

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



The official publication of the
Rocky Mountain Chapter BMW CCA
SPRING 2018





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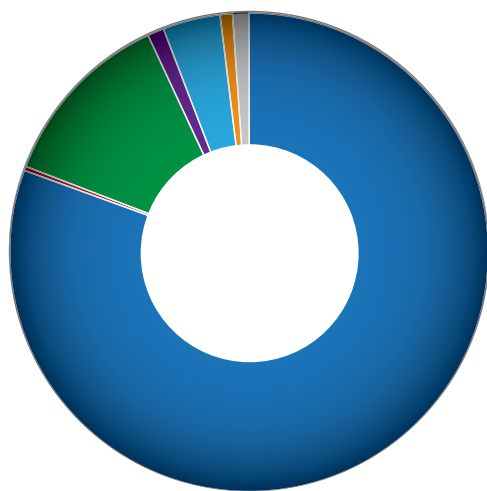
GET OUT & DRIVE

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Cover and interior cover photos by Fox Chung.

RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF JANUARY 31, 2018



- Primary Members (1,560)
- Secondary Members (6)
- Associate Members (231)
- New Members (22)
- Renewing Members (75)
- Lapsing Members (16)
- Life Members (21)

New Members	Referred By
Justin Leinwand	William Colin Conway
Nathan Warner	Daniel Parcher
Jeff Wilson	Melissa Wilson
Erik McLeod	Michael Feldpusch
Tim Bell	Jordan A. Van Ry
Richard Hayes	Melvia Ray Della
Corey Schwartz	Radostin Tanov
Daniel Snyder	Birchard Snyder
Rolf Kaumann	Andrea Kaumann
Stephen Oliver	Greg Moody
Eric Wolf	Jesse Shapiro
Zach DesLauriers	Darren Davenport
Sadikin Budiman	Brian Bowden
Janet Streed	Brian Bowden
Mike Schmitt	Brian Bowden



THE MOTORSPORT REPORT IS GOING GREEN!

In the near future, the Rocky Mountain Chapter BMW CCA Motorsport Report will be distributed electronically. A paperless newsletter allows us to communicate information to our members in a more efficient manner, as well as to decrease printing and postage costs. Printed copies will still be available at select area businesses and will also be mailed to those members that request a paper copy.

Additional information about this transition will be available in the coming months! ■

2018 CALENDAR OF EVENTS:

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

All dates and event locations are subject to change.

MAY

May 5 - Car Control Clinic & Autocross School

Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

May 6 - Autocross #1

Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

May 12 - Time-Speed-Distance (TSD) Rally Sponsored by Hagerty Insurance

1010 Johnson Road, Suite 150
Golden, CO 80401

May 20 - Spring Drive

Colorado Welcome Center
3745 E Prospect Road
Fort Collins, CO 80525

May 25 - Instructor Training School (ITS)

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

May 26-27 - Spring Driving School/TT Event

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

May 28 - CLOSING DATE FOR SUBMISSIONS to the Motorsport Report 2018 Summer Edition

JUNE

June 2 - Autocross #2

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

June 10 - 35th Annual Colorado Concours

Arapahoe Community College
5900 S Santa Fe Drive
Littleton, CO 80120

June 13 - Quarterly Board Meeting

Location TBD – 6:30 pm – 8:00 pm

June 23 - Autocross #3

Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

JULY

July 7 - Co's BMW

Center Bimmerfest
4150 Byrd Drive
Loveland, CO 80538

July 9-14 - 49th Annual Oktoberfest (National)

Pittsburgh, PA

July 14 - Autocross #4

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

AUGUST

August 4 - Autocross #5

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

August 25 - Autocross #6 - Double Header

Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

SEPTEMBER

September 8 - Fall Driving School/TT

Pueblo Motorsports Park
3733 N Pueblo Boulevard
Pueblo, CO 81008

September 12 - Quarterly Board Meeting

Location TBD – 6:30 pm – 8:00 pm

September 22 - Autocross #7

Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

OCTOBER

October 13 - Autocross #8

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

NOVEMBER

November 10 - Planning Meeting

Location/Time TBD



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BMW of Denver Downtown

Liaison: TBD

UPCOMING EVENT: ROCKY MOUNTAIN CHAPTER BMW CCA SPRING PERFORMANCE DRIVING SCHOOL

The RMC BMW CCA's Annual Spring Driving School will be held on May 26 – 27, 2018 at High Plains Raceway. For more details about this event as well as registration information and volunteer opportunities, please visit our website at <http://rmcbmwcca.org/> ■

HELMET TECH POP-UP SOCIALS

Look for updates in the RMC email blasts on our “After Work Pop-Up Socials” to get a technical inspection of your helmet before the driving season starts.

Helmets must be Snell 2010 or newer (Snell 2005 and older helmets are no longer allowed). Both full-faced and open faced Motorcycle (M) or Special Application (SA) helmets are permitted. However, convertible or “flip-up” style motorcycle helmets are not. SFI 31.1 and FIA 8860 certified helmets are also acceptable.

Be one of the first to enjoy a beverage and munchies while getting your official 2018 tech sticker put on. Save time on game day – see you there! ■



ANNUAL RMC BMW CCA SPRING DRIVE

BY: GARY ODEHNAL

This is the event we have all been waiting for. That's right! It's our Annual Spring Drive on Sunday, May 20th, 2018.

Dust off your M3, M Roadster or favorite Bavarian iron and let's get out on the kind of roads all that expensive machinery was designed for. As promised, this one will be another tour for lots of grins and outstanding scenery. By popular demand, it's back to the Northern Colorado Roads! You should plan on spending the whole day away from home. Return time to Denver should be before 6 p.m., weather and traffic permitting. This drive is exactly the same route we have enjoyed on other Northern Colorado Spring drives but I never get tired of it, and nobody has ever complained about the open roads or varied and outstanding high mountain scenery. North Park and the spectacular mountains of the Rawah and Zirkel Wilderness are just breathtaking – and the roads are amazing!

The tour will start out at the Colorado Welcome Center (3745 E. Prospect Road) in Fort Collins, just west of I-25 at the Prospect Road Exit (exit 268) and go about ¼ mile west to the first light, turn left to the parking areas. This is where the groups will gather to use the facilities and take a brief break to freshen up and re-fuel for the exciting drive ahead. Don't forget to take a few minutes to check out the exhibits at the Welcome Center; there is always something new on hand. Here, we will divide the group into four different subgroups so that we can better manage all level of drivers. There will even be a group for "tour" drivers that are along for the social and scenic aspects of the drive – we will have a group that fits your drive goals.

The actual drive will begin with a trip north from Fort Collins on Highway 287, where we will turn west (Highway 14) and travel up the Poudre Canyon to Cameron Pass. This road is a very special two-lane ribbon of twists that will satisfy all true car enthusiasts. The scenic road and the Poudre River provide a special gateway for our trip into the Rockies. We'll plan a brief rest stop on Cameron Pass and then on to Walden for a special buffet feast at the famous River Rock Café in beautiful downtown Walden, tucked into the heart of North Park and surrounded by mountain peaks. A hard surface parking lot is tucked behind Main Street where we can park our "special" cars.

After lunch, it's south to Rand on Highway 125 and over Willow Creek Pass. This is one of Colorado's premier sports car routes; you really don't want to miss this road with long sweeping curves, beautiful high alpine meadows, and great mountain scenery. Just keep your eyes on the road! It ranks as a must drive in my logbook every year. Then we come back down to earth in Granby where will stop to share some afternoon ice cream treats.

I can't decide if I'm in for the drive, great friends, or all the good food! Come to enjoy all and you will be impressed by all the above and the wonderful spring scenery and open roads in Northern Colorado. A real gem of the Rockies, by all accounts.

The Denver group should plan on leaving the 120th Avenue Park-N-Ride (Wagon Wheel lot) no later than 8:30 a.m., so please show up at 8:15 a.m. We "lucky" Northern Colorado Homeboys will be meeting the Denver contingent at 9:15 a.m. for a 9:30 a.m. departure time. Please call or e-mail (g.odehnal@gmail.com) for lunch reservations by the evening of May 6, 2018. Expect the soup and sandwich bar to cost about \$12-\$13/person with tax and tip included (final costs will be determined by total numbers). If you have any questions or would like to volunteer to be the Denver Brigade Commander, call me at 970-219-9821 or email me at g.odehnal@gmail.com. ■

COLORADO CONCOURS D'ELEGANCE AND EXOTIC SPORTS CAR SHOW

SUNDAY, JUNE 10, 2018

Arapahoe Community College, 5900 S Santa Fe Drive, Littleton, CO 80120

The Annual Colorado Concours d'Elegance and Exotic Sports Car Show - one of the premier car shows in the Rocky Mountain Region - is here. This is an annual event showcasing nearly 500 rare sports and classic cars, early collectibles, and the latest exotics provided by local and regional car clubs. This family-oriented event draws more than 14,000 participants/attendees and features delicious food, live music, exhibitors, vendors, and fun for everyone! Proceeds from this spectacular event go to Ability Connection Colorado's Creative Options for Early Childhood Education Centers.

Learn more at the [Ability Connection Colorado website](#). ■



THE WINTER CELEBRATION FOOD BANK OF THE ROCKIES DONATION



Many thanks to those who generously contributed to the Food Bank of the Rockies. We took in a record 127 pounds of non perishable items! ■

Leslie Jenkins (L) and Justine, Food Bank of the Rockies worker (R)



February 2, 2018

BMW Car Club of America
Leslie Jenkins
2026 S. Ironston Ct
Aurora, CO 80014

Dear Mr. Jenkins,

On behalf of the Board of Directors of Food Bank of the Rockies, thank you for your generous gift!

I would also like to thank you on behalf of Roy. Roy used to be able to help others, but now he and his family are the ones who need help. Roy works in the medical field and when he's healthy, his income takes care of him, his wife and their son. This year, after five unexpected major surgeries, Roy had to take a leave from work and the medical expenses drained all the family's savings. His wife is a retail cashier and her income doesn't go far enough.

Recently, Roy's family had no food in the house and no money to restock their pantry. Fortunately, a local pantry was there to help. They delivered fresh produce, dairy, protein and other items to last the family more than a week. "It's nice to know there are folks out there that are carrying on this kind of an outreach in the community and I just want to say how much I appreciate it, so thank you!" Food assistance is critical to the health and wellbeing of families like Roy's and can mean the difference between hunger and healing.

Thanks to FBRC's programs and partner agencies we were able to distribute more than 48 million meals across Metro Denver, Rural Colorado and the Western Slope last year. None of this would have been possible without your generosity and kindness!

Warm Regards,


 Kevin D. Segelke
 President and CEO



Donor Receipt Information

Donation Date: 2/1/2018

Donation Amount: \$127 LBS. Food Donation

Donation Type: *Fighting Hunger Feeding Hope*

Additional Gift Information:

No goods or services were provided in exchange for this donation.
For every dollar donated to the Food Bank 96¢ goes directly to our program.
Federal Tax ID 84-0772672

Please know we value your support as well as your privacy. Food Bank of the Rockies never sells or trades your name to any other organization.

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A WONDERFUL NIGHT TO CELEBRATE

BY: JANET KIYOTA

It was a fun evening of celebration as we closed 2017 and now look forward to the New Year beginning with the Annual Winter Celebration hosted by Co's BMW Center. The 70 attendees enjoyed a race video compiled by the team of Mark Baer, David Jobusch and Thomas Miller from SCR Performance, followed by delicious food provided by Biaggi's Ristorante Italiano.

MCs Fox Chung, Karen Lange, and Christine Foley began the festivities by introducing the evening's award winners:

- Most Member Referrals: **Brian Bowden** and **Mark Baer** (tie)
- Earliest Registration: **Jim Hornbeck** registered on November 1, 2017 at 1:19 p.m.
- Longest BMW CCA Member: **Jim Jenkins** became a member on May 5, 1974
- Longest RMC Member in Attendance: **Bruce Hazard** as of May 1, 1975
- Traveled the Furthest to Attend RMC Events: **Sam Smith** from Laramie, Wyoming
- Newest Member to RMC: **Roger Poppie** who registered on Monday, January 22

And onto the highest honors of the evening given by the RMC BMW CCA:

- **Sponsor/Dealer of the Year: Co's BMW Center of Loveland, Colorado**
- **Board Member of the Year: Eugene Yen**
- **Volunteer of the Year: Eric van der Heide**

There are few honors in BMW as prestigious as the **Friend Of The Marque** award presented by the BMW International Council. Contenders must be nominated by member organizations like the BMW Car Club of America. The honor is so rare that years can come and go with no awards presented. **Bruce Hazard** was honored in 2017 as the newest member into this elite group. His award was presented based on his enormous local chapter leadership as well as his stints in every aspect at the National level including National President and current board member on the BMW Foundation. Congratulations, Bruce!

Our appreciation goes out to the committee members, sponsors, and participants who made this evening possible: Co's BMW Center, SCR Performance, The Sebastian - Vail, Christine Foley, Leslie and Jim Jenkins, Karen Lange, Fox Chung, Alan Warner, Mark Baer, David Jobusch and Thomas Miller. THANK YOU!! ■



2018 RMC BMW FINANCIAL STATEMENT

BMW CCA ROCKY MOUNTAIN CHAPTER
Statement of Assets, Liabilities and Net Assets - Cash Basis
December 31, 2017

	<u>2017</u>
ASSETS	
ASSETS	
Cash	\$ 15,845
Certificate of Deposit	88,901
Equipment	<u>19,945</u>
TOTAL ASSETS	<u>\$ 124,691</u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
-	\$ -
Total liabilities	-
NET ASSETS - Unrestricted	<u>124,691</u>
TOTAL LIABILITIES AND NET ASSETS	<u>\$ 124,691</u>

No assurance is provided.

2018 RMC BMW FINANCIAL STATEMENT Continued

BMW CCA ROCKY MOUNTAIN CHAPTER
 Statements of Revenues and Expenses - Cash Basis
For the Year Ended December 31, 2017

	<u>2017</u>
UNRESTRICTED	
REVENUE	
Membership dues	\$ -
Rebates from National	22,789
Advertising revenue	11,319
Autocross fees	22,198
Driving school fees	40,130
Other event fees	9,609
Interest income	<u>29</u>
 Total revenue	 <u>106,074</u>
 EXPENSES	
Newsletter costs	17,756
Insurance	368
Driving school expenses	39,056
Autocross expenses	23,893
Meeting expenses	1,639
Other event expenses	17,732
Website fees	11,174
Legal & accounting	7,670
Office expenses	<u>953</u>
 Total expenses	 <u>120,241</u>
 EXCESS OF REVENUE OVER EXPENSES OVER EXPENSES	 (14,167)
 NET ASSETS - Unrestricted	
Beginning of year	<u>138,858</u>
 End of year	 <u>\$ 124,691</u>

No assurance is provided.

TIME-SPEED-DISTANCE (TSD) RALLY

BY: JEAN RILEY

Please plan on attending the Saturday, May 12th TSD Rally.

A TSD is a precision driving event run on public roads, at or below posted speeds. This is not a race; it is a competition to arrive at pre-established check points exactly on time – for each second, early or late, counts against you.

There are three classes, determined by experience and equipment, and the three lowest scores in each class wins.

This TSD was written without traps and will take you through the near Rocky Mountains, offering views that tourists can only pay to see.

After approximately three hours of awesome scenery, the road rally will end at one of Evergreen's lesser known watering holes for lunch, the awarding of prizes, and hanging out with other car buffs.

Details

When: Saturday, May 12, 2018
First car out is 9 a.m.

TSD Start: Hagerty Insurance
1010 Johnson Road, Suite 150, Golden, CO 80401

TSD End: Evergreen Brewery and Tap House
2962 Evergreen Parkway, Evergreen, CO 80439
www.evergreenbrewery.com

This event is limited to 20 vehicles with two designated drivers per car. Back seat spirit teams and family members are welcome!

Registration for this exciting event can be found through the following link:

<https://www.eventbrite.com/e/rmc-time-speed-distance-spring-rally-join-us-tickets-43532796767> ■

PREFERRED HOTEL RATES FOR RMC BMW CCA MEMBERS

The Sebastian Vail Resort and Spa
Vail, 16 Vail Road, Vail, CO 81657
Phone: 970-477-8060

20% off the best available rate on a Luxury Plaza hotel room or above and 20% discount of BAR in a Luxury Plaza hotel room or above. Additional benefits include early check-in/late departure based upon availability, upgrade upon availability at time of check-in and complimentary valet parking.

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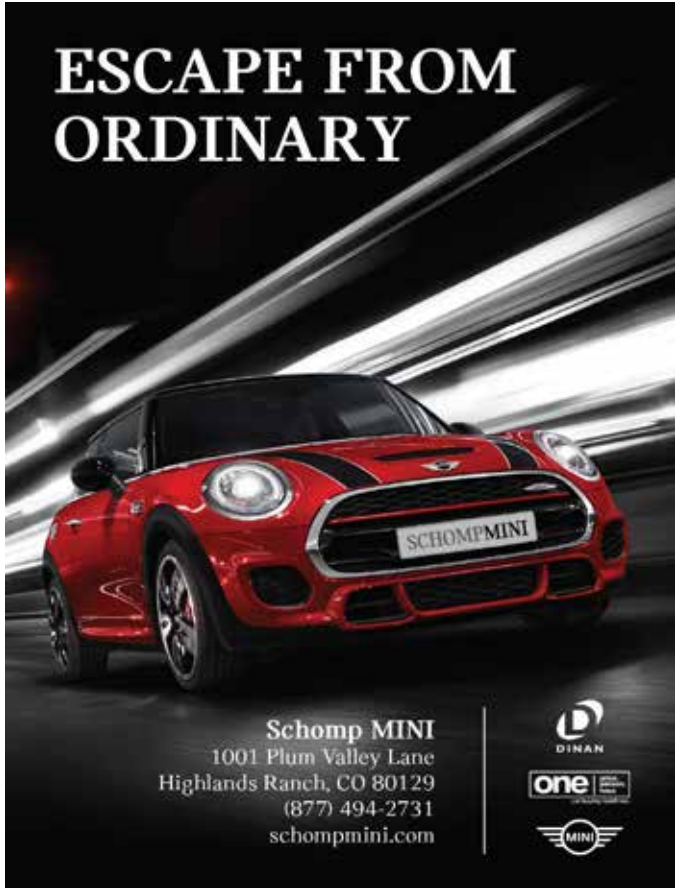
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TRIAL BY FIRE: MY FIRST CHAMPIONSHIP EXPERIENCE

BY: ISAAC BOUCHARD



Thursday, October 7th: Open practice day for the 2017 NASA Championships dawned bright and warm over Thunderhill Raceway. This wickedly clever road course, draped over the hills of northern California, is the longest and fastest (in terms of average lap speed) in the country. I had prepped all I could; this was season two of a three-year campaign in an attempt to win my first national level championship, something I'd dreamed of and fought for since my first season of autocross, circa 1990.

Many decades (and failures) later, I was wiser, if not faster. I realized how much car selection and prep—code for spending copious amounts of money—played in the outcome.

My '09 Chevrolet Corvette Z06 was bought stock in early 2016, in retrospect a silly decision. But I didn't know what kind of competition I'd end up wanting to focus on at the time, and the C6Z is a jack of all trades—capable of winning most anything, anywhere, if you can master it. As season end approached, the beast was about two-thirds finished; I was down on class-limited horsepower (time trials is based on power to weight ratio), chassis and aero development weren't complete, and I had suffered from myriad cooling and electrical issues throughout the year. But it was running really well before I left for the championship, and had delivered the sweetest victories of my racing life: The TT1 (Time Trial) win at Utah Motorsports Campus and a victory in the last regional race of the year, against a fierce set of incredibly talented and experienced rivals, at High Plains Raceway. I felt I had peaked mentally and had a solid steed. I had no idea how fast it could all go sideways...



Northern California's Thunderhill is ghoulishly terrifying if you've never been there, combining the blind crests of Sonoma with the speeds of Utah. Turns 5a and 9 in particular are a challenge for someone not blooded there—by which I mean me. The first practice session seemed to go well, but during the second I heard my carbon fiber front splitter (just repaired for me by Zebulon's Ryan Neff after I'd snapped it in half in Utah) dragging through the long corners, and when I went "two off" at T9 I broke it again. Adding to this, my overheating problems had returned, with the cooling fan refusing to come on, and water temps skyrocketing into meltdown territory. Thankfully, "Gurthang, Fiberglass of Death," was still street legal, so I blasted out of the track's gate to cool it off on public roads.

Returning to the pit area I shared with Mark Baer's SCR Performance crew and many great Colorado drivers, I stared at the damage in dejection, and came close to throwing in the towel. I'd gone through over six gallons of water in Utah due to similar issues and narrowly—or so I thought—avoided catastrophic engine damage, and now I didn't have aero nor reliability. I shook my head, thinking this just might make it slightly harder to learn a new track. The other lesson I'd learned the hard way at various championships was that my mental state was the most critical component—other than the car actually running! While the latter wasn't completely up to me, the former actually was totally in my control. I cogitated on this as I seriously thought about bailing on the championships and just heading to Napa, where I was to meet my wife and some dear friends who were flying in to meet me, post-race. No one would blame me, I figured; they'd understand I didn't want to risk grenading a motor for the dubious distinction of a NASA podium.

Somehow, as I plumbed the depths of my disappointment, I found a buried kernel of desire that wouldn't—couldn't—be extinguished by outside events.

I'd been so close so many times, and always envied the success of the numerous champions I count as confidants, mentors and friends. I couldn't let them, my friends, my wife, and most importantly, myself, down again. So I committed: if the car could be made to run at least semi-competitively, I wasn't going anywhere.



I fiddled the fan back to life and examined the splitter. It looked like I could bolt a backing plate to it and make it work, so I drove to the small, rural agriculture town of Willow, closest to the track. Visits to Ace Hardware and Tractor Supply netted lots of glues, epoxies, bolts and other associated hardware, but nothing that looked capable of withstanding 750 pounds of downforce or surviving scraping on the track surface, a result of running spring rates that were too soft for the aero load. Back at Thunderhill, I ran a session without wing or splitter, just to get some more experience. My terror diminished but not my respect for this epic road course.

The more I examined the splitter, the more obvious it became that it'd be almost impossible to make whole, so off I went to the local lumber yard to track down the highest grade plywood I could get and rent a skill saw. Back in the paddock, I used the broken one as a template and cut a new one out of the wood. I can't express enough thanks to Mark, his father, Duane, and the SCR crew for their support. Duane helped me install the splitter into the night. Sitting in the SCR motorhome afterwards, drinking Crown and eating tuna fish sandwiches, utterly spent mentally and physically yet committed to doing the best I could no matter what was thrown at me, will go down as one of my favorite racing experiences of all time.

Friday we didn't get to run till late afternoon, and as I'd only gotten about ten laps in, I felt a bit ragged on course. But the fancy new "flywood" splitter seemed to work fine and confidence grew as my times tumbled. I finished the day barely off the fastest TT1 lap, set by Porsche GT3 Cup driver Ron Swenson. I began to enjoy myself, especially as this competitor, the very definition of "gentleman racer" introduced himself and his family and even invited me to share BBQ in their amazing paddock. While it can add that extra urge to race against people one doesn't care for, I've found I often do best when there's a sense of camaraderie and shared struggle. Ron made this easy.

Time Trials championships in NASA, unlike road racing, come down to the best lap you can put down over the two days of competition, and one thing I've learned is that it's almost impossible to win in afternoon timed sessions during warmer months, where lap times average about two seconds slower than they do in cool, still morning air.

So Saturday morning's session was critical. But Finagle's Law¹ wasn't done with me yet. My lower back went out—probably from all the crawling around under the car while bolting the splitter on and no surprise after five blown disks and four surgeries over the years, and one of my four brand new Hoosier A7 tires hadn't made it to the track. The first problem I managed by asking Mark for some help; he lent me one of his techs, Evan. I now had a pit crew! The tire trouble was more disturbing: A7s give their best in the first few heat cycles and start to run slower and slower as they head towards 8 or 10 sessions. Now, my best set had almost that many on it.

I kept it together well enough to stay within a half second of Ron; I now had a solid podium finish in sight. Next up with a trip to the dynamometer: the top three placed competitors in each class get checked over the weekend to make sure they aren't cheating. The results of my dyno "pulls" were a bit puzzling: I was down about 40hp and 68lb-ft of torque at the wheels. At the time I was just relieved that I was legal, and chalked this up to differences in how the dyno was run here at sea level versus the original tune, done in Colorado in 2016. In hindsight, it was a clear sign that the Gurthang's 7-liter heart was giving out. My power to weight ratio was now equivalent to "TT1.5" as I joked. Some good news came from Hoosier Tire West's owner Tim, who had found my missing A7 in his warehouse and would bring it Saturday night to my hotel.

Sunday I was up even earlier than normal; I hadn't slept well, plagued by dreams whose themes almost all seemed to be embarrassment, humiliation and failure. I purged these as best I could through blasting my eclectic "Race Day" playlist at ear bleed levels. Its cheesy highlight is Survivor's "Eye of the Tiger," as suggested by DJ Hsun.

Combined with constant self-talk, I was pretty fired up by the time the new rubber was bolted on. My only worry at 8am on Sunday was that Thunderhill was experiencing the highest speed winds ever recorded on a race weekend, with velocities in excess of 40-50mph. This would affect downforce, drag, braking points, corner entry and exits. Nothing really important...

While the winds were a real issue, keeping my mental edge was sorely tested as much by another curveball that the racing gods decided to throw: Thunderhill's owner, after castigating us all before test day not to do "anything stupid" like trying to save a spin, managed to loop his NP01 prototype off the track, and, while attempting to recover, beach it into dry winter grass, where the heat from his engine and exhaust started a five acre fire. Helicopters and even a tanker plane flew in from San Francisco. Crews managed to extinguish the blaze, but we literally had four false starts before the local NASA officials running the show decided to break for lunch before resuming racing.

The constant countdowns and holds, prior to my most important session—conceivably the only one where I stood a chance of making up for a track that was now 2-4 seconds slower per lap—really tested my mettle; I could now distantly imagine how those other NASA folks, such as Apollo and Space Shuttle crews, felt when their missions were held up by myriad weather or mechanical-related issues. Deciding to have lunch before the first time trials session capped a weekend that had showed the governing body's disdain for those of us who didn't run wheel-to-wheel. Once I had ventured outside Colorado I saw this sort of thing again and again: TT'ers were second class to road racers. Anger was no use though, so I tried to joke around with the friends who had come to see me. Finally, at about 2 pm, I cinched my six-point down one last time and made anew the commitment that I would drive like I never had before.

¹ Finagle's law of dynamic negatives, also known as Melody's law or Finagle's corollary to Murphy's law, is usually rendered: Anything that can go wrong, will—at the worst possible moment.

They finally flagged us off, and as I pulled through the hot pits and onto the racing surface I felt an incredible focus: I could do it! This lasted all of 30 seconds, until the first shift, when the clutch pedal decided not to come back up off the floor. Likewise, the brake sunk halfway to the floor on my first attempt at getting some heat into the pads. Probable cause was that the engine's extreme temps had cooked the brake and clutch fluids. There was nothing for it though, so after each depression of the clutch I'd jam my (thankfully) thin-soled racing shoe under the pedal and pull it back up, and double-pump on each brake application. It's not like trail braking isn't hard enough already...

A key element of coming out on top in time trials, when you're not in the lead, is to make sure there is a gap to the people in front of you, greater than the time you need to make up. Otherwise, you get caught behind them and are effectively blocked. I had learned this from Val Vaznonis, my nemesis the past season and a superb driver and tactician. Heeding his advice, I "laid back" two seconds from Ron's Porsche as we passed the final corners and began our first race lap. If I was going to win, it would be now or never.

We hurtled into the first corner, which comes at the end of the front straight, at well over 100mph, and before we'd even gotten to T3, I was right on his bumper! A thought flashed through my mind: He had lulled me into a false sense of camaraderie and now he was blocking! I backed off again on the subsequent lap by almost four seconds, and charged once more. Unbelievable! I caught him again within a few corners. I was driving like a man possessed; horsepower down, aero compromised, clutch and braking systems acting up—none of it mattered. I pushed harder and deeper into every corner, especially the diabolical T5a, where the car would fly into the air and land sideways. Yet I never gave in to the temptation to lift, and I ran the most important corner, T15, which leads onto the front straight, all the way out past the rumble strips and managed the 100mph-plus oversteer without a hiccup, lap after lap.



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I backed up from the Cup car on my fourth lap, as far as I dared. I could see that the TT2 cars were right on me as I gave it one more go heading into lap five. Just under two minutes later I was on Ron's back door, having driven the best lap of my life. But without radio communication from the pits, I still didn't know if I'd pulled off the win, so I gapped one last time—knowing my tires were already “going off”—and charged again.

I rocketed out of T15 and onto the straight one last time. I was just about to the start/finish line and ready to back off when BLAM! A giant explosion of flame, smoke and noise enveloped me. I knew instantly I had blown the motor, but a fierce calm descended over me as the smoke began to clear. It was now critical not to leave the racing surface (I'd be disqualified) and I certainly didn't want to start another grass fire. I coasted through the first two turns, striving to stay off the racing line, and my loyal steed finally rolled to a stop. I remained in the cockpit—you never ever get out of the car unless it's on fire—until the safety crews arrived. With their permission, I levered myself out of the Vette and examined the trail of fluids it had left behind it. After maybe 30 seconds, they instructed me to get back inside so that they could tow me back into the pits. I turned to open the door and Poof! Flames shot up around the Hurst shifter and began licking at the dash.

Now, as some may know, I can lose my composure over seemingly minor stuff. But I've learned—and had confirmed on this day—that when it really matters, I stay frosty. According to one of the safety crew, I saw the flames and turned to him and said, in the most polite, calm voice, “Excuse me, but would you mind putting that fire out, please?” That part I still chuckle over. They filled the car with dry chemical flame retardant and all was quiet. We towed the mortally wounded Vette through the pits and over to the scales. All cars are required to go across them after a session to make sure they aren't underweight, and I wasn't going to let some technical rule undermine what I thought I



had accomplished. We pushed the car over to the impound area, where it sat, sadly dripping oil and coolant. I too was completely spent: exhausted both mentally and physically. Parts of my left fender and the rear fascia were melted, and obviously the engine was kaput, but otherwise this glorious machine had proved its toughness. I know it's silly to infuse machines with human characteristics, but I couldn't help but feel that Gurthang had proven itself incredibly loyal—it had lasted just long enough to lay down not one, but three laps, all fast enough for a provisional championship win. Now I just had to hope Ron wouldn't go faster in the subsequent sessions and that I wouldn't be disqualified for something technical. No one at NASA was forthcoming on the latter point, and I remained nervous and tense right up until the time, two hours later, when they handed me a gold-colored trophy and had me walk to the top step of the podium.

I wish I could convey how it felt to stand there. I was fully cognizant of how silly it was to have spent over \$50,000—on top of the price of the car—over two seasons just to garner a silly prize that no one outside my sport even knows exists.

But as it flooded over me that I had really done it, I was overwhelmed by emotion. All the baggage I had carried around for decades—that I wasn't good enough, wasn't tough enough, or simply wasn't *fast* enough to win a national level championship, was all laid to rest in those moments. Racing is my favorite activity in the entire world, and now I felt an enormous sense of release. I almost broke down while standing there, smiling for the cameras, but I held it together long enough to make it off the podium.

I walked into the rest room and up to the mirror, where I started to take my contact lenses out. But when I looked into my own eyes I admit I completely lost it. Needless to say, I am very glad no one came in at that moment! Recovering a timeless period later, I went back outside to celebrate with my friends, co-drivers and even Ron, who had not been blocking—video showed he'd tried to point me by. Even better, he had gone on to win the ST1 road racing championship, and paid me the huge compliment of enthusiastically encouraging me to cage the Z06 so we could race each other again, wheel to wheel. I was so happy for us both I was fit to burst. By the time we pushed the car into the trailer and loaded up, I was running on fumes. A few hours later we arrived at the home we'd rented in the hills above Napa. Around midnight, we celebrated with a good glass of whisky; wine would wait for our scheduled tastings at some of Napa's finest the next day. I've not slept better in years.



Napa Valley Fire Photo by Associated Press

Epilogue

The winds we'd suffered at Thunderhill during the day swept through Napa and the surrounding region that night, igniting the fires that plagued the region and forcing tens of thousands—including us—to evacuate. While we were disappointed not to be celebrating my championship at the wineries we'd booked, the relative puniness of my victory was put into stark perspective by the tragedy that enveloped locals. Looking back, I'm extremely grateful we were spared any more travails and that those that matter the most to me—including my silly 'Merican racecar—were now safe back in our beloved Colorado. ■

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SPRING PERFORMANCE DRIVING SCHOOL

BY: ANDREW JORDAN



Our great car club will be holding our annual spring driving school at High Plains Raceway on May 26 and 27, 2018, which is the Memorial Day weekend.

Our schools fill rather quickly. Six hours after registration opens, the school is already half full. The reason for this is simple. We only charge about \$185.00 per day. The schools are popular because they are excellent value for money.

Let me address a few concerns that are commonly held by persons who have never been anywhere near a race track. Firstly, you drive at your own comfort level. There is no one pushing you to go faster. No one records lap times. No one will be looking at your speeds and comparing them to theirs. Newcomers start out in the D group, where even the fastest cars are still governed by the driver's inexperience. Overcome your fears; you will definitely not embarrass yourself because everyone has to start somewhere. And that place is in the D group. If you shine there, then your instructor has the ability to promote you to a higher run group. We have a working system on track that allows the faster cars to safely pass the slower cars. This allows each driver to rise to his or her own competence level.

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

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

Photo credit: Dale Sauschmann II

In addition to the entrance fee, you need to borrow or rent a legal helmet, and have a safety inspection performed on your car. Your car does not have to be a BMW. All brands are acceptable. There are repair shops that will inspect your car. The inspection may or may not be free, but to fix any problems they might find, will not be free. And bleed the brakes; you don't want to ruin your day with spongy brakes.

We all start somewhere. My advice is, "Bring your spouse too. Both of you should enroll. You can share a car. You can both improve your driving skills. You can discuss all the great moments on the track at the Saturday night dinner at the gazebo. And enjoy a microbrew."

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

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

Our club web pages will list the registration details. Registration for our spring school at HPR will most likely open at noon on March 10, 2018. You must be a BMW member, and you can sign up at www.rmcbmwcca.org. Or you can call me at 303-426-6800. If you have any questions or problems while registering, then call Gary Bohn at 303-650-5082. ■

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TIRE RACK STREET SURVIVAL PROGRAM: A COACH'S PERSPECTIVE

BY: MATT JOHNSON



How confident were you in your driving ability when you received your license? Now, be honest, what was your actual driving ability? Like most 16-year-old boys, I had way more confidence than I had competence.

The statistics tell the tale: “The National Highway Traffic Safety Administration (NHTSA) reported that 1,886 drivers between the ages of 15 and 20 died in motor vehicle crashes in 2015 (latest data available), up 9 percent from 1,723 in 2014. An additional 195,000 young drivers were injured in 2015. Drivers age 15 to 20 accounted for 9 percent of all drivers involved in fatal crashes in 2015 and 12 percent of all drivers involved in police-reported crashes. In contrast, young drivers accounted for 5.4 percent of total drivers in the United States.” Whether or not the young driver was at fault, it’s clear that our roadways can be dangerous for less experienced drivers.

I’m sure you have at least one story about, “that time someone almost hit me” (or maybe they did). In those reactionary moments, did you remain calm? Did you react correctly, or were there better actions you could have taken? One “Dad-ism” that I used when teaching my daughter to drive was, “Being right doesn’t make you less dead.” Admittedly it’s a bit sardonic, but it helped drive home the fact that you can do everything correctly and obey every law to the letter, and still be involved in an accident.

The Tire Rack Street Survival’s school motto is, “It’s about more than driving. It’s about living,” which is slightly more cheery. The program is a one-day, eight-hour course consisting of 50% classroom time and 50% driving time in a large, closed-off area like a parking lot. In Colorado, the program is currently offered in Loveland and Gypsum several times a year. Excellent local sponsors like Co’s BMW help offset the costs, and local driving clubs like the BMW CCA, Porsche Club, and SCCA provide the in-car coaches. Yes, we ride while the teenagers drive. That prospect may seem terrifying, but most students are far more nervous because they don’t know what to expect.

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812363>



The students' day begins with the morning classroom session, which teaches them about tire contact patches, tire traction management, and basic car control principles, such as oversteer and understeer. One of the biggest points of emphasis in this session is proper vision while driving: looking ahead, looking where you want to go (since the car follows your eyes), and maintaining awareness of your surroundings at all times. The afternoon classroom session focuses mainly on attitude and the concept that driving is a skill. The students are taught the importance of continuously improving this skill and the responsibilities they bear while driving.

At 8 a.m. on a weekend, most of the students are like me before coffee: groggy and mildly unresponsive. However, after the first run of the first exercise they're wide awake and much more communicative. The students drive the car that they normally use (which is probably not a Jaguar F-Type), because the focus of the day is not high-performance driving. The focus of the driving exercises is real-world accident avoidance in the vehicle the teenagers use most often.

You probably know what it feels like to engage ABS, but imagine being a 16-year-old driver again: if you'd never engaged ABS before (or didn't even know what it was), the first time you hit the brakes in a panic and felt the pedal shudder, the steering wheel vibrate, and the tires and brakes scream, you might've actually let off the brakes. Through repetition, we get these young drivers more comfortable with stopping their vehicle as quickly as possible, while remaining calm and in control. We also get to illustrate to the students that by adding only a little more speed, the distance required to stop greatly increases.

We live in Colorado, and even with the best AWD systems in the world, you know your vehicle can slip in the rain/snow/ice. As coaches, we want the young drivers to feel relaxed and comfortable making the proper corrections to compensate for the conditions. One of the best ways to learn this is in a wide-open space where the worst they can do is hit a rubber cone, rather than out on the street where the penalty for failure is much higher. Another driving exercise that we do helps to improve hand positioning and vision while driving, and shows them how adding a tiny distraction such as singing the alphabet can cause them to plow right through the cones.

My daughter went through the Tire Rack Street Survival program earlier this year, and now has her driver's license. I won't always be in the car with her anymore, but at least I know that I've helped set a solid foundation of good driving habits and that she has some practical exposure to accident-avoidance maneuvers. Remember, inexperienced drivers will imitate the example set by the experienced drivers around them, so set a good example!

Please spread the word to your friends and family with younger drivers (permitted or licensed drivers ages 15-21) about the Tire Rack Street Survival school, and visit <http://www.streetsurvival.org> to look up locations, dates, and contacts. This all-day program is a fantastic value at only \$95. ■

LOOKING FOR ALL BMW 2002s: COME ONE, COME ALL, TO THE 2018 PITTSBURGH VINTAGE GRAND PRIX

BY: THE ALLEGHENY CHAPTER BMW CCA



If you have a 2002, you won't want to miss this party. The Allegheny Chapter has selected the iconic 2002 as the Model of the Year and will be celebrating the 50th Anniversary of our beloved 2002 while hosting the "Marque of the Year" festivities from July 6 - 15, 2018, alongside the BMW CCA Oktoberfest.

The Pittsburgh Vintage Grand Prix, entering its 36th year, is a ten-day motorsport festival with the purpose to raise awareness and funds for the Autism Society of Pittsburgh and the Allegheny Valley School. Every year the PVGP selects a marque and this year is ours again. The Allegheny Chapter BMW CCA has been a groundbreaker in fundraising for these worthwhile charities and has donated over \$250,000. This year, our goal is to donate over \$100,000 and we hope you will help.

Things get started on Friday, July 6 at Pittsburgh International Motorsports Complex where the Allegheny Chapter will host a Vintage 2002 Race, a National Points BMW CCA Club Race, and a car corral all as part of the PVGP Historics at Pitt-Race. Activities run through Sunday, July 8. All racers will receive lunch, a welcome reception, and dinner throughout the weekend (July 6 – 8). Spectators can reserve designated space in our corral and enjoy lunch in our tent while watching the races from Spectator Hill.

On Monday, July 9 from 5 to 9 p.m., a select number of historical BMWs will be on display at the PVGP Shadyside Invitational Car Show. The car show is free and open to spectators and all are encouraged to attend. If you have a vintage BMW with historical significance and would like to be part of this exclusive car show, please send a bio and pictures to bmw.event.coordinator@gmail.com by June 1, 2018.

The Waterfront, outside of Pittsburgh, hosts a traditional Car Cruise on Tuesday, July 10 from 4 to 9 p.m. A suggested donation of \$5 is all you need to join in on a display of over 650 cars from all marques.

Things start to pick up steam on Wednesday, July 11 throughout Downtown Pittsburgh where vintage and classic cars will parade through town and be on display during lunch. The BMW CCA Oktoberfest will also be hosting a Concours in Point State Park. That evening, the Tune-Up Party @ Atria's takes place on the Roberto Clemente Bridge and PNC Park. Hundreds of cars will be on display. The Allegheny Chapter and PVGP will have a designated area for all BMWs to enjoy the revelries.

The Allegheny Chapter and the BMW CCA Oktoberfest host a welcome reception at the Carnegie Science Center on the North Shore on Thursday, July 12 from 7 to 10 p.m. River transportation will be provided from Station Square where the Oktoberfest host hotel is located.

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But if you attended an RMC Autocross, Bimmer Burger Night, or the Spring or Fall Drive this past year, you probably noticed that some BMWs seem to be just a little "more equal" than others. Some draw a crowd or are frequent visitors to the podium, while others simply get lost in the pack.

The same can be said for commuter cars and grocery getters... some seem to have more than their fair share of problems while others just keep going, and going, and going.

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On Friday, July 13, we have our Grand Tour of the Laurel Highlands with the designation, Frank Lloyd Wright's Fallingwater. This 150-mile tour will take you up into the Allegheny Mountains with guided run groups leaving downtown Pittsburgh at various times in the morning and scheduled tours of this historic landmark that have been arranged with the fine people at Fallingwater (www.fallingwater.org). Lunch will be provided at a historic inn nearby. That evening, all are invited to join our traditional parking lot party where you can relax, clean your car, meet new and old friends, and enjoy the sights and sounds.

All 2002 racers have an opportunity to join the PVGP Vintage Grand Prix Races, Saturday and Sunday. Here you can go back in time and race on the city streets of Schenley Park's 2.3-mile, 23-turn road course. Curbs, street lights, manhole covers, and hay bales, what's not to like? Oh, did I say over 100,000 spectators?

This is a once-in-a-lifetime opportunity to race with all 2002 race cars and other vintage racers. On Friday night, our "Forbes Avenue of Speed" Race Car Parade and Display in nearby Squirrel Hill is a great opportunity to meet the racers and see the cars up-close. Vintage racers will parade through Squirrel Hill and park on Forbes Avenue for a car show.



Our corral gets started early Saturday and Sunday morning on German Hill. All 2002s will be proudly displayed and eligible for a chance at the People’s Choice Awards (Best Roundie, Square and Race Car). We are expecting over 500 cars and the PVGP Car Show on Saturday boasts over 2500 vintage, classics, and modern era cars. Our corral on German Hill near turn 13 of the race course will include lunch and our famous Bier Garden. On Sunday, the Allegheny Chapter is looking to break the Guinness World Record for a make (BMW) and model (2002) in a parade around the Schenley Park Road course. We need over 200 2002s to break this record currently held by the BMW Isetta.

For more information and registration information please visit www.pvgp.org , www.alleghenybmwcca.org or email bmw.event.coordinator@gmail.com. ■

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PHILES' FORUM

A TRIBUTE TO TRIP LEE (1947 – 2017) NEW JERSEY CHAPTER BMW CCA ICON

BY: VIC LUCARIELLO

The New Jersey Chapter, as well as humanity, suffered a great loss when Trip Lee passed away on February 14, 2017. Trip was a unique, consummate gentleman of intellect and character, and I feel privileged to have known him for more than 30 years. If you are thinking I greatly respected and admired Trip, you are correct.

While some gearheads tend to be one-dimensional, Trip had varied interests, including history and aviation, in addition to his love of all things mechanical. One time he told me that as part of his study of the U.S. Civil War, he was reading soldiers' letters written during the conflict. That's some pretty serious study if ya ask me.

Trip and I would occasionally recommend books to each other. Our most recent correspondence, late in 2016, concerned a book about the closing months of WWII and how British airmen, at great cost, helped ameliorate the swarm of Kamikazes over the waters near Japan. The Brits did this by attacking Kamikaze airfields.

I can neither count nor recall all the times Trip helped me out, whether it was instructing novice-driver me at Lime Rock, mentoring me when I aspired to become a driving school instructor, tactfully advising me when I became Chief-of-Tech for our driving schools, giving me lathe-operation pointers, or finding cool gearhead stuff for me or us. He once found a source in Germany and had imported two "dogleg" or "close-ratio" 5-speed transmissions, one for wife Judy's M3 and one for mine. Trip found me a very nice, industrial-quality, (made in U.S.A., no less) floor-mount drill press that I use in my shop nearly every day. When Trip upgraded his TIG welder, I got his old one. One time he gave me a completely functional 12" Clausing turret lathe.





I could continue, but knowing Trip he would say, “Enough already, let’s get to the good stuff.” But Trip would phrase it tactfully. So Trip – if you are reading this – thanks, man.

The good stuff this month concerns BMW power steering reservoirs. I looked in the Philes’ Forum archives, and the best I can tell I have not written on this subject in more than 10 years.

In January 2007, I was writing about oil filters and I wrote that in addition to the oil filter, air filter, fuel filter, and cabin filter, your Bimmer also has a power steering filter. This filter is located in the bottom of the power steering-fluid reservoir, and unfortunately, unless your Bimmer is 40 or so years old, the filter is not replaceable without changing the reservoir.

Photo #1 depicts the power steering reservoir found on many Bimmers from model year 1982 right up to much later models, such as the E84 X1 and E87 1-Series. Photo #2 shows a reservoir cut in half to reveal the internal filter. I think it’s a good idea to change the reservoir/filter whenever you do maintenance on the power steering system such as changing the fluid, hoses, pump, or steering box. While you’re at it (actually, before you install any new parts), it’s also a good idea to flush out the system. The January 2007 Philes’ Forum (available on the NJ Chapter website), describes one procedure for flushing the power steering fluid.

Driving school Padrone Jeff White emailed me about his 2000 528i E39 5-Series touring (manual trans!). Jeff is replacing the power steering reservoir and the replacement reservoir’s cap indicates that Pentosin CHF 11.S fluid is required. Jeff has been using Dexron-type automatic transmission fluid (ATF) as specified in his owner’s manual. Jeff was told by the aftermarket supplier of the new reservoir that he needed to convert the system to CHF 11.S fluid, and Jeff questioned me on how to do this.

The current BMW part number for Jeff's power steering reservoir is 32 41 6 851 217. The only apparent difference between the current version and superseded versions (e.g., 32 41 1 097 164) is that the cap on the current version specifies CHF 11.S fluid, not ATF. See Photo #3 (courtesy of Jeff White).

My response to Jeff is that the steering system design, not the reservoir, is what determines which fluid is to be used and that he should continue to use ATF in the E39's power steering. Just to double-check, I contacted Matt Kimple, Service Manager at Bridgewater BMW, and he confirmed that IF YOUR BIMMER ORIGINALLY USED ATF IN ITS POWER STEERING, DO NOT PUT CHF 11.S IN IT, REGARDLESS OF WHAT THE RESERVOIR CAP INDICATES. If you are in doubt about which fluid to use, call Bridgewater's parts department (888-579-0048) with your VIN and they will supply the correct fluid. Pentosin CHF 11.S fluid is greenish in color while ATF is reddish. Old yucky ATF can be a reddish-brownish.

Further investigation suggests that when BMW switched to CHF 11.S steering fluid on most models beginning circa the E60 5-Series, they changed the fluid-reservoir cap such that it indicates that CHF 11.S is required. But what if you, like Jeff, need a reservoir for an older model? BMW thought of this as well and provides a label indicating that ATF should be used. The part number of this label for Jeff's E39 is 71-24-6-798-132. Or you can make your own label like Jeff did. That's what I would do. So, too, would Trip.

That's all for now, bimmerphiles. See you next time. ■

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

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