

# MOTORSPORT

REPORT

BMW Car Club  
of America  
Rocky Mountain Chapter



The official publication of the  
Rocky Mountain Chapter BMW CCA  
FALL 2017





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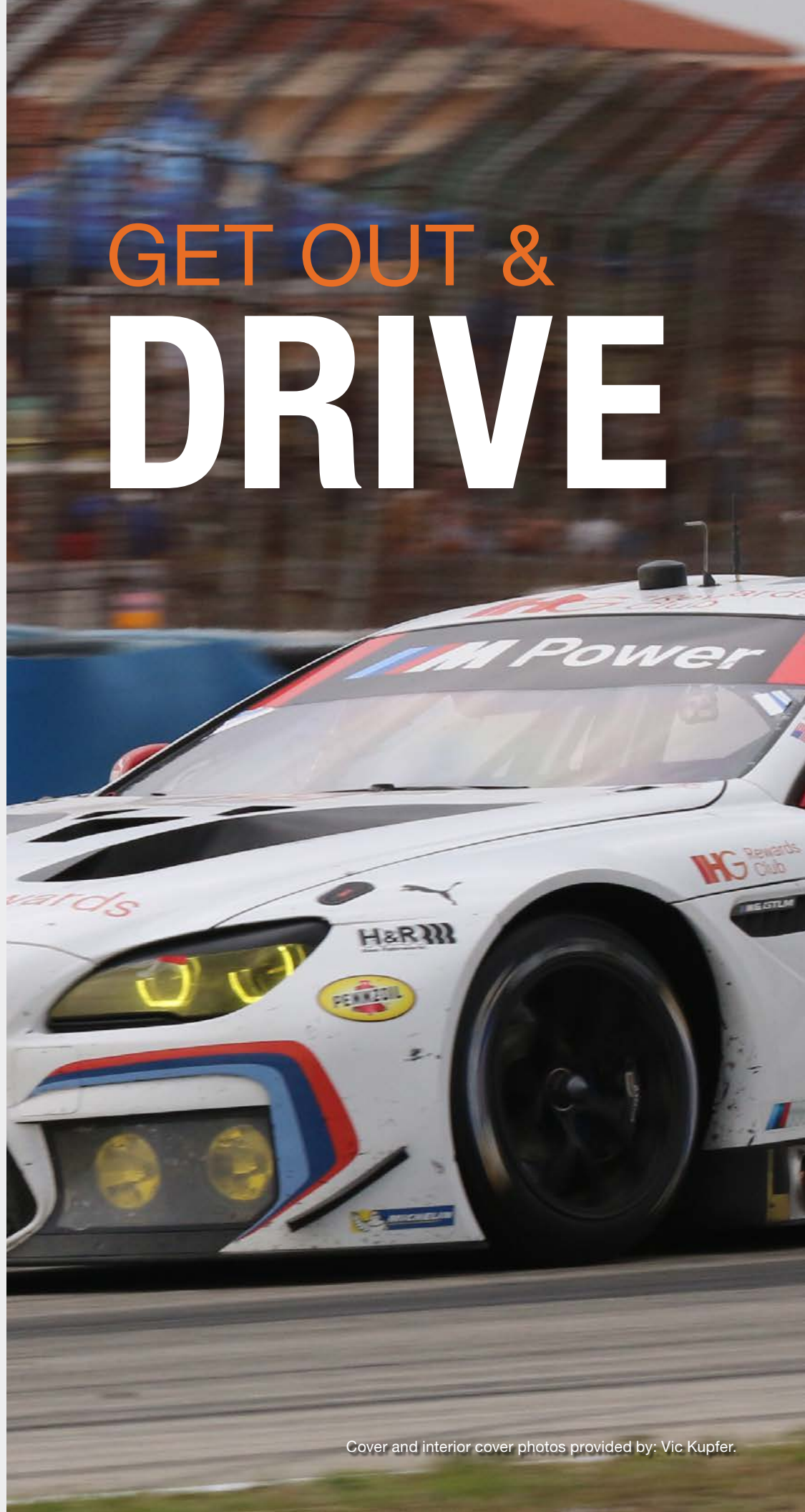
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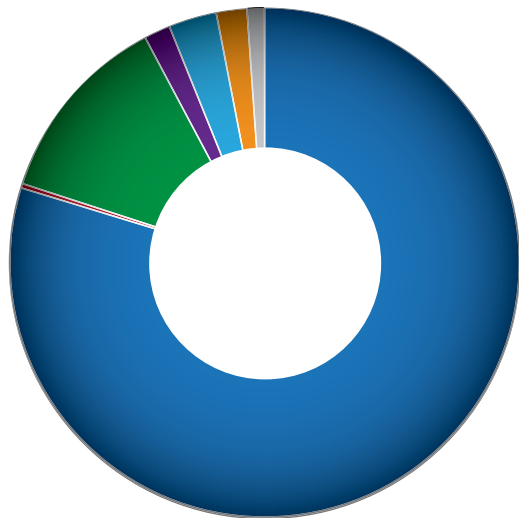
# GET OUT & DRIVE



Cover and interior cover photos provided by: Vic Kupfer.

# RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF AUGUST 31, 2017



- Primary Members (1,547)
- Secondary Members (6)
- Associate Members (237)
- New Members (33)
- Renewing Members (59)
- Lapsing Members (36)
- Life Members (21)

New Members	Referred By
Anna Soderborg	Jeff Soderborg
Austin Montgomery	Doug Tabb
Joshua Thomas	Ian Guy
Karin Ruffus	Scott Wing
Brent Bjornberg	Alex McCulloch
Rod Auen	Tim Smiley
Jerri Beattie	Andrew Jordan
John Beattie	Andrew Jordan
James Vezakis	Michael Feldpusch
Ken Nissen	Ken Nissen
Tony Ortiz	Mark Baer
Lory Villumsen	Mark Baer
JC Tuazon	Tyler Doyle
Robert (Bob) Rowland	Mike Critchley
Thomas Miller	Mark Baer
Jordan Perkins	Benjamin Dixon
Andrew Singleton	Brian Bowden
Stephen Creal	Brian Bowden
Charles Lipscomb	Charles Lipscomb
Thomas Calihan	N. Viswanath
Kelsey Hrenko	Mark Baer

## THE 2018 ROCKY MOUNTAIN CHAPTER BMW CCA'S WINTER CELEBRATION EVENT

SPONSORED AND HOSTED BY CO'S BMW

When: Saturday, January 27, 2018 from 6:00 - 9:00 p.m.

Where: Co's BMW Center  
4150 Byrd Drive, Loveland, CO 80538

Host Hotel: Embassy Suites by Hilton  
Loveland Hotel Conference Center & Spa  
4705 Clydesdale Pkwy, Loveland, CO 80538

*Shuttle service to and from the event is available along with discounted room rates and complimentary breakfast*

Registration information for this event will be provided via email and also through our website at [www.rmcbmwcca.org](http://www.rmcbmwcca.org)



# 2017/18 CALENDAR OF EVENTS:

GET UP-TO-DATE INFORMATION ON UPCOMING DRIVING, SOCIAL EVENTS,  
AND REGISTRATION ON OUR WEBSITE AT: <http://rmcbmwcca.org/events>

## OCTOBER

**October 7 - 3zero3 Motorsports Oktoberfest  
with Live Tech Sessions from 8:30 - 11:00 am**  
5000 Robb Street, Building 1A  
Wheat Ridge, CO 80033

**October 15 - Tire Rack Street Survival**  
The Ranch at Budweiser Events Center  
5280 Arena Circle, Loveland, CO 80538

**October 31 - November 4**  
**48th Annual Oktoberfest (National)**  
New Orleans, LA

## NOVEMBER

**November 11 - Planning Meeting**  
Mountain Shadows Condominiums  
2 Adams Street, Denver, CO 80206

## JANUARY

**January 20 - Ice Gymkhana**  
Georgetown Lake, Georgetown, CO 80444  
Event details to be posted on our website

**January 27 - RMC BMW CCA Winter Celebration**  
**Sponsored and Hosted by Co's BMW**  
4150 Byrd Drive, Loveland, CO 80538

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# 2018 ROCKY MOUNTAIN CHAPTER BMW CCA BOARD ELECTION CANDIDATES

CANDIDATE FOR PRESIDENT

## Janet Kiyota Candidacy Statement

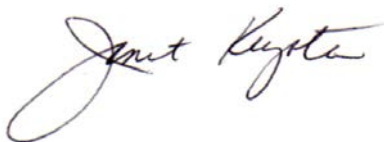
I am writing to state my intent of running for the office of President of RMC BMW CCA.

I have enjoyed being involved on a variety of levels and hope that I can continue my service by helping to advance a growing club membership, providing additional benefits and events to our members, expand opportunities for advertisers/sponsors through stronger partnerships and begin to develop ways to expand club exposure within the larger driving community.

Please know that I am deeply committed to the work. We need to continue to be innovative in building upon the great work of previous RMC boards and to maximize the talents and experiences of club members to ensure that RMC maintains its' reputation of excellence.

Thank you for considering my candidacy for the President position for the RMC BMW CCA. I look forward to seeing what we can accomplish in the coming years.

Sincerely,



Candidate for Vice President: Fox Chung.

# ALL HAIL THE MAN CAVE

BY: SUSAN RHODES



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For anyone who's lived along Colorado's Front Range long enough knows the unmistakable sound of heavy rain turning instantly into chunks of ice falling heavy from the skies.

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Most times, the storms are brief and the hail doesn't end up forming much larger than the size of a dime. Or perhaps a pea. But on May 8, Mother Nature served up a helping of golf ball-sized hail that has been estimated to cost more than any hailstorm in the metro area to date: approximately 1.4 billion dollars. If you drive through the Golden/Wheat Ridge/Lakewood area, you'll find the destruction still lingering among the malls, office parks, houses, and of course, the cars.

Thankfully, I was lucky enough to have been in a building and safe from the massive hailstorm. As I listened to the sound of the rain quickly turn into that of a freight train, I was fully aware of the destruction that was happening outside – and the destruction to my car. I sat and sulked as I listened to the people in the hallways describing the condition of their cars: dented bodies, shattered windshields, broken sunroofs, standing water in the car. Wait, what? I'm pretty sure I went through the five stages of mourning in the 90 minutes it took me before I finally gathered the strength to venture outside for a look. Stage 1. Denial, "I'm sure my car was spared. These things don't happen to me." Stage 2. Anger, "Why today? Why now? Why was I not driving our 1990 Toyota pickup?" Stage 3. Bargaining, "Please let my car have been spared. I promise not to open her up on my way into work anymore. Er, well, maybe just not as often...who am I kidding?" Stage 4. Depression, "My car was perfect. It's never going to be the same." Stage 5. Acceptance. And that's when I went outside.

Several days later, the insurance adjuster had stopped by to assess the damage. He explained that the roof and hood would need replacing – and perhaps the trunk lid – along with the front and back windshields. He told me that the dents to the hood and roof were most likely too deep to repair using the paintless dent repair (PDR) method.



Replacing the hood didn't seem all that bad, but replacing the roof? That sounded pretty invasive. And what about the paint? Will it hold up like the original? Couldn't I just ship my car back to Munich and have them make the repairs? I felt sick.

I spoke with Ryan at The Man Cave and explained that I had to cancel a detail and two-stage wax that I'd scheduled several weeks prior because my car had been damaged by the hailstorm. After giving his condolences, he suggested that I stop by to have the owner, Mike Bergren, take a look to see if my car could be repaired by PDR. Wait, you do PDR? Ryan explained that they had been doing PDR for some time and that the technicians they employ are highly skilled. He even referred to PDR as an art form. I have no doubt that most shops that perform PDR have the right tools for the job. But it's the skill and finesse employed by the technician(s) that can set one business apart from the others. And after speaking with Ryan, I was confident that The Man Cave was that one business. Mike inspected the damage and assured me that he could not only get my car looking the way it did before the storm, but that he could make it look even better. Huh? Not only did Mike and his staff get all of the dents out, but he finished it off with a ceramic coating. If there's such a thing as a facelift for a car, a ceramic coating is just that. It erased all of the imperfections in the paint and gave it a smooth, shiny, mirror-like finish. It's truly stunning.

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So it ends up that I was wrong about Stage 4. My car is perfect. And it looks even better than before. ■

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# SAVE THE DATE – 2018 ICE GYMKHANA AT GEORGETOWN LAKE

Enhance your winter driving skills by joining the Rocky Mountain Chapter BMW CCA on the ice at Georgetown Lake on Saturday, January 20, 2018. Registration for this popular winter driving event will begin in December 2017.

Watch for more details via our website: [www.rmcbmw.cca/events](http://www.rmcbmw.cca/events)



## MEMORIES OF STARLETTE “STAR” YOUNG

BY: LESLIE SUE AND JIM JENKINS

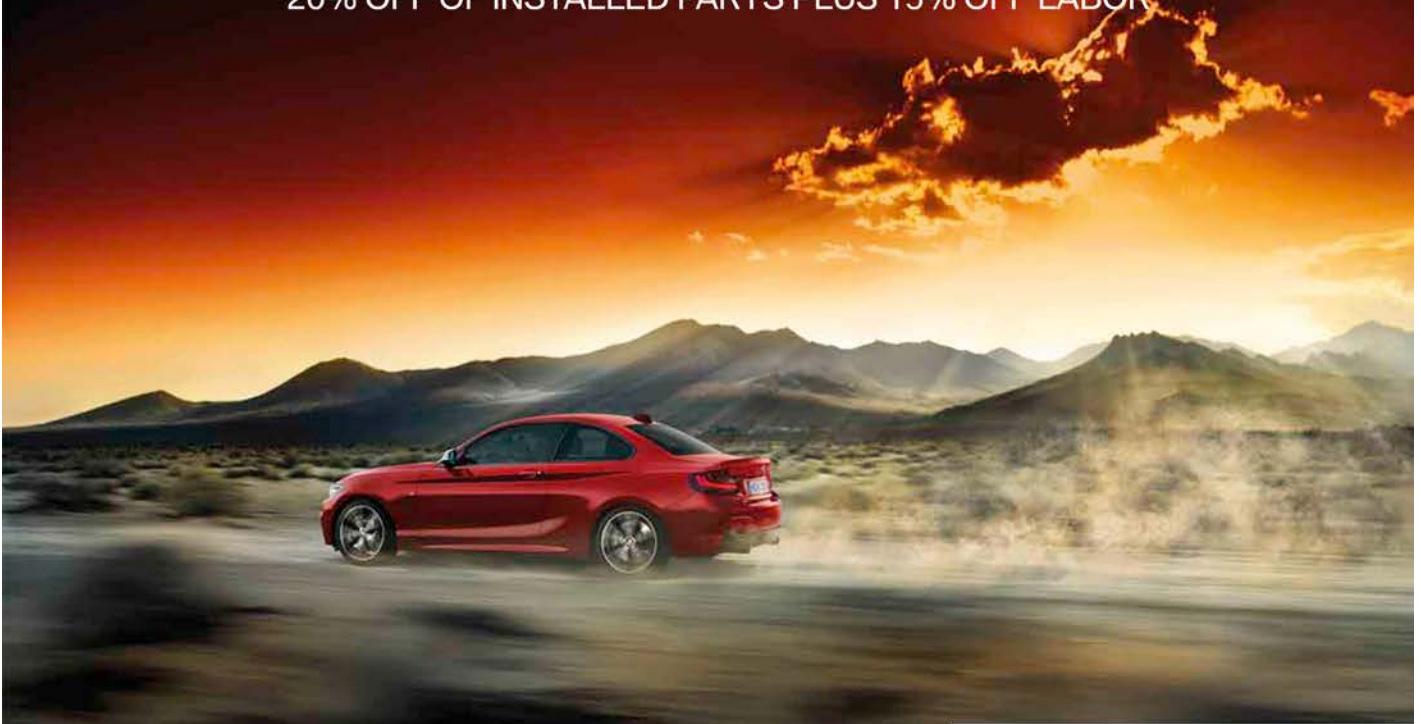
Someone as special as Star will never be forgotten and will remain in our hearts forever. I will always remember her (and Bill's) generosity hosting BMW car club events at home and at the warehouse, as well as participating in national events. When I was editor for our car club's newsletter, Star wrote a funny/serious article encouraging members to attend our driving school. One year at the car club's holiday party, as her "dirty grab," Star contributed a beautiful black t-shirt with a BMW logo made of sequins – which I won! I think of her fondly when I wear the shirt. I'm so glad Jim and I got to share a small part of Star's life. She was quite a gal! Her candle burned out way too soon. ■



# GEBHARDT



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# AUTOCROSS - 2017 MID-SEASON RESULTS



Class	Driver	Event #1	Event #2	Event #3	Event #4	Event #5	Season Total Points	Season Points Avg.	Points Total	Points Avg.
BAS	Christopher Dawkins	9662	9867	9755	0	9744	39028	9757	39028	9757
BAS	Kris Lee	9466	9569	9567	0	9477	38079	9520	38079	9520
BAS	Eric Van Der Heide	8963	9701	9443	0	9394	37501	9375	37501	9375
BAS	Fox Chung	9293	9461	9305	0	9199	37258	9315	37258	9315
BAS	Eugene Yen	9351	9484	8741	0	9390	36966	9242	36966	9242
BAS	Alain Van Der Heide	8832	9328	9369	0	9131	36660	9165	36660	9165
BAS	Shelton Sanders	0	9559	9559	0	9595	28713	7178	28713	9571
BAS	Bryce Kliewer	0	9525	9486	0	9630	28641	7160	28641	9547
BAS	Geoff Barrett	9389	9462	0	0	9490	28341	7085	28341	9447
BAS	Kenton Dawkins	0	9280	9487	0	9288	28055	7014	28055	9352
BAS	David Duecker	9307	0	9206	0	9486	27999	7000	27999	9333
BBS	Keith Dana	9573	9724	9543	0	9525	38365	9591	38365	9591
BBS	John Coleman	9231	9504	9343	0	9204	37282	9321	37282	9321
BBS	Mark Haynes	8795	9253	9117	0	8766	35931	8983	35931	8983
BBS	Steven Moody	9132	9046	9210	0	0	27388	6847	27388	9129
BBS	Hallie Kupfer	8736	8995	8719	0	0	26450	6613	26450	8817
BBS	Yarko Thomas	0	0	0	0	9366	9366	2342	9366	9366
BCS	Christopher Moody	8868	8817	9050	0	9267	36002	9001	36002	9001
BCS	Brad Kettler	0	9527	9623	0	9504	28654	7164	28654	9551
BCS	Ari Surprenant	9432	0	9468	0	9373	28273	7068	28273	9424
BCS	Ben Johnson	0	9541	9257	0	0	18798	4700	18798	9399
BCS	Brian Bowden	8909	0	9079	0	0	17988	4497	17988	8994
BDS	Robert Critchley	9223	9609	9552	0	9412	37796	9449	37796	9449
BDS	Christopher Moody	8868	8817	9050	0	9267	36002	9001	36002	9001
BDS	Jason Doyle	8722	0	8516	0	8911	26149	6537	26149	8716
BDS	Mark Zeichman	9186	0	9273	0	0	18459	4615	18459	9230
BDS	Mike Critchley	8936	0	0	0	9014	17950	4488	17950	8975
BES	Joe Levonas	9079	9634	9536	0	9279	37528	9382	37528	9382
BES	Ian Guy	9257	0	9332	0	8922	27511	6878	27511	9170
L	Karen Lange	8380	9144	9015	0	8823	35362	8841	35362	8841
L	Heather Bouchard	8737	9287	9336	0	0	27360	6840	27360	9120
L	Melanie Pora	0	0	9591	0	8886	18477	4619	18477	9239
L	Maegan Contreras	9064	0	9407	0	0	18471	4618	18471	9236
L	Kim Kliewer	0	9210	9126	0	0	18336	4584	18336	9168

AUTOCROSS RESULTS CONTINUED

O	Joe Lavelle	9676	9680	9425	0	9354	38135	9534	38135	9534
O	Tom Pora	9547	0	9603	0	9641	28791	7198	28791	9597
O	Jesse Shapiro	9413	9698	0	0	9670	28781	7195	28781	9594
O	Isaac Bouchard	8879	9780	9793	0	0	28452	7113	28452	9484
O	Sam Noblett	8597	9406	0	0	9179	27182	6796	27182	9061
O	Hsun Chen	9204	9783	0	0	0	18987	4747	18987	9494
O	Jeff Morgan	0	9494	0	0	9369	18863	4716	18863	9432
O	Ryan Lutze	9337	0	9449	0	0	18786	4697	18786	9393
O	Paul Lutze	9045	0	9300	0	0	18345	4586	18345	9173
O	Salil Shukla	0	10000	0	0	0	10000	2500	10000	10000
O	Keith Papulski	0	9884	0	0	0	9884	2471	9884	9884
O	Yarko Thomas	0	9386	0	0	0	9386	2347	9386	9386
X	Mark Baer	9448	9940	9824	0	9679	38891	9723	38891	9723
X	David Jobusch	10000	0	10000	0	9925	29925	7481	29925	9975
X	Stephen Murphy	9874	0	9902	0	9797	29573	7393	29573	9858
X	Mark Smith	9601	0	9437	0	10000	29038	7260	29038	9679
X	Michael Feldpusch	0	9847	0	0	9737	19584	4896	19584	9792
X	Tyler Faucett	0	0	9737	0	9758	19495	4874	19495	9748
X	Mike Faucett	0	0	9346	0	9508	18854	4714	18854	9427

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# 24 HOURS OF LEMONS: TEAM “SEW SO FAST”

BY: FRISO SCHLOTTAU

In 2016, I was fortunate enough to be invited to join the 24 Hours of Lemons team, Panda Expresso . At the time they bought their car (a 1986 325e), this wonderful group of friends hadn't really been on a track before, but had an incredibly positive attitude, coupled with mechanical aptitude and tons of creativity. It was a lot of fun to work alongside them, use my instructor skills to give them a crash course of track driving at High Plains Raceway, and ultimately race in the BFE-GP. My wife, who had been a passenger on the track several times by this point, but had not expressed interest in driving herself, saw us dicing it up with the Integras, Fieros, Renaults, and the other Lemons and exclaimed, “This looks like blast! I want to do this next year.” So began our Lemons journey...



Our freshly picked Lemon after fixing the worst of the damage. The car had side-swiped some parked vehicles and broken a lower control arm.



Many weekends later, Sew So Fast is awaiting tech and BS inspection.



Our friends from Panda Expresso – after a successful Brat conversion.

After (thankfully!) passing up a rolled VW Squareback and the ultimate Lemons car, a rampside Corvair truck with a Silverado drivetrain and Nissan rear end (the thought evokes a shudder), we did the boring, sensible thing: we bought our second 318ti and went to town. Since our car was in worse shape to start with than The Panda, the Panda guys decided to help our fledgling team out. The total list spanned about 65 items, ranging from mundane deferred maintenance to more exciting ones like “un-bend crash front right,” “suspension,” and “cage.” Over the course of several months and many weekends, Panda and our team ticked through the list: replaced the broken control arm along with most other ball joints, stripped the car, fabricated a 6-point roll cage, added seats and a fire-suppression system, upgraded the brakes, replaced the crumpled hood and fender, and had a blast doing it! One of the beauties of building a Lemons car lies in the fact that you are spending quality time with great friends, as well as egging each other on with dubious suggestions sage advice on how to move the project forward. The bar for necessary precision is fairly low, which means you can enjoy the company and the work, rather than stressing over the nth detail that doesn't matter in the long run. You are, after all, building a \$500 race car. When it came to safety, we unleashed our OCD tendencies, which paid off nicely during tech inspection with great praise from John Pagel (the Lemons Tech Inspector).

To finish off the car, we gave it a good \$50 paint job before Tracey unleashed her creativity on it. She owns Lyons Quilting, a specialty fabric store in Lyons, CO, and decided early on that this car would be partially covered in fabric and do double duty between races by advertising for her shop. Our team's car, Sew So Fast, got the final touches!



Ah, Lemons. Where else can you duke it out with a Chevy V8 pickup truck?!

The race weekend went incredibly well. On Friday, we sailed through tech, and the BS inspection was good fun with Judge Phil deciding whether to put us in A Group or B Group with some penalty laps. After some fun banter, we were placed in B Group with eight laps. For the race itself, we ran short stints of 30 to 45 minutes with 5-gallon refuels when needed. We were there to have fun and learn – something the entire team discussed and agreed on at our first meeting. We ended up making it into the top 20, which suited us just fine! Our team consisted of two BMW instructors and two HPDE-C drivers. After each stint, we discussed situations that the driving schools prepared us for, as well as others that the schools intentionally avoid. Even for those race situations, though, the awareness that the HPDE program instills in the drivers was key to keeping us safe and quick.

I could keep going, but it may be easier if you contact me with specific questions you may have or come find us at one of the next driving schools. Feel free to come over and chat! In the meantime, we're debating whether we tow to one of the other races, what to add to our car for next year, and how we can add a bit more craziness to our car. I have to admit that since the race, I have found myself searching for "Rampside Corvair Truck," and that Tracey has found more interesting potential Lemons than I have. She's hooked too!

#### **Final thoughts:**

If you're thinking of participating in your first Lemons race but aren't sure how to proceed, I would highly recommend reviewing the forums at [www.24hoursoflemons.com](http://www.24hoursoflemons.com). In a nutshell, you can either "rent a seat" with another team (which you can find on the forums), or build your own car and start a team. If you choose to build a car, definitely head over to the forums and find the post in the newcomer section named, "The best tips from us idiots on getting started losing money in Lemons." It's very thorough and too long to duplicate here, but here are a few of my key take-away points:

- If you build a reliable Lemons car with a good theme, you will likely spend hundreds of hours prepping the car – plan accordingly and make it fun! We bought our car about ten months before the race and spent about every other weekend on it, sometimes solo, sometimes with six people.
- Get as many team members, friends, and curious individuals involved as you can, and find tasks that they can succeed at. Make sure to have caffeine, food, and beer at the ready!
- Racing isn't cheap, but this is probably as cheap as it gets. Start hunting for deals EARLY! Read the rules to see what you need to buy new and where you can save. Count on spending anywhere between \$3k and \$5k on the car plus race fees.
- Be sure to assemble a team that you click with, and make sure that your goals and expectations are aligned.

**Have fun, build friendships, and a car - then enjoy the ride! ■**

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Team Sew So Fast - Friso Schlottau, Tracey Barber, Andrew Colfelt, and Christine Foley.

<sup>1</sup>In case you're not familiar with 24 Hours of Lemons, the idea is to convert a sub-\$500 car into a racecar. You are allowed to spend as much as you would like on safety (with several things required) but the base car and go-fast-bits have to cost less than \$500 (unless you get crafty with the bribing of the judges).

## RMC BMW CCA FEATURED MEMBER: JESSICA FELDPUSCH

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This month's featured member is Jessica Feldpusch. Most of the people who know Jessica know her Autocross skills behind the wheel of a HIGH horsepower Corvette or a nimble E36 in the Ladies Class. She loves BMWs and her current daily driver is a 2010 E90 M3.

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Jessica, a native from Colorado, was born and raised in Louisville. She ventured out of state to attend the University of Washington, during which time she found herself working in the real estate market. Jessica worked for a very successful Seattle area realtor, marketing homes for a quick sale. This lasted several years until she was able to get her own license, enabling her to offer services to both buyers and sellers. She made her way back to Colorado in 2006 and decided to venture into the title insurance industry to further her knowledge, as well as experience a different side of the housing industry. In 2008, Jessica met Michael who introduced her to Autocross, BMWs, and of course, the BMW Club. This eventually led to Jessica and Michael getting married in May of 2010, which was right around the time Jessica started a new hobby called CrossFit.

Jessica was always an active person who exercised daily, but CrossFit offered her a different level of fitness. For those who do not know what CrossFit is, it is a constantly varied high intensity workout that involves the basic functional movements (swatting, pulling, and pushing) and also incorporates gymnastics skills, as well as Olympic weightlifting. As her skills and strength levels increased, Jessica started participating in local competitions where she fared well against the playing field. She received her CrossFit Certification(s) and started to coach/instruct CrossFit classes at various CrossFit gyms in the area. She is also a personal trainer and gives dietary advice.

In 2013, Jessica and Michael were blessed with their first child, Marin. It was at this time that Jessica decided to leave the title insurance industry to pursue a real estate career to allow for more time to raise her family. She became a licensed real estate agent in 2015 and currently works for Woodstock Real Estate out of Westminster, CO. And in June of 2016, Jessica and Michael welcomed their second child, Atlas.



Jessica still maintains her fitness with CrossFit, where she has recently achieved her highest world ranking. In 2017, Jessica qualified for the Masters Division which consists of CrossFit competitors over the age of 40. In the women's age-group 40-44 Masters Division, there were roughly 17,000 women in the world who competed. Jessica finished round one at 112th overall. This qualified her to compete in the second round, which were the regional workouts that only the top 20 could go on to "The Games," which is like the World Series of CrossFit. Jessica improved her ranking from 112th to 96th place overall worldwide.

If are you looking to buy and/or sell a home, Jessica can definitely help you out. She offers BMW CCA members significant discounts when selling your home, as well as rebates for buying a new one. She can save you a lot of time and money, and give you the giant EASY button for you and your family.

Perhaps you will see Jessica at some future driving or social events, either with Michael or the whole family. She'll always be a fan of driving fast and looking good in a BMW, even if she has two car seats in the back!

Jessica Feldpusch  
Colorado Realtor, WoodStock Real Estate  
jfeldpusch@gmail.com  
303-358-7074

In the spirit of the BMW CCA's mission of promoting camaraderie, we are highlighting a member of our club in the quarterly Motorsport Report. If you would like to be the next featured member, please send your submission to [msreditor@rmcbmwcca.org](mailto:msreditor@rmcbmwcca.org). We hope to hear from you! ■



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# A GOODBYE TO MY FRIEND, DARREN KIDD

BY: KEITH PAPULSKI

I met Darren by chance about seven years ago when looking for another vendor for a vacuum-formed component for one of our products. Who knew that it was the beginning of a friendship like no other I had ever experienced in my life.

Darren and his partner, Kevin, built a very successful business and were fortuitously located right around the corner from where I worked, so there were frequent visits.

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Darren was a great resource for business-related problem solving and we shared a lot of conversations of the day-to-day challenges with our companies over many lunches. In many ways, he was a mentor and provided keen insight about how to solve problems.

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We never really talked about cars or racing until I showed up for lunch one day with a used Audi TT that apparently is an Autocross-ready type of car. Unknown to me at this time was that Darren was a professional at having FUN. Darren naturally took it up a couple notches when it came to enjoying life and he always made sure that everyone around him was along for the ride.

One thing lead to another and there we were racing, Darren in his car which is probably one of the top 10 cars in the US and me trying to figure out with Darren's coaching how to be competitive. What was really amazing was that all of the people at the races were so friendly and Darren was good friends with all of them. I was amazed at how much fun you could have racing and the camaraderie that developed with our fellow racers.

For instance, during an event and out of the blue, Darren just handed the keys to his full-on race car to a friend and told him to take it out on the next run. Needless to say, after the unsuspecting racer was able to close his mouth, he went out and had the time of his life. That's what it's been like knowing Darren. I've had the time of my life and will always refer to these times as the "The Good Old Days".

Over the years, I had the opportunity to co-drive with Darren in some of the most beautiful and fun cars that Darren had acquired. We even drove my car at a few events. I can tell you that co-driving with Darren is a laugh a minute. Darren was almost always the faster driver, with the exception of one race when I had him by 1/10 of a second. Darren being the clever guy and prankster as he was, he informed me that he thought for sure I hit a cone on the slalom and had a 2 second penalty. He was so convincing that I found myself wandering around asking spectators and other racers if they saw me hit a cone. The background laughter was deafening, and to this day I'm not sure if I hit a cone or not.

The one thing that Darren has left us, in addition to "The Good Old Days", is our friendships with each other. And because of Darren, we now all have that "Darren Kidd Fun Factor" built into everything we do.

God bless you, Darren and your family.

With all our love,  
Keith Papulski and all of your autocross friends ■

# CAG LUXURY ISSUE 2017

BY: ISAAC BOUCHARD

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Years after the robots take over, car enthusiasts will sit around, lamenting the last, glorious days of the human-piloted automobile. Amongst the ones they'll fondly recollect are these, ranging far in mission yet united by the level of passion and excellence they display in their design and execution.

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## Aston Martin DB11

The DB11 represents the first of a series of new machines from the venerable British firm. Built from a thoroughly updated version of the Aston's bonded aluminum component set, its electronic architecture comes from new minority owner Mercedes and helps ensure the long term viability of the company. Its lines mix classical and modernism in a complex sonnet of aerodynamic management, such as the AeroBlade "virtual" rear spoiler, and its sumptuously intimate cockpit is Aston's best effort to date. The DB is powered by a new, big-hearted 5.2-liter V12. Its 600hp is plumped up by turbocharged boost, meaning gobs of low-end torque to go with the sonorous soundtrack. An unapologetic Grand Touring machine (more singularly focused cars will follow), it hearkens back to a bygone era of epic road trips across vast open spaces yet it feels completely at home in our modern age.



## BMW Concept 8 Series

Harbinger of an all-new BMW flagship that will arrive in next year, the Concept 8 yanks BMW out of the staid styling language that often mires the current lineup. A few simple lines and voluminous forms define the gorgeous bodywork, and the company promises the production machine will hew closely to this prequel. The Concept 8 strikes a pleasing balance, being more dramatic than the Mercedes S-class coupe yet more elegant than the new Lexus LC models. The BMW's interior is also a refreshing return to form, with an obviously driver-focused set of enveloping forms and cleanly presented tech. Power is likely to come from one of the twin turbo V8s in the Bavarian's stable, with a probable 600-plus horsepower in top versions.



## Ford GT

A half-century after beating Ferrari at its own game—24 punishing hours of endurance racing at LeMans—the Americans returned to France with a skunkworks-developed, carbon fiber chassised racer and did it again. The road car that came out of this need to win is equally focused, with everything honed to a razor-edged ferocity that makes the GT one of the great performance cars of our time. Road driving suffers as a result, with noise reverberating through the lightweight carbon fiber body and Spartan passenger cell, but this Ford will certainly share garage space with more cossetting machinery, better suited to daily usage. The GT exists as a





passion project and technological showcase, from its 647hp version of the EcoBoost V6 and twin-clutch seven-speed race box through to its active aerodynamics and an electronically controlled suspension that lowers the car two inches at the flick of a switch, thereby increasing spring rate. All this and an ultra-sophisticated traction management enable it to lap with the fastest cars in the world. While \$450,000 may seem exorbitant for something wearing the Blue Oval, only 1,000 will be built over the next four years, meaning it will almost certainly appreciate in value.

### Mercedes AMG GT R

AMG, the onetime race shop for Mercedes, has been brought totally in-house. Far from watering down this madhouse's offerings, new patronage has helped unleash perhaps the finest driving Benz sports car ever, the GT R. Its 577hp, twin turbocharged "hot vee" eight is still hand assembled, and allows this outré coupe to outgun—and even outrun—Porsche's epic GT3 machines. The GT R's visage is homage to the legendary gullwing 300SLs of a century past, and while it is laden with tech (adjustable front aero, four-wheel steering, configurable damping and exhaust, and a dizzying array of combinations of stability and traction control intervention) the driver remains the focus. Top guns can left-foot brake to balance the car in corners—something many modern machines forbid—and even adjust ride height of the coilover suspension for track usage. It's one of the most visceral cars on sale and one where the machine exists to allow man to perform at his best.



### McLaren 720S

In less than a decade, the fabled racecar builder—second only to Ferrari in F1 wins—has established itself as a credible maker of road-biased supercars as well. While still perhaps a bit less emotional than its mid-engine rivals from Maranello, the incredible pace of development McLaren maintains ensures that the new 720S combines almost all the track capability of the earlier 675LT and even the seven-figure P1 hypercar with the civility of the 570GT and 650S models. First up in McLaren's second generation of the "Super Series," it employs a fully active suspension to combine a compliant ride with epic road holding. The 720S also introduces a revised carbon passenger cell, which has bigger door apertures to aid entry and exit and thinner pillars to increase visibility. A revised, 4-liter version of the company flat plane-crankshaft V8 that now makes 710hp helps the newest Macca achieve sub-3 second 0-60mph acceleration.



### Range Rover Velar

Leveraging sister company Jaguar's F-Pace platform, Range Rover comes out with perhaps the most gorgeous SUV ever. All sweeping expanses of teardrop aluminum and glass, stretched over show car-sized footwear, it is simply stunning—inside and out—with a level of uncluttered luxury that in some ways eclipses the Sport model it sits beneath in the Range Rover hierarchy. The latest version of the firm's cloud computing-based infotainment interfaces, dubbed Touch Pro Duo, looks promising in its clean presentation and enhances the cockpit's sense of occasion. Power is supplied exclusively by supercharged V6 engines and while the Velar can still venture off road, its natural habitat looks to be chic urban areas, where its signature aesthetic will make most all other crossovers look passé overnight.



## Lucid Air



Tesla showed people would pay six figures for a sexy and fast electric vehicle. In fact, the Model S is the top selling high-end sedan in the US. Lucid—staffed by many of Tesla’s top talent—takes the EV to the next level with the Air, whose captivatingly simple yet bold exterior design makes most current vehicles look cluttered and heavy-handed. Its interior is a work of genius, leveraging the packaging efficiencies of its drive system and thin-screen interfaces to free up copious amounts of space for humans to luxuriate in. The technology onboard is sensational, from the F1-derived airflow patterns woven into its aluminum unibody, to in-house, power dense electric motors and next-gen batteries that can unleash over 1,000 horsepower for hypercar-rivaling AWD acceleration—yet can provide up to 400 miles of range. Stellar handling and luxurious ride quality are due to the Air’s ultra-low center of gravity, regenerative valve air springs and computer-controlled torque vectoring. The latest autonomous sensors and updateable, connected onboard systems mean the Lucid stands a good chance to be as future-proof as any means of transport in our hyperdrive age can be.

This includes standard hotel style rooms, studio apartment style rooms, 1 to 5 bedroom penthouse layout suites with up to 2000 square feet of living space and a full kitchen or kitchenette, as well as private restrooms for each. During the summer months, special activities are available as well, including a zipline and ropes course, a small mini-golf course and even a mechanical bull! ■



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Fox Chung - Winner for TOO OLD



Winner for TOO ADDICTED



Micahl Keltner - Winner for TOO HOT



Jeramie Holt - Winner for TOO FLY



Ben Lucero - Winner for TOO OLD



# TIME TRIALS

BY ALEX MCCULLOCH, COLUMNIST, ROUNDEL MAGAZINE ©2017 ROUNDEL

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BMW CCA driving schools are one of the most effective learning experiences available to the performance driver. Our driving instruction program successfully molds excellent drivers from novice through expert and everything in between—and most importantly, they are fun!

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I thoroughly enjoyed working my way from D Group to A Group under the expert guidance and instruction of our dedicated instructor core, and now very much enjoy passing that experience along to my students. But, where does one go if they want more? We can all certainly benefit from continued instruction, but what's the next step once one reaches the top of A Group? Many people, including myself, move on to racing in various degrees and budgets, but what if you don't want to build a dedicated racecar? There must be some intermediate option. There is—it's called Time Trials.

Time Trialing is simply racing the clock to set the fastest lap time. It is done so on an open track, usually with open passing, and with other cars that are also attempting to set their own fastest lap or "flyer." There is an art and intensity to time trialing that satisfies the obsessive compulsion for perfection in ways that few other automotive pursuits can. Unlike racing where you may need to preserve the car, you are driving all out, trying to set the fastest lap possible. It can be done in a stock car without the extensive modifications required for wheel to wheel racing.

The classes are based on a stock vehicle's capabilities and modifications, or simply power to weight. The most effective strategy is to get enough open track to achieve your flyer under the most ideal conditions considering ambient conditions, tire temperature, and so on. In Colorado, this is usually done early in the day, and depending on tire compound, usually early in the session. There is a gentlemanly strategy to set your flyer, but to do so in a way that does not compromise someone else's flyer. Gridding the cars properly helps divide the cars based on performance and a race starting adds intensity and excitement. Putting two wheels off will disqualify your session, which acts as strong motivation to keep people within their limits.





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In May, the Rocky Mountain Chapter held its second BMW Club Time Trials at High Plains Raceway. It operated as a separate run group within our Spring Driving School, under Club Racing jurisdiction. Things were kept simple with no formal classifications. Word got out to within the broader motorsport community that there was a new Time Trial venue in town and we enjoyed a field of twenty competitors over two days of combined racing as a result.

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In fact, it was so popular, that quite a few other brands showed up—and a few of them whooped us! The overall winner was John Sellinger in his half 996, half 997, but 100% monster Porsche 911 Turbo, who set a 1:53.9 on Sunday. In second, was Isaac Bouchard in his C6 Corvette Z06, with his Saturday time of 1:54.3. Jim Valdez was third in his S14-powered tubular frame E46 M3 racecar with a Sunday time of 1:55.3 (you can read more about Jim and his car in the May 30, 2017 Roundel Weekly). Jim's performance was remarkable considering he bested another C6 Corvette Z06 driven by the very talented Jeff Burch, who came in fourth with a Sunday time of 1:56.4. The fact that the four-cylinder motor that powered the iconic E30 M3 beat a C6 Z06 by more than a second is not lost on any BMWophile, but Jim's car is quite unique. Andrew Englemann rounded out the top five with a Sunday time of 1:56.9 in his E36 M3. A quiver of E36 and E46 M3s, along with one Porsche GT4, made up the remainder of the top ten with a combined differential of only two seconds.

**Yours truly, finished lucky number thirteen with a 2:05.3 in the hooligan (Z3) M Coupe.**

Time Trialing is the art of finding every fraction of a second and having such a closely spaced differential between five cars made for excellent racing. The clock is a merciless opponent, dutifully recording every mistake. The feeling of putting everything together into one perfect lap can only be described as pure bliss. I strongly encourage everyone, from an A Group student looking to take the next step to a seasoned racer who simply wants to practice qualifying, come out and join us in BMW Club Time Trials. We'll make every second count! ■

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# BMW EUROPEAN DELIVERY

## PART 2

BY: JEREMY SCHROEDER

### Day 3 (Neuschwanstein Castle)

Today was our first venture outside of Munich since we arrived to see Neuschwanstein Castle, which is the inspiration for the Disney Cinderella castle. Entering our destination into the Sat-Nav was as simple as hitting the voice command button on the steering wheel and saying the point of interest. The iDrive gives you up to three different routes to take including travel time, distance, and real-time traffic information for each one. We chose our route and were out of the city by 9 am.

The foothills of the Alps were slowly starting to come into focus as we got within 10 miles of the town of Hohenschwangau. The trees were about halfway through their seasonal change, and it contrasted beautifully with the deep green fields of the surrounding farmland. The town is very small with plenty of signs showing you where to park. The ticket office, where you purchase castle tour tickets, is right by the main parking lot. I say tours because while this spot is mainly known for Neuschwanstein, Castle Hohenschwangau is also right there offering tours. This castle acted as King Ludwig's summer home and while vacationing here, he got the idea for Neuschwanstein.

Comfortable shoes are a must for the tour, because cars are not allowed up to the castle and it's a decent haul up the hill. The tour begins in the courtyard and takes you inside to the most elaborate rooms of the castle. Being that the castle is only 150 years old, the interior and exterior are in immaculate shape. Note: you are only permitted inside the castle if you are part of a tour. After it was over, we took the trail leading up to the Marienbrücke (Queen Mary's Bridge). Make the effort to get up to it because the view of the castle and the landscape is incredible. After heading back down, we visited The Museum of the Bavarian Kings before we left, which depicts the history of all the royal families of Bavaria dating back to the Middle Ages.

### Day 4 (Deutsches Museum)

By day four the jetlag had finally hit us both, so we used the day for some much needed R&R. We slept in and did some shopping around the Viktualienmarkt in the late morning. In the afternoon, we took the train to the Deutsches Museum about a half mile away from the market. The museum's theme is a history of science and engineering and is the largest technology museum in the world with over 28,000 exhibited objects starting from the earliest levers and pulleys all the way up to electricity, aviation, and the microprocessor. It is well worth your time for any tech nerds out there like myself. The highlight display for me was an authentic WWII Enigma code machine, which is one of only a handful that are displayed in museums today.





## Day 5 (Salzburg)

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It was time to bid farewell to Munich for now and begin our journey south down highway 8 headed to Salzburg. It is here where the 340 could finally be cut loose and stretch its legs.

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At highway speeds, it really hunkers down and begs to be pushed. Once the twin-scroll turbo builds boost, it is a never-ending wave of torque to redline. Turbo engines of yesterday can sometimes get a little wheezy at the top end, but not this thing. Valvetronic guarantees it gulps down the right amount of air at any engine speed. It pulls hard all the way up to 7000 and triple digit speeds arrive before you know it. It is an absolute gem of an engine. 320hp? More like 360. Don't be modest, BMW, we all know your motors are packing way more than what's on paper. It felt like the 90 miles to Salzburg went by in an instant.



Before crossing the border into Austria, we topped off at a petrol station and bought our windshield vignette. This is required before you enter the country and is only eight Euros for a 10-day sticker. We quickly made our way through town to the Hotel Auersperg Salzburg, which has a private parking lot for the BMW. The hotel is within walking distance, so we made our way to the Mozart District. The two big highlights here are Mozart's birthplace and the Fortress Hohensalzburg. The fortress was erected on one of the tallest hilltops in the city where it overlooks the river and surrounding countryside. Initial construction began in 1077 and was the primary fortification for the nearby salt mines, hence the name Salzburg. The tour was like a trip back in time to the Middle Ages and was one of my favorite sites on our whole trip.

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After the tour and pictures in front of Mozart's Geburtshaus, we had built up an appetite, so it was back across the river to Salzburg to L'Osteria Salzburg for some prosciutto pizza. In America, we get prosciutto on our pizza, but in Europe you get pizza with your prosciutto with the entire top of it being covered. It was a beautiful thing. The food and beer here were amazing, and I had my third different Weissbier of the trip. We headed out early since we had a lot of driving ahead of us the next day.

### **Day 6 (Grossglockner and Italy)**

We stopped at the local market before we left to load up on pretzel sandwiches (more cured meats and cheese, mmm). Looking back, we would have spent another day in Salzburg, we loved it that much. My wife wanted to drive so she took the reins and we headed out on the A10 south through the Alps. There is something to be said about driving through Austria. The roads are impeccably well maintained and everywhere you look is a scenic view out your window. It is an unbelievably beautiful country.

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If you Google "Best driving roads in Europe," you will continually see the Grossglockner or High Alpine Road in the results. Seeing as how we were going to Italy as part of our trip, this would be the day to check it out.

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It costs 20 Euros to drive on, but it was well worth the money. It was by far the most surreal driving experience. We stopped numerous times for pictures and had lunch at the summit. Cars like this were built for high winding alpine roads like these. The competence the 340 shows here is incredible. Put the car in sport mode and feel the M adaptive suspension tighten up in the turns so you can rocket the car out of the switchback into the next one. And the noise this engine makes when you are back on the throttle. That B58 straight six turns those unburned hydrocarbons into beautiful buzzy music.

After the descent down the pass, we set the navigation for Cordenons, Italy where my cousins were stationed for the Air Force at Aviano. There were no major highways there, so it took much longer going down poorly maintained, Italian mountain roads, but we didn't mind with the views we had through the Alps. We arrived right after 6, so they took us in town and got more prosciutto pizza and gelato for dinner.

### **Day 7 (Venice)**

Venice baby! Throughout the trip, it hadn't really set in that we were going to see Venice until this morning. One of the most magnificent cities in the world was only an hour away. We left the 340 behind and took the train from Cordenons, which takes you across the lagoon to the station. Note: you do not want to park your new BMW in Italian parking lot; all of the cars there have door dings. As you come out of the station, you see the Ponte

degli Scalzi Bridge, gondolas, and the architecture and it finally hits home where you are at. The network of canals and bridges were a thing to behold. The highlight of the visit was taking the public water bus to the Piazza San Marco square. Here we had some amazing coffee (the best coffee my wife said she ever had) and sat in the same spot that scholars, politicians, and philosophers had for centuries before us. The square also contains the Campanile di San Marco tower, the tallest structure in the city. The wait was an hour to get in, but well worth it. You can see the entirety of the lagoon and watch the cruise ships pass by as they go out to sea. 10 pm was fast approaching so we headed back to the station and caught our train home.

### Day 8 (Dolomites and Innsbruck)

After the excitement of Venice, today was much more low-key. We took the 340 to the top of the Dolomites for a picnic. The place where we parked was close to a launch point for paragliders so we got to see dozens run down the slope and into the clear blue sky. The view here was amazing. The visibility over the plains was well over 20 miles.

After the picnic we drove further north into the mountains and down to the town of Barcis. The town is adjacent to a man-made lake that is fed by several mountain streams. And yes, the water in the picture was just as cold as it looked. We left shortly thereafter, as we had a four-hour drive to Innsbruck ahead of us. We said our goodbyes and made our way north to Austria.

### Day 9 (Innsbruck)

For our stay in Innsbruck, we decided on the Grand Hotel Europa for its location right in the middle of the city. We started the day driving on the outskirts of the town to visit Ambras Castle. Built in the 16th century, it served as the primary residence for Archduke Ferdinand II, the ruler of Further Austria at the time. The castle is incredibly well maintained and offers a glimpse of how European culture transitioned from the Middle Ages to the Renaissance.

After the tour, we drove back to the hotel and walked to the Hofburg Innsbruck. This lavish palace illustrates various aspects of the political and cultural significance of the area and the history of the Archdukes and Noblewomen. It was dinnertime, so we walked across the street to Stiftskeller Innsbruck for dinner. Here I had the schnitzel (one of the two dishes I wanted to have on this trip) and my wife had pork roast. And of course, more beer.



## Day 10 (Munich and BMW Museum)

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The last full day of our trip, we made our way back to Munich for more Autobahn cruising, no speed limits, and to check out anything we missed the first time.

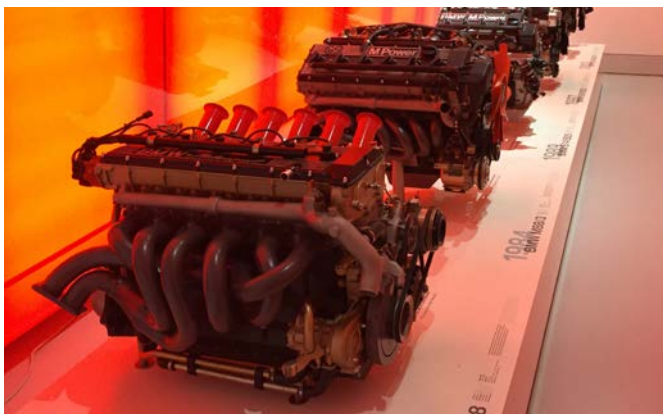
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Our first stop was the town of Freising, right by the airport. It was here we found the Holy Grail for us Colorado beer snobs, The Weihenstephan Brewery. Built in the year 1040, it is the world's oldest continuously operating brewery. It is like a beer time capsule and I highly recommend it. We walked the grounds for a while than had some lunch at their Braustuberl. I had the Spätzle, the other wish list dish, and my wife had a salad. The food was amazing but the highlight was their dark Weissbier. Probably the best beer I had on the whole trip. It was like heaven.

After the brewery, we drove back to BMW Welt. We didn't have time for the museum on delivery day so this was the perfect day to see it. My two favorite exhibits were the BMW M Power and the evolution of their archetypal straight six. I also must highlight the display of BMW's P75 V12, the racing engine based on the S70/2 V12 used in the McLaren F1. What a marvel of an engine that thing is.

### Conclusion

The European Delivery experience was everything I had hoped it would be. My wife and I received outstanding courtesy from Schomp and BMW Welt throughout. A big thank you as well to our dealer, Carlo Sansotta, and the BMW geniuses at Schomp. It does require a high level of commitment and planning, but it was well worth it in the end. I recommend this experience for anyone looking at a new BMW and interested in a European vacation. ■



# PROAM RACE

BY: ANDREW JORDAN



At the end of July, Rocky Mountain Vintage Racing (RMVR) held their charity event for the Morgan Adams Foundation. This included a ProAm race. A professional/amateur race is where a professional racecar driver shares the same car with an amateur driver. Both drivers drive about the same time. Schomp BMW and Schomp Mini brought five identical BMW 340i and five identical Mini Coopers to High Plains Raceway for the feature race. The object was to match the top ten RMVR fundraisers with professional drivers from various racing organizations throughout the US. Jamie Stiehr did a wonderful job in rallying the BMW troops. He sent out emails to the instructors asking them to donate to the Race Against Kids' Cancer and to associate their donations in my name. Some of my personal friends, as well as Jordan Pressure Washers and the RMC BMW CCA, donated to the cause. Individual BMW members who donated were (in no particular order):

Jamie Stiehr	Gregg Ten Eyck	Kevin Andrew
Wild Bill Schaefer	Brian Bowden	John Fornarola
Alain van de Heide	Ben Snyder	Alex Green
Friso Schlotiau	Jim Valdez	Janet Kiyota
Doug Bartlett	LeeAnne Castro	Kris Lee
Leslie Jenkins	Dave Jobusch	Alan Warner
Mike Sefcovic	Karen Lange	Gary Bohn
Gary Mayer	Steve Hamilton	Cathy Hamilton

So, thanks to the generosity of many friends, I made it into the top ten fundraisers. I was matched with Ashley Freiberg, who has raced BMWs in IMSA and has a column in the Roundel magazine. She is only 25 years old, but she's a very talented driver. Other professional drivers included Robb Holland, Alex Figge, Nick Ham, Tanner Foust, Paul Gerrard, Randy Probst, and Robby Unser.

We all went out on track at lunchtime to learn the cars. I told Ashley about the late turn-in and decreasing radius of turn six (Danny's Lesson), turn eight being off-camber, and the blind apex for the corkscrew. On her first hot lap, she cooked it too hot into the downhill of turn five, but caught and corrected the car in a heartbeat. I was impressed. I could see immediately why she is a professional driver. We drove the BMW 340i in manual sport mode and used the paddle shifters for gear changes. I had never driven a car with paddle shifters before. The car went into limp mode on various occasions for both Ashley and I. We discussed this in detail after the lunchtime practice. I suggested that we short shift at 5500 rpm, no matter what. She agreed.

Then it rained. For the ProAm race, the rain continued and the track remained wet. There was a split start between the Minis and the Bimmers. This was planned earlier, when it was assumed that the track would be hot and dry. The wet track gave the front wheel drive Minis the advantage. There was no way that the heavier, rear wheel drive BMWs could catch the Minis. The original objective was for the whole field to condense at the final stages of the race. The Aston Martin pace car held the Bimmers up too long. The Minis were at the end of the back straightaway (turn four) when the BMWs took the green flag to start the race.

After Ashley first hot lap, she was five car lengths ahead of the next 340i. After the second lap of the race, she was ten car lengths ahead. "That's my girl!" I shouted from the hot pits as she flew by. Street cars are not as noisy as race cars, so a lot of people heard me. Those of you who know me well have often heard me say the exact same words before except that my daughter, LeeAnne, would be driving. They had a good laugh.

Ashley continued to increase her lead over the second-placed BMW 340i. Wild Bill Schaefer was spectating next to a guy keeping lap times for the second BMW. Ashley's lead was 30 seconds when she handed the car over to me. I knew this, and it placed a big burden on me. Some of the professional drivers were driving in the second stint, and some of the amateurs were driving in the first half of the race. I kept looking in my mirrors to see if a car was rapidly closing the gap.

Turn ten is a downhill, off-camber turn. My little 1972 BMW 2002 only weighs about 1900lbs, so I aim about three feet inside my apex point when racing in my car. The natural drift from the off-camber corner then takes me to a decent apex point. In my first really hot lap in the 4300-lb BMW 340i, I took the same line with the same intended strategy. I saw the apex sail by, about 12 to 14 feet away. "This is the 'oh, shit line'," I thought to myself. "Don't brake now. Just stay off the gas and hold it as best you can," I told myself. The street tires on the 340i held the turn, but I did see a lot of dust from my rear view mirror, even in the rain.

I was getting a feel for the car. I still had trouble working out which gear I was in. Every time I got to 5500 rpm, I shifted up a gear on the paddle shift. This worked very well and the car never went into limp mode during the race. I knew from racing my 2002 where I wanted to downshift a gear. Turn eight, I go down two gears and shift up very early at the exit apex. I applied this technique to the big beast. And it worked well.





Wild Bill was my pit crew. He was still monitoring the lap times of the second placed BMW. He later told me that after the pit cycles had been completed, I was 35 seconds in front of the second BMW, and 40 seconds after the next hot lap. Then it stabilized at 40 seconds for the rest of the race. I clearly remember turning into the late apex, uphill, turn 11, and realizing I had not checked my mirrors since the previous turn. I took my inside line anyway and was relieved to see no one on my tail at the exit apex. I was fully expecting to be blown away by a professional driver coming out of nowhere, but it never materialized.

A few laps later I saw the white flag, meaning it was the last hot lap of the race. The nearest Mini was still half a lap ahead, and I still could not see any BMW 340i in my mirrors. I conserved my brakes and short shifted at about 5400 rpm. After the checkered flag, I pulled into the hot pits after the cool down lap. Ashley came running over to me and exclaimed, "You were awesome! Well done!" I worriedly asked her about the 340i pitted in front of me. No one had passed me, but they could have passed us in the driver change.

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"Oh, that! No, the front three Minis lapped that car. We came in first of the BMWs," she said enthusiastically. That was all I needed to know. The front three Minis dominated the podium and sprayed the champagne.

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"Thank you Ashley. You have made my day. This has been so much fun. Thank you for travelling all the way to Denver. Man, this has been so much fun," I said with an ear-to-ear grin on my face.

And thanks to RMVR, the Morgan Adams Foundation, Jamie Stiehr, and all of my friends in the BMW Club who made all of this possible. I felt so humbled and honored to represent you. It is a memory I'll cherish forever. ■



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