

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



The official publication of the
Rocky Mountain Chapter BMW CCA
SUMMER 2016





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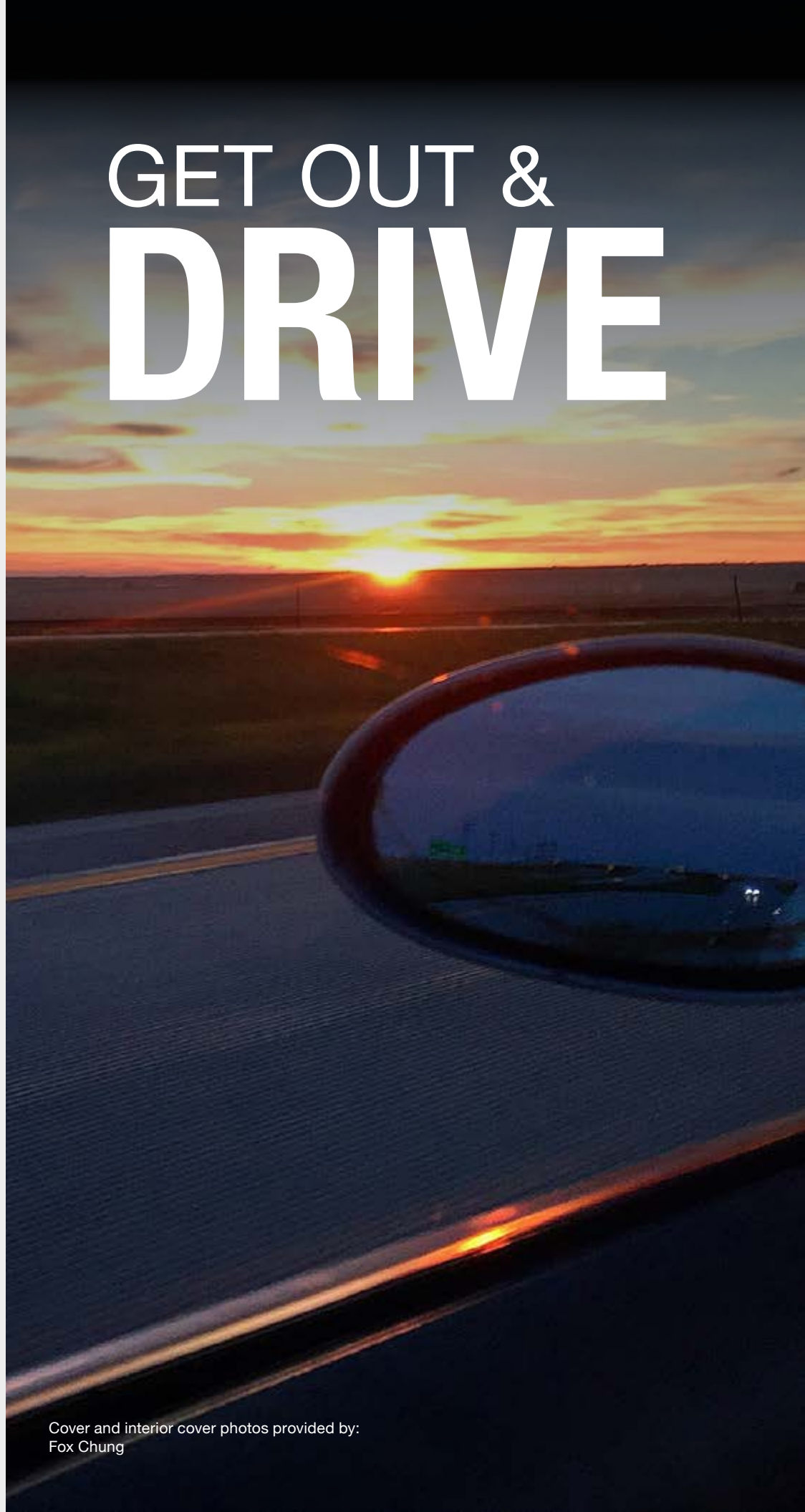
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GET OUT & DRIVE



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Cover and interior cover photos provided by:
Fox Chung

2016 CALENDAR OF EVENTS:

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

JULY

July 10 - PCA-RMR Ladies' Day Driver Education
Colorado State Patrol Track

July 16 - The Reliance Fire Museum Open House
Estes park, CO - 1 p.m.
(Open to the public from 10 a.m. – 12:00 p.m.)

July 21 - Annual BMW CCA BBQ
Hosted by 3ZERO3 Motorsports
5000 Robb Street, #1A, Wheat Ridge, CO 80033
6:00 p.m. – 8:00 p.m.

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 24 - CLOSING DATE for Submissions to the 2016 Fall Motorsport Report

August 27 - Autocross Event #6
Pikes Peak International Raceway

SEPTEMBER

September 4 - Annual Fall Mountain Drive
Location/Route TBD

September 10 - Fall Driving School
Pueblo Motorsports Park

September 10 - Fall Time Trial
Pueblo Motorsports Park

September 17 - Autocross Event #7
Front Range Airport

September 25 - Tire Rack Street Survival School
Budweiser Events Center

OCTOBER

October 9 - Autocross Banquet
Location/Time TBD

NOVEMBER

November 12 - Planning Meeting
Location/Time TBD

A SPECIAL THANK YOU:

On behalf of the Rocky Mountain Chapter BMW CCA, we would like to extend our sincere gratitude to all of the volunteers, driving instructors and High Plains Raceway staff for your contributions of time, commitment and talent to the smooth and safe running of the 2016 Spring Driving School.

Without the support from each of you, the success of events such as these would not be possible. In addition, we would also like to thank Schomp BMW for their generous sponsorship of this year's event. Your commitment and support are greatly appreciated and invaluable to our Club. Thank you!



DRIVE 4 CORNERS BMW MEET

AUGUST 12-15, 2016



Come one, come all, to the largest annual BMW gathering in the Rocky Mountain Region! We strive to provide a social weekend centered on our passion for BMWs. Participation is for any and all BMW enthusiasts who enjoy driving their car! Join our group caravan starting in Denver, travelling down through Colorado Springs, the unique canyon roads near Cañon City, Poncha Springs, and The Great National Sand Dunes.



With the perfect mix of twisty and scenic mountain roads matched with an equally inviting mountain atmosphere, the town of Pagosa Springs serves as a great event destination. The cool mountain air will refresh you from the heat of summer and the local Hot Springs will soothe away any muscle pain or soreness. The other BMW enthusiasts from across the region will enhance the experience as you are sure to make new friends and enjoy the passion of all those who make the trip.

Our annual Wolf Creek group drive and photo opportunity is a fun experience for anybody who truly loves twisty roads and driving their car. Make the trip with your significant other and join in for as many (or as few) of the D4C activities as you decide. Otherwise, bring the family and make it vacation. The best part about D4C is that it's a social event and is meant for people to meet new people, make great friends and share our passions!



Date: August 12-15, 2016

Drive down to the event with us on Friday, August 12th and stay until Monday so you don't feel rushed on the way home!

Event Registration:

Getting registered for the meet is an affordable \$50 and includes a few great perks. An event T-shirt is included in your registration along with a BBQ meal Saturday afternoon, raffle entry for prizes, and the ability to participate in D4C Olympics 2016! In addition to all of this, D4C has attained a great discounted rate of \$89 per night for event attendees with our host hotel, the downtown Quality Inn, Pagosa Springs. Located directly across from the Hot Springs and adjacent to downtown, everything is within walking distance including the movie theatre, restaurants, jewelry and bath shops, plus antique stores and chocolate shops. Registration may be completed online at <http://drive4corners.com>. Space is limited and registration will fill up!

Host Hotel:

Event registration does not include hotel accommodations. Individual room booking is up to attendees and may be made at the host hotel (Quality Inn). A great summer rate of \$89.99 has been negotiated. Register by calling 970-264-4173, and mention the Drive 4 Corners BMW Meet. Quality Inn - Pagosa Springs. 158 Hot Springs Blvd. Pagosa Springs, CO 81147.

Drive Route:

The official Drive 4 Corners caravan will launch from Park Meadows Mall (located in Lone Tree, CO) on Friday, August 12th, 2016. The group will head south to Colorado Springs to pick up more participants. Details to be posted at <http://drive4corners.com>.

The purpose of D4C is to cultivate a BMW community in the Rocky Mountain region; a yearly gathering of enthusiasts who enjoy the idea of a "driving destination." For those who want more than a parking lot car show, join us and meet other like-minded owners in celebration of our BMWs!

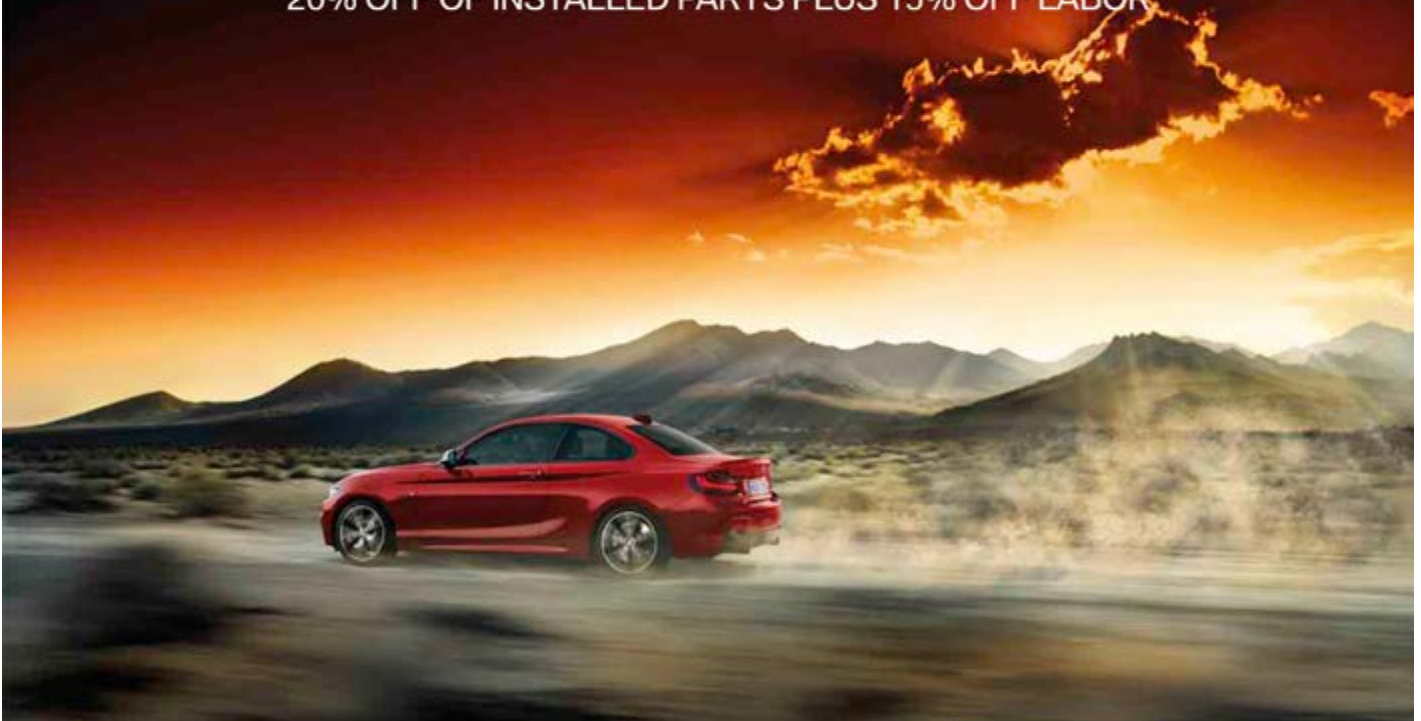
More information available at <http://Drive4Corners.com> ■



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LADIES' DAY - SUNDAY, JULY 10, 2016

COLORADO STATE PATROL TRACK

Ladies, registration opens May 10th for the event planned just for you! PCA-RMR and our sponsors UnitedHealthcare, 3ZERO3 Motorsports, Dan Fead of Fuller/Sotheby's Realty, Dr. Lisa Hunsicker of Revalla Plastic Surgery and Medical Aesthetics, Littleton Hospital, Prestige Imports, Eurosport Ltd., Women's Edition Magazine, and Wine Country Motor Sports are pleased to announce our Ladies' Day Driver Education event at the Colorado State Patrol Track in Golden, Colorado. All ladies are welcome! This not a car club specific event.

Whether this is your first time on the track or you have many years of experience, we have a run group to match your skills. For our new and less experienced drivers, we have one-on-one instruction available by our PCA-trained instructors who will guide you through the process carefully. We will also accommodate our advanced drivers and every level in between.

The event is open to all women and all makes of cars (convertibles must have rollover protection and SUVs must be Porsches or BMWs). The cost is \$95 per driver, which includes a fun-filled day of driving, catered lunch and a commemorative gift. Additional lunches for your friends and family can be purchased when registering for an additional \$10 per lunch. We will provide a tent, tables and chairs, as well as lots of cold water. There are no concessions available at the track, so please plan accordingly with snacks and such. Please be aware too that due to the layout of this track, you will not be able to enter or leave while the track is "hot" or in operation. Coming and going will only be available at the start of the day, during lunch and after the event. We will provide exact times as we get closer to the event.

You must wear cotton-based shirts/shorts/pants and closed-toe shoes when driving. Bring or borrow a helmet (Snell rated 2010 or newer). There will be a few "loaner" helmets available as well. Please bring a white long-sleeved shirt, white long pants if possible, and closed-toed shoes. Also, cars must pass a technical inspection and we will provide information on where to have this done as we get closer to the event. We can always use volunteers too!

Registration opens May 10, 2016 at <http://pcarockymtn.motorsportreg.com/>.

You will need to go to this site and register your personal information first, unless you are already registered at motorsportreg.com, then it will allow you to click on Ladies' Day for registration. This event is limited to 70 drivers. This is a very popular event and we encourage you to register quickly before the event sells out!

Join us for an informational social event sponsored by 3ZERO3 Motorsports on Saturday, May 21st from 11 a.m. – 2 p.m. This is a great opportunity to get your questions answered and to meet other women attending the Ladies' Day Event. 3ZERO3 will be providing lunch. To RSVP or for more information on the social event, please contact: info@3zero3motorsports.com.

Any further questions or comments, please contact the event chairs, Lisa Hunsicker at LMHDENVER@YAHOO.COM or Luann Dodge at racingprincess@earthlink.net. ■



SPONSORED BY:



2016 AUDI A3 2.0T QUATTRO

BY: ISAAC BOUCHARD

The A3 has been a great success for Audi, bringing new buyers to the brand in droves. And while we seem to be going crossover crazy, with sedan and hatchback sales dropping over five percent from early 2015, time spent driving a 2.0-liter, turbocharged model of this sleek sports sedan, equipped with all wheel drive during some snowy days, showed just how much fun—and practical—this kind of car can be.

The Audi certainly looks upmarket in its detailing, though its huge tire clearances undermine stance a bit.

Inside the A3 is an abject study in the less-is-more philosophy, with clean shapes and expensive textures, punctuated by beautifully detailed bits of aluminum. Space is certainly not large in the back seat (that's what the A4 is for) but it is well laid out and the front cockpit very comfortable.

There are certain inherent benefits to a vehicle like this over a jacked up crossover, in particular a lower center of gravity. That pays myriad benefits in both handling and ride quality. Simply put, a taller vehicle needs stiffer springs, dampers and bigger antiroll bars to go around corners without leaning too much; these make the ride worse over typically beaten-up roads. Also, many of these CUVs and SUVs have off-road pretensions that, though rarely exploited, mean the vehicle needs extra strength (hence mass) which compromises performance.

The A3 suffers none of that; it is low in CG, but it had enough ground clearance for six-plus inches of snow, and with a set of winter tires strapped around its pretty, multispoke 18-inch rims, it blasted through some of the slipperiest conditions you can get: that compacted stuff that acts like ice in its coefficient of friction. And with its stability control turned off the Audi was fun too, in a way a taller, less maneuverable vehicle wouldn't be, since it could change tack so quickly.

Once the roads cleared, it was a pleasure to enjoy the potent turbocharged 220hp engine's torque and the alacrity of acceleration too. Fuel economy in the real world was better than most crossovers, hovering in the low- to mid-20s despite spending so much time foot to the floor. All in all, the A3 represents a compelling way to enter the brand of premium German cars. ■

EPA ratings:
24/33mpg; 27mpg
combined

0-60mph:
5.4 seconds

Price as tested:
\$41,650

*Here is what Audi
has to say:*
4 stars

*Contact Isaac Bouchard
for help saving time, money
and hassle when buying
or leasing one at isaac@
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Photo provided by: Isaac Bouchard

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BELIEVE MY WORDS: SUNDAY DRIVERS

BY: ANDREW JORDAN



What is a Sunday driver?

The obvious answer is, "It is someone who drives on Sunday."
But it is much more than that.

In December 1965, The Beatles released a single called "*Day Tripper*." Now, The Beatles were adept at slipping in all sorts of hidden, personal meanings into their songs. Some clues like 'Paul is dead' took years for millions of fans to decipher. A lot of the clues were about drugs. I always thought that "*Got to get you into my life*" was about a girl that Paul was singing about. Not. It was about grass (kinda ruined the song for me).

Anyway, back to "*Day Tripper*." One line from the lyrics reads:

"She was a day tripper, a Sunday driver, yeah."

Because of the word "tripper," you would think that this is an obvious referral to someone who trips out on drugs. Not. That would be wrong. They were singing about a Sunday driver doing a day trip in a motorcar. But it is more than that.

In the Beatles song "*Two of Us*," it refers to:

- You and me Sunday driving
- Not arriving
- On our way back home.

And Dire Straits' song, "*Once Upon a Time in the West*":

"Sunday driver never took the test."

So what is a Sunday driver? If you don't know, it's okay; it's a British thing, not American at all. You see, in Great Britain in the 1960s, there were a substantial number of persons who could afford the luxury of owning a motorcar, but never took the very strict driving test. Or they took the test a number of times, but just could not pass the test. The same test that Dire Straits was referring to. British law at that time allowed this substantial and influential group of motorcar owners to drive their cars during daylight hours on a Sunday. It had to be local trips, like going to church, or driving downtown to do the weekly shopping at the grocery store. You were not allowed on the M1 or any other highway.

Regular, licensed drivers were aware of the extra caution necessary to avoid collisions with these Sunday drivers, most of whom were pretty bad. So, for a regular driver driving on a Sunday expected the worst...and normally got it. The term then transferred to driving on regular weekdays and encountering licensed drivers who were driving very slowly, as if they were Sunday drivers. Hence the term "Sunday driver" became a derogatory term for persons holding up the traffic and driving unpredictably.

America is full of Sunday drivers. We should know what the term means. They are passive aggressive drivers, driving the speed limit in the fast lane in their Prius or their grandfather's Buick.

But Sunday driving is not limited to street driving; you can find it on a racetrack too. Look at Dave Jobusch's promotional video that he made for the 2016 Spring Driving School. It is a great video and shows James Clay of BimmerWorld driving a fast lap around High Plains Raceway. You can view this video on the Club's webpage under driving schools. If you have seen the video, then read on. If not, go watch the video before proceeding...

I watched the video and saw James Clay passing a little, white 1972 BMW 2002 like it was standing still. It all happened on the downhill run to turn 6, Danny's Lesson.

I replayed the video. Yes, that was my 2002. I was Sunday driving on the racetrack. BimmerWorld sponsored our 2013 Driving School and BMW Club race. Dave Jobusch lent James his M3. All the action took place during the very first session of the day, which was the Club racers' warm-up lap. I watched the video in horror and total embarrassment.

Some weeks later, I revisited the video while preparing for the 2016 Spring Driving School. I remembered the original incident quite clearly. The race controller in the tower asked, "Why is there an extra racecar on the track? There are thirteen cars and we should only have twelve. And why does that M3 not have a window net? I want to see that driver immediately!"

Minutes after the session ended, I walked James Clay. He had asked pit and grid if he could warm up with the race group. Pit and grid recognized James as being the highest profile BMW racer in attendance, so they naturally allowed him on track. Only, race control did not know this. The race controller and James had a private conversation of which I was not privy. After that, everything was fine.

Then it dawned on me. I was in the control tower when all of this happened. I experienced it all first hand. I was concerned that the Club's first race in many years had gone terribly wrong. But if I was in the control tower, then I certainly could not have been Sunday driving on the race track. It was a sigh of relief. But why was my car on the track when I was in the control tower? Then I remembered. I shared the car with Jerry Hodges; he was the one driving. Then I further remembered that he had got onto track a bit late, so he was still on his warm up lap when James whistled past him. Sorry Jerry, I almost accused you of being a Sunday driver. But you are certainly not; you taught me a lot.

Oh what fun we have in our BMWs. There should be a law against it. I feel blessed that I can drive an M3 to work each day. And then on Sunday...I have the choice of some really special BMWs with which to go Sunday driving. ■



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PHILES' FORUM

BY: VIC LUCARIELLO

PART ONE OF THREE

Hello, Bimmerphiles! In this three-part series, we are going to talk about brake fluid flushing and brake bleeding. "What?" you say, "They are the same thing." Ah, read on...

First off, let's make the distinction between the two. The hydraulic brakes found on any modern passenger car depend upon a principle of hydrostatics that pretty much states that the pressure in a hydraulic system under static (non-flowing) conditions is the same throughout the system (given no elevation changes). So when you step on your brake pedal and pressurize the brake fluid in the brake master cylinder to, say, 1000 psi (pounds per square inch), this same 1000 psi pressure is applied equally to each of the brake calipers via small pipes that connect the master cylinder to the calipers, thereby applying the four brakes.

This might sound pretty simple, but the adoption of hydraulic brakes in the 1920s was one of the most significant advances in the development of motor vehicles.

An important factor in the performance of hydraulic brakes is the incompressibility of the brake fluid between the master cylinder and calipers. Most liquids are virtually incompressible, at least at room temperature, while gasses, such as air or steam, are quite compressible. So if you have any gas bubbles in your brake system, the result will be a "spongy" or soft, low brake pedal. Or in an extreme case, a brake pedal that goes to the floor. Depending on where in the system the gas is, it can also cause the vehicle to veer right or left while the brakes are being applied.

How does air get into a brake system? While in rare cases, air can sneak in through a bad master cylinder or caliper piston seal, air mostly enters systems when a component is disconnected for repair or replacement. Regardless of how air has entered a system, a procedure known as "bleeding the brakes" is intended to remove said air.

The polyglycol-based DOT 3 and DOT 4 brake fluids found in virtually all cars today are hygroscopic, meaning that they have an affinity for and tend to absorb moisture.

A typical DOT 4-rated brake fluid still in the can might have a boiling point of about 450 °F, while water of course boils at 212 °F. As you might expect, a mixture of the two will have a boiling point below 450 °F. According to a graph in Brake Handbook, by Fred Puhn (HP Books, 1985), a 450 °F boiling-point brake fluid will boil at only about 350 °F after it has been contaminated by only 1% water. According to another graph in the same book, this 100 °F reduction in boiling point will occur before the brake fluid has been in service for 6 months.

Photo provided by: Vic Lucariello

How does this moisture get into the brake fluid? Mainly through the vent in the master-cylinder-reservoir cap (some cars have a “rubber” diaphragm under the cap to minimize contact of the brake fluid with air). Some say that a lesser amount gains entry through the brake hoses via osmosis. Regardless of its point of entry or method of entry, moisture in the brake fluid is a bad thing.

Although water in the brake fluid foments corrosion of ferrous components in the brake system, for performance driving (or driving in hilly terrain) the boiling point suppression is by far the more diabolic villain.

When the brakes get hot enough to exceed the boiling point of the brake fluid, gas pockets begin to form in the calipers and brake lines. Remember: gas is compressible. Although you might get a warning in the form of a “spongy” brake pedal, in some cases the driver’s first inkling that something is wrong is that the brake pedal



goes to the floor! Then, assuming you don’t crash in the interim, after the brakes cool and the gasses condense back into liquid, the brake pedal is magically restored... until the next time the brakes get hot.

Obviously, the only way to keep your brake fluid at or near its rated boiling point is to flush out frequently the old fluid and replace it with new, quality fluid from a sealed container.

So there you have the difference: Brake bleeding is intended to remove entrained air from the brake system while brake fluid flushing is intended to replace contaminated fluid with new fluid.

In many cases, such as the replacement of a caliper or brake hose, the brake-bleeding procedure only involves expelling a few cubic centimeters of fluid from one caliper – just enough to get the air out. Proper fluid flushing, on the other hand, will require putting at least a liter of new fluid through the system; and of course opening up all the bleeder screws. So, as part of your driver-school-car-prep regimen or normal brake maintenance, you need to flush out the brake fluid, not merely “bleed the brakes.” Some shops, if you bring in the car and ask them to “bleed the brakes,” will do just that: bleed the brakes. The fact that you are not getting a fluid flush won’t be their fault, either.

If you have a shop do your brake fluid flushing, I recommend that you bring the brake fluid of your choice in an unopened one-liter container and tell them you want the entire contents put through the system. A labor charge of 45 minutes to an hour is appropriate.

What methods are available for flushing fluid and bleeding brakes? I’m glad you asked. More on this in Part Two! ■

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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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 support!

**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.



EVENT ANNOUNCEMENT:

AN OPEN HOUSE AT THE RELIANCE FIRE MUSEUM IN ESTES PARK

BY: PETER RICHARDS

Who: BMW gearheads, families and kids

What: Reliance Fire Museum Open House in Estes Park

Where: 460 Elm Road, Estes Park, CO 80517

When: Saturday, July 16th, 2016 at 1:00 p.m.

Admission fee: \$5.00 per person

Why: Who doesn't like fire engines (which are really giant water squirt guns)

I learned about the Reliance Fire Museum from the PBS TV show, "Ultimate Restorations." The museum restored a 1927 Ahrens Fox M-S-4 pumper, which was the subject of the hour-long documentary. This pumper could shoot water 40 stories high. In 2013, the truck was completely rebuilt from the ground up by the staff at Reliance and pumped water for the first time since the 1960s. The pumper has since been returned to its home in Kansas City, Missouri.

The Reliance Fire Museum is where old fire engines come to get a breath of new life, as they are restored to new condition for their owners: collectors, cities and fire fighter associations. It's also a place that a fine collection of old trucks now make their permanent home. ■

Resource Links:

Website link:

<http://reliancefiremuseum.org/>

Facebook link:

<https://www.facebook.com/pages/Reliance-Fire-Museum/373496256045519>

"Ultimate Restorations" trailer about the Ahrens Fox pumper:

<https://www.youtube.com/watch?v=-4o5StO9BrE>

Ahrens Fox Fire Engine Company, Cincinnati, Ohio Wikipedia link:

https://en.wikipedia.org/wiki/Ahrens-Fox_Fire_Engine_Company



Directions to the museum:

Take Moraine Avenue (Hwy 36) west from downtown Estes Park to Elm Road, turn right, north on Elm Road. Drive one mile up Elm Road to the museum. It's the building with a fire truck in the driveway. Parking is available behind the building and on the street.

Note:

This open house is the only date the Reliance Fire Museum will be open this summer. They call it a museum, but it's really a big workshop.

If the 1:00 p.m. time does not work for you, the museum is open to the public from 10:00 a.m. to noon on that same day, Saturday, July 16th.



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.



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Gebhardt BMW

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Murray BMW

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M3V8Cabrio@comcast.net

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christinamasfina@gmail.com

PREFERRED HOTEL RATES FOR RMC BMW CCA MEMBERS

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

Low season rates: \$129/night
High season rates: \$165/night

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

The Broadmoor

1 Lake Avenue, Colorado Springs, CO 80906
Phone: 719-634-7711

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

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www.thearthotel.com

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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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TOUCHING LIMITS

BY: MARK LEGG

PART THREE OF THREE:

With 2013 rolling on us with warm weather, one of the best feelings to start the year is the first drive of the 1M. The punch of speed, carving of roads and finessing those heel-toe shifts always brings a big ear-to-ear grin. We got out to more autocross events that year with the Club and SCCA. It's really a good group of people in both events and often you'll see the same faces in both. Walking the course in the morning is a little like pre-riding cyclocross courses. Actually, it's almost the same except there's a lot less of breathing hard and straining muscles and more coffee and donuts during the course check. Eyes up look for your turn-in points and track-out points to apex the corners to set up for the next set of corners. Checking and feeling for terrain changes are a lot more subtle in autocross, but they still affect how the car reacts. Racing autocross taught us that while sometimes you drive the "track-line," apexing out wide or tracking-out to carry more speed, it also comes at a cost of covering more ground or "real-estate." We started to realize that sometimes you need to go slower and tighter to drive and ride a faster time around the course. You could call it the go-kart line, which I found you can use on the track. A couple of times at HPDE events, my instructors would catch me using the power of the car too early and causing the backend to unsettle.

Learning to drive a better line requires precision and patience. Driving well on track and autocross demands being aware of your environment and the changes that occur that affect the car.

I became more aware of how high speeds and brake application really affect the heat buildup. The 1M builds up a lot of heat in the brakes and the tires. It pays to be aware of how this affects how the car will change while on track. The Hankook R3s are grippy tires in the right conditions,

"Become the calm and restful breeze that tames the violent sea."
-Master Kan



Photos provided by: Mark Legg

but they can be very slippery when cold, and greasy when overheated. Racing autocross events taught us, depending of the time of the year, to wait a little longer for the tires to build heat before pushing the car harder. During the summer the same tires would become very greasy if driven hard on hot days. The more we came to understand the characteristics of the tires, the better we became at being patient for the car to develop the course of the autocross event and HPDE days. Working with Jim Valdez again at the HPDE at Pueblo Motorsports Park allowed me to build on my summer autocross experience and really develop a feel for the changes in the car as the session progressed. Adapting to the changing car meant that my braking points and turn in points would change as the speed and heat in the tires changed. Jim could tell when my vision would shorten up instead of keeping my eyes up. It was very noticeable when following behind cars as I started to develop an ability to focus on the road instead of being primarily focused on the car in front of me. I'd start driving the same lines as the car ahead of me and making mistakes. Once he pointed it out, I was able to shift my primary focus back to the road where I began to drive smoother. It was a real revelation that day and one that I continue to remind myself with less effort.

“The car goes where your eyes go.” -Gareth Stein, *The Art of Racing in the Rain*

In 2014, I spent a little more time and money developing the car, although most of these changes came late in the year so I didn't get to readjust to the new changes until the following year. Despite the square setup and new confidence in the car, my mind was focused elsewhere and it was obvious when I was on track. The bicycle racing community in Colorado lost a really great guy in the week leading up to the HPDE weekend. He was a rider I had competed against often here on the velodrome in Colorado Springs. The loss affected my concentration and it showed in my driving. Frustrated with my driving, I started to over-drive the car which only resulted in overheating the tires and making consistent mistakes. It was time to call it a day. I wasn't focused on my driving. The safer decision was made: head home early.



With the 2014 Fall Driving School moved up in the calendar, it was another great opportunity to hone my skills and discover what more I could do with the car. High Plains is a challenging track full of changing terrain. As the tires came up to temperature, I was getting some great laps in. I was starting to hit my marks on the track consistently and feel comfortable until... the back end stepped out in turn 3 and I lifted hard off the gas. The great thing about attending HPDE days is that it's an opportunity to learn from your mistakes in a safe environment. Lifting hard off the gas pedal as the back end stepped out was quickly rewarded with a lot of swagger that unsettled the car in a big way. No spin, but it was enough that I reacted with the first reaction



you learn in autocross during a spin...two feet down. Clutch and brake. Once the car settled, we continued to roll forward keeping in mind the other cars that were on track. A quick mirror check then back on the gas and down the straight. Jim, the ever amazing teacher, was calm and collected. I vocalized my mistakes as I drove on track. "Late on the apex. Short eyes. Turned in too early. Dumbass." This one was easy. "Lifted too hard when I should have used the throttle to gently control the car." It's been an issue for me that I needed to address. Talking it out with Jim, he advised me to work on this skill. It was a priority for me because it involves being confident in my ability to control a back end slide. I worked up a plan over the fall and winter to work in a safe place to practice some tail end action. Katie drove on Sunday while I did my bit and volunteered. After a couple years of waving to HPDE track workers, it was time I did my bit. It gave me an opportunity to watch how the 1M reacted while Katie drove. It also gave me an opportunity to watch and learn from other drivers. There're some talented drivers that attend HPDE days, so it's pays to watch how these people drive. It's quite impressive.

Mistakes and positive actions are great learning opportunities. These are big ones at autocross events. Working the track shagging cones is also a great place to watch and learn. There are a lot of super talented drivers attending autocross events. Autocross is where I really worked on using the gas pedal to control slide drift. At worst, you might kill a couple of road cones and add seconds onto your run time, and maybe even provide a little extra entertainment if you don't manage to catch the slide in time. Katie finished up the HPDE day strong and feeling like she expanded on her learning the track and the car as the car and track changed during the day she adjusted for the changes. Onto another cyclocross racing season, a tough one unfortunately but that's racing. The more you learn how to lose more than you win helps balance out a sport where it's not a win or lose scenario like football. In Cycling its win, and everyone else takes a place.

"If you trust yourself, any choice you make will be correct. If you do not trust yourself, anything you do will be wrong."
- Grasshopper.



For the 2015 season I made a couple significant changes to the setup to the car that would elevate it into an incredible driving machine. I was feeling some issues with the car during the last HPDE day at HPR. Watching Katie drive the car helped me decide the direction I wanted to take the car.

Brian at Winslow BMW installed a set of KW Clubsport 3-way adjustable coilovers with a new set of camber plates. Low-speed, high-speed and rebound adjustments to best dial in the car for the road, autocross and the track. The car sat 2-2.5" lower and the setup was on the firm side. Setting up the car at first was a little like "lets see what this does, nope that doesn't feel right more than oh that's the sweet spot." There wasn't a great deal of information online. A couple forums helped but I still need to understand how each change would feel other than "bugger me this feels like a toboggan run on rocks," while driving around southern colorado roads. I can't say I fully understand the suspension as yet but I feel heading in the right direction. First opportunity was with the Porsche Club America trackday at Pikes Peak International Raceway. I've done a lot of local autocross events at my "home-track" but I've never really done a track day. We've driven the track with the Porsche World Roadshow. An event to showcase some of the new models on track which is really fun but also a bit on the frustrating side. So how it works is we all line up and hop into various Porsche cars. Not a bad thing to do. The lead car is driven by a highly capable driver who communicates via headset to keep tight and stay close to them. However if you're positioned behind a driver who is more comfortable with driving down to the country club while delivering instructions to their



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decorator on the phone instead of paying attention to their environment then you're going to get either golf-club blocked or country club blocked. A little harsh but no more annoying than driving up to the mountains behind Texas plates, which may be more common than it should. Everyone has a right to drive on the freeway in their comfort zone, but one thing I love about driving in Europe is you drive right and pass on the left. The Porsche track day wasn't the learning environment I was hoping for. A lot of eye candy out there and some very nice car-people but it's clear if you want to learn and improve your driving ability the BMW Car Club is where you'll experience amazing teaching in a safe environment that caters to a broad range of drivers.

I've observed over the years the varied range of drivers and cars over the years with the club and have been consistently happy to see all ranges are encouraged and developed at a safe learning pace.

Whether you're looking to really up your game or simply feel more confident in your car without turning race-pace laps this is the place for all. I love this aspect about the club. We teach cyclocross clinics around the country. Katie is the most successful American male or female in the sport. We really derive a lot of pleasure teaching riders how to improve their cyclocross riding. Watching

all sorts of riders from young kids to older "kids" develop as they push out of their comfort zones in a comfortable environment where mistakes are part of the process in order to develop their skills and enjoyment.

"If you want to succeed at anything you set your heart to, you must accept your commitment to fail is part of learning how to succeed." Some words I tell my athletes I coach.

The final part of the puzzle for now came in two parts. One was equipment, the other was how I applied myself in the car.

I took a bit of a calculated risk when I ordered up a set of tires from Apilöl in Boulder. Doug Schuler runs Apilöl, primarily an Audi workshop in Boulder and a fellow bike racer. Some of you may know Doug as he's a driving instructor with our club. The new set of rubber transformed my confidence on track and in autocross events. These tires are fast and grip like crazy. The new rubber? Bridgestone Potenza RE-71R. Now the hot tire for autocross and I suspect the hot tire for track days. They handle a wide range of temps, they communicate well and they don't break away like crazy. In fact I might say as they get a little on the hot side they get even more fun to drive on the track as they appear to have a predictable slide to them. Add in the coilovers and new



tires I was finally challenging a guy at autocross who ruled for many years for the first time ever. The tires gave me more confidence in the car so I could push it harder without the crazy snap-oversteer that held me back. Confidence in your car pays off in the drivers seat. The other area I focused on during the autocross events is becoming more calm in the car, relaxing my breathing which allowed me to flow with the car rather than fighting the car as I was fighting with my breathing. I realized how I was breathing affected me in how I drove the car. The more I relaxed and focused on my breathing the better the car flowed around the course. Coincidentally this is exactly how bike racing goes. If your breathing is controlled and focused, so too is your effort on the bike. Once your breathing becomes ragged and unfocused your flight or fight responses kicks in. Your brain is hard-wired for self-preservation. It takes focus and training to help re-train your natural reaction to stressors. Once your brain becomes calm with the environment so too does your performance.

The last HPDE event at Pueblo finally tied many elements together for me. Once I was comfortable with

the car, I didn't rush the car into the laps and allowed the car to come into it's own on track. I was more calm with hitting my points I needed to be on track and exploring new lines on track knowing if it went wrong I still had room to correct the mistake. I recently installed a set of StopTech brakes with larger rotors and where the massive gain was made is a set of CarboTech track pads that really transformed the performance of the car into something that I'm still learning. Wow, I was hitting my brake points so much later with more confidence. The more confident with the car the more calm I became the more consistent my laps became when pushing the car. Now I can relate a little to the almost casual nature of Formula 1 drivers as they make adjustments on their steering wheel consoles or V8 Supercar drives as they hit ludicrous speed on Conrod Straight at the Bathurst 1000. When you're comfortable in the car, you're comfortable with the car seemingly moving around on track in a comfortable slide. This is a lot like cyclocross racing or even MTB racing here in Colorado where the trail conditions reward those who are comfortable with two wheel slide to achieve the speed and turns they need to make with the slippery trail conditions.

What I've really related to well over the years parallels how racing bicycles and continually trying to understand my body

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and how it performs in the environment, is the same with driving HPDE events and autocross.

It's allowed me to explore my equipment and explore my skills and performance in a safe and comfortable environment. This has helped me be a safer and more situational aware driver. Life doesn't happen to occur in front of you. It's 360degrees 24hrs a day. As a coach and husband to my much more talented wife, I'm happy to see the club has been a welcoming and comforting place for everyone to explore and learn to be better and more confident drivers. ■

TIRE RACK STREET SURVIVAL SCHOOL

HOSTED BY THE ROCKY MOUNTAIN BMW CCA
SUNDAY, SEPTEMBER 25, 2016



The Rocky Mountain Region BMW Car Club is hosting a Tire Rack Street Survival School on September 25, 2016 at the Budweiser Events Center in Loveland, CO. The Tire Rack Street Survival program provides teenage drivers with a hands-on driving experience in real-world situations. Teens learn the handling limits of their daily driver and how to control their car at those limits. The Tire Rack Street Survival School goes beyond required driver education to give teens the driving tools and hands-on experience to become safer, smarter drivers.

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

*If you have any questions
please reach out to:*

Allyn Bandell
allyn.bandell@gmail.com
303.435.6645

Eugene Yen
eugeneyen@gmail.com

We don't have a final number of the student slots, but typically there is space for about 30 teens and the full cost of the day including lunch is \$75. Scholarships are available. Each teen will drive their own (or family) car and will have an in-car instructor. If you have a teen driver in your family, you should register them soon! Please also recommend the program to friends and co-workers with teen drivers. This is not just another driver's education class, it's about more than driving - it's about LIVING! And it's FUN!

To REGISTER a student and get more information about Street Survival, visit <http://www.streetsurvival.org>.

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

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

- *Volunteers:* We need 12-15 volunteers to help with logistics.
- *Instructors and volunteers are requested to register with RMC BMW CCA via MotorsportReg.com at <https://www.motorsportreg.com/orgs/street-survival/rocky-mountain-bmw-cca>. All coaches are required to take an online tutorial from the Street Survival School Program and register with the program. It is free and takes about an hour (really). http://www.thelhtgroup.com/LHTClients/Tire_Rack/Live_Courses/Street_Survival_HTML/html/index.html*
- *We are hoping to fill the school up through our local club.*

We already have people reaching out to find out about the event. Please check your calendar and if you can sign up a student, be an instructor or a volunteer register at the MotorsportsReg.com site. ■



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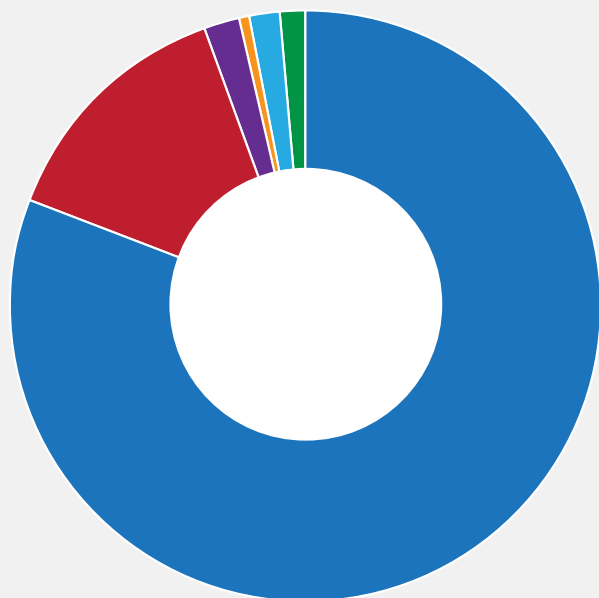
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RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF APRIL 30, 2016



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- Associate Members (247)
- New Members (38)
- Renewing Members (88)
- Lapsing Members (34)
- Life Members (21)

New Members	Referred By
Joshua Cass	Alain VanderHeide
Kasie Trusty	Jack Longress
Jarod Kane	Jack Longress
Zohair Ahmed	Jeffrey Lee
Kevin Buchholz	Mark Alan Smith
Jonathan Martin	Mark Rand
Shawn Walker	Quenton Smith
Janis Dancis	Salil Shukla
Suraj Pradhan	Salil Shukla
Dag Peak	Todd Knepper

Twelfth verse, same as the first.

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National Website: www.BMWCCA.org

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Chapter Facebook Page: www.facebook.com/rmcbmwcca

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