

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



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**Rocky Mountain Chapter
BMW CCA Staff Contacts**

President
Michael Feldpusch
president@rmcbmwcca.org

Vice President
Fox Chung
vp@rmcbmwcca.org

Treasurer
Daren Morales
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

Advertising
Christine Foley 303.408.5111
advertising@rmcbmwcca.org

Membership
Janet Kiyota 303.619.4309
membership@rmcbmwcca.org

Marketing
Cory Rowan
marketing@rmcbmwcca.org

Driving School
Andrew Jordan 303.426.6800
andrew@jordanpressurewashers.com

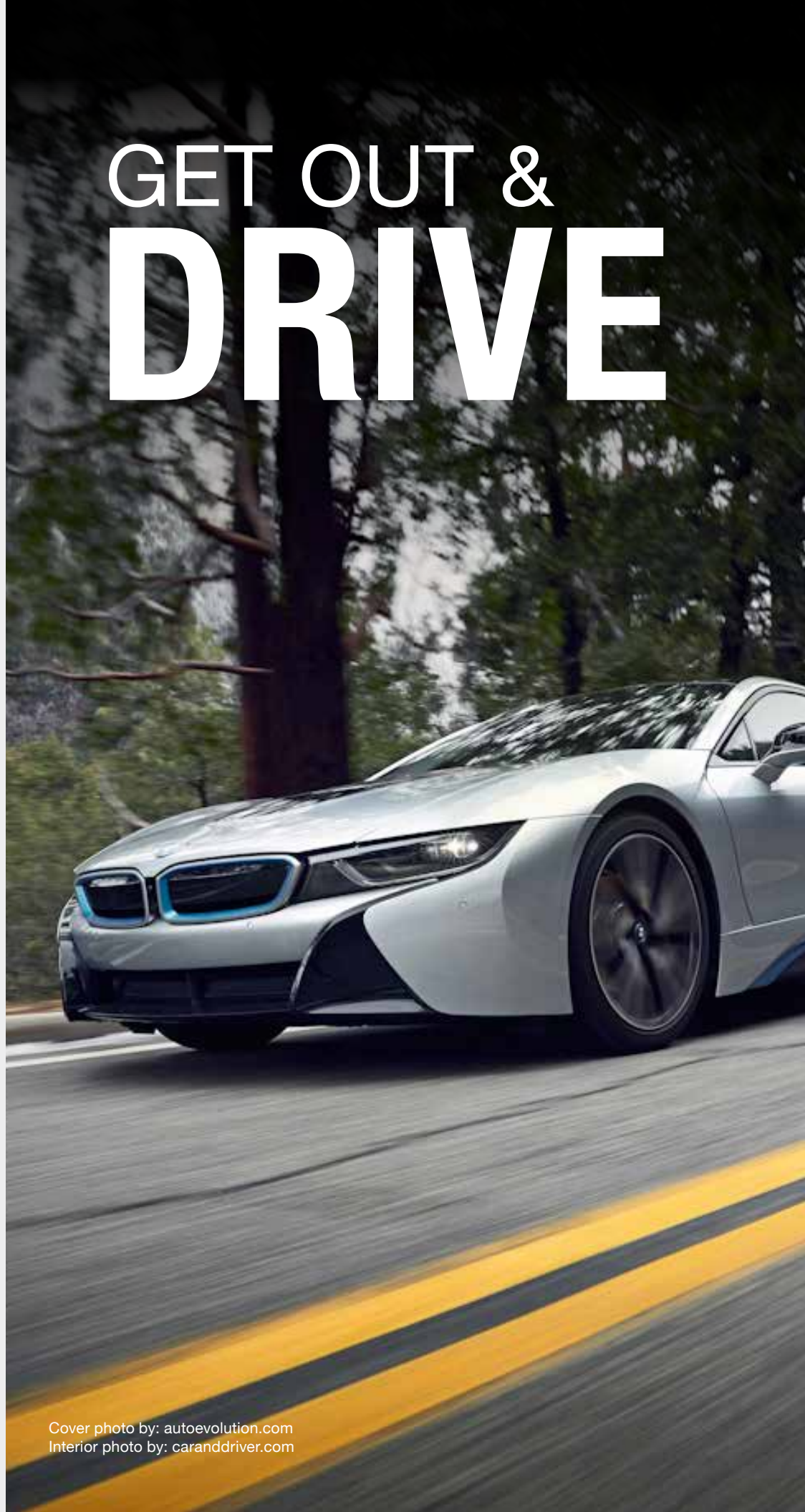
Club Racing
Gary Bohn 303.650.5082
gary.bohn@comcast.net

Autocross
Michael Feldpusch
mfeldpusch@rmcbmwcca.org

Driving Events Coordinator (DEC)
Eugene Yen
dec@rmcbmwcca.org

South Central Region Vice President
Tim Jones
southcentralrvp@bmwcca.org

GET OUT & DRIVE



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LETTER FROM THE PRESIDENT

THE NEW BIMMER ORDER

BY: MICHAEL FELDPUSCH

The calendar transition from 2015 to 2016 created several administrative changes to the Rocky Mountain Chapter. First off, I would like to thank Steve Hamilton (Chapter President) and Cathy Hamilton (Chapter Treasurer) for the six years of service they gave to the Rocky Mountain Chapter. Their commitment and passion were essential to maintaining the Club and preserving its continued success

The Chapter President and Vice President roles were up for election in 2015, but we didn't have anyone that wanted to step up and run for those positions. In light of this, the responsibility of President was passed to the Vice President, thus creating a vacancy position for Vice President. Long-time board member and past Secretary, Fox Chung, graciously volunteered to take over as Vice President.

Back in the fall, Mike Barber took over for Cathy by accepting the role of Treasurer. Mike has done a wonderful job in the time he has been Treasurer. Unfortunately for our Chapter, he had to relocate to another state for employment reasons and is no longer able to serve. But as fortune would have it, a relatively new member to the Club had reached out looking to volunteer his services. Daren Morales has accepted the position of Treasurer for the rest of the 2016 term until elections for Chapter Treasurer and Secretary start up in the fall.

With the new Chapter Administration in place, we will continue to keep the Club running, putting on amazing events and providing a medium for BMW enthusiasts to interact.

The Rocky Mountain Chapter BMW CCA is here for its members and we have narrowed down our vision to a few core values:

- **Member Experience** - The Club will continue to make decisions in the best interest of its members and will continue to provide the highest quality of experience in all our events.
- **Innovation** - The Board will continue to improve the Club and its offerings through new ideas and embracing new technology. The Club welcomes any ideas our members may have and encourage them to provide feedback on how we can do a better job to make the members' experiences better.
- **Efficiency** - Driving efficiency with Club practices and policies with the mentality that time is important to everyone. As the Board works to streamline its internal processes, we ensure that our changes will make the efforts of our Chapter Volunteers easier.
- **Event Quality** - The quality standards of our events, whether it's a driving event or a social event, have been set high and over the past several years we have been delivering. And the Club will continue to deliver. The success of our events has been proven with high attendance and the increase of new Chapter members.



These core values are represented by the wheel (below) and are dependent on each other: Member experience drives innovation and new ideas to make the Club more efficient. This enables the Club to provide quality events that ultimately increase the Member experience.

As Chapter President, I will ensure these core values are followed and that all our members are put first in any decision the Club makes as a whole. I look forward to being your Chapter President and I have an “open-door” policy when it comes to communication. I encourage our members to reach out and communicate to the Board with comments, feedback, BMW experiences and of course, new ideas. ■

2016 CALENDAR OF EVENTS:

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

MAY

- May 7 - Autocross Event #2
Pikes Peak International Raceway
- May 7 - Taybor's Way Foundation
Free Paper Shredding and
Electronic Drop-off
13050 E Peakview Ave
Englewood, CO 80111 – 10am–1pm
- May 8 - Spring Drive
Fort Collins, CO
- May 20 - ITS
High Plains Raceway
- May 21-22 - Spring Driving School
High Plains Raceway
- May 24 - Motorsport Report 2016
Summer Edition – CLOSING DATE
for articles, ads and letters
- May 30 - BMW Time Trial with NASA
High Plains Raceway

JUNE

- June 5 - 33rd Annual
Colorado Concours
Arapahoe Community College
- June 11 - Autocross Event #3
Front Range Airport

JULY

- July 23 - Autocross Event #4
Front Range Airport
- July 30-31 - RMVR 6th Annual
Race Against Kids' Cancer
High Plains Raceway

AUGUST

- August 6 - Autocross Event #5
Winter Park, CO
- August 10 - Quarterly Board Meeting
Location TBD – 6:30-8:00 pm
- August 12-15 - Drive4Corners
Pagosa Springs, CO

August 18-21 - Rolex Monterey
Motorsports Reunion
Monterey, CA

August 23-28 - Oktoberfest,
100 Years of BMW (National)
Monterey, CA

August 27 - Autocross Event #6
Pikes Peak International Raceway

SEPTEMBER

- September 10 - Fall Driving School
Pueblo Motorsports Park
- September 17 - Autocross Event #7
Front Range Airport
- September 25 - Street Survival
Budweiser Events Center

OCTOBER

October 9 - Autocross Banquet
Location/Time TBD

NOVEMBER

November 12 - Planning Meeting
Location/Time TBD

2016 ROCKY MOUNTAIN CHAPTER BOARD MEMBER BIOS



Michael Feldpusch - President

Michael joined the Club back in 2000 after meeting Bob and Patty Tunnell, when he purchased his first BMW, a 1995 Avus Blue E36 M3. Michael mainly participated in autocross events and has been a part of the RMC BMW Club autocross community since its inception. He became the course designer for both the SCCA and BMW Club in 2004 and was able to display his talents as a course designer for the SCCA National Championship in Lincoln, NE. In 2008, Michael stepped up and took over the autocross program and elevated the program to its next step, making it a very successful event. For the first time, he sold out every single event in 2015.

In 2012, Michael ran in the election for Vice President, which he won and has been the Chapter Vice President up until 2016. Michael's garage now holds an autocross-prepared E36 325is and a 2015 BMW 320ix.



Fox Chung - Vice President

I'm amazing. Let's get that out of the way, kidding of course. I am, however, a genuine BMW enthusiast and have great reverence for the brand and other car lovers, no matter what make or model. I joined the BMW CCA in 2006 after purchasing my first E28. Since then, I've stepped into various roles, serving as Secretary for over four years and now Vice President. I'm entering my fourth year as Chief of Tech for the Autocross program, continue as Art Director for the Motorsport Report, and I love volunteering my time as a track certified driving instructor. Giving back to the Club and connecting people with their cars is incredibly

rewarding to me. As the owner of Fox Chung Designs, I work with clients in the field of design, branding and marketing. I've owned several BMWs from E30s to E46 coupes, and recently sold a 1969 MGB GT. Currently, I drive an M535i converted E28, an E46 M3 and a Jeep Wrangler Sahara Unlimited.



Daren Morales - Treasurer

My name is Daren Morales. I was born and raised in Panama City, Panama. When I was seventeen I moved to Heidelberg, Germany to study at the university and that is where I fell in love with German ingenuity. I lived there for eight years and even owned a 1994 740i. That got me hooked on BMWs! Eight years ago, I moved from Germany to Colorado for a change of scenery. I love hanging out with my family and going for walks with my dog. With the beautiful weather in Colorado, I love driving my convertible 2007 335i around, especially up in the mountains! I also have a 2015 X1 that helps carry my bass equipment for shows around town.



Karen Lange - Secretary

I have been a member of the Club for ten years. My interest was piqued when I learned about autocross. Who doesn't want to test their driving skills on a safe fun course? I drive a '95 E36 M3 for Club fun and a '99 E36 M3 for highway fun. I am the Chief of Registration for the Autocross program and felt I wanted to help the Club on a broader scale, so when I was asked to step into the role as Secretary, I happily agreed. I enjoy serving on the board and am excited for the direction the board is taking and look forward to the future.



Janet Kiyota - Membership

As an 18 year-in-a-row BMW O'Fest junkie, I am looking forward to celebrating the 100th anniversary of BMW in 2016. Although much of my time is spent running a small business with Club member Alan Warner, I do find time for plenty of volunteer work, reading, constructing handmade book projects and enjoying the many eateries in Denver. I am looking forward to contributing to another productive and fun year in our Chapter and meeting our new members.



Cory Rowan - Webmaster

About the time I started an automotive advertising and marketing career, I also joined the BMW CCA. Under some sage advice from my mentor, I joined the Club to find contacts that could help me repair my first BMW. Today, I can trace almost all of my most valuable relationships (personally and professionally) back to the BMW CCA. Being on the RMC BMW CCA Board as Marketing Chair for the past three years has given me the opportunity to mix my favorite pastime (all things BMW) and my work life. Working with Club members for a shared goal of improving our local community has been very rewarding. When I'm not in the garage, behind a computer, or driving at the track, I enjoy exploring all the outdoor opportunities Colorado provides, preferably in a BMW. I would encourage anyone who's passionate about BMWs to volunteer for our local chapter.



Susan Rhodes - Motorsports Report Editor

I live in Erie with my husband, two kids, and Signe, our crazy and immensely entertaining 2-year-old German Shorthaired Pointer. I work in Boulder at a pharmaceutical company where we develop drugs for cancer. My passion for science is about equal to my love of cars. I consider many of them as dynamic works of art and engineering. I've owned two Audis and two VWs, but after driving my brother's E36 325i, I knew a BMW was in my future. I once read that stepping behind the wheel of a BMW was like slipping on a glove; it becomes a part of you. And that is precisely how I feel every time get behind the wheel of mine. I took delivery of my BMW in November 2012, an Estoril blue F30 335xi. I've attended two spring driving schools under the intense and unbelievably exhilarating instruction of Ross Carlson, who showed me this car's true capabilities. I also realized that what is learned on the track doesn't apply to the track alone. I've picked up additional knowledge, skills and confidence that have improved my overall driving abilities. And for that, I am eternally grateful. So, in the spirit of giving back, I volunteered for the position of Editor of the Motorsport Report – despite the fact that I am lightyears away from being an expert on all things BMW. However, I love the challenge of learning new things and it has given me the opportunity to meet some extremely talented, intelligent and (most of all) fun people along the way.



Andrew Jordan - Driving School Coordinator

Andrew Jordan is an instructor and also Chairman of the Club's performance driving schools. He is an active club racer and a 20 year-long member of the BMW Club. He also has written many articles in his column, Believe My Words (BMW), for the club newsletter. His favourite BMW is a 1972 BMW 2002, of which he has three. He has a steady stream of social visits from Club members at his workplace. Many photos of members' cars grace his office walls and computer wallpaper. Apex will be at the door to greet you.



Leslie Jenkins - Driving School Registration Coordinator

My name is Leslie Jenkins. I have been a member of the RMC BMW CCA for more than 27 years, having been a member of other Chapters (Inland Empire (WA)—5 years, Hawaii—5 years and Sunshine Bimmers (FL)—3 years). I am currently the MSR Circulation Manager, but have also been Newsletter Editor and Advertising Manager, Holiday Party chair, Driving School Registrar, Ice Gymkhana Registrar, Concours d'Elegance Registrar and Membership Chair. My husband, Jim, and I have one daughter and one grandson, as well as a 19-year-old Tuxedo cat. Our first BMW was a 1972 Bavaria and we have had two 320is, an '83 528e, a 2002, a 318Ti and a '90 325ix. We now own a '06 525xi and a '99 Z3. I have been collecting donated food for the Food Bank of the Rockies at the Winter Celebrations and holiday parties for more than 10 years. I also have been chair for many other RMC events.



Christine Foley - Advertising

I was born and raised in Wisconsin and bought a one way ticket to Colorado back in 1984. I've been driving BMWs since my early 20s and I am completely hooked on the brand. I drive a Le Mans Blue E90 335xi with manual and the M Sport package. I joined the club four years ago on a friend's recommendation. I autocross with the Club and have attended the last two driving schools. Event planning and interior design are my real world jobs. Still figuring out what I want to be when I grow up. I love getting away from it all and going on all day hikes. Driving in the mountains is also one of my passions. One day, I wish to attend a weekend-long M school.



Eugene Yen - Driving Events Coordinator

I've been an enthusiastic participant in RMC BMW CCA driving events since 2004. I started autocrossing with the Club that year in my Audi S6 (ouch, not a Bimmer!), and I was quickly drawn in by the friendliness of all of the Club members. I bought my first BMW, an E30, in 2006 and took it to my first BMW driving school at Pueblo that fall. It was there that I learned that "The Ultimate Driving Machine" was not just a marketing slogan, and it was that school that turned my passion for high-performance driving into an obsession. I advanced through the driving school ranks in subsequent years, replacing my E30 with a track-prepped E36 M3. One of the proudest moments of my rather modest driving career was becoming a BMW high-performance driving instructor in 2013.

I am very grateful for what the RMC BMW CCA has given me over the years. This Club fueled my passion for fast cars, and it has been instrumental in my development as a driver. As the club's Driving Events Coordinator, I'm grateful for the opportunity to be involved at a deeper level and to give back to this sport that I love so much. I'm looking forward to working with the Board to take our driving events to the next level.



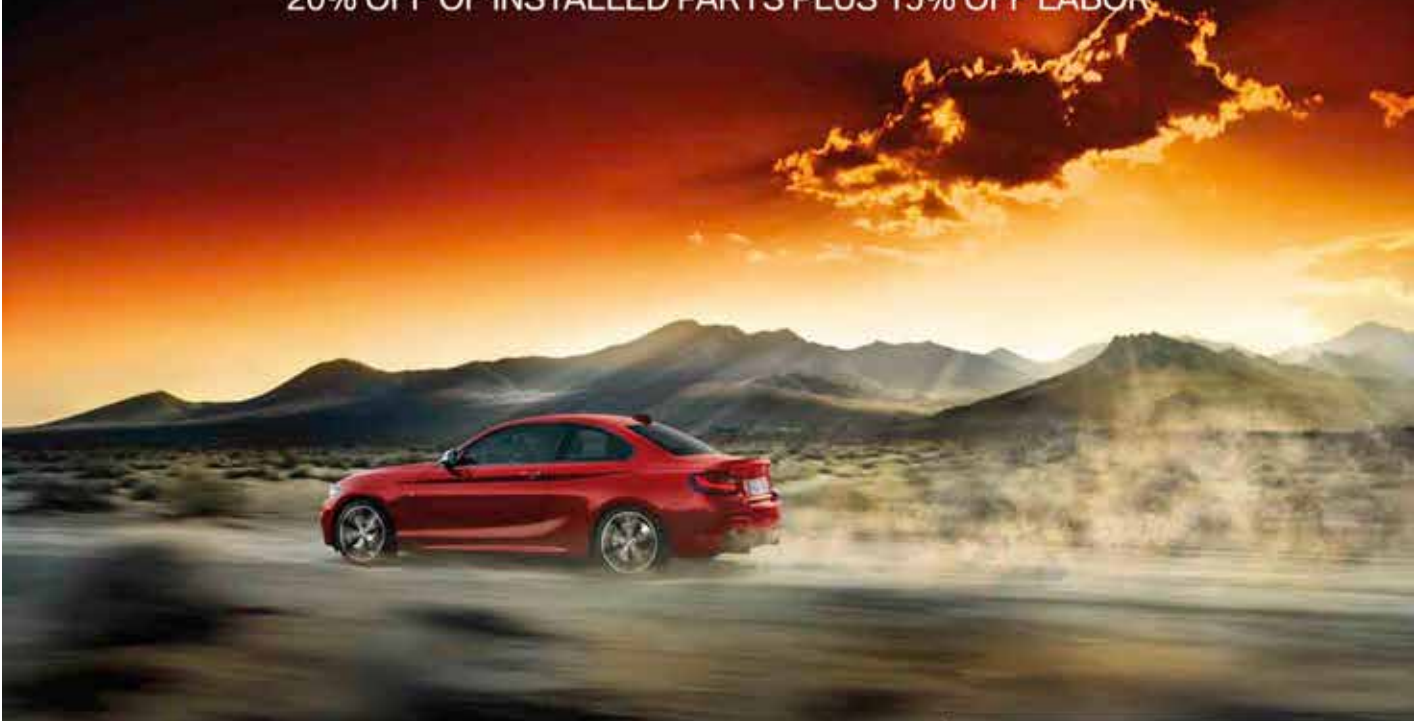
Gary Bohn - Club Racing & Time Trails

My name is Gary Bohn and I have been a member since 2003. I am chair for the RMC Club Racing and Time Trials program. I also create the web pages for the local driving schools. I enjoy the car thing, but also cycling and hiking and am a genuine foodie. Denver restaurant week is a big deal to me. ■

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GEBHARDT BMW SERVICE TECHNICIANS MAKING NEWS

BY: MARC BELLACOSA

GEBHARDT



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Need a reason to trust Gebhardt BMW for all your service needs? Gebhardt's service team had a phenomenal 2015! Two of our technicians were rewarded with some of BMW's most prestigious service technician awards. BMW's criteria are stringent and comprehensive. We are so proud of our technicians' accomplishments!

Last year, BMW requested all BMW Service Directors to nominate a technician for skill, reliability, mentoring and family life. The top 25 selected would be invited for an exclusive driving experience. John Green was our nominee and was one of 25 technicians in the country to be invited to a "Ride and Drive" at the new BMW Performance Center in Thermal, California last September.

The program winners enjoyed the pulse-racing thrill of maneuvering the 1.3-mile race track as well as a challenging street drive through the hills and desert of Southern California. John earned this recognition for his outstanding work and mentoring of his peers.

Woody Boyd, another Gebhardt technician, was recognized as one of the top 500 BMW technicians in the country for his high customer service standards and his ability to fix cars right the first time. This award is for the technicians who have a low return repair rate. According to BMW's criteria, these individuals are doing the best job repairing your vehicles while in their care. There are over 4500 technicians in the United States, so this is quite an achievement!

Gebhardt BMW promoted Markus Kubetzko to our Shop Foreman position. This is the ultimate top position for a BMW Service Technician. Markus is from Lörrach, Germany and has been with BMW for 24 years! He started as a tech in Basel, Switzerland and immigrated to the United States in 1999. Markus has been with Gebhardt for eight years. The Shop Foreman position consists of repairing problem vehicles, being the "go to guy" and mentor for technicians that have questions, dispatching the work (so you can be confident the correct person is assigned for the work involved on a BMW), and keeping us up-to-date with the latest technology and service bulletins from BMW. His dedication and respect from his fellow technicians makes every day in our shop a pleasure. I have been a Service Director for over 20 years, and I have never had a better shop foreman!

Gebhardt BMW and our Service Department are looking forward to 2016 with high expectations and excitement. Our 15 BMW trained technicians promise to strive for excellence in all aspects of their work. Whether it's an oil change or doing a full Dinan upgrade on a customer's vehicle, we feel we are the shop all owners should visit for the ultimate service experience. Thanks to all of our loyal Motorsport customers; we look forward to seeing you in 2016! ■



Winslow BMW
of Colorado Springs

2016 WINTER CELEBRATION SPONSORED BY WINSLOW BMW

BY: CHRISTINE FOLEY



JOHNNY MARTIN'S
CAR CENTRAL

Topping last year's Winter Celebration at The St. Julien Hotel and Spa in Boulder was foremost on my "to do" list. Changing it up a bit meant we needed to go to a new city with new ideas. Being that Winslow BMW had just built the "Disneyland" of all dealerships in the state, I gravitated toward Colorado Springs and promoting this wonderful new eye candy of a BMW dealership. Every time I go in there I have two drool cups. Not just one.

Starting off the event with a tech session taught by Bryan Fyler seemed to be the proper road to go down.

Bryan is the Shop Foreman in the Service Department at Winslow BMW. He had the pristine service bay set up with two BMWs. The first was a 2007 335i with an all-stock set up. The other was his 2009 M3 completely set up for the track with all high-end aftermarket toys and gadgets. For real! Bryan drives in all of our driving schools and is in the A group. I am hoping one day he will be offered a seat in the instructor's world. He's a very impressive driver. During the tech session, we learned how to perform brake fluid flushes on both cars and how to properly complete the task without doing harm to the cars. In addition, we learned how to change brake pads on both cars. They were two very different tasks being that one set of pads were stock BMW and the other were high performance pads. Kudos and thanks to Bryan for teaching us and answering all of our amateur questions.

Shortly after the tech session, we headed over to Johnny Martin's Car Central. It's a private members only speakeasy style club with car simulators that had a spendy price tag of 84K each! Not too shabby of a toy, I would say. Johnny Martin's designated January as "BMW Month" and had five Car Club members' cars on display. Winslow BMW also had two brand new BMWs on display. Eric Long brandished his snazzy red M3, Andrew Jordan his sleek maroon 2002, Tom Shilling his newly-acquired and fabulous 2007 deep green Alpina, Carl Altevogt took center stage with his 1988 black M6 and last, but certainly not least, Jason Soto,



Photo provided by: Christine Foley



who took the cake and cookies rolling in with his amazing M3 that was creatively covered with all kinds of racing style sponsor stickers. He recently moved here from Germany and brought the car, thank God, to the U.S. and to this event. A huge “thank you” to each of you who took the time and effort to drive and/or load and/or shrink wrap your cars to and from Johnny Martin’s Car Central!!! An even bigger “thank you” to Winslow BMW for being the evening Sponsor, hosting the tech session and donating the top three prizes for the simulator winners. Gregg Randolph is General Manager and partner at Winslow BMW and is truly a stand-up gentleman! Please, if you have the opportunity, wander into the “Disneyland” of all dealerships and introduce yourself. It is truly a world class BMW center.



Leslie Jenkins delivered non-perishable food donations to the Food Bank of the Rockies. The items were collected at the Winter Celebration in January.

Throughout the evening, members were able to have plenty of seat time on the simulators while also enjoying passed appetizers and several different food stations. The libations were flowing aplenty. The top three simulator racers won wonderful BMW prizes that were donated by Winslow BMW. Craig was top of podium, Eric second in line and Andrew rolled in last. Several members graciously donated door prizes that were given away during the night. BMW National sent a 50-pound box of goodies that we used as centerpiece giveaways.

Throughout the process of creating this event I met and came to be friends with many wonderful members. Our RMC BMW CCA is truly a wonderful club and I encourage everyone to get out to our autocross program this year and to both of our wonderful driving schools. They are amazing platforms to becoming even better drivers and to meet great people. I already have next year’s Winter Celebration in the works. Bet you can’t wait to see what I come up with next! ■

WHY BUY A BRICK?

BY: KELSY HILL

Foun · da · tion (noun)

1. the lowest load-bearing part of a building, typically below ground level.
2. an underlying basis or principle for something; justification or reason.
3. the action of establishing an institution or organization on a permanent basis, especially with an endowment.

We are, quite literally, covering every possible definition of “foundation” in kicking off the Brick Program this spring. More than a feat of erudite feats, this exciting time for the BMW CCA Foundation’s campaign is when we start to see the materials for the new facility come to fruition and we also begin to witness the architectural renderings take life. No longer a two-dimensional dream on a piece of paper, we will gloriously hold the bricks for the walkways at the new facility in our hands before we gently lay them down for the many generations to make their pilgrimage to learn about the heart, heritage and history of our BMW Car Club of America.

How can you help? Purchase a brick. Starting at \$50 each, the Brick Program is an affordable way to support the establishment of the new facility, donate to our current capital campaign and, most importantly, leave a lasting legacy of your love for BMW and the CCA.

With more than 100 art files, you can choose your favorite BMW silhouette, chapter logo, or other BMW CCA related design to convey your personal message to visitors. Even more exciting? Our online webpage allows you to virtually design your brick and see exactly what it will look like once engraved. How cool is that?!

Gift a Brick. A meaningful gift to a fellow BMW fan, brick certificates are available for purchase through the Foundation office (andrea.galehouse@bmwccafoundation.org or (864) 329-1919) or you can design a brick and the Foundation office will send the recipient a rendering of the brick for their records with a gift message from you.

Become a BMW CCA Foundation Ambassador. Ambassadors enjoy a variety of roles within the Foundation, including serving as a chapter leader for the Brick Program. Our goal is to see every chapter represented on the pathways of the new facility; the more bricks that your fellow chapter members purchase, the larger the footprint your chapter will have at the new facility – it’s rather straightforward.

In addition to securing member bricks, Ambassadors will help to engage local businesses in the Brick Program. In terms of cost per use, these “forever” billboards last a lifetime and will convey their support of the Foundation and its programs into the foreseeable future.

Thank you in advance for your support of the Brick Program. We hope you will join us in paving the way for the future of the Foundation and our long-lasting legacy as BMW owners and enthusiasts. ■

**HELP US
BUILD A
STRONG**

FOUNDATION

Save lives and save history
through your generous
contributions to the
BMW CCA Foundation

The Foundation has made a commitment to preserve the history of BMW, the BMW CCA and to help save lives through our Street Survival® program. Will you help us continue this work and make it possible to expand these valuable programs?

With the generous support of many kind donors the Foundation has passed \$2 million in contributions* toward its ultimate goal of \$7 million. These funds will help us educate more teens at additional Street Survival schools and support our efforts to further establish the Library, Archive and Museum so we can continue to inform, inspire, and preserve the BMW community.

We need your support – become a Friend of the Foundation!

Online: www.bmwccafoundation.org/donate-to-the-foundation/

Phone: Call Andrea Galehouse at 864-329-1919.

Employer Matching Gifts: Many companies match their employees' charitable donations. Request a matching gift form from your employer.



***Thank you
for your
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**All donations are tax-deductible to the fullest extent allowed by law.*

What is the Foundation?

The BMW CCA Foundation is a non-profit, tax-exempt 501(c)(3) charity formed in 2002 to achieve three primary goals:



Tire Rack Street Survival® Teen Driving Safety Program

40% of all teenagers who die this year will die in a motor vehicle crash. The Street Survival program provides teens hands-on instruction in the skills needed to stay alive behind the wheel.



The Library, Archives and Museum Program

With over 50,000 BMW-related document, literature and paraphernalia items in its inventory, this is the go-to source for the history and heritage of BMWNA and the BMW Car Club.



The Conservation and Preservation Program

Focused on ensuring that the objects and materials in the Library, Archives and Museum are conserved and preserved to assure their availability to future generations of BMW enthusiasts.



4 THINGS I LEARNED IN MY FIRST YEAR OF BMW OWNERSHIP

BY: ADRIAN GONZALEZ

Audi Owners Are Now Your Mortal Enemies

My previous daily driver before Escobar the 335i was an Audi RS4 that I absolutely loved and enjoyed. Over the two years I had the keys to that silver beauty, I accumulated a decent amount of Audi friends and Instagram followers to boot. Like any other group of silly fan boys and girls, we would organize frequent meets in which we discussed important things such as wheel fitment, engine displacement, and how majestically superior we were to those whose cars donned anything but four rings on the grill. My BMW purchase announcement on the Interweb was met with everything from silence to utter rage from these people with whom I once could share a beer. I won't even go into the disgust I caused running into these guys and gals at an autocross event in a Bimmer, although a handful of World War II references come to mind.



Our interaction has now been diluted to sharing cold hearted stares at stop lights as if we were in one of those awful “Fast and Furious” movies. The irony of the movie title is certainly not lost in me.

Everyone Now Thinks You're Rich

I've owned several different cars in various states of luxurious disarray from many different manufacturers, but I have never experienced this level of judgement from common folk. I haven't the time or magazine space to share all of these stories, but I will share with you one of my favorites. Late one Wednesday night last fall, I found myself searching for the meaning of life in a fast food drive-thru, absolutely sure I would find it somewhere in the middle of a cheeseburger with a side of fries and a large Sprite, when the gentleman in the window begins interrogating me about my BMW like he's J. Edgar Hoover. I politely shared all the stats, numbers and stories to which he retorted his need for a little financial help. From me. Huh? I believe his words were, “C'mon man, help me out with some cash. You clearly have money to throw around.”



After I pinched myself to ensure I was indeed awake, and that this drive-thru attendant was indeed asking me for money simply because I was in a BMW, I realized this burger was not going to provide me with those life answers I was after. I gave the man the last \$5 bill I had in my pocket and sat in the parking lot spreading crumbs all over my seats like a wealthy rapper spreading \$100 bills at a strip club. I should check on my 401(k).

These Things Actually Come With Blinkers Out of the Factory

You guys know those decorative yellow lights on the front, side, and rear of BMWs? Legend has it there's a hidden lever inside the vehicle that activates them so you can warn fellow drivers that you're about to cut them off on your way to get ice cream. Check your owner's manual before your next drive and watch those pesky middle fingers disappear!

Photos provided by: Adrian Gonzalez

The Ultimate Driving Machine

I have been cursed with car fever from a very young age. My dad tells me I made car noises before I could even speak. So it's only right that I've spent the majority of my 26 years on earth hunting cars and driving them to the limit, which has fortunately put me behind the wheel of many cars. I have always denied having a favorite because every single one of them has its quirks that make it a unique type of fun. Except Toyotas. But since this article is a BMW exclusive, I will divulge a little secret to you: I love BMWs. Don't tell my mom. I'm not sure what it says about me, but this is the group of fan boys and girls with whom I can truly commiserate, and the most reasonably-awesome line of cars built by a manufacturer.

These machines take over a corner of our hearts; they become living, breathing entities with a personality. And just like Jenny from HR, some of those personalities aren't exactly ideal. But we love them anyway.

BMW's are basically the automotive equivalent of my Uncle Jorge. They're highly successful, classy personalities that will answer the phone on a Thursday evening and have a few too many whiskeys if you happen to be in the mood to do so, but are just as willing to take you to a quiet, fancy dinner without embarrassing yourself on the way there. Thanks Uncle Jorge! ■



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SPRING PERFORMANCE DRIVING SCHOOL

BY: ANDREW JORDAN

SPONSORED BY



Our great Car Club will be holding our annual spring driving school at High Plains Raceway on May 21st and 22nd and has been kindly sponsored by Schomp BMW. This year, our school will be held the weekend before the Memorial Day weekend. Traditionally, the BMW Club is assigned the third weekend in May of each calendar year. This is a holdover from our Second Creek days. But if you want to enjoy some track time on Memorial Day, then you can sign up for our Club's time trials, which are held in conjunction with NASA. But be careful, two weekends in a row could destroy your marriage.

Our schools fill rather quickly. Six hours after registration opens, the school is already half-full. The reason for this is simple: the national average for a school of this caliber and standard would be in the region of about \$300 to \$350, but we are only about \$180 per day. Certainly, we could successfully charge more, but we are then taking money from our Club members and would ultimately have to return the excess funds to the members. So we charge less, but still have enough in reserve to fund social events like our BMW Winter Celebration. The schools are popular because they are an excellent value for money.

Let me address a few concerns that are commonly held by persons who have never been anywhere near a race track. First, you drive at your own comfort level. There is no one pushing you to go faster.

No one records lap times. No one will be looking at your speeds and comparing them to theirs. Newcomers start out in the D group, where even the fastest cars are still governed by the driver's inexperience. Overcome your fears; you will definitely not embarrass yourself, because everyone has to start somewhere. That place is in the D group. If you shine there, then your instructor has the ability to promote you to a higher run group. We have a working system on the track that allows the faster cars to safely pass the slower cars. This allows each driver to rise to his/her own competence level.



Second, you will be driving your own car with an experienced, qualified BMW Club instructor sitting next to you in the passenger seat. He or she will guide you around the track: what lines to take, where to brake, what gears to select, the correct hand positions, and the rules of the track. The corner workers will wave flags that tell you what is ahead of you. If you miss the flag, your instructor will not. He/she will constantly advise you and praise you when praise is due. Your abilities and confidence will grow throughout the day. If you start driving beyond your abilities and experience level, then the instructor will haul you back into line. This keeps the other students on the track safe. It also keeps you and the instructor safe. Basically, you have to play by our rules; otherwise you go home and don't play at all. This is not racing. It is a performance driving school.

Third, you might have concerns about hurting your car. In the 20 years that I have participated in our BMW driving schools, I have not seen any metal-to-metal contact. Occasionally, cars go off track and damage spoilers and wheels, but the likelihood of a serious incident is very, very small. To quote our Chief Instructor, "Our safety record is no accident." I like that. So does our Chief Safety Officer.

In addition to the entrance fee, you need to borrow or rent a legal helmet and have a safety inspection performed on your car. It does not have to be a BMW. All brands are acceptable. If you rent a car, then please, please don't forget to remove the tech sticker from the windshield before returning the car. Calls from irate rental companies are difficult to handle. There are repair shops that will inspect your car. The inspection may or may not be free, but to fix any problems they might find will not be free. And bleed the brakes; you don't want to ruin your day with spongy brakes.

We all start somewhere. I remember my first driving school at Second Creek Raceway. I was nervous, to say the least. I almost went home. I am so glad I did not. Since then, I have made friends with a large number of good, friendly people.

Beware, the bug sometimes bites hard, and before you know it you will be counting the days to the next school, and the next. My advice is, "Bring your spouse too. Both of you should enroll. You can share a car. You can enhance your marriage. You can discuss all the great moments on the track at the Saturday night dinner at the gazebo. And enjoy a craft brew."



Here is how it all works. There are five run groups: four for students and one for instructors. You enjoy the track twice in the morning and twice again after lunch. You have a qualified BMW instructor riding with you in each 20-minute session. Group C and D students may choose to let the instructor drive the student's car for two laps at the start of the first session. This is always at a slow speed, just to show you the line, the apex points, and the braking points. When Groups A and B are on track, Groups C and D are in the classroom.

For every student driver, the Club basically needs one volunteer to handle things like registration, pit and grid, corner working, control tower, and classroom instruction. A good way to get your feet wet and to learn a lot before your first school is to volunteer as a corner worker. Please contact Bruce Leggett, leggwork@yahoo.com to volunteer.

Our Club web pages will list the registration details. Registration for our spring school at HPR will open at noon on March 13th, 2016. You must be a BMW member; you can sign up at www.rmcbmwcca.org. Or you can call me at 303-426-6800.

We plan on streamlining the registration process this year. If you have any questions or problems while registering, call Gary Bohn at 303-650-5082. He can help you. ■



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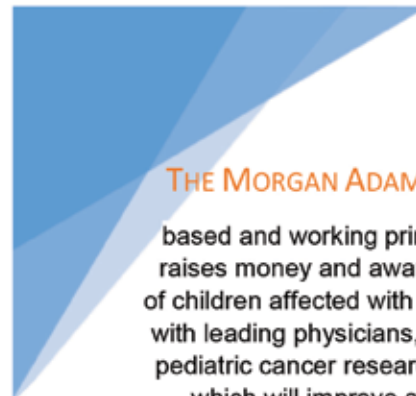
Are You Ready to Rally....Against Kids' Cancer?

Your BMW Club is Partnering with The Morgan Adams Foundation and Rocky Mountain Vintage Racing for the 2016 Race and Rally Against Kids' Cancer!

SAVE THE DATE - Put July 30th on your calendar now for a terrific road rally where you'll not only get to spend the day with fellow BMW enthusiasts seeing the sights around Denver and beyond, but you'll also be making a difference in the lives of kids battling brain cancer. Enjoy a magnificent Saturday with the windows open, tops down, breeze through your hair in your wonderful Bavarian machinery in the Rocky Mountain West and help some kids at the same time.

This will be a poker rally where the best hands from cards picked up at the rally stops along the way will earn you prizes and endless amounts of fun. Our rally partners will also have fun goodies and refreshments to keep you moving on your way to High Plains Raceway in Byers, CO where the rally ends. When you get to HPR, you can watch RMVR's exciting wheel-to-wheel racing of all kinds of vintage cars. In addition to that, there will be a BMW/Porsche shootout run group where these German race cars of any year (not just older Vintage race cars) will be vying to see if Munich or Stuttgart has the racing goods.

The racing will go until ~5:00 that Saturday, but the fun doesn't stop there. Stay for RMVR's social party (sample



THE MORGAN ADAMS FOUNDATION

based and working primarily in Denver, raises money and awareness on behalf of children affected with cancer. Working with leading physicians, we directly fund pediatric cancer research and therapies which will improve survival rates and reduce the devastating side-effects cancer treatments have on our children.



"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



some German beer, perhaps?) and the live music which follows dinner (\$25 dinner tickets available, all proceeds go to MAF.)

Best of all, the rally and good times at HPR are free! Here's the thing, though, we need your help to raise money for The Morgan Adams Foundation. These kids aren't going to cure themselves – we all have to help. Happily, this is the easiest "ask" ever. With materials we provide to you, asking friends, family, neighbors and co-workers takes a little effort but most will give generously and be happy that you asked them to help! Really!



David Hobbs, former F1 driver and current commentator was in town in February to kick off the 2016 RAKC season.



Please start thinking about who you could ask to sponsor you in the rally today, but for now, just put July 30th on the calendar and label it "The best day of my Summer!" because that's what it will be.

Who: Anyone who drives (any type of car is welcome) and wants to do something good for kids

What: The all new Rally Against Kids' Cancer!

Where: Starting in Denver, ending at High Plains Raceway with fun stops in between!

When: July 30, 2016

Why: To enjoy a day with friends, your terrific car and to raise money to fight pediatric brain cancer through The Morgan Adams Foundation.

How: It's easy, ask your friends, family co-workers to sponsor you in the rally for \$10 or \$1000, every dollar makes a difference.

Keep an eye on rmcbmwcca.org, RMVR.com & raceagainstkidscancer.org for details!

Since RMVR has been hosting The Race Against Kids' Cancer, they have raised nearly \$500,000 to help fight pediatric cancer of the brain and central nervous system! This is their biggest event of the year and the BMW club has been a key contributor with many of your BMW club driving school instructors giving lunch rides which last year alone raised over \$11,000! You never know who you might see at this event, Randy Pobst and Ross Bentley are a couple of racers who have been involved in the past.



TOUCHING LIMITS

BY: MARK LEGG

PART TWO OF THREE:

A year later, one week after Katie and I were married, we took ownership of our friend's beautiful Estoril Blue 1999 E36 M3. We both loved this car, but we didn't really know it that well. We were determined to explore our driving experiences with our "new to us" car. Our first HPDE instructor imparted something that has stayed with us, "This is a very capable car." BMWs in all their various editions are very capable cars. Where we've come to truly know the character of the car is on track with driving school days. We've found, in small comfortable steps, that this is a place that allows a driver to comfortably extend out of his or her comfort zone within the safety of the track. Our instructor acted as the voice of reason as we negotiated past our comfort zone, pushing the car a little faster around corners and a little deeper into braking zones. In 2008, we were lucky enough to participate in two HPDE days with Jim Valdez, who became our driving school mentor for future years. Jim understood our natural desire to go fast, but imparted how to go fast without simply mashing our right foot to the floor. As highly competitive people by nature, we related well with Jim who, in addition to being a great driving instructor, also races his car here in Colorado. In order to go fast, you must first learn how to go smooth. This took me a while to put into action while for Katie, who happens to be the professional athlete paid to go fast, adapted to this quicker than me. To go fast you must first go smooth. Smooth can make fast, however most guys often fall into fast by aggressive actions behind the wheel. It would take me some years to truly work on this skill and quite honestly, it's a work in progress. My biggest hurdle was braking. Over the years I'd slowly develop this skill, from my early days of aggressively getting on and off the brake to understanding how getting off the brake greatly affects the balance of the car. And then learning how to "trail-brake" through corners. Braking is a critical process in the car. Where you brake, how you apply the pressure to the pedal, and how and where you release the brake all determine how the car will flow through the corner with speed. I had to be constantly cognizant of what my right foot was doing on the brake pedal, perhaps even more than what I was doing with my gas pedal, until I ultimately made the improvements I was looking for.

"First learn stand, then learn fly. Nature rule, Daniel-san, not mine."
- Mr. Miyagi.



Photos provided by: Mark Legg



Our 1999 E36 in Estoril Blue remained stock. I don't recall what tires were mounted at the time, but it was time for a new set up front – a small price of admission for having a lot of fun while learning. Around this time, I started to research tires on BMW forums and Tire Rack (which happens to be a great resource for tire information). A set of newly released Dunlop Direzza Star Spec tires were mounted up front. Being quite new to how the tires performed, they seemed to drive quite well on road. We learned how they performed on track at driving school with the BMW Club. Again, we worked with Jim Valdez and had an incredible time on track in a safe environment that allowed us to incrementally understand the car and how our own skills would allow. We were working with a busy bike racing schedule this particular year, so we didn't get the car out as much as we would have liked. We would have to wait through another winter of racing bikes before we could get back out on track again.

As much as we wanted to attend the 2010 HPDE days, we weren't able to due to a heavy summer mountain bike racing schedule. Katie was on a path to qualify for the 2012 Olympic Games on the MTB, but other factors would eventually prevent that goal from coming to fruition. Fortunately, Katie's real love is cyclocross racing and she continued to excel at the international level. We were finding that our HPDE learning experiences were affecting how we approached bike racing. Our apex skills developed along with the "feel" of when a well-executed apex paid off in faster exit speeds and resulted in less effort to pedal up to speed in the straight. This was a major component in Katie's cyclocross racing in the winter season where traction is difficult to find on the muddy, slippery courses. Katie continued her dominance of cyclocross racing here in the US and in Europe where, for the first time, an American was now winning races that had only historically seen Europeans on the podium. Now an American stood on top of the podium. Even television commenters who historically weren't complimentary of women's racing noted how well Katie raced. She was descending faster and taking corners at a higher rate of speed compared to the riders, including World Champions. It was clear the driving school days were paying off for us. We approached racing in a new light. It was an exciting time for us.

Around 2010, rumor of the BMW 1M Coupe was starting to circulate. A fire started to burn in my brain as snippets of information about the 1M leaked out into the world. I had begun research into making a number of upgrades to the E36, but as my upgrade list grew, so did the budget. Now the budget was poking into "buying a different car" territory. As much as we loved the sound of the V8 M3, it had grown to be a little husky – with apologies to our M3 brethren ;) Our good friends who passed along their beautiful E36 were now happy owners of an E46 2003 M3. They were kind enough to let me take their E46 out for a short drive. It was a really fun car. It had us thinking about an E46, but it was still a

"Wax on...
wax off. Wax
on...wax off."
- Mr. Miyagi.



little on the portly side for what we were looking for if we were to replace the E36. As information of the 1M leaked out, we decided this was our next “training tool for cyclocross.” In 2011, we took delivery from Winslow Motors here in Colorado Springs in the month of early October, right in the middle of our cyclocross racing season. It was a very fun day. Taking our new car out for its first drive, Katie was beyond excited as she drove it off the lot. With our racing season fully engaged, we didn’t get to log too many hours on the car until the spring of 2012.

In 2012, the cyclocross season finished up. It was a tough one for us. An early crash at the World Championships placed Katie far back on a course that makes for very difficult passing. Patience and explosive power would eventually bring her back to within medal contention, although the Gold was down the road and onto winning the race.

Katie struggled with burning a lot of matches to get back into medal contention. A rider on the last lap pulled a professional foul and put her into the barriers on a sand course where you either ride or take the slower method and run. It was a difficult day for us; we got so close, but it wasn’t meant to be. With the season behind us, we wanted to really have fun with our reward to ourselves, our Metallic Burnt Orange 1M Coupe. We jumped into BMW Club and SCCA autocross events with a lot of enthusiasm. Wow, what a rush! And not surprisingly, Katie was often faster than me. Finesse worked better than a heavy foot with aggressive late breaking (aka man stupidity). I quickly discovered the twin turbo N54 engine had a lot of punch when the turbos spooled, and it wouldn’t take long to go through a set of front tires by plowing into corners with too much speed. Autocross really allowed us to extend our comfort zone with the car while never getting out of second gear. This might appear to be a little sedated compared to the much higher speeds of HPDE day, but rest assured it’s like driving a roller coaster that you’re in control of, but just barely. This is where quick decision making and fast reactions count, but when it goes wrong, we found the 1M loved to snap oversteer which made for an exciting time. Fortunately, the worst that can happen is you take out a road cone and a couple millimeters of rubber from the tires. The beauty of Rocky Mountain BMW Club autocross events is that you get four timed runs in the morning, which helps you dial in the course and tire pressures, and then four timed runs in the afternoon that count for your overall times. Eight runs to have an incredible time in the car

without placing much stress on your car is what makes the Club autocross events so fun to attend. Pretty fun stuff and all within the confines of a big parking lot. Don't let the parking lot reference belittle the incredible learning opportunity and the learning environment. This is the perfect place to push 100% with a very low risk factor. The 1M, as we would come to understand, had a limited development life before being unleashed into the world. A combination of a heavy foot and physics made for very exciting runs. Stay tuned, we would eventually work through this.

Spring HPDE day for 2012 was a mixture of sun and rain. The car was set up with 19" 245/35/19 front 9"x 9", 265/35/19 rear 10x 10" rims on Michelin PS2 tires. Due to the fun we had the previous year, we shot through the stock front tires – the price of having autocross fun. I ordered up a set of 245/35/19 Michelin SuperSport tires for the fronts since the rears had plenty of life left in them. In the dry the tires felt great, maybe a little slippery when pushing super hard, but as I'd find out later in the day, the SuperSport tires were fantastic tires. This was my first rainy driving school. Jim Valdez did an excellent job explaining how to drive the track in the rain and how to drive the "rain line" where traction is greatest. I found out very early that a heavy foot on the exit of the tight turn eight was rewarded with a full spin. Big lesson learned without putting the car off track. Gentle throttle and be patient. Driving is always about feel. For the number-oriented folk, it's natural to break it down into finite numbers. But what really progresses our understanding of car dynamics is developing a "feel" for how the car responds to the track conditions and our inputs. "Drive within your limits and the limits of the car." The keys to driving well in the rain, I discovered, were subtle inputs and fast reactions. I found some of the rain lines at HPR that day were rewarded with a beautiful flow around the track; it was a beautiful feeling. It helped to have a set of tires that hooked up well in the rain; I wasn't fighting with the car as much as guiding it around. Driving home that day had me wishing HPDE days had at least one rainy session...or more if I had my way.

My BMW tech, Brian Flyer at Winslow BMW in Colorado Springs, spoke to me about squaring up the wheels on the 1M to improve the handling of the car as well as the added benefit of rotating the wheels for extended tire life. I'd experienced quite a few snap oversteer moments on the track and in autocross. I was starting to fear the car a little, partly through a lack of talent and a heavy foot. I picked up a set of 18"x 10" Apex wheels shod with Hankook RS3s in 275 for the summer of 2012. Wow, what a change in handling. The car felt a lot more balanced and predictable. I didn't think the car would change as much as Brian said it would. It would transform our confidence in the car, allowing us to further extend our learning process. Hitting the BMW Club autocross events and SCCA events that summer, we naturally got a little competitive with each other. By the time we wrapped up the autocross season, Katie was two drives faster than me and she wasn't shy about teasing me about it either. Unfortunately, we weren't able to make the Fall driving school that year. Katie's racing season starts up right around the same time of year as the HPDE event. So we garaged the car for another winter while we chased cyclocross racing around the US and Europe. Using many of the same skills honed in autocross and HPDE events, Katie won the World Cup overall competition that year and finished up the year with a silver medal at the World Championships, which were held the first time out of Europe in Louisville, Kentucky. ■



2007 BMW ALPINA B7

WHAT A SUPERCHARGED GRAND TOURING MASTERPIECE

BY: TOM SHILLING

Imagine two and half tons of precisely crafted German steel pressing you into your seat as the supercharged V-8 provides a deep powerful exhaust note accompanying staggering acceleration that never seems to let up.

In the same moment, the incredible handling, power and control found in BMW-engineered automobiles impress you with a sense of being the master of a great beast of a car.

Simultaneously, the Alpina's highly executed luxury satisfies Grand Touring passenger needs. There is a driver's 20-way power seat, a superb acoustic sound system (when not listening to that exhaust note), and a myriad of accoutrements from climate controls systems (yes, two separate systems) to electrically-powered push button controlled sunshades (in no less than 5 rear windows). And so on, and on, and on...



2007 ALPINA B7 DATA

Engine size:
4.4L / 268 cubic inches

Nominal power:
500 SAE horsepower

Torque:
516 lb-ft @ 4,250 RPM

Max RPM:
6000

Compression ratio:
9:1

Supercharger:
Belt driven radial type

Remember the weight of the vehicle:

Unladen weight:
4,321 lbs.

Gross weight:
5,533 lbs.

It is a challenge trying to explain all of the functional means by which a great supercar in GT mode can provide such a level of satisfaction. But let's have a go at it...

First, what is "Alpina?" While BMW is now 100 years old, Alpina is now 50 years old. To quote the amazing book OAL-BB 50 THE ALPINA BOOK, published by Delius Klasing (highly recommended), "Alpina has been enhancing the BMW product portfolio with exclusive and refined 'masterpieces'." The 2007 Alpina B7 exhibits the characteristic grooming, Alpina style, with respect to engine and drivetrain performance. Also, suspension refinements and driver control features exist where they are seldom seen elsewhere outside of Formula 1...especially the steering wheel.

Features within the grasp of any driver's hands must permit the total array of controls needed in grand touring to be available without distracting the driver from viewing the road ahead. The big Alpina provides this through means of a steering wheel arrangement that covers all these controls without the driver having to move hand position. This includes transmission mode, shifting buttons under the fingertips when in manual mode (ala F1), speed control with traffic interval selection, night vision engagement, telephone controls, volume and channel selection, headlamp dimming/flasher, turn signal indicators, wipers and washers.

The engine and drivetrain also are imbued with the Alpina touch of excellence that is performance with rugged durability and remarkable efficiency. First of all, let's look at the performance figures and then see how it is even possible for a relatively small V-8 (by American standards) to move the considerable mass of an Alpina B7 so swiftly.

This engine, although not the highest in power among the luxury saloon class, represents an energy output, if utilized correctly, that yields unexpected performance for a variety of reasons.



This is considerable weight to push around with any spirited results, but the performance figures of the 2007 Alpina B7 are incredible! Through a choice of gear ratios that optimize the torque RPM range (torque curve) and the traction control system, the efficient transfer of energy to where the “rubber meets the road” is superbly well done. No plumes of smoke or loud shredding of tires...just vast acceleration.

Likewise, the Alpina B7 has braking via 14.6” diameter disks applying braking power to the wide Michelin Pilot tire custom designed for the 21” light weight 20 spoke rims (10.5J X 21EH2/ET 32). Stopping power is best described by the phrase “like driving into a wad of dough.”

The handling capabilities of the car are also right in line with the performance figures due to a sophisticated suspension system that is tuned and matched to the mass of the car vs. the tire characteristics. The ride is very disciplined and comfortable at the same time, this being somewhat unusual for a vehicle with low profile performance tires Y-rated to 300KPH (186.4MPH).

Driving the 2007 Alpina B7, given the saloon’s capability, inspires confidence and invites enthusiastic driving while in the lap of Germanic luxury. If the phrases “less is better” and “ostentatiousness to be avoided” are valid, then the Alpina is fully compliant to these philosophies. After all, I believe the Germans think that two shades of grey are loud! Quality and richness of plentiful practical amenities are the guidelines exhibited in this Bimmer.

The B7 driver’s seat is ala Ricaro, with the adjustments as follows: up, down, thigh support length, fore/aft, back recline, adjustable lateral side bolsters, head rest, side supports for head, lumbar support vertical position and inflation amount, seat ventilation, cooling, heating and massage to prevent pressure point sores during long journeys. All with the flawless luxury of soft Nampa leather. The only thing missing is the ejection seat (but that was for the passenger, wasn’t it)?

But what about the night vision system, navigation system, audio system, engine monitoring system, and those wheels—incredible wheels like no other that deserve special review? So until the next issue... ■

2007 ALPINA B7 PERFORMANCE

<http://www.dragtimes.com/BMW-Alpina-Timeslip-12367.html>

This website gives May 29, 2007 results for the standard 2007 BMW Alpina B7:

0-60 MPH 4.4 SECS

0-100 MPH 10.1 SECS

0-150 MPH 24.4 SECS

1/4 Mile ET: 12.810 SECS

1/4 Mile MPH: 114.020

SLIP SLIDING AWAY

BY: CHRISTINE FOLEY

Being the adventure-seeking type for my entire life has been a curse and a blessing. The curse being that I am always looking for that next adrenaline pumped-up event. The blessing is finding those events and being able to participate in them.

Our Club holds an annual driving experience on the ice which provides loads of adrenaline and miles of smiles. This year there were 25 of us who drove, slid and spun our various makes and models of cars on Georgetown Lake around a coned-off course. I drove my E90 2011 335xi manual, M sport-packaged beastly BMW for the first time ever on ice. I had also put on some studded Hakkapeliittas for that extra advantage of trying to maintain some semblance of control.

We started out the morning getting to know the ice and its various conditions. It was one of those epic Colorado days we all know and love. No wind, perfect temperatures, and really clear ice with patches here and there that you wanted to gravitate to as much as possible to get some traction, “some” being the operative word here.

We also had the opportunity to go to another part of the ice to practice and/or learn how to drift in circles on the ice around a cone that was set up. I started to get the hang of it towards the end, but I left with lots of room for improvement.

I was lucky to ride with and get feedback from our Fall Chief Driving Instructor Andrew Colfelt. He drove my car so I was able to see firsthand from a pro how the car really needed to be handled. Andrew and I timed ourselves with our phones just to keep that competitive edge going that we tend to have. So if I kept it clean with no 360s, I was able to get my time down with each of my runs. My last run was the cleanest and my time around the course was 36 seconds.



Photos provided by: Adrian Gonzalez & Christine Foley



We each had 5 runs in the morning and were getting all revved up to start the timed runs. The ice conditions definitely changed from the early morning to the afternoon, as it was really getting warm out.

On a side note, each time the Chief Driving Instructor pulled up to the starting cones, he maneuvered a beautiful and impressive 360 into the starting cones; the gentleman at the starting cones commented and appreciated it. The Chief of Safety took us aside and said if Andrew repeated the maneuver again, he would be removed from the ice.

This is where Karma comes into play.

We lined up for our first timed run of the day; my car was all warmed up. With Andrew at the wheel, we were ready to get some good times in. And that's when my car started to act a little funny. After entering the track and making the first 360 around a cone with my car and taking off for the next corner, my engine went into failure! The car died completely and the warning signals came on and notified us that there was something terribly wrong.

To no avail, the car would not start back up. For the first time in the history of all the Ice Gymkhanas, a car had to be towed off! And it just so happened to be my car. Luckily, there was a crew set up with tow straps and a Jeep and I did the wave of shame to let them know I was out of commission.



They were able to tow me off to the parking lot. A fellow enthusiast (and photographer extraordinaire), Adrian Gonzalez, had a device that reads the codes on BMWs to help pin down what was wrong with my car.

The device spit out some codes, but it wasn't until I had my car towed to Gebhardt BMW in Boulder that I found out it was my fuel pump that had failed. At the end of the day, we had lunch and awards ceremony at a local Georgetown restaurant. Andrew walked away with an award for first car ever to be towed off the ice.

Overall, it was an amazing day with Car Club members and I really learned a great deal about how to maneuver my car on ice. I have been able to take this to the streets and I no longer fear driving in icy conditions. As they say, "Drive fast, it's slippery out there." Indeed. ■



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PHILES' FORUM

BY: VIC LUCARIELLO

Hello, Bimmerphiles! If you are having trouble sleeping because you are worrying about how the thermostat in your Bimmer works, read on.

I still wish to receive copies of your emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email the test data (include your name, too, if you want to be famous and be mentioned in *Philes' Forum*)! Please include the test results for each pollutant along with your exact model (e.g., 328i, not 3-Series) and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor (aftermarket chip or software, intake, exhaust, etc.). Note that there is no need for you to send in reports of passed OBDII inspections (this is where they simply connect a scanner to your car and do not actually test emissions), as such reports contain no information other than the fact that you have passed. However, I am interested in failed OBDII inspection results, because the reason(s) for failure is detailed on the report.

Around the model-year 2000, BMW began using electrically-heated engine-cooling thermostats. "But wait!" you say, "Why would they want to heat the dang thermostat with an electric heater, wouldn't that tend to confuse it?" Precisely, dear Alphonse, precisely.

Water-cooled motor vehicle engines have had thermostats for many, many years. Indeed, I cannot recall ever working on one that had not originally been equipped with a thermostat; and my experience goes back, let's just say, "a ways." We used to remove thermostats in an effort to keep hot rod motors from overheating, but that is a story for another *Philes' Forum*.



Photo 1



Photo 2

The function of the thermostat is pretty straightforward: it controls the *minimum* coolant temperature of the motor. The thermostat does this by remaining closed and not permitting coolant to circulate through the radiator until a certain coolant temperature is achieved. While the thermostat is closed, coolant does circulate through the block and cylinder head(s), and coolant is available for heating the passenger compartment. Typical opening temperatures for the older style, non-electrically-heated thermostats are in the 80–90 °C range (180–195 °F). American cars of the pre-emissions era were typically fitted with 180 °F thermostats while “smoggers” ran 195 °F stats.

The mechanism that causes a conventional thermostat to open is usually a wax pellet that expands as it is heated by the coolant, opposing the thermostat’s spring. When the pellet is sufficiently heated, it overcomes the spring force and the thermostat opens. As coolant temperature continues to increase, say, as the motor is placed under load or as ambient temperature increases, the thermostat will open further until it is fully open. In a properly sized and maintained cooling system, the thermostat should never have to open fully.

Running a motor at higher coolant temperature provides benefits in the areas of emissions and fuel economy. This is because the “quenched” effect of the relatively cool (as compared to the combustion gasses) cylinder head and block surfaces is reduced, so less heat is lost to the coolant – hence more is converted to mechanical energy. It’s pretty simple if you think about it, especially if you have a framed copy of the First Law of Thermodynamics on your fireplace mantle.]

The downside of running a motor at a higher temperature is that there can be a reduction in maximum power, and there is an increased tendency of detonation (“spark knock” or pinging).

The motor in my Ford hot rod has a 160 °F thermostat. You would not want to drive that baby in the cold weather, due to lack of cockpit heat and carburetor icing, and emissions are, thankfully, not a consideration on a historic vehicle. But man, is she FAST! So, in an ideal world, a motor would be run at a higher temperature until increased power is needed or until excessive detonation is detected, at which time the coolant temperature would be reduced to an increased power/detonation-suppressing level. And that, in a nutshell, is exactly why there came to be electrically-heated thermostats!

Photo #1 depicts a typical electrically-heated thermostat assembly, this one from an E46. You can see what looks like a conventional mechanical thermostat sticking out the engine side of the thermostat. And that is exactly what it is: a conventional mechanical thermostat. The only difference is that this thermostat has an opening temperature about of 97 °C [207 °F]. You can also see the connector for the heater wires on the radiator side of the thermostat.

Things get more interesting when the thermostat assembly is disassembled. See Photo #2. On the right is the familiar good ol’ thermostat, but what is that on the left of the photo? That is the heating element that fits inside the center of the thermostat. How cool is that? The heating element is connected to the engine-control computer [DME in BMW-speak]. Anybody know what DME stands for?

During “normal” engine operation, the DME keeps the thermostat heater pretty much turned off, and the thermostat controls coolant temperature at about 97 °C in exactly the same manner as thermostats have been doing since Antediluvian times (well maybe not THAT long).

When the DME, which is monitoring coolant temperature, radiator-return temperature, intake-air temperature, engine load, gas-pedal position and detonation along with a bunch of other things, sees a benefit to running the motor at a reduced coolant temperature, it turns on the heating element inside the thermostat, thereby artificially heating it and “fooling” it into controlling at a lower temperature. Pretty good idea if you ask me.

Now if I could only figure out how to install one of these trick thermostats into the ol’ hot rod, I could probably drive her in the winter! That’s all for now, Bimmerphiles. See you next month!

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.

Mr. Vic Lucariello has been a BMW CCA member since 1985 and served on the NJ Chapter Board for 15 years. He was Chief of Tech of their driving school program for 28 seasons, served as an instructor and instructor mentor, and club-raced a 2002 in D-Modified. Vic is an ASE certified automobile technician who in real life is a mechanical engineer.

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SOUTHEAST ASIA CRUISE

BY: LESLIE JENKINS

Our 15-day cruise out of Singapore in mid-December took us to five countries: Malaysia, Thailand, Vietnam, Cambodia and Brunei. Amazingly, Bimmers were present in every country. Temperatures were generally around 85°-95°F and 95% humidity except when it rained. We marveled while walking around the Reclining Buddha in Bangkok and Angkor Wat in Cambodia. We rode in a Pedi cab in Phnom Penh, Cambodia; a cable car in Langkawi, Malaysia; a tuk tuk in Bangkok, Thailand and on an elephant in Ko Samui, Thailand. We saw numerous temples – Buddhist, Hindu and Muslim. There were numerous vendors of things we wanted and things we did not. There were miles of countryside and towering buildings in Singapore, Kuala Lumpur, Bangkok, Ho Chi Minh City (Saigon), Phnom Penh. Among all the poverty, there was also incredible wealth. Traffic was crazy busy.

Toward the end of the cruise, we went on an Overland Excursion for three days and two nights. I wanted to see Angkor Wat and the Overland Tour was the only way we could do it. We (60 of us) left the ship in Ho Chi Minh City where we did some sightseeing. We then flew to and overnights in Siem Reap, Cambodia; visited Angkor Wat; flew to and overnights in Phnom Penh and drove by bus to catch up with the ship in Sihanoukville, Cambodia. I’m glad we did this trip now rather than in a few years, as the days were long, we did a LOT of walking on sometimes difficult terrain, and the heat and humidity sucked the energy right out of us. ■



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