW CAR MOVE

The RMC BMW CCA would like to thank all the volunteers that helped out with the Winslow BMW car move on Saturday, August 1st, 2015.

Over 30 people showed up to move Winslow's inventory of BMWs to the new state-of-the-art dealership located at 5845 N. Nevada Avenue in Colorado Springs. It was an extremely fun event that gave all those who participated an opportunity to meet and connect with other BMW members and enthusiasts. ■

Photos by: Adrian Gonzalez

# A SUNRISE IN THE FLATIRONS

BY: ADRIAN GONZALEZ

It was a warm early-August Friday night and I had chosen to be a proper adult. My apartment needed some cleaning and my brain was begging for rest. The funny thing is, insomnia likes to pick the most unexpected nights to haunt you. That's what I get for trying to be responsible. Having counted all of the popcorn in my popcorn ceiling and relived every embarrassing thing I've said since 1997, I ceased the fighting. As I often do when -- well, whenever I get a chance -- I concluded this was an excellent time to go for a drive.

The sunrise was three hours away, so I grabbed my camera and Googled some good spots nearby to catch a sunrise while Escobar, my beloved Alpine White 3-Series, awoke.

Today's photo op: the Flatirons on the foothills of Boulder. It's a short drive from home, which meant we would arrive early enough to drive through the hills with the windows down, hunting apexes to a symphony of crickets chirping and turbo blowoff valves. A cold, rocky paradise. The signs on the side of the road all stated there was to be no parking before 5:00 am, so we kept on driving until then. Not necessarily for the sake of obeying laws, but really just an excuse to keep enjoying the heavenly sight of an empty mountain road.



We scouted a spot to park and waited for the sun to peek over the Flatirons. An obscene amount of pictures and three Red Bulls later, I went for a short hike at Chautauqua Park before driving home to catch those ZZZs that had eluded me earlier. Looking through the pictures later that weekend I realized something. Even though I went with the closest, most convenient spot for this drive, I was surprised at the quality of shots I was able to capture. And that's the beautiful thing about being a car guy in Colorado -- even the lazy choice in venue can make for a scenic, invigorating drive. ■

Photos by: Adrian Gonzalez

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But what is a **Gold Star Award** and what does winning one really mean?

It means the Denver/Boulder Better Business Bureau, of which Bimmer Haus is a member, hasn't received a single complaint about us since we opened our doors in 2001!

Does it mean we've never made a mistake? Of course not... we're all human and everybody makes mistakes once in a while. But what separates a reputable company from a bad one is how they *correct* their mistakes.

We work very hard to be sure that you have a mistake-free experience and to earn your trust. But rest assured that if we do screw up, we will do everything in our power to resolve issues promptly and fairly to achieve your complete satisfaction.

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## DRIVING FOR DOLLARS!

BY: JAMIE STIEHR

Your Rocky Mountain BMW CCA chapter has been training drivers and racers for many years through its various programs like Driving Schools, Autocross events, Street Survivor School and club racing events so it's no surprise that BMW trained drivers are out there competing in various race clubs. One of the largest of these is Rocky Mountain Vintage Racing, where you'll find such distinguished members as Driver Education Chair Andrew Jordan, Past President Mark Irvin and many instructors including Kyle Popejoy, Ronnie Marshall and Jamie Stiehr (sorry for missing others).

With so much history and overlap between RMC BMW and RMVR, it was just natural to invite some of the excellent instructors and "A" group drivers from the BMW club to RMVR's 5th annual Race Against Kids' Cancer earlier in August.

In addition to RMVR racers, BMW instructors brought their cars out to High Plains Raceway to give lunch rides in exchange for donations to The Morgan Adams Foundation, the RMVR charity partner. These rides are at speed with not only BMWs, but Porsches, Lotuses, Lamborghinis, Aston Martins and many other very nice cars. It was a great weekend for a charity race and with the almost \$12,000 raised from these lunch rides, we were able to donate over \$145,000 to the Foundation, bringing the 5 year total for this event to over 1/2 million dollars. You should also know that that includes a generous \$500 donation from your BMW club – thank you!



The Morgan Adams Foundation funds critical, early stage and cutting edge research into pediatric cancer here in Colorado and elsewhere. Their work supports crucial research initiatives intended to improve treatment effectiveness, treatment outcomes and the overall quality of life for children battling cancer.

The race is always held at the end of July or early August, so file that away for next year to come out, have a great lunch ride, watch some BMWs and other terrific vintage cars race, and do some good for kids struggling with cancer. ■



So thank you to the BMW club members who came to help out by giving lunch rides at HPR!

Andrew Colfelt  
Chris Roth  
Ross Carlson  
Bill Schaefer  
Jeff Manchien  
Allyn Bandell  
Alex Green  
Mike Pederson  
Ryan Cain  
Chris Hogue

# DRIVE 4 CORNERS BMW MEET A PREMIER SOCIAL EVENT

BY: LESLIE ANN SARTOR

My husband, Gary, and I bought our first BMW, a 328i hard top convertible, just before the Colorado flood of 2013. It stayed in our carport until the debris from the flood was cleaned up.

During our self-imposed exile from driving, we were anxious to learn all we could about our car in particular and the world of BMWs in general, but found few sources of face-to-face information. Until we found the D4C on the Internet.

A bit of the Drive 4 Corners history: five years ago, Tom Schultz came up with the idea of establishing an affordable annual BMW gathering and drive in the Rocky Mountain Region. For those enthusiasts interested in making a unique weekend trip, a drive to south-western Colorado was in store. At the first event, there were a mere seven cars for the weekend, but Tom saw the potential in the location, the drive, and the surroundings. Over the subsequent years, with the aid of a group of fellow enthusiasts, Drive 4 Corners grew into a celebration of the marque, including BMW merchandise and other items to promote the BMW community in the region.

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That was exactly what we were looking for, and on August 7th of this year, we embarked on our second D4C tour, meeting the Colorado caravan in Colorado Springs.

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Honestly, it was like old friends' week, and we welcomed newbies to the drive as we'd been welcomed last year. The other caravans from New Mexico, Arizona and Texas were already well on their way, and we planned to meet in Pagosa Springs.

Top down and the sun quickly warming us, we queued up and headed out to CO-115 S, aka The Vietnam Veterans Memorial Highway. Our mini group of four cars cruised over rolling hills with well-banked curves and, using the passing lanes, was able to easily pass slower cars (including a Porsche Boxster).



Photos by: Leslie Ann Sartor



Outside Penrose we turned right onto US-50 W and drove through another series of rolling hills until we reached Cañon City. Evergreens dotted the hills until we crossed the Arkansas River and drove into the steeper walled valley. I've got to tell you, there is nothing like looking up at a sheer face of rock on one side and a broad river on the other, especially when seen from an open car. Convertibles give you the world in your face. Nothing but air separated us from the canyon walls, the water and the sun.

Our first group stop was in Salida, for either a pit stop or a full lunch break. I was getting anxious for the next leg, one of our favorite parts of the drive, to begin. Just outside Salida at Poncha Springs, we took a left on US-285 S and headed up the San Luis Valley with the spectacular Sangre de Cristo mountain range on our left.

The clouds, black and ominous, were building over the mountains, but the road in front of us was straight and sunny, easily luring me to press harder on the accelerator, reminding me when I glanced at the speedometer just how easy it was to drive fast and how smoothly the car drove.

We passed through Saguache and onward, still on US-285 (Gunbarrel Road), monitoring the gathering clouds but still enjoying the sun. We took cutoff CO-112 toward Del Norte, crossing the Rio Grande River.

Taking a right turn onto CO-160 W, we passed through Del Norte (elevation 7,900 feet) and now I was getting eager to move faster, knowing the winding, climbing Wolf Creek pass lay in front of us. This is what BMWs are built for in my opinion. It's not just the speed, it's the strength in handling. The knowledge that your car has your back. Oh, I'm not talking being stupid-fast, I'm talking about taking the curves, using driving techniques that bring on the glory of the drive.

On the downward side of the pass, our mini caravan had pulled over to wait for us, and together we used the passing lanes to move rapidly down the hairpin turns (I didn't get to carve them as well, as I was keeping up with the M5 in the lead) and then we were in the long wide valley that led into Pagosa Springs and our hotel.

That evening was the meet and greet as the group of nearly 250 people wandered through the hotel's parking lot looking at 124 BMWs and 1 Mini Cooper that were there for the event. There was even a trailered-in 1937 327/8 BMW causing a sensation.

After a rain Friday night, Saturday dawned crisp and clear. A great breakfast with stellar coffee at the River Pointe Coffee Shop and we were back at the hotel in time to gather for the instructions for the caravan—back up the pass and the photo line up just east of the summit (elevation 10,856 feet) at the ski resort's parking lot.



We were divided into four groups, delineated by model years, with ten-minute intervals between groups. Our group was the last to leave, and I got stuck behind an older VW Westfalia with no way to pass for a long, frustrating time, but eventually I did and sped up the road, loving the cool air with the sunshine as we pulled into the lot. Seeing 125 cars lined up in three rows with the mountains behind us and the valley far below was spectacular.

After a group shot (try getting over 250 people together for a photo shoot!) the M5 owners were brought together for their photo shoot, as this was the M5 year and the fifth year of the event. Then the group for the burger run down to lunch at Freeman's General Store in Creede assembled to leave, and the poker run crowd headed off as well.

We decided to head down to town again and take in the river walk. Many of the group headed over to the famous Pagosa Springs Hot Springs to soak in the various thermal baths of differing degrees. Pagosa Springs is a friendly town. People smile as you pass them on the sidewalk. They stop their cars and let you cross the road.

Saturday night was the BBQ and awards and really our last night together as many were leaving Sunday morning to travel other parts of Colorado. We stayed for the Sunday brunch and many others attended the Taste of Europe Wine Pairing event later that afternoon. We thought it would be fun but passed because we planned on winery stops later in Grand Junction.

The official meet was over, but we still had some amazing driving in front of us on the Million Dollar Highway, another story for another day. ■

# ROBERT NAPIER- IN MEMORIAM

BY: BMW CCA - SONORA CHAPTER

Long-time club member Bob Napier passed away peacefully on August 13, 2015, after a prolonged stay in the hospital from pneumonia. He became an early member of the BMW Car Club of America after selling his "bathtub" 356 Porsche to buy a Nogales, Arizona home and start a family. He then turned to BMW and found the Neue Klasse model 2002 to be a suitable balance of fuel economy and performance. It hauled more than two people comfortably and Bob enjoyed and modified his car. At the time, his 2002 was years ahead of other cars, and over his lifetime, Bob put an impressive number of miles on its odometer. Bob was an early BMW CCA member, and he served two years as our Sonora Chapter President, keeping this little chapter in Arizona running and active, all while working full-time and starting a family in Nogales, Arizona. This was a time when the future of BMW, the company, was less certain than it is today. And the future of our Sonora Chapter of BMW CCA was even less certain at the time. I remember our Pacific Zone Vice President advising us to "do more" with the Roadrunner (Phoenix area) Chapter, probably because the two chapters might have to be merged into a single Arizona branch of BMW CCA, like New Mexico...

That was decades ago, and of course, the little company has become a brand to be reckoned with, an icon if you will. Our little chapter hasn't grown much, but we have retained a core group of enthusiasts and we have activities happening just about every month.

Our chapter has benefited from Bob Napier's leadership, but more than that: each of us who knew him felt his genuine friendship. When you were with Bob, you got the real deal. He was tactful and honest, and yet he still maintained his sense of humor, a rare combination at any time. This guy managed somehow to be compassionate about his interests while being interested in those of others, all the while being a good listener. Friends like that don't come along very often, and those of us who knew Bob will treasure his memory. It was great fun to celebrate Oktoberfest 1995 with him and Malicha, his wife, in Breckenridge, Colorado. Bob took home a 2nd place autocross trophy in 2002/classB that year!

Even after our chapter had dusted off the early days and established itself, Bob still remained an active partner in planning and helping to implement events, particularly the Charity Oil Changes we did for several years in Nogales. Bob was the guy who made that event go, and he made it look easy! We were happy to change oil for victims of domestic violence, then inspect their cars and recommend how to keep 'em rolling longer. Our chapter was recognized for it at the 2004 Oktoberfest in Pasadena, California, and it was fitting that Bob was there to accept the award. Here is a Roundel Photo of the ZF Public Service Award group, and you can see Bob, the third from the left, enjoying the moment (photo at right):

It's for sure that the 2002 was a favorite model among the Napier household. When BMW Magazine featured an article about this Neue Klasse model, appropriately enough in 2002, the Napiers had the following photo and caption included among all of the other "2002 Tales of Love and Adventure": "Bob Napier, Nogales, AZ (as shown front to back in the accompanying photo at right):



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**DINAN**  
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My son's 1974 2002 has recently been repainted utilizing 2000 BMW M-car Estoril Blue Metallic paint, and has ground effects all around plus an M3 rear spoiler. My 1975 is original Chamonix with front and rear spoilers. The car won the award as 'Best Daily Driver – Square Taillight' at the 1998 2002 Fest West in San Luis Obispo, CA. My car has 314,000 miles. My wife's 2002 is original Pastel Blue and was rescued from a junk yard here in Nogales, Arizona, where it sat for five years. Many, many hours of work restored it to its original beauty, but mechanically, everything was fine. In Arizona, we have no rust problems, thus helping the cars immensely. The '74 has a factory rebuilt engine, the '75 a Carl Nelson high compression rebuilt, and the '76 has its original engine. Both the '74 and '75 are successfully Autocrossed and run in Drivers' Schools."

Bob and Malicha, his wife, have one son, Lennis "Lenny" Napier. Like his Dad, Lenny passionately enjoys automotive competition and driving events. Together, they travelled to quite a few places that were important elements of Bob's life – The Eiger (Bob enjoyed mountaineering), The Omega House/Phi Kappa Psi "Animal House" Fraternity (for Bob's 50th reunion at the University of Oregon). Lenny served as President of our Sonora Chapter for four consecutive years, and during his time, he advanced the BMW Foundation's Street Survival Course for young drivers. All of us on the Board of the Sonora Chapter of BMW CCA are saddened by the loss of this fine friend. The family has an obituary at the following link for more information:

[http://martinezfuneralchapels.com/fh/obituaries/obituary.cfm?o\\_id=3272965&fh\\_id=11028](http://martinezfuneralchapels.com/fh/obituaries/obituary.cfm?o_id=3272965&fh_id=11028) ■

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## THE NEW WINSLOW BMW OF COLORADO SPRINGS

BY: CHRISTINE FOLEY

Every day now, I wake up to the sun coming up over the mountain range. Blasts of orange and yellow and red all around the sky with many shades of blue splashed in. The Grand opening of the new Winslow BMW in August was just that, with so many more fabulous hues of signature BMW colors thrown in.

The Rocky Mountain Chapter first participated in what was supposed to be a whole day of moving new and certified pre-owned BMWs from the former site of Winslow to the new BMW center site located at 5845 N. Nevada Avenue.

The turnout from club members was so great that we were able to move all the cars over by 11:30 a.m. It was a "choose your ride and go" kind of morning. We had a specific route we were to take and I think most of us did. But not quite everyone...me being one of them! I drove a 435i, a 550i and a 335i over to the new location – all glorious in their own ways, as all BMWs are. Lunch was provided and we all seemed to have a great morning, with stories being shared on the ride back in the shuttle.

Next up on the timeline was the Winslow BMW Grand Opening for the public that was held on August 15th at the new center site. Many of our Members' cars were displayed in the front dealership and service bay, and at the same time, the Drive U.S.A. event was being held to help raise money for the Olympic teams. The Rocky Mountain Chapter BMW CCA provided food and beverages for all who attended.

The opportunity to win a BMW i3 was also a part of the festivities. A local radio station was there to promote the event, so the beat was on!

The grand finale was the VIP Grand Opening event that was held on August 21st. Several members of the RMC BMW CCA attended the opening that was held at the new center. Winslow BMW provided us with custom-made polo shirts for the event and our goal that evening was to meet people and introduce them to our chapter of the BMW CCA. Guests pulled up to have their cars valet parked and tour the beautifully glassed, clearly German-inspired building. The front showroom was filled with amazingly colored M cars.

The spectrum was not lacking for eye candy. My personal favorite was the Java Green M4 that had already been sold, of course! Many people from BMW flew in from Germany and

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South Carolina, and I had the honor to meet them all. All of them seemed impressed with the new state-of-the-art facility. There was catered food and libations, a live band, and the Winslow family spoke to the crowd about the project and overall goals and intentions they had for their new site. The highlight of the evening was in the back service bay area. Our Car Club had over 10 personal cars on display along with 6 new BMWs. Several exquisite 2002s were on display, an i8 series, a Forest Green Alpina, and an M3 race car driven by Jeannie Horan. Jeannine had decided at the age of 50 to learn how to drive on the race track! And Ali Bandell had her fun little M coupe on display as well.

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Overall, our Car Club should be proud of our efforts to help Winslow BMW with their new beginning.

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I would encourage every member to take a road trip to Colorado Springs to meet the people who work at Winslow BMW. They are the heart and soul of a truly amazing BMW dealership. After all, it could be another excuse to get some more seat time behind your Ultimate Driving Machine!

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## SIGNIFICANCE OF BLUE DRAGON WHITE TIGER

BY: ZUNG TRAN

**PART I:** This is the story of how a 2004 E46 M3 became my NASA GTS race car. The details of how it first became a race car will have to be told by the original owner, Garrett Walz. Over a number of years, Garrett took it from a street 2004 E46 M3 to a GTS race car. That is his story to tell. My story started towards the end of the 2013 race season. Garrett had told me that his car was for sale and that he was looking for a good home for it – for sale to an appropriate buyer. So at the last event of the season in October at High Plains Raceway, I drove it for a session.

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Not surprising, the car felt amazing - was it love at first sight? I know, you're not supposed to be emotional about a purchase. But, after all, this is a BMW we're talking about.

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At that time, I was seriously considering wheel-to-wheel racing, having spent a number of years in NASA Time Trials as competitor and Regional Director. For the next two months, Garrett and I communicated about the merits of purchasing his car. Finally, in December, I was close to making a decision but wanted another "test drive" before a final decision. Warm (relatively) sunny days are not rare in Colorado, so we were able to find a day when we could get the car to Pikes Peak International Raceway (PPIR). After some laps that brought a grin to my face, I committed to the purchase.



Now what? What to do next? Well, get my prized possession home to my garage. SCR Performance took care of that. Of course, a race car has to look great. It was already good looking, but I had something else in mind that had a great deal of personal significance.

Photos by: Zung Tran

My mother had passed away that April, 2013, and my father a year and a half before that. My mother passed at age 89; my father at age 88. How best to honor their memory? Then it occurred to me – the last novel my father wrote was, “Blue Dragon, White Tiger.”

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My mother was an artist and had designed the book cover. That was the inspiration for the graphics you see now on my race car – Blue Dragon, White Tiger!

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Of course, I'm no graphics designer, so how to translate the cover art to a race car livery? It was time to get some professional help. A number of years ago, I met a young man who was, at that time, involved with the Rocky Mountain NASA HPDE program – a motorsport enthusiast named Ryan Alden. We quickly became good friends. Although he subsequently moved away, we kept in touch over the years. I knew him to be a talented designer and had seen some of his work on this website at [www.aldencreative.com](http://www.aldencreative.com). But there were no examples of race cars. Well, it can't hurt to ask – especially because Ryan Alden is a motorsports guy. So I sent him an e mail along with the book cover and explained what I wanted. Sure enough, Ryan provided me with a remarkable design that was well beyond my expectations. Not only did he get the major elements just right (a dragon on one side and a tiger on the other), but also the more subtle elements. If you look closely on the dragon side, there is the interplay with the tiger in gray and vice versa. This interplay is also evident on the hood of the car.

Next was to translate the design onto the car. First though, I should briefly explain the meaning of the Blue Dragon, White Tiger motif – specifically the interplay of the Blue Dragon and the White Tiger. In Vietnamese mythology, the Blue Dragon represents spring and tenderness, while the White Tiger represents winter and force. The Vietnamese believe that all beings and all things on Earth are affected by the constant struggle between the Blue Dragon and the White Tiger.

Getting back to overlaying this beautiful design onto the car, Ryan was able to locate a graphics shop in Fort Collins that would agree to this task – printing the graphics and applying them to the car. Connecting



Signs ([www.connectingsigns.com](http://www.connectingsigns.com)) is a family-owned shop. I can't say enough good things about them – they're friendly, professional, and talented. In short order, my race car now looked like the drawings!

**PART II:** I dedicated the 2014 race season to the memory of my parents. I spent several months before the start of the 2014 race season looking for a truck to tow an enclosed trailer with which to take my race car from event to event. I wanted to do my own stuff, just like most of the racers that I had observed at the track. However, my wife, Andrea said, “Why don't you have Mark Baer at SCR Performance maintain and take your car to the track? Just give it a try, and if you still want to do your own stuff, then you can.” Of course, I was resistant to that suggestion, but being a good husband, I agreed to give it a try. Well, as they say, the rest is history. The first event of 2014 was in April at PPIR. It was a bit strange to arrive at the track in my street car without any tools or tires, only to see my race car already there, clean, fueled, tire pressures set, warmed up and ready to go! All I had to do was jump in, race, rest between races, and go again. Needless to say, I got used to this very quickly. Mark and his staff do an excellent job of keeping my race car healthy and provide me with driver support as needed throughout the season. Looking back, I thought, “What was I thinking that I would want to get a truck and trailer?!” Of course, on more than one occasion, I have thanked Andrea for her foresight.

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Racing is an exhilarating experience and like nothing else that I have ever experienced. It is a very different environment from Time Trials, where I spent many fun and exciting years. How different? Well, that's perhaps reserved for another Motorsport Report article.

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With “rookie” status (signified by an orange ‘R’ on each side of my car), I progressed through the 2014 racing year learning how to race.

After PPIR came Pueblo Motorsports Park (PMP), High Plains Raceway (HPR), and finally, Motorsports Park Hastings (MPH). With the exception of some minor rookie mistakes, all were relatively uneventful. Then along came September at PMP. Some of you saw it in person. My season came to an abrupt end when I hit the outside concrete retaining wall at turn 10. The dreaded turn 10. In my exuberance to maintain my race position, I took an outside line into the turn, with a car on the inside. As all of you

know who have driven at PMP, there is virtually no runoff area there. My left front tire went into the gravel, the car started to do funny things, rotated counter clockwise, I did "two feet in", the left front slammed into the wall, the car spun clockwise from the impact and came to rest immediately on the left side of the front straight. No damage to the driver, but extensive damage to my poor car!

Everything said about how good our Rocky Mountain NASA family is true! While I was sitting in the car, a bit annoyed with myself, it seemed like seconds before the EMTs were right beside me. When I got back to the paddock, they checked on me constantly to make sure I was OK – they even came by the next morning. As for the NASA family, I got so many well wishes and hugs from so many people that any more would have caused some injuries. That was the end of my 2014 season.

Jumping to 2015 - did I come back for the current 2015 season? Well of course – even faster and better. I will continue to race and improve – because as I said before, there is nothing like it...not even close. ■

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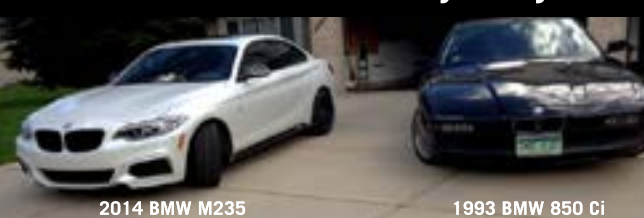
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National Website: [www.BMWCCA.org](http://www.BMWCCA.org)

Interested in joining the BMW CCA, want to check out national events, need a new membership card, or have an address change? The recently updated website will keep you abreast of all things BMW and allow you to access your account information.

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