

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



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





SUMMER 2017 – Volume 43 - No. 3

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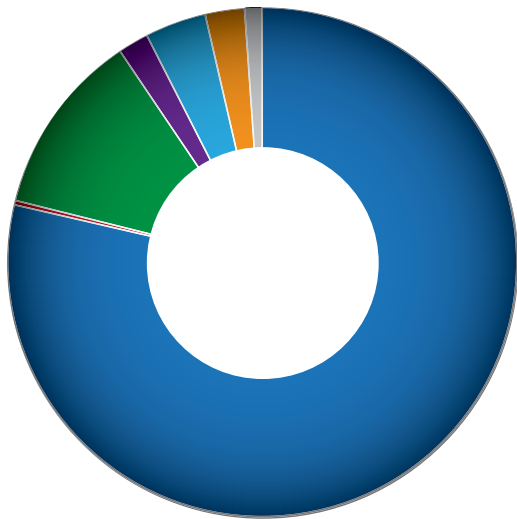
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GET OUT & DRIVE

Cover and interior cover photos provided by: Fox Chung
Cover photo of Autocross School/Car Control Clinic instructors and students.

RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF APRIL 30, 2017



- Primary Members (1,590)
- Secondary Members (6)
- Associate Members (234)
- New Members (39)
- Renewing Members (79)
- Lapsing Members (51)
- Life Members (21)

New Members	Referred By
Beckett Dougherty	Steve Johnson
Ben Johnson	Jaryd J Thomson
Christina Surprenant	Aaron Surprenant
Dan Garfinkel	Geoff Barrett
Dan Hagstrom	Jim Flint
Dan Hanley	Dan Hanley
Erik Mumm	Ken Mumm
Gary Hingorani	Susan Rhodes
Greg Peters	Kyle Van Hoften
Greg Zimmers	Brian Bowden
Jaclyn Dake	William Colin Conway
Jim Beck	John Ehrhart
Jon Kilberg	Quenton Smith
Joshua Adams	Ian Guy
Leslie Zimmers	Brian Bowden
Mark Stratton	John J Schafer
Michael Pankow	William Colin Conway
Michael Schrag	Susan Rhodes
Peter Testa	Joseph Testa
Sondra Sutton	Wayne L Frank
Thomas Zima	Paul Seto
Tuan Vu	Tony Do

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 people who have generously donated their time, expertise, and talent to help make our driving events safe and fun for our members. Without the support from each of you, the success of these events such as the Spring Driving School, Autocross, Street Survival, and the Spring Drive would not be possible. In addition, we would also like to thank **Co's BMW** and **Bridgestone** for their generous sponsorship of this year's Spring Driving School. Your commitment and support are greatly appreciated and invaluable to our club. Thank you!

2017/18 CALENDAR OF EVENTS:

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

JULY

July 15 - Autocross #4

Pikes Peak International Raceway
16650 Midway Ranch Road, Fountain, CO 80817

July 29-30 - RMVR's 7th Annual Race Against Kids' Cancer

High Plains Raceway
93301 E US Highway 36, Deer Trail, CO 80105

AUGUST

August 12 - Autocross #5

Front Range Airport
E 30th Avenue, Watkins, CO 80137

August 25 - Deadline for Submissions to the 2017 Fall Motorsport Report

August 25-27 - Drive 4 Corners BMW Meet

Starting Location – Park Meadows Mall
8401 Park Meadows Center Drive
Lone Tree, CO 80124

August 26 - Autocross #6

Pikes Peak International Raceway
16650 Midway Ranch Road, Fountain, CO 80817

SEPTEMBER

September 6 - Quarterly Board Meeting

Location TBD – 6:30 p.m. – 8:00 p.m.

September 9 - Fall Driving School/Time Trials

Pueblo Motorsports Park
3733 N Pueblo Boulevard, Pueblo, CO 81008

September 13-17 - Fall Drive/Snowmass

Driving Event & Car Show

Starting Location TBD

September 17 - Open Lapping *(in conjunction with the Fall Drive/Snowmass Driving Event & Car Show)*

Woody Creek Raceway at Aspen Motorsports Park
550 Raceway Road, Woody Creek, CO 81656

September 23 - Autocross #7

Front Range Airport
E 30th Avenue, Watkins, CO 80137

OCTOBER

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 27 - RMC BMW CCA Winter Celebration

Location & Time TBD



AN E30 IN THE RACE TO THE RACE

BY: ALEX MCCULLOCH, COLUMNIST, ROUNDEL MAGAZINE
©2017 ROUNDEL WEEKLY



BMW E30 3 Series are like rescue dogs: They have a habit of just showing up on my doorstep—sometimes literally. And like rescue dogs, I usually can't turn them away. The last three E30s I've owned have all come to me on their own.

A 1990 325iX that showed up in December was just such an example. I bought it, sorted it, then sold it to a good friend from high school, but not before one of my actual rescue dogs bit him. And then his wife. And then—cringe—his daughter. When I asked him how he liked the car, he said he loved it, but added, "Dude, your dog bit my whole family." "Yeah, sorry about that, mate. They were just love nips."

The most recent E30 was a little different. Rather than just showing up, I was forced into partial ownership of it by no fewer than four other BMW CCA instructors. It came from Atlanta, where it had been prepped for BMW Club Racing in the Spec E30 class. The leader of this newly founded ownership cult is named Cory; he grew up in the BMW culture of the Southeast, where Spec E30 is huge.

His enthusiasm for the car was relentless. He had good reason; it was well-built and competitive, having several top-five finishes. Although it's not cheap, splitting the acquisition and racing costs among five people is manageable. Being someone who routinely abandons all logic, reason, and fiscal responsibility in order to make grossly irresponsible BMW purchases, it would seem like a no-brainer for me to jump on the bandwagon, but I had some out-of-character reservations.

The first was that when we showed up to race, we would be racing tumbleweeds, because Spec E30 is dead in Colorado; the Spec E30 fields of local BMW Club Racing, NASA, and even the SCCA were abandoned here years ago like the facial razors of flannel-wearing bearded Colorado millennials. The BMW track weapon of choice in the Mile High State is the E36 M3, and the fields of all three racing bodies are thick with them.



(Left to right): Eric Long, Fox Chung, Alex McCulloch, Cory Rowan)

I knew of three potential built-and-log-booked E36 M3 candidates that we could collectively buy into, but Cory's passion for the E30 outweighed my logic and my budget. Despite being slower, an E30 would be cheaper to operate and fun to race. Racing is as much about the people and the experience as it is winning, so not wanting to miss the opportunity to race with my buddies, I told Cory I was in.

E30 racing might not be dead in Colorado, either; we just needed to find out where all of the E30s had gone. They went to budget endurance-racing with 24 Hours of LeMons, the ChumpCar World Series, and World League Racing, abbreviated WRL. We decided to focus on WRL. After Cory picked the car up, we set about testing and prepping it. Our first test day revealed a very-well-sorted E30; it was perfectly balanced and delightfully neutral—perhaps the best-balanced E30 I have driven. Turn-in was crisp, without a hint of understeer, yet

rotation was easy to manage and allowed easily pointed exits. The brakes and tires were nearly dead by the time I drove it, but I was able to scrub speed on turn-in and still set very respectable lap times. Our short to-do list included installing a radio-communication system, and new decals, brakes, and tires, along with basic rule-compliance items like nets and harnesses. Our first WRL race was six weeks away, so it was an easy list to accomplish.



(Above left to right): Mark Legg, Alex McCulloch)

Our team consisted of a diverse mix of characters. Cory is a baby-faced thirty-something entrepreneur who runs his own automotive-focused graphic-design business. He owns an E30 M3 and a recently departed E36 M3 that met its end, tragically, after being rear-ended by a felon in the wee hours of the morning.

Mark is an ex-pro mountain-bike racer from New Zealand who time-trials a 1 Series M Coupe with the Rocky Mountain Chapter. He is a pro through and through—organized, detailed, and ice-cold in the heat of competition. Mark and his wife, Katie, would be providing food and beverage for the race weekend.

Fox, another self-employed entrepreneur, campaigns an E46 M3 in autocross. Fox is fastidiously organized, and always precise in his appearance; he may have worn designer jeans while wrenching in a pool of gasoline under our E30.

Eric does stuff for the Air Force that I am not at liberty to discuss, and owns a Euro-S50B32-swapped Hennarot E30 M3 that runs identical lap times to my M coupe, due to both car and driver. For support, we brought along Justin and Parker, both friends and employees of my side-business auto brokerage. Their official titles are Employee #1 and Employee #2, but their actual contributions are priceless; we couldn't have raced without them.

I rounded out the team, showing up in my Vanagon with two rescue dogs in tow—including the one that likes to bite whole families. I contributed with radio-communication standards, wrenching as much as a torn bicep would allow, and by wasting no opportunity for infantile humor.

The week before the race, Eric grabbed the E30 to finish off some minor details. One of those details involved dropping the fuel tank to install dual fuel pumps and a swirl pot, and welding in a quick-fill port. It wasn't a minor detail. Many sleepless nights later, we found ourselves at the track the evening before the race with a fuel system with more leaks than the FBI in an election year; each time we plugged a leak, a new one would sprout. Eric's was a valiant effort, but if we were going to make the race start—less than ten hours away—we needed to find a stock fuel tank.



I happened to have one in an E30 Touring I had imported from Italy, just a short 300-mile round-trip away. Eric sped off into the night, while Justin and Parker got to work dropping the leaky fuel tank. The rest of the team bedded down and awoke to find the replacement gas tank fitted—but annoyingly, it was just as leaky as the first. Twenty-five years of Southern Mediterranean climate had dry-rotted every bit of rubber on it into non-existence.

We kept cool heads, troubleshooting one leak at a time as the race start came and went. The final culprit turned out to be a broken vent tube on top of the tank, which I repaired in short order with a Sawzall and extra fuel line after we dropped the exhaust, driveshaft, and fuel tank for the third time in so many hours. Mark, armed with his sweet-talking Kiwi accent, was able to charm the officials into letting us join the race once we had a safe car. No sooner than halfway through the race we had a leak-free car that passed tech.

I suited up and took the first driving stint. I came out of the pit lane driving like my hair was on fire—a real possibility, thanks to fresh fuel vapor—and raced hard for five turns... until the E30 promptly died. A short tow back to the paddock later, we quickly traced the problem to a bad fuel-pump relay. Back in the race, our goal became a simple one: Keep the car running long enough to finish the day and allow each driver some seat time.

The field was thick with varied competitors. The fastest cars were in the GTO Class, which was led by a pair of beautiful BMW M235i Racing factory-built race cars. Nipping at their heels was a pack of a half-dozen Porsche Boxsters, Mazda Miatas, BMW E36s and E46s, and Toyota MR2s; a Chevy Caprice Classic rounded out the field.

We were the only E30, but based on our lap times, would have been competitive in the GP3 Class. Somehow we didn't even finish last with our paltry 79 laps!

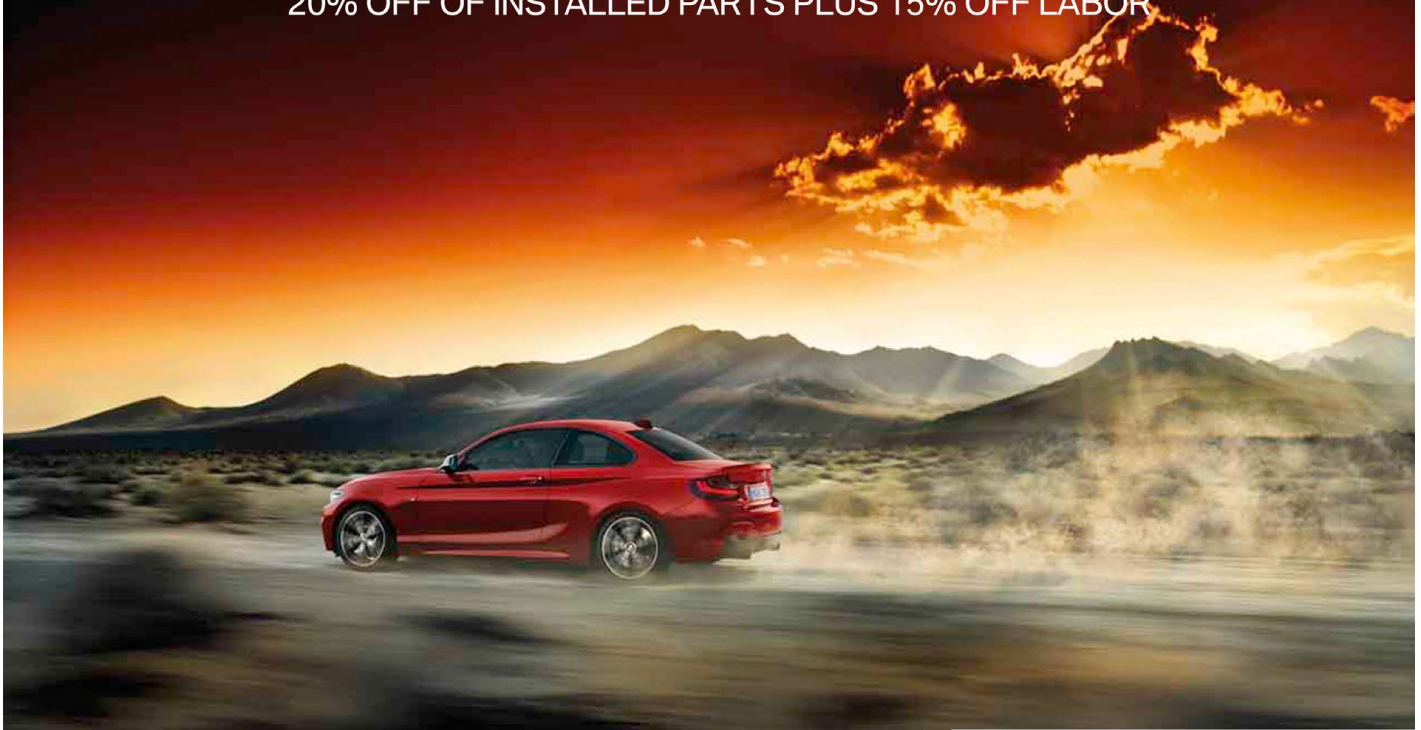
Looking back at the day as I write this through the fog of sleep deprivation, our race was won before the race began. We were able to come together to overcome adversity and partake in the shared joy of racing a classic BMW. It was proof of my point that racing is as much about the people and the experiences as the car—even one with persistent fuel leaks. ■



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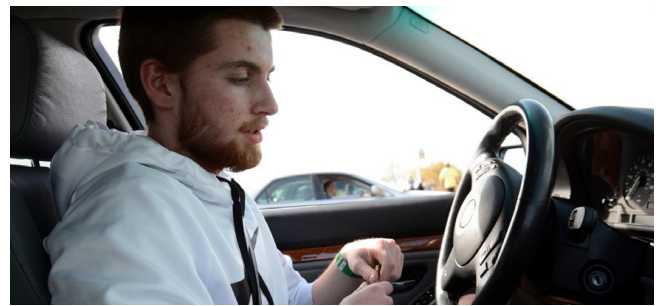
RMC BMW CCA CLUB PHOTOS

AUTOCROSS, SPRING DRIVING SCHOOL, SPRING DRIVE, AND STREET SURVIVAL

Photos provided by: Janet Kiyota, Gary Odehnal, Steve Clark, and Fox Chung









LOOKING FOR LEADERS: BOARD ELECTIONS FOR CHAPTER PRESIDENT AND VICE PRESIDENT

Volunteers are an integral and invaluable part of our club. Without them, we wouldn't have the opportunity to participate in the tremendous driving, social, and educational events that are offered throughout the year. The Rocky Mountain Chapter BMW CCA is looking for two dedicated volunteers to lead the club as President and Vice President over the next two years beginning in January, 2018.

A description of the duties and responsibilities of Chapter President and Vice President can be found in Article IV, Section 2 of the Chapter Bylaws located on our website at: <http://rmcbmwcca.org> under the "Chapter Info" tab

If you are interested in running for either of these positions, please send a short biography along with the reason(s) you would like to run for office and email it to: board@rmcbmwcca.org.

THE DEADLINE FOR CANDIDATE SUBMISSION IS FRIDAY, AUGUST 25, 2017.

EVENTS AROUND TOWN*

Wheels for Wildlife Sponsored by The Wild Animal Sanctuary

Saturday, July 22, 2017 from 10AM to 7PM
 2999 County Road 53
 Keenesburg, CO 80643
www.wheelsforwildlife.online

Rocky Mountain Chapter PCA

Ladies Only Performance Drivers' Education
 Saturday, July 29, 2017
 Colorado State Patrol Track
 1601 Quaker St
 Golden, CO 80401
<http://rmr.pca.org/event/ladies-day-de/>

Telluride Festival of Cars and Colors

September 21-24, 2017
 Telluride, CO
www.CarsAndColors.com

The Vehicle Vault

18301 Lincoln Meadows Parkway
 Parker, Colorado 80134
<http://www.vehiclevaultco.com>

Cars and Coffee

2nd Saturday of each month year-round from 9AM to 12PM

Hot Rod Happy Hour

4th Friday during the months of May-September from 6PM to 8PM

*Non-RMG BMW CCA-sponsored events





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FALL PERFORMANCE DRIVING SCHOOL SPONSORED BY WINSLOW BMW



BY: ANDREW JORDAN, CHAIRMAN, PERFORMANCE DRIVING SCHOOL

Our Fall Driving School will be held at Pueblo Motorsports Park on September 9, 2017. It is a one-day only performance driving school, so be sure to register early. It fills up very quickly. Please watch our Chapter web pages, and click on 'Driving School' to be kept up-to-date with the opening of registration and other information. There will be email blasts closer to the event, so please watch out for them.

The Pueblo track is a great learning and teaching track. It has a little bit for everyone. The track was repaved a few years ago and now it is very tire friendly. Overall, it is a very safe track and very forgiving of driving mistakes. You drive at your own comfort level with a qualified BMW club instructor next to you in the passenger seat. The instructor will guide you through the course and explain 'the line,' braking points, the apex, and looking ahead. Everyone leaves with a big grin on their faces at the end of the day. Some leave with the 'Car of the Day' or 'Most Improved Driver' award. These awards are only possible because the school is sponsored by great companies like Winslow BMW of Colorado Springs.

If you want to simply check things out and see what it is like, then there is nothing better than to volunteer. You can work a corner. Inexperienced corner workers are paired with experienced workers. You can learn a lot about the line from watching up close, how others do it.

You can drive any make of car. It does not have to be a BMW. However, no pickups or convertibles are allowed. And only a selected few SUVs are eligible. All drivers must be BMW club members. See you there. ■

A black and white advertisement for SCR Performance. The central image shows a BMW car with its hood open, revealing a yellow engine cover with "SCR PERFORMANCE" written on it. The car is a BMW 3 Series. The background is dark. At the top, the text "SCR PERFORMANCE" is written in a large, stylized font, with "SERVICE - PERFORMANCE - TUNING" underneath. At the bottom left, the slogan "THE RIGHT PARTS, ON THE RIGHT CARS, BY THE PEOPLE WHO USE THEM." is displayed. At the bottom right, the company's address "3466 ECR 20C #C8 Loveland, CO", website "sales@scrperformance.com", and phone number "970.203.1127" are listed, along with a Facebook icon.

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ON THE RIGHT CARS,
BY THE PEOPLE WHO USE THEM.**

3466 ECR 20C #C8 Loveland, CO
sales@scrperformance.com
970.203.1127

SAVE THE DATE!



WHEN:
Saturday, October 7, 2017

WHAT:
Oktoberfest with Live Tech Sessions

WHERE:
3zero3 Motorsports
5000 Robb Street, Building 1A
Wheat Ridge, CO 80033

3zero3 Motorsports is excited to host Oktoberfest for the Rocky Mountain Chapter BMW CCA.

They will be opening the doors of their German automotive service shop and doing live tech sessions and installs for us! Staff will be on hand and ready to answer questions ranging from repair and maintenance to all aspects of performance enhancements. Get ready to watch their experienced techs in action!

Stay tuned for more info. ■



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DRIVE 4 CORNERS BMW MEET

AUGUST 25-27, 2017

BY: TOM SCHULTZ



It's time to start setting our sights on 2017 Drive 4 Corners! With a new year, the D4C team is proud to present the 2017 event dates as well as a change in our event location. With the vision to improve the event, as well as add a different event vibe and feel, the D4C organizing team has found a new, unique venue that will step up the quality of the event as a whole!

Drive 4 Corners is proud to announce that the new venue for 2017 is Purgatory Resort, just outside of Durango, Colorado. This destination will provide an excellent location for cool mountain temperatures as well as a backdrop of ski slopes and amazing mountain views. The facility is known as Purgatory Resort and is located north of Durango, CO.

It also gives access to one of the most scenic roads in Colorado, a section US 550 known as The Million Dollar Highway. This route travels along the San Juan Skyway and Scenic Byway past the historic mining town of Silverton (9,300ft elevation) and leads through three passes of over 10,500 feet. Approaching the town of Ouray, CO is quite a view and will serve as a great destination for our Saturday group drive. This will be one route that you don't want to miss!

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 a weekend vacation. The best part about D4C is that it is a social event and it is meant for people to meet new people, make great friends, and share our passions!





Date: August 25-27, 2017

Drive down to the event with us on Friday, August 25th and stay until Monday or later so you don't feel rushed on the way home!

Event Registration:

Getting registered for the event gives participants access to great nightly rates at the Purgatory Resort.

Registration may be completed online at <http://drive4corners.com>. Space is limited and registration will fill up!

Event Venue:

Event registration does not include hotel accommodations. Individual room booking is up to attendees and may be made with Purgatory Resort.

Fortunately, Purgatory Resort also has a broad variety of rooms available for participants. 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!

Drive Route:

The official Drive 4 Corners caravan will launch from Park Meadows Mall on Friday, August 25, 2017. The group will head south to Colorado Springs to pick up more participants. Details to be posted as we approach August 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>.

Purgatory Resort

#1 Skier Place
Durango, CO 81301
For reservations, call
800-525-0892

IN DEFENSE OF BMW ASSIST

BY: JEAN RILEY



I rolled my 2013 335xi on July 18, 2015, at mile marker 17.2, westbound on Colorado Highway 74. My endocrinopathic diabetes, combined with fast and vicious community-acquired pneumonia caused me to lose control on a curve and drop two wheels in the soft dirt. The run-flats my 335 was wearing prevented me from escaping the soft dirt and I hit a rock, rolling toward the mountain and ending upside down in my lane.

The first voice I heard came from BMW Assist saying, “Are you alright?” to which I replied that no, I wasn’t alright and was hanging from my seatbelt upside down and couldn’t get out of the car.

BMW Assist called Colorado State Patrol, who in turn called West Metro Fire Rescue. It took West Metro 35 minutes to extract me from my crushed BMW. They put a cervical collar on me and then made a backboard sandwich out of me and pulled me out of a rear side window. I was taken to the nearest hospital and given a long series of CT scans that revealed only one cracked floating rib.

I have since recovered from the cracked rib. BMW Assist came to my rescue by notifying the highway patrol quickly and was a comfort to me during this stressful time. Needless to say, I will only drive BMWs now because everything worked: the airbags deployed, the seatbelts held, and BMW Assist was activated. It is a mistake to cancel BMW Assist as it is an important part of the safety package we expect from BMW. ■

BMW M2

BY: ANDREW JORDAN



To quote our dear Alain van der Heide, “Whoa. Andrew bought an M2!? I’m a little worried about giving the keys to one of those to a guy who has never had to deal with torque before.”

“Gee, Alain, such confidence!” I think I’ll be okay, just as long as I don’t take it to the track. I am so comfortable approaching turn four at HPR at about 110 mph. Braking at the 250-ft marker works in a 1972 2002 racecar, but I have no idea where to start braking in a 4300-lb car that is doing 130 mph, or so. I’ll just leave the new M2 at home.

LeeAnne picked me up at work on March 15 and drove me down to Winslow BMW in Colorado Springs. It was the longest journey on record. It felt like we went via Limon, but obviously we did not. It was a fabulous experience buying a new car from Winslow, who did a great job. My daughter is fine with me spending my son’s share of their inheritance. This is my first new car in 34 years. The last new car was a right hand drive 1984 BMW 323i in Cape Town, South Africa (the only other place in the world where they built BMWs in those days). Look at the photo. It was taken when I saw the M2 for the first time. The Long Beach metallic blue has to be seen to be believed.

“I owe you one,” I said to LeeAnne.

“What do you mean?” she enquired.

“Well, some years ago we all went to Miller Motor Sports in Utah and I blew up the engine in the racecar. You and Rickey drove all that way and never even did a lap. So you can test drive the M2 before me. Are we now even?”

"You bet!" she uttered unbelievably. Her eyes lit up and we were on our way.

"Hey, this car heel and toes for you. That was not me, it's the car!" she proclaimed.

I left Winslow BMW with LeeAnne behind me in her X5. "Your job is to protect me from speeding Dodge Ram pick-up trucks," I said. She smiled because she knew that my beautiful 1998 BMW M3 was annihilated by such a truck in January. The M3 engine, drive train, brakes etc. will eventually live on in LeeAnne's racecar.

The very first traffic light is less than a quarter mile from the dealership. I stopped for the red light and the guy next to me immediately rolled down his window and started asking questions about the car. He was impressed when I told him that I had bought the car less than one hour before. The lights changed and he gave me the thumbs up, the first of many. My smile grew even bigger. My first traffic light and already people love the car!

My 135i used to share the garage with the restoration 1972 red 2002. It had to move out to make room for the new M2. The two cars each have their own distinctive odor. They blend well. I often find myself lifting the two dust covers, sniffing the air, and muttering to each of them, "My God, you are beautiful."

I love to visit Scrumptious in Olde Town Arvada on Sunday afternoons. They have the best homemade ice cream in Colorado. Apex likes to play fetch with everyone that walks by.

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Recently, I was enjoying my ice cream whilst seated at a sidewalk table. The M2 was parked right in front of me. A lady and her friend were playing with Apex when I heard her comment, "I could live with a car like that," pointing to the blue beauty. I wondered if I came with the car as a package deal. I decided to remain silent, but I enjoyed the compliment. They scrutinized the car, inside and out.

The next Sunday, Alistair, my son, and his wife Kim drove from Fort Collins to Arvada to visit with me and also to drive the car. We drove down Leyden Road as far as Highway 93. We looked for cops, stray animals, pedestrians, cyclists, and gravel on the tarmac in the corners. Alistair drove the outbound journey and then we switched seats. I put the car into Sport II mode and Alistair opened up the exhaust baffle with the remote gizmo that you get with the



performance exhaust option from BMW. We waited for a sizable gap in the eastbound traffic, and then started the spirited drive back towards Arvada. Leyden Road is a lightly travelled road with quite a few twists and turns. Kim was actually screaming with fear in the back seat, but Alistair was enjoying every moment. As was I. Suddenly there was an older Subaru with a roof rack, bicycle rack, and numerous environmental stickers all over it, in front of us. I got hard on the brakes and slowed down to a crawl; about 25 mph in a 40 mph zone. I stayed a respectable distance behind the Subaru. I looked ahead. The road was straight and wide open; not a car in sight. I decided to cross the double yellow line, give the Subaru Outback a wide berth, and politely pass it. Then I got hard on the gas again. We all enjoyed the exhilarating drive until we arrived at an urban area where the speed limit is a dreary 25 mph. The light at Indiana takes a long time to cycle for cross traffic.

"Uh oh," I said to Alistair and Kim. "Here comes the Subaru in the lane on our right." We all looked to the right. I fully expected to see a single index finger appear out of the driver's window. The female driver looked the M2 up and down, and then, to our surprise, gave me the thumbs up. She gave us a broad smile and we all had a good, lighthearted laugh.

My friend Arnie lives just a few houses from me. He used to have a nice 7 Series BMW. It was rear ended, just like my M3. Arnie now drives a mundane SUV. We often talk about BMWs, so he was expecting to see my new M2. He was in his front garden with his adult children and numerous grandchildren, when he saw the M2 for the first time. I had to stop. I pulled into his front drive and the entire family descended upon the car. We chatted about the car, its gorgeous color, the performance exhaust and the little gizmo that opens the baffles, and the twin turbos. The grandchildren soon lost interest, but the adults all stayed close by. Arnie stuck his head into the driver's window and lowered his voice. "Now that the grandchildren are gone, I can ask you this," he said with a twinkle in his eye. He humorously enquired about a possible elevated level of sexual arousal when I drive the car. "Absolutely. All the time," I answered.

Then, after a slight pause and recalling Leyden Road in my mind, I added, "I get hard on the gas. Then hard on the brakes. And then hard on the gas again."

We all had a little chuckle. ■

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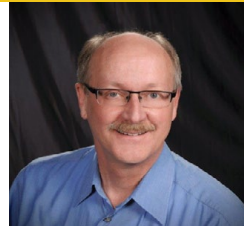


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BMW EUROPEAN DELIVERY

PART 1

BY: JEREMY SCHROEDER

Back in the 1990s, I started to become an ardent Motor Trend reader. It was a great time for my indoctrination into the world of petrol heads. That decade saw a resurgence in automotive performance not seen since the early 1970s. The oil embargo, tighter emissions requirements, and shoddy build quality left a stain on the industry for well over 20 years. Everyone remembers the Pinto based Ford Mustang? I sure did, gross. By the mid-1990s, the ship finally started to right itself. High-end Japanese sports cars like the 300ZX, RX-7, Supra (hello Fast and the Furious), and 3000GT were all the rage during this time. Coupled together with fresh redesigns of America's prominent muscle car trio and it was right back to 0-to-60 times and top speed bragging rights.

For me, these machines were the apple of my teenage eye. However, what were lost in the shuffle during this time were the luxury brands. What 16-year-old dreams of piloting a giant Mercedes S-Class when they can power slide a Mustang GT around the neighborhood for a quarter of the price? This whole sector of the automotive world seemed foreign to me for a long time, until I noticed a specific theme whenever a certain brand got pitted against a group of rivals. BMW appeared to not only beat the competition, but flat out trounce them. Article after article, editors that knew what to look for in an automobile, continued to acknowledge that cars coming from Bavaria Motor Works performed better than anything else on the road. This vastly piqued my curiosity, and I became interested in the brand which cultivated in this MT article from 1999: <http://www.motortrend.com/cars/bmw/5-series/1997/1997-bmw-540i-2/>. Written by former Editor-in-Chief C. Van Tune, it details the long-term test of the now classic E39 540i 6-speed. Buried halfway through, Tune describes how they acquired this 5-Series through BMW's tourist delivery center in Munich. Excuse me, what? They bought a BMW in Germany, drove it around Europe, and shipped it back to the United States. Where do I sign up? From this point on, I was enamored with the European Delivery (ED) program and dreamed about the time when I would experience buying my BMW someday.

Fast forward almost 20 years and the opportunity finally presented itself. My old Mazda 6 was long in the tooth (some 230K miles long), and now was the time to take the BMW plunge. My wife and I got married the year before, and she was in the process of finishing up graduate school. Her schoolwork prohibited us from taking a long honeymoon at the time, but with her studies winding down the next year, I suggested the ED program for my new BMW. The idea of exploring Europe, in your very own car and on a discount, convinced her to participate in this program. In April 2016, we ventured to Schomp BMW (Highlands Ranch, CO) to check out some new 3-Series models.





The ED process is relatively benign when you first start out. Simply go to a local dealer, test drive a model, spec out your car, and negotiate your price. I went back and forth for a while between the 328i and the 340i. In the end, I thought if you are getting a Bimmer, you must get the iconic straight six. So I chose the Mineral Grey 340i x-Drive. After feeling the power and smoothness of that new B58 motor, I made the right choice. I optioned it up with the M-Sport, Cold Weather, Technology and Driver Assistance packages, and the M adaptive suspension. I added the rear spoiler and black kidney grills, although these cannot be installed until the car was shipped to the States.

After selecting the BMW in your price range, tell your sales representative that you want to take possession through the ED program. This starts the larger wheels turning. The dealership needs additional information pertaining to the program, such as your passport information and rough estimates of when you plan to be in Munich. Obviously, the exact dates won't be set when you sign up, but they ask for three different dates to set the timeline for your vehicle's build schedule. Another thing to consider with your pickup date is that it could affect the year designation of your car. We picked up my car in October of 2016 and it was designated a model year 2017 (hello iDrive 5.0). The dealer requires a down payment of \$1,000 to start the process on their end and program a build number for building your car. The build number is important because all the discounts and perks of the program are referenced from this number. You will receive this number and a travel packet in the mail in the following weeks detailing hotels, restaurants, and destinations to visit on your European trip. Obviously, you don't have to use the information in the packet, but it is a helpful guide to get started. The most useful information included in the packet is the contact information for BMW's preferred travel agency, Courtyard Travel, who help you coordinate your entire trip. Give them the cities and sites you want to see (even outside of Germany). Their travel agents put a list together of all their preferred hotels in the area and offer rooms at a discounted rate or with optional upgrades to higher end rooms should a suite be available upon check-in. These discounts also apply to airfare as well. Unfortunately, I made the mistake of reserving our flights on Expedia before speaking with the travel agency and they determined that similar flight arrangements were available through the company for a couple hundred dollars cheaper than what we paid (which I thought was a steal). All they require is your build number for the reservation and a relatively small fee (less than \$100).

A couple of months passed and BMW continued to move the process of the ED program forward. Our pickup date in Munich was scheduled and all of our travel arrangements were confirmed. I made one more trip to the dealer a few weeks before we left to finish financing the car, which must be done before they build the vehicle. The only caveat here is the car must be financed through the BMW dealership and not through a third-party bank. Once the financing was finalized, we had a short wait until our departure for Germany in October.

Day 1 (Arrive in Munich)

Our plane landed in Munich around 1:30 PM local time. The ED program includes a one-time chauffer service, which drives you anywhere in the city. This service must be reserved before you leave on your trip. Some people use it for their trip to BMW Welt on delivery day but after a 10-hour flight, we took advantage of the service to drive us to the hotel. The chauffer was waiting for us curbside as soon as we got outside of the terminal. He promptly gathered our bags and escorted us to a brand new black 7-Series. Inside there were complimentary bottles of water and 500-way adjustable and massaging lazy boys in the back. Very nice touch, BMW.

During our time in Munich, we decided to stay at the Hotel Exquisit because of its proximity to all the historic tourist sites in downtown Munich. It's also a block from one of the bigger train stations in the city and traveling around the city (without your BMW) was convenient. We checked into the hotel and decided to enjoy some of the historic sites. The Marienplatz was the most crowded place we saw. It's the central square in the city center that's dominated by the New City Hall and Glockenspiel. The Glockenspiel is a series of chimes and movable figures that reenact two stories of the 16th century. This is a must see if you decide to stay in Munich for part of your trip. After the show, we walked two blocks to the Biergarten Am Viktualienmarkt for some delicious German lager. The Biergarten was amazing, the environment was friendly, and you are surrounded by shops, produce, and delectable Bavarian sausage. The Biergarten is a staple for your Munich trip as people from different groups typically sit across from one another at the same table to give you a strong sense of community. After enjoying our brews, we called it a night and headed back to the hotel.



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Day 2 (Delivery Day!)

Delivery day finally arrived! I was looking forward to this day for months (even years). Our delivery time was scheduled for 10:20 AM, but we arrived an hour and a half earlier for the set BMW check-in time. My excitement was building ever since I got off the plane, and we were on our way to BMW on the subway by 7:30 AM. There's a station about a two-minute walk from BMW Welt so the subway is very convenient. If you have time while you are there, the Olympic Park is right across the street where the 1972 Olympic Summer games were held.

Prior to our trip, I saw numerous YouTube videos and pictures online of BMW Welt, but nothing captured the sense you get as you walk into the atrium. For all you BMW gearheads out there, this is your automotive nirvana. You're surrounded three floors high by countless BMWs new and old. There were engine

mockup displays, motorcycles, i hybrid technologies, and sections for their British brethren Rolls Royce and Mini. They even had Elvis' long lost 507 on display on the ground floor. Without getting too distracted, we went upstairs to check in for the ED program where an assistant presented all the necessary paperwork we would need for the duration of our trip. After check-in, we still had an hour to wait for the BMW and were directed to a complimentary brunch. The food was excellent and the coffee sublime, much like the rest of the coffee we had throughout Europe. BMW takes good care of their people in this program.

Finally, we met our BMW associate, Stephan, who coordinated the delivery from this point. He led us down to the second level and out to my immaculate Mineral Grey 340i. The excitement hit me when I first saw it that this was my car that I had been waiting months for. He spent well over an hour going over the finer details of the car. Most of this pertained to the new iDrive system. Note: If your car comes equipped with any BMW Assist features, they will not work while in Europe. What will work, however, is the navigation system. If you do the ED program I can't stress this enough, get the navigation in your car. The voice commands and HUD integration makes getting around a breeze. It will come preloaded with Europe maps from a USB drive which is removed when the car is shipped back to the States.

After all the demonstrations were done and questions answered, it was time to sign the last bit of paperwork and go for that first drive. There was about an hour to kill so I took my victory lap inside and we headed out on the streets of Munich. We didn't explore too far since we came right back to BMW Welt for our scheduled factory tour that afternoon. We parked the car in the basement (which is validated for customers) then made it back up to the atrium. The tour is only offered at certain times of the day and you must schedule it before you leave the U.S. The program also offers complimentary tickets to the Museum, which you can visit at any time during the trip. If there is one thing I recommend other than the delivery experience, it's the factory tour. You see everything from fabrication, to robotic body welding, to the paint shop, to marriage (BMW's term for connecting drivetrain and body), to final assembly. During a good portion of the tour, you are literally walking within feet of workers building 3-Series around you. The manufacturing efficiency here is beyond reproach. There is also an engine plant that is the lone assembly line for the venerable N20 4-cylinder along with a special section that produces a whopping 17 (yes, 17) Rolls Royce twin turbo V12s a day. If cameras were allowed in there, I would have filled up my phone. Well worth the two hours. ■





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

Your BMW Club is once again partnering with The Morgan Adams Foundation and Rocky Mountain Vintage Racing (RMVR) for the 2nd Annual Rally Against Kids' Cancer!

SAVE THE DATE – JULY 29, 2017

Last year's Rally was so much fun, we just had to organize another one! Put July 29th on your calendar *now* for a fun-filled road rally where you'll not only get to spend a beautiful Colorado sunshine day driving your sports car and shooting the breeze with fellow BMW and other sport car owners, but you'll also be making a difference in the lives of kids battling cancer!



Like last year, this will be a Poker Rally with several fun and interesting Rally stops around Denver. One Rally stop last year provided a caricature with their car as a prize. Another stop allowed participants to test their skills shooting skeet. *How fun is that?*



This year's Rally stops will include a variety of equally fun activities, refreshments, and giveaways/prizes, along with a new poker card to create your best hand. Best hand will win a fabulous prize!

The Rally destination: High Plains Raceway in Byers, CO where you can watch exciting wheel-to-wheel vintage racing; see over 100 very cool vintage race cars and chat with RMVR racers; enjoy a fantastic on-track dinner; and kick up your heels with some foot-stomping live music!

So, grab your friends, family, significant other and join us for a day of fun!



WHY RMVR DOES THIS

Now in its 7th year, the Race Against Kids' Cancer has raised more than \$650,000 to benefit The Morgan Adams Foundation. While this annual event has become an RMVR racer and fan favorite, the best part about the Race and Rally Against Kids' Cancer is that 100% of the money raised from this event, including corporate sponsorships, voluntary gate donations, lunchtime "Ticket to Ride" sales, photograph sales, and donations solicited by RMVR members and Rally participants, goes directly to The Morgan Adams Foundation to fund pediatric cancer research.

Because of the research funded by The Morgan Adams Foundation through RMVR charitable donations, kids like Jamin, Jordon, Koby, Meredith, Tayler, Trevor, and many, many more, have better treatments with fewer side effects, and real hope for their future.

The 2017 Race and Rally Against Kids' Cancer MAF Ambassadors



Jamin



Jordon



Koby



Meredith



Tayler



Trevor

Our 2017 goal is an ambitious one: to raise \$150,000 so that we can purchase a vital piece of equipment for the Children's Hospital Colorado oncology research department. This machine, called an "IncuCyte Zoom", allows researchers to analyze large quantities of cells over time and conduct numerous experiments simultaneously, getting more work done faster, and dramatically accelerating new therapies and treatments that improve the lives of kids with cancer.

With your fundraising help, we can achieve this goal and make a difference in the lives of so many kids who are battling cancer. Help us **Zoom to Victory!**

THE MORGAN ADAMS FOUNDATION

Based and working primarily in Denver, The Morgan Adams Foundation funds laboratory and clinical research in pediatric and young adult cancer, with an emphasis on cancers of the brain and spine. Their primary interest is to provide seed and bridge grants for promising research that is not yet ripe enough for funding by larger organizations. They also fund seed projects that are highly collaborative and/or multi-institutional in nature, and are geared toward rapid trial development to get the best possible treatment options into circulation as quickly as possible.

Learn more about [The Morgan Adams Foundation](#).

Learn more about [RMVR](#).

Learn more about the [Race and Rally Against Kids' Cancer](#).

JOIN US. YOU WON'T WANT TO MISS OUT!



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Geoff Barrett, 2016 Rally Against Kids' Cancer

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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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DRIVE THE TRACK

SUNDAY, SEPTEMBER 17, 2017

WOODY CREEK RACEWAY AT ASPEN MOTORSPORTS PARK
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BY: ANDREW JORDAN

It is not often you get an opportunity to drive the Woody Creek track. I have been a track junkie for 25 years and I have never even seen the track.

But there's good news! You, as a BMW Club member, can drive the track on September 17, 2017. This unique track event is held in conjunction with the Fall Drive and Aspen/Snowmass Motoring Classic on September 13 – 17, 2017.

Our club only has to cover our insurance for the event; all the rest is free with the compliments of Aspen Snowmass. So, we shall only charge \$100 to drive the track on Sunday morning. It is not a driving school, just organized lapping. There will be three run groups: advanced, intermediate, and novice. I am sure that some of our club instructors and experienced drivers will be available to assist drivers in the novice run group. We shall just keep rotating these three run groups until our allotted time is up.

Our club is aiming to present at least 30 BMWs of all descriptions to the free car show on Saturday, September 16, 2017. Those 30 members will get preference for entry into the Woody Creek lapping event. You should register for the car show as soon as possible at:

<https://www.motorsportreg.com/events/rmc-bmw-cca-car-show-aspen-snowmass-sept-16th-2017-abingdon-airfield-424480>

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Registration is already open and some members have already signed up. If you don't participate in the car show, then you have to go onto a waitlist for the Woody Creek event and your chances of participating will be slim.

Besides, the car show is free and there are all sorts of other exciting events in the days preceding the two events. For example, there's a Rocky Mountain Vintage Racing race through the streets of Snowmass. Remember the fantastic races in Steamboat Springs in the 1980s and 90s? Well, this will revive those exciting days. There will be a few BMW 2002s to cheer for. I am indeed humbled and honored to be included in this select group of vintage racers. I would love to see dozens and dozens of our BMW supporters in Snowmass. I know the camaraderie levels will be highly elevated.

This is so exciting – I can't wait! I have already signed up with BMW and RMVR. You should too. ■



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The place to discuss topics with other RMC members, sell a car or parts, and get information on upcoming get-togethers.

National Website: www.BMWCCA.org

Interested in joining the BMW CCA, want to check out national events, need a new membership card, or have an address change? The recently updated website will keep you abreast of all things BMW and allow you to access your account information.

Chapter Facebook Page: www.facebook.com/rmcbmwcca

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