

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



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Rocky Mountain Chapter BMW CCA
FALL 2016



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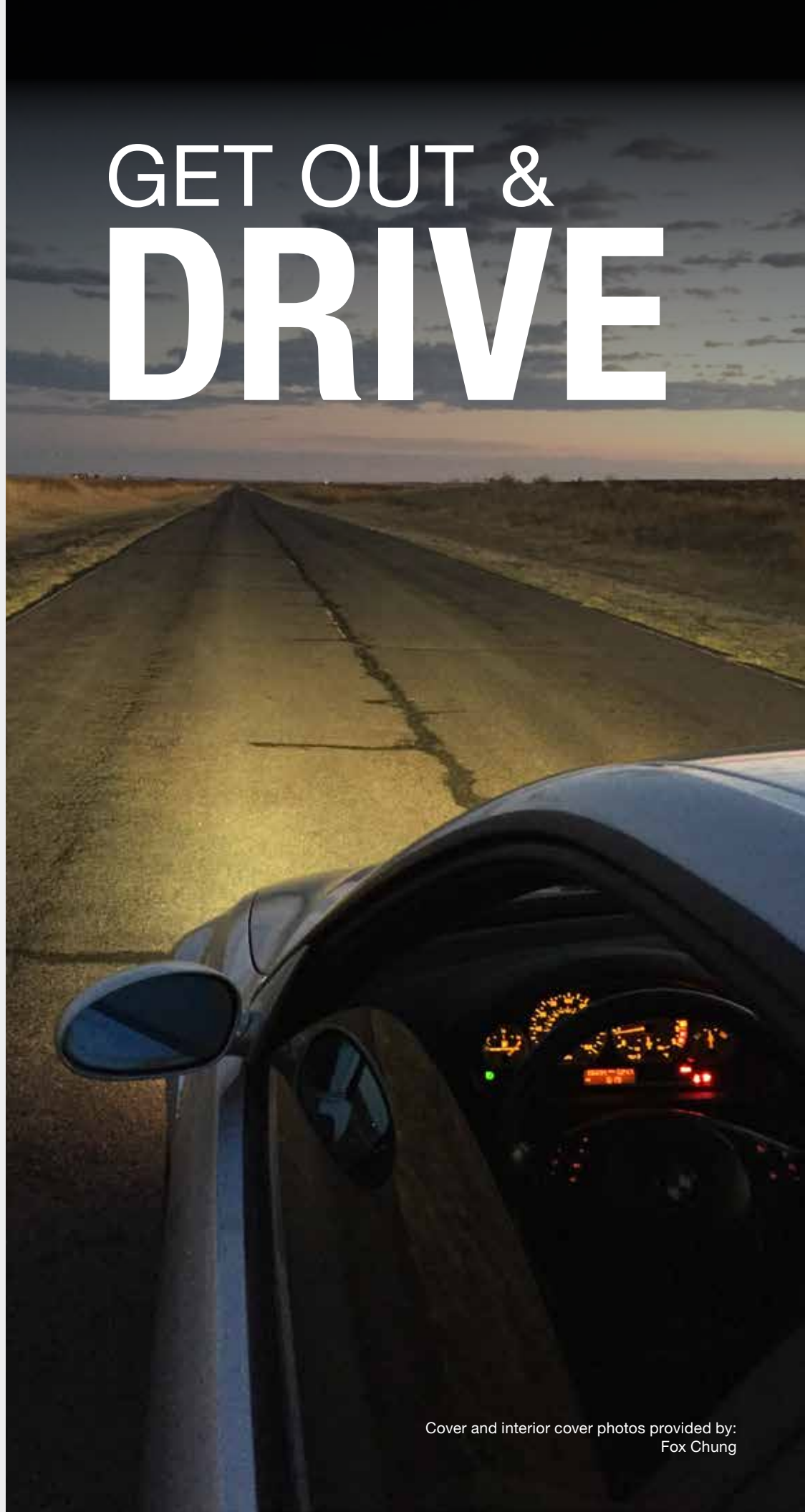
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GET OUT & DRIVE



Cover and interior cover photos provided by:
Fox Chung

2016/17 CALENDAR OF EVENTS:

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

OCTOBER

October 30 - Autocross Banquet & Halloween Costume Contest
Lamar Street Center, Arvada, CO

NOVEMBER

November 19 - Planning Meeting
Location/Time TBD

November 21 - MSR Deadline
CLOSING DATE for Submissions to the 2017 Winter Motorsport Report

JANUARY

January 28 - Winter Celebration
Location/Time TBD

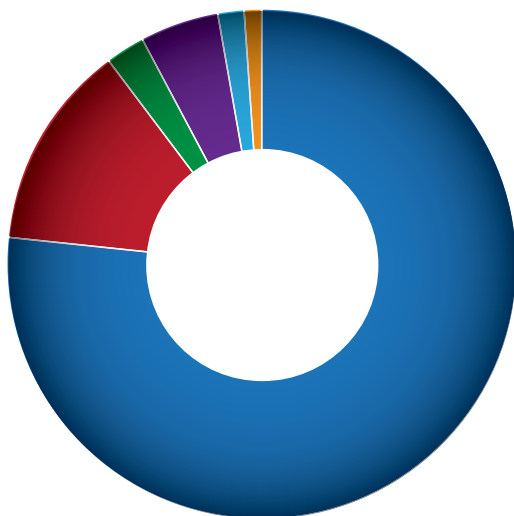
January TBD - Ice Gymkhana
Georgetown Lake

January TBD - Quarterly Board Meeting
Location/Time TBD

And don't forget about our two-day Spring Driving School to be held on May 20 – 21, 2017 at High Plains Raceway!

RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF APRIL 30, 2016



- Primary Members (1,478)
- Associate Members (247)
- New Members (38)
- Renewing Members (88)
- Lapsing Members (34)
- Life Members (21)

New Members	Referred By
Howard Holton	C.R. Krieger
Samantha Holton	C.R. Krieger
Brendan Sobers	Quenton Smith
Robert Kaliski	Stephen Blendermann
Sarah Croog	Michael Feldpusch
Ryan Russell	David Russell
Cody King	Jack Longress
Brandon Murphy	Jack Longress

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2016 BMW 340i xDrive

BY: ISAAC BOUCHARD

Still. The. Best. Despite any demerits the updated 3-series might have, it is overall the class standard, which is something that has been generally true of it for the past forty years since it first debuted.

The biggest knock on this series of 3-series is that it is less focused as a sports sedan than prior models. This is certainly true; as an owner of several of these, there is no way one can claim that this F30 generation's electric power steering is remotely as touchy-feely, nor does it do a great job of feeding back the front tire patches' grip levels as the 340i is driven hard through a set of curves. And this BMW's body isn't as well controlled in the vertical plane as its predecessors.

EPA ratings:
22/33mpg; 26mpg
combined

0-60mph:
4.8 seconds

Price as tested:
\$59,920

*Contact Isaac Bouchard
for help saving time, money
and hassle when buying
or leasing one at isaac@
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And this BMW's body isn't as well controlled in the vertical plane as its predecessors. For 2016, BMW did what they could to improve these areas; new mounting for the front struts, revisions to steering geometry and tweaks to damper and spring rates make it marginally better.

But Ultimate Driving dynamics are not as important as some purists would think—at least to most people who actually might make the lease payments on a new 3-series. What are as important in our congested, distracted modern age of motoring are ride quality, quietness and interfacing with the vehicle electronics. And in these essential areas, the 340i excels.

Firstly, it rides very well in terms of absorbing the kind of sharp impacts that punctuate almost all urban road networks. Things like transverse ridges, sunken manhole covers and potholes are dispatched adroitly with the standard suspension. The optional adjustable dampers make it even better. This isolation from junky roads is enhanced by the 340i's excellent ability to filter out road and wind noise—it is better than almost any purely "luxury" car in these areas.



Photos provided by: Isaac Bouchard



The other area where this BMW slays it is the latest version of iDrive, which I confidently claim is unsurpassed as an interface right now. It is incredibly fast in response, intuitive, and doesn't distract like mouse-based or touchscreen systems do. Its screen is gorgeous, 3D mapping accurate and fun to look at, and the optional head-up display makes it even better, with audio selection, map directions and telephone calls being projected right in front of the driver. BMW's latest Bluetooth is very well integrated too, giving clear conversations and generally excellent audio streaming from a smartphone.

Finally, BMW continues its lead in the powertrain department. The 340i is motivated by a new inline six cylinder, dubbed B58.

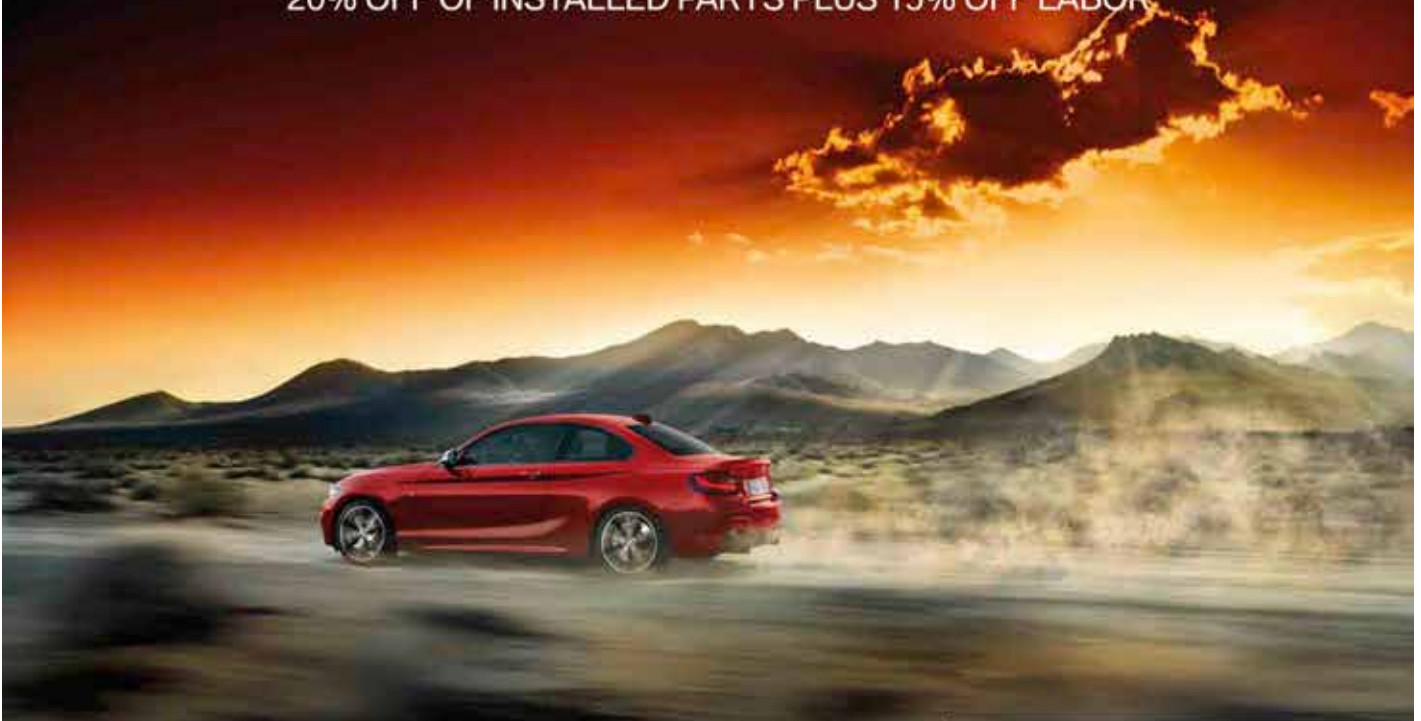
Part of a new, modular engine family, its rated outputs of 320hp/332lb-ft eclipse the outgoing N55 motor, and tied to perhaps the world's best eight speed automatic, it provides prodigious, linear thrust right up till redline, snappy up- and downshifts, under 5-second 0-60mph acceleration and great real-world fuel economy. As an alternative, the 328i's 2-liter N20 motor is likewise excellent. Simply put, no one touched the 3-series in this department yet.

Right now, Jaguar, Lexus and Cadillac offer more rewards in the handling and steering departments—ironically by benchmarking the last two generations of the 3—but their powertrains are inferior, as are their interfaces and general tech. Infiniti is revising its engine strategy but the Q50's steering and ride/handling are worse than the 340i's, and even Audi's all-new A4 (beautifully detailed inside though it is) can't match this BMW on the road. In aggregate, the 3-series is the most well-rounded, compelling choice for most owners. While not exactly the way you'd want to take home the gold, a win is a win. ■

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Canvas Room	\$209	April 2016	December 31, 2016
Mountain View Room	\$229		
Mountain or Museum View Suites	\$309		

Below, you will find the new Booking Link for the Rocky Mountain Chapter BMW Car Club of America. This link will direct any guest to their respective booking page:

<https://www.phgsecure.com/IBE/bookingRedirect.aspx?propertyCode=DENMH&rateCode=NEGRMC>

Guests may either book online or call 844-ART-STAY and refer to the "Rocky Mountain Chapter BMW CCA" upon booking.

[†]Rates do not include applicable state and local taxes currently totaling 14.75% and is subject to change. All guest room charges including room tax and/or incidentals will be the responsibility of the individual traveler. If a traveler does not have a credit card, a cash deposit will be required upon check-in at the front desk.

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PHILES' FORUM

BY: VIC LUCARIELLO

PART TWO OF THREE

Hello, Bimmerphiles! This month we are continuing the discussion of brake bleeding and brake fluid flushing.

Last month we talked about brake system bleeding and brake fluid flushing and the purpose of each. Bleeding is intended to remove any air or other gas bubbles from the hydraulic system, while flushing is done to replace old, contaminated brake fluid with fresh new fluid. Of course, a good flush will tend to remove any entrained gasses. Air or gas bubbles in your brake (or clutch) system can cause a low, "spongy" pedal, while contaminated fluid, in addition to fomenting corrosion, can boil under severe-use conditions and cause...a low, "spongy" brake pedal. Generally speaking, when all is said and done, the main difference between brake bleeding and brake fluid flushing is the amount of fluid put through the system.

There are several methods of bleeding brakes and changing brake fluid, and some methods may be better than others for problem situations. With one exception, all the methods we'll talk about involve fluid movement from the master cylinder, down to the calipers and out of the system. In the case of brake bleeding, the idea is that any air will be expelled with the discharged fluid. I guess the various methods can be categorized as "pressure" or "vacuum". Let's begin with vacuum.

Before we begin, note that regardless of what method you use, you should be capturing all expelled brake fluid in a suitable container via a piece of tubing attached to the bleeder screw. Brake fluid handily removes most paints. And, trust me on this, you definitely do not want to get brake fluid in your eyes!

I always use clear vinyl tubing so that I can observe the color of the expelled fluid as well as any bubbles. Suitable vinyl tubing can be had at any hardware store. And, I always have on my eye protection...

Vacuum bleeding/flushing involves applying suction to the caliper-bleeder screws. This can be accomplished with a Vacula or Mityvac shop-air-powered "brake bleeder", or with a simple hand pump as shown in Photo #1. This particular hand pump is by Phoenix Systems, and it is suitable for both "normal" and "reverse" bleeding (more on this later). While the air-powered vacuum bleeders are faster, the hand pump works just as well.

Although vacuum bleeding/flushing is popular with many folks and is relatively fast to set up, there are a couple of disadvantages to it in my opinion. I guess what bothers me most is that, being that suction is applied to the bleeder screw, you can get fugitive air sucked in around the bleeder screw threads, and you can't tell if this air is coming from the brake system or sneaking around the bleeder screw. You can minimize the amount of fugitive air by wrapping the bleeder screw threads in Teflon tape. However, be SURE to keep the tape off of the tapered seat on the bleeder screw. Photo #2 depicts a bleeder screw wrapped in Teflon tape.



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A purported advantage of the vacuum method is that it tends to enlarge any bubbles in the system, thereby making them easier to entrain and remove. This sounds quite reasonable to me.

Vacuum bleeding/flushing is generally a bit slower than pressure bleeding (more on this later), and usually vacuum bleeding can only be applied to one bleeder screw at a time. Moreover, one needs to keep close watch on the brake fluid reservoir level (this applies to some other methods as well) to ensure that it does not empty and introduce air into the brake system.

Pressure bleeding/flushing can be subdivided into several categories: gravity, pump-the-pedal [P-T-P], and external pressure. In the gravity method, one simply opens one or more bleeder screws and allows fluid to flow from the system. The gravity method is perhaps the slowest of all the methods I know of, and in some cases, depending upon the arrangement of the system and how long the brake lines are, one may get little or no brake fluid flow from one or more bleeder screws. Also, being that this method is relatively slow, one may tend to get impatient and walk away, perhaps forgetting to keep an eye on the all-important brake fluid-reservoir level.

That brings us to pumping the brake pedal. In this very popular (in the DIY set) method, one has an assistant pump the brake pedal, then hold foot pressure on it while the bleeder screws are opened one at a time. The pumping action of the master cylinder is used to expel fluid and any entrained gas. Then (hopefully) after the bleeder screw is re-closed, the assistant releases the brake pedal and the sequence is repeated...over...and...over...and, well, you get the picture. Any of you who have spent any time in repair shops or track garages have undoubtedly heard the, "Pump it up...hooold it...OK" litany. One of my first jobs when I began working in the corner "gas station" in Newark lo those many years ago was to be the P-T-P assistant. And that reminds me of one of the disadvantages of the P-T-P method.

When doing the ol' P-T-P routine, your assistant has to be very careful not to release the brake pedal before you say "OK". (Of course, you need to be very careful not to say "OK" until you have closed the dang bleeder screw.) If the pedal is released before the bleeder screw is closed, the system will suck in a nice shot of air. In this family-oriented publication, I cannot tell you what ol' 'Pino Cocuzzo said to me at that Gulf station the first time I took my foot off the brake pedal too soon.

Speaking of less-than-competent assistants, I'll never forget the time I was bleeding the brakes on my hot rod in an effort to alleviate a spongy brake pedal. I must have repeated the "pump it, hold it" litany for 15 minutes (at least it seemed that long) with no success before I realized that my assistant was depressing the CLUTCH pedal.



Assistant incompetence aside, my main concerns regarding P-T-P bleeding/flushing are that it takes quite a while, and many pedal cycles, to pump a liter of fluid through the system, and that the master cylinder's piston seals are dragged repeatedly over areas in the master cylinder bore that they normally do not contact. In uncommon cases (perhaps more likely with older, cast iron body master cylinders), this can cause the master cylinder to fail. Yes, this has happened to me. Of course, one needs to keep close watch on the fluid level when using the P-T-P method. And a closer watch on the assistant!

Photo provided by: Vic Lucariello

The P-T-P method does have one great advantage over the other methods we are talking about. Even moderate foot pressure on a brake pedal can produce 1000 psi (pounds per square inch) pressure in the brake system. To put that in perspective, the pressure provided by a common pressure bleeder (more on this later) is only about 20 psi. Opening a bleeder screw with 1000 psi behind it results in a high-velocity jet of brake fluid, and this high velocity can sometimes expel a recalcitrant air bubble that has resisted other methods of brake bleeding. I rarely have to resort to P-T-P when bleeding a brake system. And of course, when you are doing a simple fluid flush, there should be no air in the system to begin with.

That brings us to external pressure bleeding/flushing and unfortunately to the end of Philes' Forum Part 2. See you next time, Bimmerphiles. ■

Anyone wishing to contribute to Philes' Forum can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair/maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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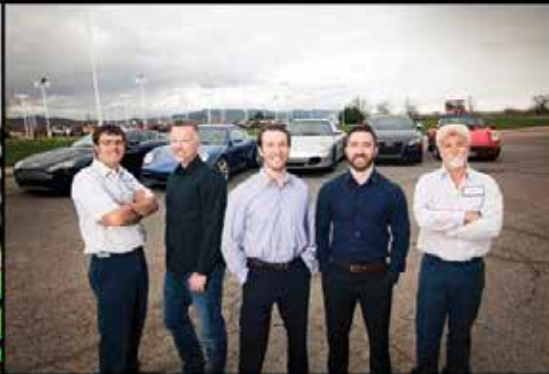
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THANKS FOR HELPING US SET A NEW FUNDRAISING RECORD AT THIS YEAR'S RACE & RALLY AGAINST KIDS' CANCER!

BY: JAMIE STIEHR

July 30th and 31st turned out to be perfect days for racing and rallying in Colorado. Each year for the past six years, Rocky Mountain Vintage Racing has held its Race Against Kids' Cancer to raise money for The Morgan Adams Foundation. It was a weekend of great racing, fun rallying and driver education with folks like Randy Pobst, Ross Bentley and Rob Holland there to race, give lunch rides, and to provide coaching to all who chose to take advantage of it.

As fun as the weekend was, the goal was to raise money for MAF which was done in spades. Setting a new record this year, including a \$2000 donation from our Rocky Mountain Chapter BMWCCA, \$155,000 was raised for pediatric cancer! Through lunch rides by many of your BMW driving school instructors, sponsorship raised by racers and rally drivers, support from corporate sponsors and other miscellaneous income streams, more than \$650,000 has been donated to pediatric cancer research via this event over the last six years. Watch for information on next year's event – you won't want to miss it!



"Cash would not be on this planet if it wasn't for Dr. Mulcahy-Levy and The Morgan Adams Foundation."
- Cash's mom, Shelly.

Check out Cash's story in this 9News story to see the real impact of MAF.



Chief Driving Instructor Andrew Colfelt (R) and Advertising Manager Christine Foley (L) with Ross Bentley at his "Speed Secrets" seminar at the Lamar Street Center.



Geoff Barrett (L) with Ross Bentley during his trackside coaching day which he won by virtue of being the top Rally fundraiser.

Photos provided by: Jamie Stehr



Rally start in Golden

As mentioned above, lunch rides by expert drivers are always a big hit with spectators at this event. Alex Green, a BMW driving instructor, has been giving lunch rides for the last 2 years and had this to say about this year's event: "I had the privilege of driving some real youngsters, including one cancer survivor, and also some adults around High Plains Raceway on July 30th and July 31st for the RMVR/MAF Race Against Kids' Cancer event. I had driven the event last year and I circled this year's event on my calendar back in January. Last year I drove the event because it sounded interesting and yes, I knew I would get some free seat time. This year getting free seat time was about reason #27 to go, because I remembered seeing real joy in the eyes and faces of some of the kids and even adults last year. This year did not disappoint: One young

boy didn't want me to pull back into the hot pits ("One more time! One more time!"), one girl couldn't stop smiling or giggling, one adult couldn't stop laughing, and another shouted "THIS IS TOTALLY WORTH THE DONATION!" As someone who has had numerous family members pass away from cancer, and one niece who beat cancer at 7 years old and is now an honorable junior high teacher in Aurora, I can't tell you how much joy it brings to me to help RMVR and The Morgan Adams Foundation to fight this disease. The "air" around HPR when this event is about to start is full of fun, excitement, dedication (which is understating MAF members efforts at the event), and even hope. Thank you to RMVR, MAF, and Jamie and Carol Stiehr for inviting me to participate. There is nowhere else I would want to be." ■



New BMW CCA members Ryan and Stephanie Groves not only had a great time at the RAKC but will have an even better time going to the Beaver Creek Westin for 3 nights in their Mike Ward Maserati after winning the poker rally!



Pro drivers Rand Pobst and Robb Holland with MAF Executive Director, Joan Slaughter after Ralph Schomp sponsored lunch rides!

**BMW Car Club
of America
Rocky Mountain Chapter**



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!

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THE IMPRACTICALITY OF LOVING CARS

BY: ADRIAN GONZALEZ

Earlier this month, I found myself spending a Tuesday evening holding a limp collection of meat someone dared to call a sandwich deep in the bowels of some lifeless office building - you know, the type of building where the only natural light available is in the alley littered with cigarette butts from timely smoking breaks, and the most prominent sound seems to be the buzz emanating from the overhead neon lights. My good friend Jason, an aerospace engineer, had talked me into tagging along to a networking event for “the bright engineering stars of tomorrow”, as the brochure read...I kid you not.

I should learn not to offer my attendance to anything after I've had a few, but I digress. Hanging on to my “sandwich”, I smiled and nodded as everyone in the room exchanged engineering stories and jokes that went right over my head like a SpaceX rocket. It was in that room that I finally knew what it was like for my non-car friends when I dragged them to the track or to some dusty garage to drink beers while we all debated engine displacement extensively and pondered the state of steering feel in modern cars. What kind of friend have I been to these poor people? It's incredibly easy to reduce anything great into the sum of its parts when you don't understand it, and I can't begin to tell you how many times friends and ex-girlfriends (emphasis on EX) have accused me of being over-sentimental and unnecessarily romantic about cars. Why do we love cars? Why do I enjoy the oddly sadistic taste of engine coolant running down my face as I fight to replace that pesky water pump in my E92? For a second time! What is it about that weakness and depletion you feel after a long day at the track?

This, I think, is best summed up by our lord and savior Jeremy Clarkson: “It's what non-car people don't get. They see all cars as just ton-and-a-half, two-tons of wires, glass, metal and rubber. That's all they see. People like you or I know, we have an unshakable belief that cars are living entities. You can develop a relationship with a car. And that's just what non-car people don't get.”

Is it materialistic? Perhaps. Is it unreasonable? Undoubtedly. Do I care? Absolutely not. Once you know that feeling, it forever carves a home inside of you. I vividly remember sneaking into my dad's blue Oldsmobile while it was parked on the driveway when I was a little kid just to pretend I was zooming through Eau Rouge at Formula One speeds. That is, until I managed to put it in gear one day and decimated our neighbor's side view mirror. No more joy rides for little Adrian. I also have fond memories of my grandfather sitting me on his lap and letting me steer while we drove to his little tire shop in the mornings. We were up so early, with so little traffic, that the only thing we could really hurt was our egos. They claim our hearts, bring us together as a community and give us an escape from all of the chaos of life which we cannot control. We are married to this piece of machinery from the beginning. And so I put down that sandwich, walked out to the old Camaro I've held onto from youth, excited to take the long way home as if it were therapy, and in the most lyrically poetic justice, the damn thing wouldn't start. Three hours and a long tow ride later, I rolled up my sleeves, turned on some music, and spent the rest of the night tinkering.

It's unnecessary, it's impractical, but I love it. ■

RMC BMW CCA TIME TRIALS REVIEW

BY: BOB REEDY

On Memorial Day this year, we had a fun time trial session with the RMC BMW CCA. Since we only had nine people in our group, they combined us with NASA HPDE3, the most experienced of the HPDE drivers. Before the first session, we had a brief track inspection with Hank who was doing tech for NASA and the official from BMW racing. Even though I have a crack at the top of my windshield, I passed and now have my annual NASA sticker. The crack isn't in my field of view, but the whole thing is quite pitted, so it's about time to get that replaced.

They gridded us in front of the NASA drivers and on the first lap we slowed down after corner 8 to compress the pack, which gave the TT group more space before lapping any slow HPDE cars.

I was a little late gridding for the first session since my car was last to be inspected. When I arrived, one of the drivers I knew from BMW driving school A group pointed me forward to some open space near the front of the grid - I thought that was very nice.

Overall, I thought the TT went pretty smooth. NASA had an endurance race in the morning, so we had four sessions in the afternoon. Our total group size was about 18, which gave us plenty of room out there. I actually prefer a larger run group since it's a better experience for TT with NASA (my car is classed TTC). Yeah, I know...even though it's not really wheel-to-wheel racing, it



Photos provided by: Bob Reedy

sometimes feels like LeMans – plenty of passing and being passed (note: this is with NASA when they combine all the TT groups). With the Club, it didn't feel like that; it felt more like qualifying.

After each session we had a quick download in the classroom, checked our grid positions, and then quickly returned to our cars since there wasn't much time between sessions.

In session two, I got a little too aggressive at the exit of corner 8. Fishtailing, I recovered enough to only go two off, but I took out three cones – one of which ended up on the track near 9a. Sorry guys. Those cones were supposed to block the cutoff between 8 and 13, but they were set up a little too close, I think.

This was the first time I used Harry's LapTimer. I'm glad I bought it since my cheapo lap timer blew a fuse again. Harry's operates at 1 Hz where my lap timer is 10 Hz, but you can buy a Bluetooth GPS device to increase the frequency. It will also link to cameras and your OBD port (with adapter). It's easy to use and accurate to within 0.1 seconds of the transponder time. Not bad for a \$20 app.

I still haven't finished my tire trailer or installing the hitch on the Z4. I'm not looking forward to adding an extra 35lbs to my car. Anyway, I decided to remove the passenger seat to have room for two track tires instead. This saves about 60lbs. Combined with not having an instructor, that's quite a bit less than last weekend...and I felt it! The only problem now is that I have an airbag code that will have to be reset. Oh well, I'm going to have to deal with this eventually when I put in racing seats.

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I got this idea from a friend who drives his Corvette in NASA TT1: you drive to and from the track with street tires on the rear, track tires on the front, and two track tires in the car.

Unfortunately, it started to rain a little after session three, so I skipped session four. It actually didn't rain much and probably helped to cool things down. Going home was the real test – I was expecting severe understeer and greatly diminished braking. It rained hard while I was on I-70, so I moved to the right lane and went their pace, no problemo. I decided to stop for an early dinner and to let the storm pass. I did test the brakes once I got off the freeway and was surprised how well they did. So this might be an option, at least when I'm driving solo.

My best time was 2:10.6 in the third session, about a second slower than my best time which was on Nitto NT01s and before I installed TC Kline Coilovers. My fastest times were usually the second or third lap, so I think I need to decrease my tire pressures. Right now I'm running about 38psi hot. I should probably bump that down 1 or 2psi. From what I've heard, lighter cars need less pressure for the same tire. Overall, I like the Toyo Proxes RR tires better than the Nittos; they stick very well and have better feedback.

I still have some work to do on the suspension set-up. The car feels too light after braking hard and takes too long to take a set. Right now I'm using the recommended bump and rebound from Jim at BimmerHaus who used to race a Z4. A test and tune day would be helpful to dial these in, so maybe I'll head to Pueblo before the next NASA event.

What I've learned recently about HPR from the driving school and TT event:

Going though corner 1 in 4th gear allows my braking point to move up from 3 to 2.5, now I downshift to 3rd braking into corner 2. Late apex on corner 9b sets up the brake zone better for 10. Taking corner 10 faster, I am now feeling ABS braking into corner 11...I probably need to brake sooner. I used to brake for corner 8 at the second marker, but I realize this is at an elevation peak. I now brake a little earlier – later is not enough time.

I hope the Club can continue with this TT idea. I'd love to see them add this to a driving school weekend - maybe replace the A session the on second day? Just an idea. And we need some faster cars to show up and give the winner some competition - an E92 M3 with BFG R1s should be running well below two minutes. ■

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