

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



The official publication of the
Rocky Mountain Chapter BMW CCA
Summer 2015



Rocky Mountain Chapter BMW CCA Staff Contacts

President
Steve Hamilton
president@rmcbmwcca.org

Vice President
Michael Feldpusch
vp@rmcbmwcca.org

Treasurer
Cathy Hamilton
treasurer@rmcbmwcca.org

Secretary
Karen Lange
secretary@rmcbmwcca.org

MotorSport Report Editor
Susan Rhodes 303.910.2770
msreditor@rmcbmwcca.org

MotorSport Report Art Director
Fox Chung 303.810.1168
artdirector@rmcbmwcca.org

Circulation Manager
Leslie Jenkins 303.671.6131
circulation@rmcbmwcca.org

Webmaster
Cory Rowan
webmaster@rmcbmwcca.org

Membership & Advertising
Christine Foley 303.408.5111
membership@rmcbmwcca.org

Marketing
Cory Rowan
marketing@rmcbmwcca.org

Driving School
Andrew Jordan 303.426.6800
andrew@jordanpressurewashers.com

Club Racing
Gary Bohn 303.650.5082
gary.bohn@comcast.net

Autocross
Michael Feldpusch
mfeldpusch@rmcbmwcca.org

Driving Events Coordinator (DEC)
Michael Critchley
dec@rmcbmwcca.org

South Central Region Vice President
Dan Baker
southcentralvp@bmwcca.org

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GET OUT & DRIVE

LOOKING FOR LEADERS: BOARD ELECTIONS

Volunteers make the club run. Without their commitment and time, there would be no activities. Now is your chance! Three positions are open for election this year: President, Vice President and Treasurer. Terms are for 2 years. If you are interested in running for one of these positions, please do the following:

1. Provide a short biography on why you want to run for office and which position so members can find out a little bit about you.
2. Send an email to board@rmcbmwcca.org with your intentions and your biography.

DEADLINE IS SEPTEMBER 1, 2015.

If you have any questions, feel free to email board@rmcbmwcca.org.

WANTED: CLUB TREASURER/BOOKKEEPER

The RMC BMW CCA is still in dire need of a Treasurer and/or Bookkeeper. This could be a paid position for the right candidate. Please help the Chapter out with this vital position.

Contact the board for more details: board@rmcbmwcca.org

LETTERS TO THE CLUB: WE WANT TO HEAR FROM YOU!

Did you take an exhilarating drive on a beautiful road? Did you attend a driving event that pushed your skills? What do you like most about the Club? What do you like least? Please write in and tell us – we want to know! Send letters and/or photos to the Rocky Mountain Chapter BMW CCA: msreditor@rmcbmwcca.org

SAVE THE DATE! THE 2016 WINTER CELEBRATION EVENT

The RMC BMW CCA's Winter Celebration event is scheduled for Saturday, January 30th, 2016 at the following location:

Johnny Martin's Car Central
1 South Nevada Avenue Colorado Springs, CO 80903
www.johnnymartins.com

More detailed information to follow.

2015 CALENDAR OF EVENTS:

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

JULY

Monthly Board Meeting - July 8
TBA - 6:30-8:00 pm

Autocross #4 - July 18
Pikes Peak International Raceway

Winslow BMW Car Move - July 18
Colorado Springs - 4:00 pm

Bimmer Burger Nights - July 22
Centennial - 6:00-7:00 pm

Bimmer Burger Nights - July 23
Jamboree Drive, Colorado Springs -
6:00-7:00 pm

AUGUST

Autocross #5 - August 1
Front Range Airport

4 Corners Drive - August 7-10
Pagosa Springs, Colorado

Monthly Board Meeting - August 12
TBA - 6:30-8:00 pm

Winslow BMW Grand Opening
- August 15
Colorado Springs - 8:00 am - 6:30 pm

Bimmer Burger Nights - August 20
Garden of the Gods - 6:00-7:00 pm

Bimmer Burger Nights - August 26
Centennial - 6:00-7:00 pm

Autocross #6 - August 29
Pikes Peak International Raceway

Street Survival - August 29
Colorado Highway Patrol Training
Facility - Golden, CO

SEPTEMBER

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

Fall Driving School - September 12-13
Sponsored by Winslow BMW
Pueblo Motorsports Park

Bimmer Burger Nights - September 17
Jamboree Drive, Colorado Springs -
6:00-7:00pm

Gateway Ranch Fall Drive -
September 19-20th - TBA

Oktoberfest - September 21-27
Absecon, New Jersey

Autocross #7 - September 26
Front Range Airport

OCTOBER

Monthly Board Meeting - October 14
TBA - 6:30-8:00 pm

Autocross Banquet - October 17
TBA - 6:30-11:00 pm

NOVEMBER

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

2015 AUTOCROSS MID-SEASON REVIEW

BY: ERIC LONG

We are nearly half way through this summer's auto-x season, but the competition is just starting to heat up! The Club's autocross program splits up the entire BMW range based on a performance index and slots every model into a class system. Additional modifications can add points to your specific car. If enough points are added, you might bump up a class or two. The cars are also segregated by tire choice, either street tires or race compound tires. Confused yet? No need! The club website has a classification page, a few selections of what car you drive, and what modifications have been performed. The classing page will determine what class to register. Generally, the faster the car (but not the driver), the higher the class. For instance, a 101hp 1984 318i will reside in E-class, while a Z4 M Coupe is slotted in A-class.

Finally there is an X-class for those who think they should wear that famous white racing suit and work for a pokey British motoring show.

This year's BAS (BMW A-class street tire) has significantly more participants than 2014's season. Class leader, Ryan Schossow, has brought a bazooka to a knife fight, running his 2002 M3 that has been heavily massaged by Mark Bear and the wizards at SCR Performance. Kris Lee is a FWD master, wheeling his 2009 MINI JCW into a solid second place. Competitors Andi and Elek Cseh have finished on the top step for BBS, however Ryan Telford's consistent second place in class could be the upset if the father/son team keep swapping victories.

Historically, BCS has been a smaller class, flanked by the catch-all BDS and MINI-dominating BBS. This year, Justin Metz and Andy Hecox have both built E36 325is's made for SCCA STX autocross class that fit nicely in our BMW C street tire class. In event #2, Justin Metz posted a blistering fast time. In fact, it was the fastest BMW of the day! BDS is a great class of variety, everything from E46 325ci's to the venerable E30 318is and a few 535is and 740iL's! Although no clear leader has emerged, Mark Olszowy has consistently piloted his 1990 325i to near the top.

By far our largest class is the non-BMW street tire class. These cars are classified based on the SCCA's rule books, then a PAX index is applied (a bit like a golf handicap) to help define driver skill over outright speed. The Subaru BRZ driven by Chris Carreras has claimed the top spot, followed closely by Hsun Chen pushing a 2015 Subaru STi to its maximum potential. X-class or "expert class" could also stand for extremely competitive. Multiple competitors have trophies in nationally competitive auto-x competitions, and this season's champion has not yet broken away from the pack ■



1, 3, 5, 6, 7, 8..... ADD 2

BY: MARK BAER

If your household is anything like mine, our cars have to fit a certain criteria to even be considered for discussion, much less making it into the garage. The obvious basics for a family such as reliability, cost of ownership, number of seats...and the not-so-obvious requirements of a discerning enthusiast like 6-speed manual, rear wheel drive, seats that keep us off the door panels...you know, the important bits. BMW lost sight of the sporty, lightweight enthusiast street-car for several generations. All we had were overgrown comfort packages like the F30 or E60 without driving a Coupe or Roadster, which don't have a back seat. See the definition for 'basic family criteria' above. All I really wanted was a new E36.

Like any other BMW junkie, I spend a little bit of time optioning cars on BMW's website, playing with the different packages and new colors. When confronted by my wife, my story had always been that I was simply staying current on the new models in case customers had questions. Little did she know that I was desperately looking for a BMW that I actually wanted. No, I mean really wanted. The kind of car that's worth eating ramen noodles every night, but still within reach. Mid last summer, I stumbled across the 2 series and started poking around the website. Adding the M Sport package is always my first stop for obvious reasons. The second was to see if I could back enough options out to find the box labeled 'sunroof'. It almost startled me when I saw it. My little cyber-adventure had just become far more serious.

The new direct-injected turbocharged four cylinder makes 240 hp and 260 ft-lbs, and the complete vehicle should weigh between 3200 and 3300 lbs. with fluids. Sound familiar?



For those that have heard the term 'sunroof-delete' thrown around at the autocrosses or track days and still wonder what the big deal is...here you go. In the late 80s, BMW made sunroofs standard in all of their cars to keep up with the likes of Mercedes and Volvo, consequently adding 58-75 lbs. to the very top of the car. When considering vehicle dynamics, the further the

mass is from the center of gravity, the higher the effect it has on the handling. The roof of a sports car is arguably the highest possible penalty for weight. The only way to get a car without the dumbbell on the roof is still to special order one from the motherland, which was far more difficult in the 90s than it is today. Through the 90s, only the most hardcore enthusiasts had E36's made without sunroofs, making them somewhat of a unicorn today. I've been optioning cars for years in hopes of someday being able to order my own street performance car without the heavy hole.

The next stop on my journey was Co's BMW to verify that there wasn't an error on the website. Kenton and Tom graciously took down my obsessively specific option list and punched it into the ordering system. Alpine White 228i, M Sport, 6-Speed, rear wheel drive, sunroof delete, heated manual seats in black, HID headlights for safety...and nothing else, please. I'll be damned, the computer took it, sunroof delete and all. I opted out of the Track Package because this was to be my street car, and I was likely going to change out all of those parts for something better at some point anyway. I left the dealership excited and a little bit surprised that they were really going to make me a new E36, and I had a fancy login to track it's progress. I had always thought it was a little gimmicky to track the build and didn't bite at first. Two weeks from my estimated delivery date, my inner nerd got the best of me and I logged on to track the ship's progress across the pond. Ok, I get it. I don't like it, but I get it.

Kenton's cell phone popped up on the caller ID as we were loading the rigs for a race weekend in Hastings. What horrible, I mean perfect, timing. I finished what I was doing, grabbed my bag, and went over to the dealership to take delivery. What felt like hours later, I was bumping up and

A BMW advertisement for Gebhardt BMW of Boulder. The top left features the BMW logo and the slogan 'The Ultimate Driving Machine'. To its right is the dealership name 'Gebhardt BMW of Boulder' and 'Authorized Center'. The main headline reads 'EXHILARATION IS IN OUR WHEELHOUSE.' Below this, there is a small block of text. The central image shows a red BMW 2 Series Coupe in the foreground and a dark grey BMW 2 Series Roadster in the background, both driving on a winding road overlooking a lake and mountains. At the bottom left is the Denver Broncos logo, and at the bottom center is the text 'The Official Luxury Vehicle of the Denver Broncos'. The phone number '303.447-8000' is in the bottom right corner.

down on the cruise control eastbound on I-80, still wrapped in the transport plastic in lieu of a proper clear bra. What better way to break in a new car than to drive it 500 miles, poke around a racetrack for a bit (under 5k rpm), and cruise for another 500 miles home? On the track, the car was brilliant. Light, nimble, boosty, comfortable. The limits of the car were still pretty low, given the run-flats on boat anchors spec'd for the other 95% of the population, but the balance and temper were awesome. Off to a good start, but the next decision was obvious. Must undo the Stock.

Then the moment we'd all been talking about, out came the scales. With a full tank of gas, exactly as shipped from the factory, the car weighed 3284 lbs. The total weight didn't surprise me at all. It was pretty much what I had expected. A fact worth mentioning was that the corner weights were nearly perfect right out of the box! The front two wheels were within 10 lbs. of each other and the rears within 12. Most racecars struggle to hit numbers like that, and they nailed it. Hats off for the effort in detail where it matters. I was more than impressed, and I hadn't even messed with it yet. With anticipation, I had spec'd out a set of lightweight wheels from APEX in 8.5" and 9.5", and wrapped them in my favorite street tire, a staggered set of Conti DW's in 235 and 265. They were stacked up by the tire machine when we got back from Nebraska and we wasted no time. Add a 3mm spacer here and there, no touching or rubbing, perfect alignment with the fender lips.

The tell-tale scales revealed a savings of just under 20 lbs. per corner from the wheels and tires, and another 15 lbs. from the rear subframe dampener, for a wet curb weight of 3193.

The next couple of modifications were strictly for reliability and longevity. Void of proper instrumentation from the factory, I added a P3 Cars digital vent gauge to keep an eye on things like fluid temperature, boost, and EGT. I chose the P3 for its tidy install and clean data display. After all, it's a brand new car, and I'm not going to cut it up, yet. We also added an oil catch can from Burger to keep the intake valves free of oil and avoid the expensive cleaning that all direct injected cars require between 45k and 55k miles. The intrusive service can be avoided with a \$225 part, installed correctly, when the vehicle is new. I highly recommend one for all turbo BMWs. The rest of my tinker time was spent smoking out the side markers, tinting the windows, and normal BMW-owner type upgrades. The aftermarket has just now caught up with the new chassis and we're seeing more options for customizing by the week. At this point, we have four test vehicles in the fleet of customers and friends. Stay tuned for another suspension and performance update in the fall.



Having lived with the car for seven months and autocrossing it multiple times, I can confidently say that BMW has nailed it. The car is plenty quick for the street, quiet, sexy and engaging. All of this in a tidy little package for under \$40k. Thank you BMW for answering my prayers for a new E36.

Special Thanks To: Co's BMW Center, Apex Race Wheels, P3 Cars and Burger Motorsports. ■

WINSLOW BMW INTRODUCTION

BY: CHRISTINE FOLEY

Making the journey from Boulder to Colorado Springs to meet with Winslow BMW this winter was something that I had been looking forward to. I had heard that the Dealership was family-owned and that always hits a special place in my heart.

While the dealership is tucked away in Colorado Springs, I was encouraged when I walked in the doors and found many happy, welcoming faces greeting me.

I met with Scott Lord, Director of Business Development, and Gregg Randolph, General Manager and Partner. We talked about many different things. Mainly, how the Rocky Mountain Chapter of the BMW CCA could be of service to Winslow BMW in moving forward with their wonderful new dealership and rather large expansion. In addition, we talked about how we could help promote and develop a long-term relationship with Winslow BMW as the local BMW Car Club. We were able to come up with some really great ideas which will be released in the near future. The Rocky Mountain Chapter BMW CCA looks forward to being of service to Winslow BMW and we encourage all of our members to make a trip into the amazing new dealership which is slated to open in late July, 2015. You will be beyond impressed. I assure you. ■

VOLUNTEERS NEEDED: WINSLOW BMW GRAND OPENING

Winslow BMW of Colorado Springs is having a Grand Opening event on August 15th. The RMC BMW CCA is sponsoring a BBQ lunch. There will be a Drive USA event as well as special car displays. The Club is looking for RMC members to help out with this event.

Please contact Christine Foley at 303-408-5111 for more information.

Transport of vehicles will happen Saturday, July 18, 2015. Please contact Christine Foley at 303-408-5111 for more information. ■

CALLING ALL CARS

Volunteers Needed at Winslow BMW in Colorado Springs

Winslow BMW of Colorado Springs needs to move all the cars from the old dealership to the new one and the RMC BMW CCA is looking for volunteers.

Please contact Christine Foley at 303-408-5111 if you're interested in helping out with the move. ■



REVIEW OF THE 32ND ANNUAL COLORADO CONCOURS

BY: ADRIAN GONZALEZ

What makes a good car show? I think it depends on who you ask. Some want to see a moving museum encompassing all of automotive history - and who doesn't? And some are perfectly content with a heaping of Mustangs crammed into a parking lot. I personally don't ask for much more than plenty of hydration available and a good variety of vehicles with interesting stories; anything else is a bonus.

The 32nd Annual Colorado Concours was a scene full of such bonuses. So much so that by the time I had made a full lap around the perimeter, having caught a glimpse of a Ferrari F-40, BMW's new hybrid i8, and a robust section of Porsche 356s, I had already dialed four friends to promptly inform them that I had found the center of the universe set smack in the middle of a college lawn. I've clearly failed as a car guy by missing 31 of these things.

Arapahoe Community College, the hosting location, took their regular crowd of underslept students traversing Wikipedia to finish that accounting paper and replaced them with an equally ambitious group of car enthusiasts wielding cameras of all sorts, car clubs showing off their toys, vendors displaying their products, and an overall group of fine automotive machinery. Even Mother Nature smiled upon us with some sunshine.

I first took a moment to learn about Ability Connection Colorado, the wonderful charity that provides education and employment opportunities to people with disabilities and their families, and the entity benefiting from the proceeds of this Concours. Because what's a good car show without a charity to help?



Breakfast burrito in hand, hangover forgotten, I lost myself in the crowd and asked as many questions as these proud car owners would let me ask before their ears began to bleed. Anyone who's been to a car show knows that the people who bring their beautiful vehicles out to display have a real passion for their particular piece of machinery and its place in automotive history. These guys and gals love talking cars with anyone who will listen. So do yourself a favor and clear your schedule for next year's Concours - bring a camera and your ears. It's one hell of a way to spend a Sunday afternoon. I wasn't fortunate enough to stay for the awards, but I left the event with a massive smile and what I could swear was 5W-40 running through my veins. And if you happen to own one of these beautiful vehicles, do I really have to ask you to register? ■

Photos by: Adrian Gonzalez

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COMMENTS FROM THE BMW TIME TRIAL WITH NASA

BY: MATT WYATT

"Overall I had a blast. This was my first true TT experience outside of HPDE, and it turned out to be a ton of fun battling with Ben Snyder, but also just a safe and open track day. Other than switching back and forth with Ben once, and then being passed by the Lotus later, I did not pass or get passed by anyone...a true open lapping day. Also I set my best time by over 1.5 seconds faster than my previous.



I also enjoyed the download sessions that had some true educational value.

Like Gary and Andrew were saying at the end of the day, I think the BMW TT group is a great bridge between HPDE and racing, and even a bridge between HPDE and NASA TT, which tends to be more crowded and busier. Thanks for the effort in getting us into the NASA day and I hope to participate again in the future." ■

Twelfth verse, same as the first.

If you've ever read the fine print at the bottom of our ads you've probably noticed that Bimmer Haus has won a **Gold Star Award** from the Denver/Boulder Better Business Bureau every year since we opened... and we just won another one – our *twelfth* in a row – in addition to once again being awarded the BBB's highest possible rating of **A+**!

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.

But you don't have to take our word for it... just ask the Better Business Bureau.

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THE PIKES PEAK INTERNATIONAL HILL CLIMB: SPONSORED BY THE BROADMOOR

BY: LINDA DUVAL

There's nothing like the roar of a racecar's engine to get the adrenaline pumping. But The Broadmoor Pikes Peak International Hill Climb is so much more than a car race, which is one reason it has survived—and thrived—for nearly a century.

The second-oldest motor race in the Western Hemisphere, after the Indy 500, the event draws spectators and fans from around the world to Colorado Springs and Pikes Peak for a week's worth of celebration leading up to the main event.

Held on 'America's Mountain,' the race attracts many classes of cars and motorcycles competing to be the fastest to summit one of the highest paved roads in the world. With 156 turns, including 16 hairpins, and an elevation gain of 4,725 feet over the 12.42-mile route, "It's a challenge for any driver," says Tom Osborne, PPIHC Chairman of the Board and President and CEO of the Colorado Springs Sports Corporation, which produces the event.

It all started in 1915 when car-enthusiast Spencer Penrose, who built The Broadmoor hotel, forged a highway to the top of Pikes Peak.

The next year, he invited drivers from all over to test their skills in a race to the top. Penrose himself never raced, but instead had two of his employees do so. Harry McMillen, a chauffeur, ran the modified Pierce-Arrow called The Broadmoor Special Yellow Devil in 1922 and again in 1926. Then Angelo Cimino, a Broadmoor mechanic, took over racing duties for him from 1927 through 1932. The car finished every time, but never won.

Although 2015 marks the 99th anniversary of the race, it will actually be the 93rd running this year since races were canceled several years during World Wars I and II. The Broadmoor Pikes Peak Hill Climb will celebrate its centennial anniversary in 2016. And as such, The Broadmoor will once again be the title sponsor of the Pikes Peak International Hill Climb this year, adding



the prestige and support of its name. Gran Turismo and Polyphony Digital Inc., creators of the world's top racing simulator video game series, are also among this year's sponsors.

"The Pikes Peak International Hill Climb is an event I've followed since my childhood," says Kazunori Yamauchi, creator of the Gran Turismo franchise. "We're thrilled to become a part of one of the most historic and prestigious motorsports events in the world." The event has grown from a fairly straightforward one-day event into what is now called Speed Week—which has also expanded to include nine days of racing-related fun.

Spectators can camp on the mountain the night before or can arrive very early, before the races begin. The green flag drops at 8 a.m. and races end "whenever the last car crosses the finish line," says Mitch Snow, director of promotion for the Hill Climb. Snow, whose family has been involved with the race for three generations and who has been attending since he was 4 years old, says it's better to get up there the night before. "It's the only night you can camp on Pikes Peak, and (if you don't do that), you'd have to get up in the middle of the night to get on the mountain before the races start."

Spectators on the mountain aren't the only ones who will be following the event. Last year, it had 73,000 Facebook fans worldwide.

Why is the Hill Climb so fascinating? "It's all about beating the mountain," Osborne says. "There's no other race track quite like Pikes Peak." ■

WINSLOW BMW OF COLORADO SPRINGS

BY: SCOTT LORD AND ANNE WINSLOW



The History of Phil Winslow Motors, Inc. The story begins with Volkswagen in Colorado Springs, which was started in March 1959 as Colorado Springs Motors, Ltd. The Winslow family purchased this company on January 1, 1961. In April 1964, Philip E. Winslow passed away, and Philip A. Winslow, his son, succeeded him as president of the dealership at age 24, with his mother as his business partner until her death in 1988, at which time Phil and his wife, Ann, became business partners.

In June 1964, Winslow Motors moved from the original address on Platte Avenue to its current North Circle Drive location. The company added BMW in 1983 and sold Volkswagen in 2003. Extensive renovations of the Circle Drive dealership have occurred throughout the years, most recently in 2000.

Before making a decision to build a new dealership, Phil Winslow spoke with his son, Philip Jr., and daughter-in-law, Anya, about their future plans, as he did not want to go into such a large commitment without their concurrence and desire to be future owners. His father and mother had made the business available to him, and he felt that it was his responsibility to do the same for his son. Philip and Anya said they do, indeed, wish to own the dealership, and, consequently, plans are moving forward with the construction of the new North Nevada Avenue facility.



Location, Location, Location. Prior to deciding on a property for a new dealership, the Winslows investigated four locations. They were aided by a market study conducted by BMWNA that identified a zip code of a property at I-25 and North Nevada Avenue as the optimal site for a new dealership.

“At this point,” their BMWNA Area Market Manager concluded, “I have high confidence that the best relocation target is along I-25 in 80918.” The Western Region management also agreed that this was the best relocation target, and when they visited the property in August 2013, they were even more enthusiastic.

When the University of Colorado at Colorado Springs was investigating its own expansion plans, the University discovered that the property on the corner of Austin Bluffs and North Nevada (which is just south of the anticipated location of Winslow BMW) had the second highest traffic count of any undeveloped piece of commercial property in the state of Colorado. The highest was in Denver. Undoubtedly, it is because of this high traffic that a new and popular shopping center, University Village (UV), chose the North Nevada Avenue location just down the street from the proposed BMW location. UV features Costco as its anchor store along with a rich assortment of restaurants and other retail entities that have boosted the velocity of the already desirable North Nevada corridor.

The current primary zip code for Winslow BMW’s clientele is 80906. It takes the same amount of time to travel from that area to the new site as it did to drive to the present facility at 730 North Circle Drive. Furthermore, all other zip codes identified by BMWNA as target areas for BMW consumers were to the north of the new site in the direction the city is growing.

Being located on I-25 with north and south exits at the North Nevada site provides high visibility and easy accessibility from all parts of the city.

Sales. In addition to the new dealership, future growth also hinges on product. During the previous years, BMWNA has introduced multiple models, which have been well received: the all-new X5 Sports Activity Vehicle, the diesels (both in the 5 Series and 3 Series models), the 4 Series, the redesigned 5 Series, and a 3 Series GT. The high performance M series features the new generation M3, M4, X5M and X6M, while the all-new “i” Innovation sub-brand has seen the stunning i8 and Green Car of the Year, i3, unveiled. Upcoming models include the new 7-Series, X 1, and Plug-In Hybrid models.

Moreover, the BMWNA brand is one of the most coveted franchises in the auto world, and its products are considered benchmarks in the industry. Innovations in power and performance, design, safety, and comfort make its models highly desirable and sought after vehicles.

Service and Parts. With the new facility, Winslow BMW will have larger service and parts departments. More service writers and technicians with an expanded 3-lane service drive will lead to a more efficient “cars in-cars out” timetable.

Our CSI scores for the service department are typically at the top of our region in all categories, and we expect to continue this achievement with the move to the new location. CSI is one of the reasons our service department is so successful.

The parts department is critical to the service department’s growth, and it has performed at a very high level both in inventory management and technician service. Without the latter components, the service department could not be as productive as it is. For example, the

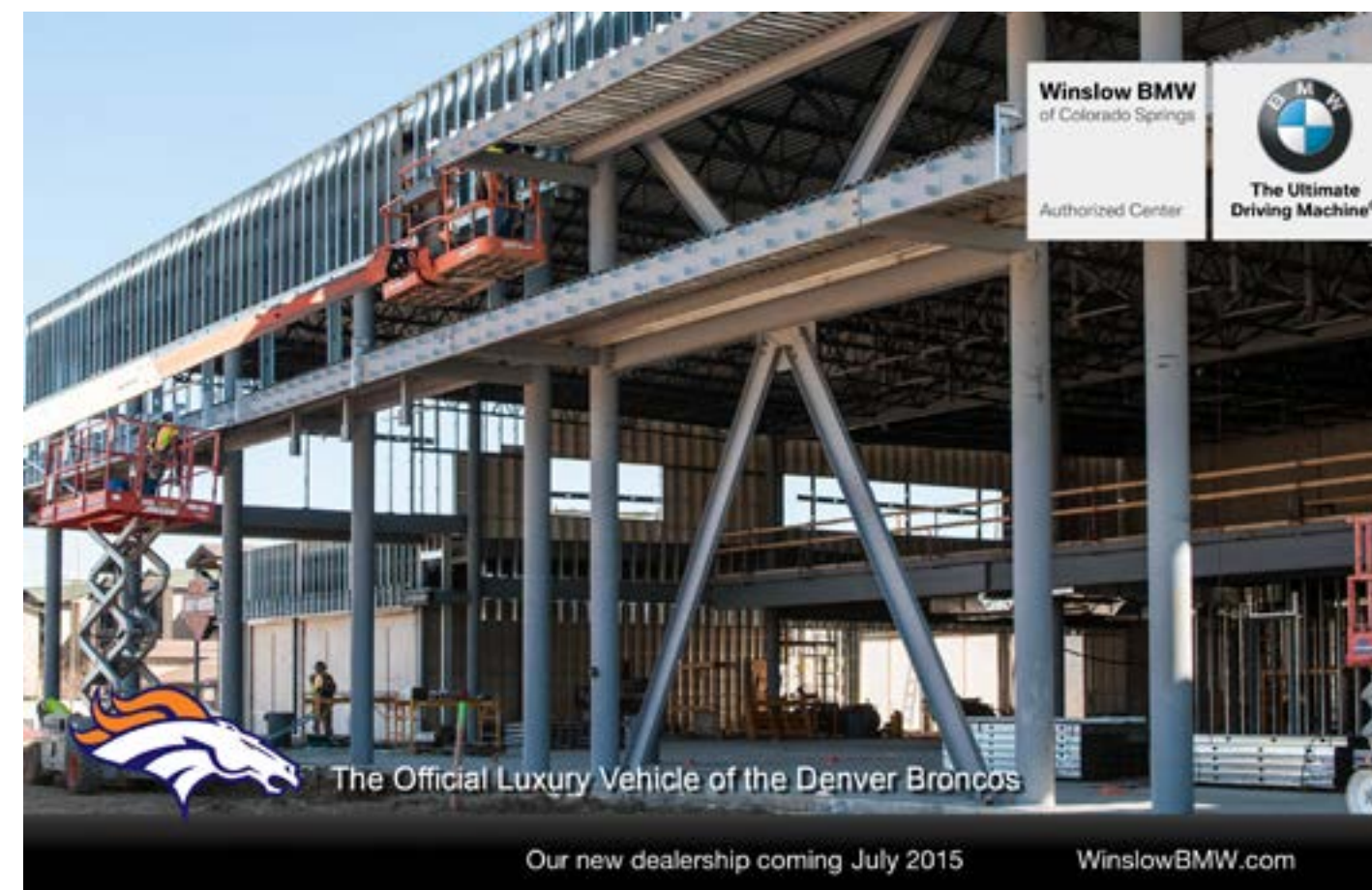
parts department placed third among all dealers nationwide in our group size in a recent BMW Accessory Incentive program and was again recognized by the BMWNA Western Region for another “very impressive performance.”

Phil Winslow’s Comments on the Company’s Growth and Success

“Our company’s growth and success over more than fifty years in business have been for several reasons. The products we sell and the dedication to service what we sell are certainly of utmost importance. However, it is also our employees with whom our customers come in contact who help build relationships that last for years. Each member of our company has a responsibility to give the public the consideration to which they are entitled. We make a constant effort to assure that the high level of public respect and confidence, which we have earned over the years, is maintained through those interactions.

“BMWAG is a large and complex international automobile manufacturer with a strong reputation for quality and performance that others attempt to emulate. But, to our customers, “BMW” means Winslow BMW, not some remote factory in South Carolina or Germany or headquarters in New Jersey or Munich.

It is here – in Colorado Springs – at our dealership that the BMW reputation is made or damaged. We take this seriously. It is why we’re building a new state-of-the-art dealership at a unique location that all of our current and prospective customers can easily reach and be proud of.” ■





FALL DRIVING SCHOOL

SPONSORED BY WINSLOW BMW
SEPTEMBER 12TH AND 13TH AT PUEBLO MOTORSPORTS PARK

Be sure to give yourself time in case something is found that must be fixed.

DENVER/ WHEAT RIDGE AREA

Avalon Motorsports:
303-400-3001

Murray Motor Imports:
303-759-4646

SOUTH DENVER AREA

Autoworks Colorado:
303-932-9990

Bavarian Motors:
303-656-9286

BROOMFIELD

Bimmer Haus
Performance:
720-566-0521

Gebhardt BMW:
303-447-8000

COLORADO SPRINGS AREA

Mondino Imports:
719-385-0953

Winslow BMW:
719-955-7921

LOVELAND AREA

Co's BMW Center:
866-890-6947

SCR Performance:
970-203-1127

FORT COLLINS AREA

Poudre Sports Car:
970-229-0990

Winslow BMW of Colorado Springs is sponsoring the RMC BMW CCA's 2015 Fall Driving School being held on September 12th and 13th at the Pueblo Motorsports Park in Pueblo, CO.

There has been some confusion about the dates of our Fall Driving School in September. This has been because a large number of our instructors race as well. Due to scheduling conflicts, the dates have been finalized for September 12th and 13th, 2015. Yes, a two day school at Pueblo Motorsports Park. I raced at Pueblo in June and the track is in great shape. It is an excellent teaching track, yet it is safe. Except for turn ten, perhaps, but that's why we have great instructors to work with you. There will also be dinner on Saturday evening for an additional cost.

Registration begins on July 19th and ends on August 30th. Sign up at <http://www.motorsportreg.com/>.

Be sure to register promptly, as our great schools fill very quickly!

Andrew Jordan
andrew@jordanpressurewashers.com
(303) 426-6800 ■

DRIVING SCHOOL VOLUNTEERING

It takes a lot of volunteers to staff the corners so that we can run a safe and fun event and keep the cost of the Driving School reasonable. For those who have driven at past events, it really is a great way to give back. Volunteering at the corners helps to round out your performance driving skills by seeing the event from a different perspective – you can observe how others improve on track throughout the day. And for others, it's a way to check out what happens at driving schools and to get out and do something fun and different while enjoying the Colorado outdoors. Bring a friend and you'll be put on the same corners together.

No experience is necessary to work corners. We provide pre-reading material, do training at the track prior to going out to the corners, and I'm usually able to pair newbies up with more experienced people or with people they request. Volunteers will be in constant radio contact with the Control person and do not have to respond to accidents – we have a safety truck and ambulance for those very rare occasions. Those who volunteer early get their choice of corners. We provide lunch and complimentary dinner on Saturday night. And for those who drive out just to volunteer, we can also help with a gas allowance.

To volunteer, please either register on motorsportreg.com or e-mail Bruce Leggett at leggwork@yahoo.com. ■

[See the official Host Hotel Information on page 25.](#)

JOHNNY MARTIN'S CAR CENTRAL: EXTRAORDINARY

BY: DUSTIN MORGAN



It's said that Americans have a love affair with the automobile. And when you step into Johnny Martin's Car Central (marketed as 'part automotive gallery, part luxury garage, part private club'), you understand why. All it takes is one nostalgic glance at their collection of classic motorcars to make even the coolest of customers go gaga.

Johnny Martin's is no museum, though. Oh, no. What it is, is a members only car club, *redefined*. The 7,500-square foot showroom—with its ever-changing array of restored automobiles, is a swanky social club where members can meet, drink wine, and gnosh on culinary delectables prepared by a classically-trained chef.

"The idea for Johnny Martin's came out of our desire to create a club where people who appreciate automobiles could get together socially," says Johnson. "When you own a specialty car, a huge part of enjoying it comes from sharing it with like minded enthusiasts."

The cars at Johnny Martin's run the full spectrum of cool. Beauty is the bottom line, so the curious visitor is treated to a wide range of eras, styles, and price points when browsing the gallery's impressive array of rides. As Martin puts it, "There's something for everyone here. It's a place that brings people together. So whether you're a Corvette person or a Porsche person, or an old hot-rodder like myself, you'll feel right at home."

Martin, whose restoration work has earned top honors in national car shows, says he once envisioned owning a 'car-related' restaurant, but that it was Johnson who encouraged him to think bigger. Soon, what began as a simple buy-restore-sell arrangement evolved into the creation of an elegant, full-fledged social 'club' where you could enjoy rare automobiles, decadent food, fine wine and sophisticated entertainment.

"We started off looking to have a few cars for sale, and a big-screen TV and a few beers," said Martin. "And it took off from there. Today, it's one of the hottest scenes in downtown Colorado Springs."

But as impressive as the cars are on Johnny Martin's showroom floor, they aren't the only thing about the establishment that makes one's mouth water. Car Central also boasts an exclusive restaurant and lounge, featuring lunch and dinner menus that leave ordinary cuisines in the rearview. "A lot of thinking went into the design of the club," says Martin. "We wanted to make it not so much a man-cave, but a place where women would want to go, too. So, fancy? Yeah, it's fancy. We're striving to be something special, even extraordinary."

Extraordinary?

There's no doubt about that. This is one car club that's definitely on a roll. With cooking classes, wine tastings, car classes, and high-end garage-style entertainment there isn't another 'members only' club around that even comes close.



"We've got pinball machines, dart boards, a pool table, slot racing..." Martin says, ticking off just a few of the club's many captivating diversions. "You can even 'drive' more than 500 types of virtual automobiles on 1,000 tracks worldwide in our CXC Motion II Pro-racing Simulators. It's pretty cool."

Understatement aside, it is in fact, very cool. And that's what makes it the most talked about club in town. Johnny Martin's Car Central. Modern, sleek, edgy, upscale, nostalgic. Call it what you will, but never call it ordinary. ■



THE TIRE RACK STREET SURVIVAL SCHOOL

RMC BMW CAR CLUB PARTNERING WITH PORSCHE TO HOST ON SATURDAY, AUGUST 29TH, 2015

BY: ALLYN BANDELL

The Rocky Mountain Region Porsche and the Rocky Mountain Chapter BMW Car Clubs are hosting a Tire Rack Street Survival School on August 29th, 2015 at the Colorado State Patrol Track in Golden, Colorado. The Tire Rack Street Survival School provides teenage drivers with a hands-on driving experience in real-world situations. Teens learn the handling limits of their daily driver and how to control their car at those limits. The Tire Rack Street Survival School goes beyond required driver education to give teens the driving skills to become safer, smarter drivers.

This is a fantastic way for new drivers (including permitted drivers with 6 months and 25 hours of drive time) to learn accident avoidance skills in a safe environment. There are braking exercises, slalom courses, emergency lane change exercises, and a skid pad to learn how to manage understeer and oversteer.

There will only be 30 student slots and the cost for the full day is \$75 and includes lunch. Each teen will drive their own (or family) car and will have an in-car instructor.

If you have a teen driver in your family, you should register them soon! Please also recommend the program to friends and co-workers with teen drivers. This is not just another drivers' education class, it's about more than driving - it's about LIVING! And it's FUN! **To REGISTER a student and get more information about Street Survival, visit <http://www.streetsurvival.org>.**

In addition to looking for students, the school needs the following from our Club Members:

Qualified Coaches: You don't need to be a performance school instructor, but you should have the skills to run in an advanced run group or a few years of auto-crossing experience, as well as the ability to calmly and succinctly communicate from the passenger seat.

Volunteers: We need 8-10 volunteers to help with logistics.

Instructors and volunteers are requested to register with RMR PCA via MotorsportReg.com at <http://msreg.com/ColoradoSS2015>. All coaches are required to take an online tutorial from the Street Survival School Program and register with the program. It's free and takes about an hour: http://www.thehtgroup.com/LHTClients/Tire_Rack/Live_Courses/Street_Survival_HTML/html/index.html

Classroom instructor: PCA is looking for Club Members who are young (someone with whom the students can relate better to) to understudy the StreetSurvival.org staff in the classroom segment and then lead the classroom instruction in subsequent years. If you are pre-40s and perhaps a member of both clubs, enjoy making presentations, and/or have teaching experience, please contact Doug Bartlett, doug.bartlett@comcast.net.

We are hoping to fill the Survival School through our local clubs, but if you have any media contacts that we could approach to help promote the school, please send them to Doug Bartlett doug.bartlett@comcast.net and/or Michael Rosen mikelrosen@gmail.com.

We need two gasoline or battery-powered leaf blowers. If you have one we can borrow for the day, please e-mail Allyn Bandell at allyn.bandell@gmail.com.

The local PCA is already signing up students, instructors and volunteers - let's get some BMW instructors, volunteers and students there as well! Register with RMR PCA via MotorsportReg.com at <http://msreg.com/ColoradoSS2015>.

Allyn Bandell: allyn.bandell@gmail.com
303.435.6645

Michael Rosen: mikelrosen@gmail.com
Doug Bartlett: doug.bartlett@comcast.net ■

INFINITELY MORE FUN: THE SPRING DRIVING SCHOOL EXPERIENCE

BY: CHRISTINE FOLEY

Waking up to the fresh smell of another spring rain the morning of our two-day driving school at High Plains Raceway did not slow us down. After spending the night with my friends, Ali and Bill, at their wonderful home in Denver, we slowly began finishing packing up our three cars that were going to run for the weekend. Ali would be in her sexy white M coupe, Bill in his white 325xi and myself in my beastly Le Mans Blue 335xi. The previous night found us eating sushi, drinking wine and watching YouTube video after video of others who have raced at High Plains Raceway. "Let's watch that again"... "Let's watch that one again..." Sharing our ideas and thoughts were right there with each video. Being that I had never driven on the track with my car, I was a sponge for information. We ended up staying up way later than intended. Hard to walk away from the virtual classroom it was...

To say that sleep eluded me that night would be the perfect description. I was up at 5:00 a.m. I ran into Ali in the kitchen and said, "I think I am going to head out." Ali quickly saw that I was out-of-my-mind nervous and she told me, "You are not leaving. Relax. We won't be late." Finally, as we got all of the cars loaded, Bill called out, "Let's roll!"

I found it very relaxing to drive out with Ali and Bill in front of me for our one-hour drive to High Plains. It felt almost 'Fast and Furious'-like, but instead we were going to a driving school. When we rolled into High Plains, my heart was aflutter. This is what I had been waiting for all these months! I had to talk myself down and get my mind back in the day and weekend ahead. We registered, got our cars set for track, and unpacked and covered all our things, as rain was a factor for the afternoon. Preparing for this event is essential in having a great time. Being that I have never driven in a driving school or on this track, I was in the D class. I did, however, get to come out with Mike Critchley who graciously invited me to ride along during a NASA event. So I had a little insight into the lines that you wanted to take. 'Wanted' was the key word here for me. Classroom sessions for the school are really helpful. Key words and phrases are made more user-friendly. The school is run like a German Classroom. Tight, organized and tidy, along with having a super-friendly aspect to it.

Photos by: Christine Foley



My first go-around on the track was instructor lead. Being that I had been on the track prior with my instructor Mike Critchley, he quickly pulled over after the first run and said, "It is all you." At that exact moment of switchover, I quickly had to take all my butterflies, put them in my back pocket, and save them for another day.

I entered the track and looked over my shoulder to enter. All was clear. Driving that track for the first time made me feel as though my heart

was wide open. Once coming around corner 3, there is the straightaway from heaven. Probably the easiest part of the track by far. After that...let's just call it 'challenging' and a whole lot more fun than you can really imagine once you attempt to get out and drive it.

Throughout the day, I pushed myself each time to understand and try to get as close as I could to the 'line'. Speed my first day was not a factor for me. Accuracy and learning how to dance with my car was most important.

One of the absolute highlights of my day was when I was able to jump in an instructor car for the post-lunch instructor laps. I invited myself and jumped in with Andrew Colfelt in his dynamic M3. Three glorious laps later, I was put to shame and shown how it's really supposed to be done. However, one cannot compare oneself to the upper echelon when one has just gotten on track for the first time ever. I walked away wanting to dance like a crazy person. I held back as to not scare anyone.

Severe rain came in as expected in the afternoon. We all waited it out and luckily Mother Nature pushed the rain through and we were allowed to go back out. Being that there was rain on the track, I focused on getting through without going off. The 'four off' concept was not going to be one that I attempted my first day. By the end of the first day, one finds her mind getting taxed. I found that I had to do all that I could to finish my last run as my brain was bleeping to me, "Overload, overload..."

Day two: Sleep the night before, once again, staggered at best like my front and rear tires. However, the glorious SUN was out and the most beautiful sunrise I'd seen in over a month. I was dancing around my 'No Tell Motel Room', otherwise known as the Longhorn Motel, with vigor. Quick bit of advice: if you stay there it will be once. One-and-done is how I refer to it. I loaded up all my dried out things into my car and headed back to High Plains around 6:15 a.m. I headed over to the local gas station across from the motel and bought two cups of coffee and chatted up the wonderful local cashier first. I told her I was going to win it all! Top of the podium. All in my mind of course! After getting to the track, I did the same as the previous morning. I was missing my friends, Ali and Bill, for sure. But I had a new friend show up with his oh-so-glorious M4 with stage one Dinan. This would be John Weisbarts' first time on track as well. He would be driving the Beast of all Beasts! I helped him get all set up and registered. I could tell he was just as nervous as I was and it felt comforting.

Today, I had a new instructor and was curious as to who he was and what he was like. Would I like him? But more importantly, I was hoping that I would not scare him away with my lack of knowledge of race track driving. We immediately got along and things just got better from there. He understood me. We both autocross. I mentioned my autocross jerkiness. Trying to smoooooth things out here on the track. I felt like I really pushed it hard, for me at least, my second day. I felt safe and comfortable with Eugene. I knew that he would push me and not allow me to hurt him, me, or my car. I knew that things were really shifting for me when all I could smell was brakes. I asked Eugene, "Is that my car?" He said, "Yes, how do your brakes feel?" I said, "There is nothing there on the corners." Eugene replied, "You should have told me that sooner." Well, he was the one who asked if I wanted to work on my speed. My reply, "Yes!"

Needless to say, I had a complete blast and really started to feel what it means to track in and track out, to dance with your car, and to give some speed on the track. Trail braking and heel-and-toe were just way too over-the-top for me this first time out. I understand the concepts of them both. Actually working my way into them will take some time and much more learning.

I once asked a friend of mine at Oktoberfest while we were autocrossing, "What is it like on the race track?" His words to me that day were a constant ring...and now I FINALLY get it: "Christine, the race track is infinitely more fun."

If you have ever wondered about getting on the track, DO IT. If I can do it, you can do it. The Driving School that we offer to our Members is top notch. I had the time of my life and cannot wait until the Fall Driving School in Pueblo!

Drive fast and take chances. ■



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FALL DRIVE AND DRIVE 4 CORNERS: AUGUST 7-10, 2015

BY: TOM SCHULTZ



Calling all members who love driving their BMW!! The annual Drive 4 Corners BMW meet is taking place at the start of August in Pagosa Springs, CO. Any and all BMW owners or enthusiasts are invited to take a trip to beautiful Southern Colorado for a great 'driving destination' weekend. The Rocky Mountain Chapter BMW CCA is a sponsor of 'Drive 4 Corners'. Club members are invited to join the 2015 annual D4C event as an enjoyable fall drive and relaxing getaway event weekend!

Event information and driver registration is available on the event webpage: www.drive4corners.com.

What is Drive 4 Corners? It's a social gathering of automotive enthusiasts to celebrate the BMW marque. During late summer, the D4C annually celebrates the cars and owners with the intent to further develop and group our community in the Rocky Mountain and Southwestern regions.

Sitting right next to the Continental Divide, the small mountain town of Pagosa Springs will be our host. Pagosa Springs and Wolf Creek Pass epitomize the perfect atmosphere to cater to D4C's social event, with the perfect mix of gently twisting and serene mountain roads matched with an equally inviting mountain town atmosphere. This meet is for those driving enthusiasts who want more than a parking lot car show, and are interested in meeting other like-minded owners in celebration of our BMWs. In light of this, D4C is proud to announce we have had participants from over 12 states and 1800 miles away attend the event. 2015 will be the biggest and best meet to date!

Event Registration: Getting registered for the meet is an affordable \$35 and includes a few great perks. An event T shirt is included in your registration along with a BBQ meal Saturday afternoon, raffle entry for prizes, and a discount wristband redeemable at local shops and stores. In addition to all of this, D4C has attained a great discounted rate of \$79 per night for event attendees with our host hotel, the downtown Quality Inn, Pagosa Springs. Located directly across from the Hot Springs and adjacent to downtown, everything is within walking distance including the movie theatre, restaurants, jewelry and bath shops, plus antique stores and chocolate shops. Registration may be completed online at <http://drive4corners.com>. Registration closes on July 31st.

Host Hotel: Event registration does not include hotel accommodations. Individual room booking is up to attendees and may be made at the host hotel (Quality Inn). A great summer rate of \$79.99 has been negotiated, with a super rate of \$59.99 on Sunday Aug 9th. Register by calling 970-264-4173 and mention the Drive 4 Corners BMW Meet.

Quality Inn - Pagosa Springs. 158 Hot Springs Blvd. Pagosa Springs, CO 81147

Drive Route: The official Drive 4 Corners caravan will launch from Park Meadows Mall on Friday August 7th, 2015. The group(s) will head south to Colorado Springs to pick up more participants. A secondary caravan may be available for meetup in Grand Junction, CO. ■

RMC BMW CCA FALL DRIVING SCHOOL

HOST HOTEL INFORMATION

Comfort Inn Pueblo (Recently Remodeled)

670 Eagleridge Boulevard Pueblo, CO 81008

Phone: (719) 542 6868

Website: www.choicehotels.com

- Special room rate of \$79/night
- Please call the hotel directly to book your room
- A cut-off date for booking rooms will be two weeks prior to the Fall Driving School
- Amenities include an indoor pool and full complimentary hot breakfast

Wingate by Wyndham

4711 N Elizabeth Pueblo, CO 81008

Phone: (719) 586-9000

Website: www.wingatehotels.com

Thank you for choosing the Wingate by Wyndham as your host hotel during the upcoming Rocky Mountain BMW race event at Pueblo Motorsports Park.

Consistently ranked #1 hotel in Pueblo by TripAdvisor.com, we are proud to say we are the best value in town. Conveniently located one block west of I-25 at exit 102, the Wingate by Wyndham is just a short 10-minute drive to most areas in Pueblo, including many great restaurants and shopping centers.

The Wingate is pleased to offer all-inclusive amenities for our guests including:

- Deluxe Continental Breakfast featuring: eggs and sausage, biscuits and gravy, fresh baked Belgian waffles, hot and cold cereals, bagels and cream cheese, fresh fruit, donuts, and yogurt. Breakfast begins at 5a.m. daily. Coffee is available 24 hours a day.
- Oversized guest rooms with separate sleep and work areas, with 32" LCD TV
- In-room coffee maker, mini refrigerators, and microwaves
- Indoor heated pool and hot tub

Exclusive Room Rates for RMC BMW CCA Members

- Thursday, September 10, 2015 3 nights—flexible based on individual needs
- The group rate is \$92/room/night
- 20 rooms, variety of King and Double Queen beds

Please call the hotel directly with a valid credit card to guarantee an individual room by Friday, August 28, 2015. Any rooms not guaranteed by then will be released. Individual cancellations must be made 48 hours prior to arrival date. ■



PREFERRED HOTEL RATES FOR RMC BMW CCA MEMBERS



The Mining Exchange - A Wyndham Grand Hotel
8 S. Nevada Avenue • Colorado Springs CO 80903 • Phone: 719-323-2030

CLASSIC KING OR QUEEN, EXECUTIVE KING
May 1-September 30 - \$165.00 JUNIOR SUITE - additional \$20.00
October 1-December 31- \$115.00 GRAND SUITE - additional \$40.00

*RMC BMW CCA members need to call the hotel numbers directly and mention that they are RMC members. Upon check-in, they will request to see your BMW membership card.



St Julien Hotel & Spa
900 Walnut Street • Boulder, CO 80302 • Phone: 720-406-7390

St Julien Hotel & Spa is pleased to offer the RMCBMW CCA the following Negotiated Corporate rates for 2015:

| | May 1, 2015 – Oct. 31, 2015: | Nov. 1, 2015 – Dec. 31, 2015 |
|--|---------------------------------|---------------------------------|
| Downtown Boulder View or Terrace View: | \$295 | \$255 |
| Flatiron Mountain View : | \$315 | \$275 |
| All other room types | Tiered Discount | Tiered Discount |

Rates are non-commissionable and subject to the appropriate state and local taxes, currently 12.485%. Rates are based upon availability and subject to the following black-out dates:

| | |
|--|--------------------------------------|
| July 15: Group | October 1, 2, 3: CU Parents' Weekend |
| August 5, 6, 7: Group | October: 9, 10: Group |
| September 25, 26: CU vs. Nichols State | October 16, 17: CU Homecoming |

Blackout dates may be changed at any time based on hotel availability. Rate is subject to availability.

2014 Forbes Four Star Awards- Jill's Restaurant, Spa at St Julien, Hotel 2014 AAA Four Diamond Award 2014 TripAdvisor Certificate of Excellence – St Julien Hotel & Spa, Jill's Restaurant 2013 Condé Nast Traveler Top 75 U.S. Hotel Spas 2013 Condé Nast Traveler Gold List 2013 AH&LA Stars of the Industry recipient for Good Earthkeeping.

The Broadmoor
1 Lake Avenue • Colorado Springs CO 80906 • Phone: 719-634-7711

High season rates: \$350-\$475/night
Low season rates: \$250-\$360/night

The Sebastian Vail Resort and Spa
Vail, 16 Vail Road • Vail, CO 81657 • Phone: 970-477-8060

The Sebastian – Vail has amazing deals for you and your BMW! All Rocky Mountain BMW Club Members receive 15% Off lodging and discounted covered valet parking for only \$15 a night! Call to get additional details and make a reservation today!

LOVE SHOPPING? YOU CAN HELP OUT THE BMW CCA FOUNDATION!

Donate to the BMW CCA Foundation via AmazonSmile. The BMW CCA Foundation is now part of AmazonSmile! Whenever you purchase something from Amazon, just click on AmazonSmile and 0.5% of your purchase will be donated to the Foundation. Plus, once you select the Foundation as your charity of choice, all future purchases will also benefit the Foundation. What a great way to support the BMW CCA Foundation!

To learn more about AmazonSmile, click here:
http://smile.amazon.com/about/ref=smi_ge_ucl_lm_raas

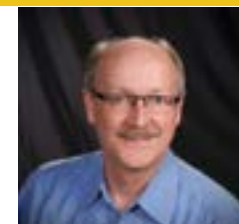


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SPRING DRIVE 2015

BY: ADRIAN GONZALEZ

Five weeks into BMW ownership and two weeks into my BMW Car Club of America Membership, I took part in my first club event, the Spring Drive. I've explored quite a lot of twisting roads throughout the country, sans Bimmer, and have found some of my favorites here in the Centennial State, but this was the first time I'd ventured into the hills with a group or club.

Mountain drives are typically a form of therapeutic 'alone time' for me...a vacation of sorts. A time to unwind in the winding roads carved into the Rockies, just man and machine. Why has no one told me group drives were such a blast?

With sunshine peeking through a few clouds, I joined about 30 roundels at the Colorado Visitor Center in Fort Collins to finish our coffees, generally finish waking up, and break up into separate groups. The parking lot began to fill with all the sorts of cars you'd expect to see at such an event. We were treated to a handful of The Internet's Favorite Car, the E30 M3, along with a plethora of E46s in whatever flavor might suit your palette. There were a few 5 series of different generations and an older 7 series with a cool fire survival story via an electrical component. Every classic car owner has at least one of these.

There was Will & Jill's silver straight-out-of-James-Bond Z3 roadster, one of my childhood favorites, and even a couple AMG's that tagged along with their Bimmer-fiend friends. Let us not forget the shiny new rides that joined us like that Austin Yellow M4 - how do you say "glittery mustard" in German? - and a handful of young M3s not yet familiar to these drives. Alas, I was not the only virgin around.

Gary Odehnal, who organized this wonderful event, went over our planned route, gave us a stern sermon about safety, cracked a couple of jokes only a collection of people like us would understand, and we were off to make one last pit stop before we started the trip.

I'm not sure if it was the fact that I arose before the sun on a Sunday or my utter relief to have finally replaced the awful factory equipped run-flat tires on my car the previous night, but I walked out of my apartment without the extra battery to my camera or my driving shoes. Yes, I was going to have to keep my picture taking to a minimum and heel-and-toe with subpar shoes. But we beat on.



Photos by: Adrian Gonzales

With every succession of wildly scenic turns the Rockies threw at us, I began to understand why BMW has been calling their cars The Ultimate Driving Machine for over 40 years, and why I'd failed to run into a single person who disagreed. Now, I'm not usually one for superlatives, but on this curvy Poudre Canyon Road, with the morning breeze still chilly, I was the happiest adult-sized child in the Western Hemisphere. Ultimate Driving Machine indeed. We made our first stop in a snowy pull-off area near State Forest State Park to cool off the cars and warm up the folks who had left their convertibles uncovered, but mostly to form a single file line outside the restrooms. I probed for more information on everyone's cars, most of all that gorgeous red Z4. I remember seeing a silver one zoom by me at Road America in 2006, me in my humble Honda S2000, and thinking I had never wanted a car as badly as this. I had to know more about this particular one. We hung out in the cold for a few moments exchanging car stories until right around the time my stomach began to grumble, we got the call to return to our cars and resume to our lunch spot about a half hour away: The River Rock Café.

The River Rock Café is located in the handsome town of Granby. It's the kind of place you'd imagine to find tucked away in a small mountain town, full of polite patrons and a welcoming staff. They were kind enough to hook us up with a lunch buffet lineup in one of their party rooms where I promptly proceeded to stuff my face. "You guys know your BMWs are supposed to have two wheels, right?", a man joked as we entered the restaurant, referring to the company's history as a motorcycle manufacturer since 1923 and before they jumped into the car business. Technically, sir, they're supposed to have propellers and fly through the air, but I digress.

Halfway through our sandwiches we were informed that we had lost a couple companions to damaged tires. I never received confirmation, but ironically enough it was the AMG that had dropped out. It must've been the odd badge on the hood. All kidding aside, I hope these guys and their rides made it back home safely with no more than the disappointment of having missed the last leg of the trip. And boy was it a good leg.

We digested in the parking lot until everyone had paid for their lunch then headed towards the last portion of the drive through what has slowly become one of my favorite roads since I (somewhat illegally) took a joyride in my dad's Thunderbird during my freshman year of high school. The road down 1-25 through Willow Creek Pass is truly a sports car owner's dream. Successive 'esses' following long straights and tight on-camber corners with views right out of an Ansel Adams painting are abound here. The type of roads one daydreams of while sitting at work on Wednesday afternoons. The type of roads our friends in Munich have in mind when they design these cars. Precisely the type of road we are on now.

It is on this road that I begin to lament not bringing a passenger to help take pictures while I drove, because scenery like this, natural or manmade, is surely worthy of high definition mementos.

But once we reached our ending point, while using the last of the battery in my camera to grab a lakeside photo of my new car and her new friends, I came to peace with the lack of photography I was able to capture on this trip. Against all the beliefs of my silly Millennial generation, I was somewhat happy that the events of this epic drive would remain mostly in my memory, having only been shared with my newly found family of car nuts. And isn't that what it's all about? ■

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