

MOTORSPORT

REPORT

BMW Car Club
of America
Rocky Mountain Chapter



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



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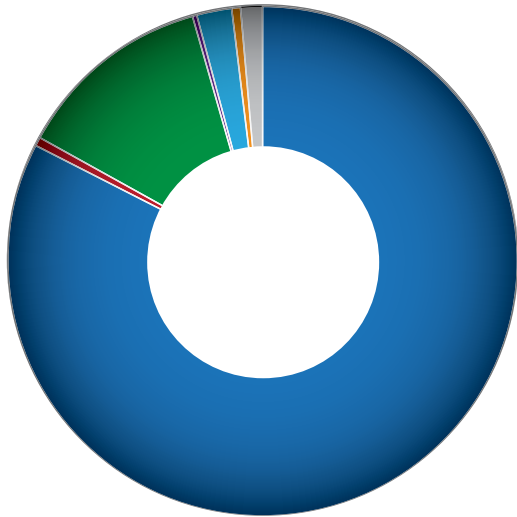
GET OUT & DRIVE



Cover photo by Fox Chung, interior cover photo by Justin Chan Photography.

RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF OCTOBER 31, 2017



- Primary Members (1,521)
- Secondary Members (6)
- Associate Members (231)
- New Members (6)
- Renewing Members (39)
- Lapsing Members (14)
- Life Members (21)

New Members	Referred By
Sarah Golay	Quintin Golay
Steve Smith	Sam R Smith
John Gertsch	Rex L Thorpe
Luke Walch	Geoffrey Keys
Chu Son	Chu Yong Yong Son
Preston Miller	Michael Faucett
Monty Curry	Dan Pfister
Thomas Beard	Mike Cotter
Ramon Avena	Angie Avena
William Green	William Green

THE 2018 WINTER CELEBRATION EVENT

SPONSORED AND HOSTED BY CO'S BMW



It's Not Too Late: Register for the 2018 Rocky Mountain Chapter BMW CCA's Winter Celebration Event – Sponsored and Hosted by Co's BMW/Mini of Loveland

You can still sign up for this event through Tuesday, January 23, 2018. Registration and event information can be found on our website at <http://rmcbmwcca.org/event/2018-winter-celebration/>

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

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

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.

JANUARY

January 20 - Ice Gymkhana
Georgetown Lake
Georgetown, CO 80444

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

FEBRUARY

February 23
Closing date for submissions to the Motorsport Report 2018 Spring Edition

MARCH

March 14 - Quarterly Board Meeting
Location TBD – 6:30 pm – 8:00 pm

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 - RMC TSD Rally Sponsored by Hagerty Insurance
Location/Time TBD

May 19 - Spring Drive
Colorado Welcome Center
3745 E Prospect Road
Fort Collins, CO 80525

May 20 - Adam's Polishes/ Premium Car Care Tech Session
587 S Taylor Avenue
Louisville, CO 80027

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

JUNE

June 2 - Autocross #2
Front Range Airport
E 30th Avenue, Watkins, CO 80137

June 3 - 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 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
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 6 - Autocross #8
Liniger Emergency Vehicle Operation Center (EVOC)
8500 N Moore Road
Littleton, CO 80125

NOVEMBER

November 10 - Planning Meeting
Location/Time TBD

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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/> ■



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MY FIRST DRIVING SCHOOL

PUEBLO MOTORSPORTS PARK, SEPTEMBER 9, 2017

BY: KEITH DANA



I have always wanted to go to the club's driving school and track days. I'm not sure why I never did. This season I finally took the plunge and signed up. This was going to be my first driving school/track day ever.

Back to why I waited so long, especially since I have been autocrossing for 20 years and have been a life-long wanna-be race car driver. My parents claim I was making car noises sitting in the back of their TR-3 when I was barely 2 years old.

When pressed, I have to admit that there are a few reasons that I stayed away. The cost of a single day at this club driving school was \$185, compared with \$45 for a day of autocross. Then there was the potential wear and tear on the car. I had heard of people trashing new tires in just one day at the track. I know people that have wrecked their cars at the track.

This year things lined up. The 07 Mini Cooper S isn't worth much anymore, so down-side potential is lower. \$185 is not as much as it used to be, at least in my mind. Andrew Jordan claimed that Pueblo's track surface isn't as hard on tires as it once was. And I am not getting any younger, so it was time to stop dreaming, and start doing.

I knew there was a mandatory tech inspection required prior to the school. Upon reading the info provided I realized I had some work to do. Neither my brake pads nor fluid were near new, so I ordered new pads, rotors, and fluid. It was also time for an oil change. I had been meaning to refresh the tranny fluid for a long time, so here was some good motivation. Took most of the day with the car up on jack stands to work through that list.

Bimmer Haus was on the list of inspection shops, so I called to see if they could do the inspection. Was surprised when Patti Tunnell answered the phone, and pleasantly surprised again when she told me there would be no charge for BMW Club members. So cool! Jim did the inspection, which didn't take long, and I was finally ready.

Next question: Do I drive down the night before or day trip the event? Finally decided that Pueblo isn't that much farther than Pikes Peak International Raceway, so I will just get up at O-dark thirty to drive the 140 miles to be there by 6:30 am. Besides, I always sleep better in my own bed.

Got to Pubelo Motorsports Park on time. I was a bit nervous, buzzing on a bit too much caffeine, and not sure what to expect. I was relieved to see some people and cars that I recognized. Found the sign-in table and my name was on the list. Yeah! There was Janet Kiyota with a big smile on her face. Now I was feeling a little bit less nervous.

Next steps were much like an autocross event. Get the car ready – empty the car, put numbers on, check the oil level, and adjust the tire pressure. Then attend the Drivers' meeting, where Andrew Jordan walked us through how the drivers' school was going to run. As usual there was particular attention paid to safety.

At driving school you are assigned an instructor, who will be with you in the car the whole day. I was lucky, and got a great instructor (I think everybody felt that way). Jamie Stiehr is a respected club racer and a great guy to spend the day with. The school provided simple intercom systems that slipped inside the helmet so that we could communicate easily while driving.

Even though I have been autocrossing for 20 years with some success, this was my first driver's school, so that means I was assigned to the D group, along with the other first timers. That was OK with me, as there is always plenty to learn, and I was going to be driving the same track as those A and B drivers.

C and D group drivers attended classes while the B group was on the track. The instructor was an experienced racer, and did a great job of explaining car control theory and cornering lines. It was fun to be able to take those nuggets of wisdom out on the track and try to put them to use in the real world.

Finally, it was the D group's turn to get out on the track. My instructor took the wheel of my car for the first laps to show me the way around. It felt weird to be sitting in the passenger seat of my own car. Jamie showed his driving prowess by explaining the line, breaking points and turn-in points, all the while lapping Pueblo in a very sporting manner.

Then came my turn. Of course I was excited and a bit nervous. I soon realized that the same car control skills that I have developed over the years of autocrossing apply to cornering on the track. The big difference for me was the braking. It took me a while to figure out when to brake and how hard. Autocross had not fully prepared me for driving down into Turn One at 100 mph. My autocross friends have probably heard me say "it take practice to be good at something". Luckily there would be three more driving sessions to practice before this day was over.

The D group, as you would expect, had some cars going faster and some going a little slower. At the beginning we played follow the leader, with no passing. At some point we were allowed to start passing slower cars. The no passing periods did not get in the way of my enjoyment. When

I was following cars, I would work on being smooth, trying different lines, and just becoming more familiar with every corner. Throughout the day there were plenty of opportunities to explore my limits on all parts of the track.

After lunch, some of the instructors gave rides in their cars. I was lucky to get two rides. First was in a 2002 driven by a guy they called Wild Bill. Still not sure why they call him Wild Bill, as his driving was perfectly sane. Next I got a ride in Isaac Bouchard's significantly modified C6 Corvette Z06. Wow! Everything (acceleration, braking, and cornering forces) was so amplified compared to my Mini. Definitely an E-ticket ride.

As the day went and I had more laps under my belt, the more comfortable I got with the track. Turn One was still a bit intimidating as my entrance speed got closer to 110, but I was getting the rhythm of the track. By the end of the day it felt like I was putting together some decent laps. Of course there was still plenty room for improvement, but I was happy.

At the end of the day there was another meeting. This one recapped the day's events, talked about future events, and handed out a couple of awards. I was pleasantly surprised to be awarded the trophy for most improved driver.

When it was all over, I felt a little foolish for waiting so long. The track did not seem to be any harder on my car than autocrossing. It was thrilling to be on a track at speed, and rewarding to learn how to drive it half decently. My instructor, Jamie, was helpful and encouraging, making it a very enjoyable experience. It is definitely something I want to do again. Can't wait for next spring's driving school at High Plains Raceway! ■

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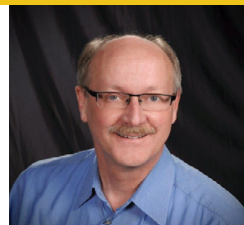


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MY EXPERIENCE TEACHING AT TIRE RACK STREET SURVIVAL

BY: SAM SMITH

When I had first heard about Street Survival, I didn't really think much of it other than it wasn't happening for a while. But one day when I was bored at work, I was checking out the BMW club schedule for the year and saw the Street Survival listing on the website. After hearing about it a few times at various events where folks (mainly Mr. Matt Johnson) were raving about how great it was, I decided to check it out. After a quick glance over the description, my initial thought was, "Why on earth would people go to that?" You know, here I am conquering race tracks and autocross courses practically every other weekend in my "would-be race car" and people are interested in attending an event that teaches basic driving skills and accident avoidance? No thanks. This was my mindset of the program until I discovered that the program was targeted toward teens that had just gotten their license. That meant I didn't meet the age requirement, me being 24 and all. I wrote it off as an event I couldn't go to and carried on with my life.

A few events later, I saw Chris Moody wearing his yellow Street Survival polo at an autocross event and so naturally, I had to ask him about it. My initial question to him kind of went like this, "Hey man, did you do that program when you were younger?" After giving me a weird look, he just went "uhh no dude, you teach at it." We then had a long conversation about what the program was, what you do during it, and how it all works. To be honest, the way he described it sounded like a lot of fun. I felt like kicking myself afterward for being so dumb and not realizing that we weren't supposed to be the focus of learning at that event, but rather that we were supposed to provide our knowledge of car control and handling to these young drivers.

At which point I had a moment of clarity and a sudden realization that I NEEDED to do this. It was kind of like what you see in the movies – the clouds parted, the sun started shining and my goal was clear: I was going to teach at this event.





The next thought that crossed my mind was, “Am I really cut out to teach this event?” I mean seriously, I know I’m not the greatest driver out there. In fact, I’m far from it! I would consistently score less than the 50th percentile ranks in PAX at each autocross event, which would bring on the mindset of, “You actually need to be good at what you do to teach it,” mostly because I was concerned about being able to “correctly perform what I was preaching”. However, after talking to a few people in the club, they convinced me that I was plenty qualified to teach Street Survival.

I hopped on the website to read up on the material and take the certification test, which was surprisingly easy. I guess all my experience taking multiple choice tests in college was paying off. One thing that stood out to me was that the material had classified students’ personalities into a few different types and then came up with ways on how to teach them appropriately. It was surprising to see that the instructing material had a section on how to handle students that “thought they knew it all and actively didn’t want to be there”. I guess it just goes to show that people at that age are not always grateful for what their parents give them.

The night before the event, I was pouring over the material, making sure that I knew the ins and outs of absolutely everything the course had to offer. After all, these people PAID to have their students there, so they should get the best education possible. That next morning, I’m up bright and early at 5 am ready to make the trek down to Loveland to go teach some kids. Now, I live in Laramie which is anywhere between one to four hours of driving to anything worthwhile, but after doing the drive so much it wasn’t nearly as big of a deal as everyone makes it out to be. Anyway, as I’m driving down I’m watching the sunrise over eastern Colorado. You know it’s going to be a good day when you watch a sunrise. I arrive at the event and begin setting up the course, chasing after Eric Van der Heide in the trailer and having Matt Johnson and Tamara Haynes throw stacks of frozen cones at me.

Not long afterward, the students started showing up and it was on. I had my assignment given to me prior to the event. I was to be performing tech inspection on the students’ cars and showing them how to check tire pressure. I put on my “social hat” and started approaching cars that were ready to be inspected. Despite what the course material told me I would see from the students, most of them were extremely receptive and the parents weren’t super overbearing! I felt like they were actually trying to learn things, which was nice since I had prepared for the worst. There were a couple of cases where I would have to drag students out of cars to show them how to check tire pressure, but it was understandable as it was quite cold out.



Once tech had finished and the instructors had gotten organized, the students emerged from the classroom, paired up with their respective groups, and headed out to the course. I was directing traffic for B group to ensure everyone got lined up okay. Once everyone was lined up, we each got into the student's car. This was the point when I realized, "This isn't a dream anymore; I'm actually doing this."

I hopped into a green Saturn Vue. At first, the student was super timid with his driving and didn't really push the car much at all. After some conversation, this guy really stepped up and got to a confidence level where he could make use out of the activities. I feel like he had been taught how to drive by someone who always told him to "slow down" and "be careful" which is all well and good, but to develop accident avoidance skills and learn how your car acts at the limit, you need speed and confidence. By the end of the day, this guy was driving that Saturn very well, taking full advantage of the course features we had set up that day, despite not getting paired up with me in the afternoon.

In the afternoon, I was paired up with a girl who was in a white Civic that had no ABS or traction control. In my head, this sounded like a nice treat since I couldn't get that Saturn to slide at all no matter what I had him do. I hopped in the car and she was already excited, happy, and ready to go (which was a huge relief for me). After a brief introduction, we set out to the skid pad and other various activities. She was a very timid driver, so I spent most of my time trying to get her to go faster. This worked to some extent, but '90s Civics can only go so fast with the limited amount of space we had. By the end of the day, she was recovering from the random surprise e-brake pulls I was throwing at her on the skid pad, and learning to threshold brake since she had no ABS. Overall, this student really picked up her confidence level and I felt like she had learned a lot about how her car performs on the limit, especially in situations when it's snowy out.

Once the event had come to an end, I watched students take their parents around the course, which was super satisfying to see as some parents were holding on for dear life. After talking with a few parents about attending our Car Control Clinic in the spring, I decided to thank everyone and call it a day. On the drive back home, having been completely exhausted after a day of riding around in a car, (which is puzzling with how that works, but whatever) I watched the sun set over the Front Range. I had spent every bit of daylight that was available that day to help make Street Survival what it is, and I'm extremely happy that I did. Now that I have been a part of this experience, I will definitely be teaching again at Street Survival, as well as exploring additional opportunities to instruct in the future. ■

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RMC BMW CCA 2017 AUTOCROSS POINTS REPORT BY CLASS

NOTES: STANDING BASED ON THE AVERAGE OF YOUR HIGHEST 4 EVENTS, WITH A 4 EVENT MINIMUM.



Position	Class	Driver	#1	#2	#3	#4	#5	#6	#7	#8	Season Total Points	Season Points Avg.	Points Total	Points Avg.
1	BAS	Christopher Dawkins	9662	9867	9755	0	9744	9603	9643	9484	39028	9757	67758	9680
2	BAS	Kris Lee	9466	9569	9567	0	9477	9579	9713	9612	38473	9618	66983	9569
3	BAS	Bryce Kliever	0	9525	9486	0	9630	0	0	9797	38438	9610	38438	9610
4	BAS	Shelton Sanders	0	9559	9559	0	9595	9394	9455	9538	38251	9563	57100	9517
5	BAS	Geoff Barrett	9389	9462	0	0	9490	9564	9649	9330	38165	9541	56884	9481
6	BAS	Eric Van Der Heide	8963	9701	9443	0	9394	9267	9442	9495	38081	9520	65705	9386
7	BAS	Mark Gerrard	9362	0	9238	0	0	9524	9577	9017	37701	9425	46718	9344
8	BAS	Eugene Yen	9351	9484	8741	0	9390	9228	9419	9221	37644	9411	64834	9262
9	BAS	David Duecker	9307	0	9206	0	9486	0	0	9540	37539	9385	37539	9385
10	BAS	Alain Van Der Heide	8832	9328	9369	0	9131	9301	9371	9223	37369	9342	64555	9222
11	BAS	Kenton Dawkins	0	9280	9487	0	9288	0	0	9235	37290	9323	37290	9323
12	BAS	Fox Chung	9293	9461	9305	0	9199	0	0	9155	37258	9315	46413	9283
1	BBS	Keith Dana	9573	9724	9543	0	9525	9471	9585	9444	38425	9606	66865	9552
2	BBS	Marc Swanson	9232	9554	9318	0	9223	9387	9638	9466	38045	9511	65818	9403
3	BBS	Ari Surprenant	9432	0	9468	0	9373	9393	9696	0	37989	9497	47362	9472
4	BBS	John Coleman	9231	9504	9343	0	9204	9328	9405	9300	37580	9395	65315	9331
5	BBS	Mark Haynes	8795	9253	9117	0	8766	9125	9201	8914	36696	9174	63171	9024
6	BBS	Steven Moody	9132	9046	9210	0	0	0	0	9022	36410	9103	36410	9103
7	BBS	Hallie Kupfer	8736	8995	8719	0	0	0	0	8862	35312	8828	35312	8828
8	BBS	Karl Fittinger	8690	8801	8503	0	8522	0	0	0	34516	8629	34516	8629
9	BBS	Jon Moorhead	8161	8305	8451	0	8469	0	0	0	33386	8347	33386	8347
10	BBS	Julia Moody	8051	8147	8538	0	0	0	0	8581	33317	8329	33317	8329
11	BBS	Ken Carpenter	8022	0	8104	0	8196	0	0	8252	32574	8144	32574	8144
1	BCS	Brad Kettler	0	9527	9623	0	9504	9214	9473	0	38127	9532	47341	9468



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AUTOCROSS RESULTS CONTINUED

Position	Class	Driver	#1	#2	#3	#4	#5	#6	#7	#8	Season Total Points	Season Points Avg.	Points Total	Points Avg.
1	BDS	Robert Critchley	9223	9609	9552	0	9412	9351	9467	9610	38238	9560	66224	9461
2	BDS	Christopher Moody	0	0	9050	0	9267	9526	9599	8623	37442	9361	46065	9213
3	BDS	Mike Critchley	8936	0	0	0	9014	9054	9118	9485	36671	9168	45607	9121
4	BDS	Jason Doyle	8722	0	8516	0	8911	8943	9264	0	35840	8960	44356	8871
1	BES	Joe Levonas	9079	9634	9536	0	9279	9405	9408	9521	38099	9525	65862	9409
2	BES	Ian Guy	9257	0	9332	0	8922	9480	9629	9377	37818	9455	55997	9333
1	L	Maegan Contreras	9064	0	9407	0	0	9558	9719	0	37748	9437	37748	9437
2	L	Melanie Pora	0	0	9591	0	8886	9529	9431	0	37437	9359	37437	9359
3	L	Karen Lange	8380	9144	9015	0	8823	9214	9342	8655	36715	9179	62573	8939
1	O	Jesse Shapiro	9413	9698	0	0	9670	9829	9872	0	39069	9767	48482	9696
2	O	Tom Pora	9547	0	9603	0	9641	9656	9819	9611	38727	9682	57877	9646
3	O	Joe Lavelle	9676	9680	9425	0	9354	9451	9665	9721	38642	9661	66872	9553
4	O	Ryan Lutze	9337	0	9449	0	0	9631	9804	9665	38549	9637	47886	9577
5	O	Paul Lutze	9045	0	9300	0	0	9422	9543	9480	37745	9436	46790	9358
1	X	David Jobusch	10000	0	10000	0	9925	10000	9980	10000	40000	10000	59905	9984
2	X	Stephen Murphy	9874	0	9902	0	9797	9811	10000	9844	39620	9905	59228	9871
3	X	Mark Baer	9448	9940	9824	0	9679	9553	9694	0	39137	9784	58138	9690
4	X	Mark Smith	9601	0	9437	0	10000	0	0	9929	38967	9742	38967	9742



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DRIVE 4 CORNERS EVENT REVIEW

AUGUST 25-27, 2017

BY: TOM SCHULTZ



Back in late August, the Drive 4 Corners weekend social event was held in the new destination of Purgatory Resort, CO. 2017 marked the seventh annual BMW driving and social event, as sponsored by the Rocky Mountain Chapter. The event caters to BMW enthusiasts in the Rocky Mountain region who are interested in a weekend getaway combined with driving scenic mountain roads with like-minded individuals. The recipe for success comes down to the relaxed atmosphere combined with stunning sights and enticing driving roads.

The 2017 event began with multiple driving groups that gathered on Friday, August 25, 2017 for a group drive down to southwestern Colorado. The Denver contingent started the day at Bandimere Speedway and drove through Conifer and Bailey, CO along US-285. The group departed at approximately the same time as the Colorado Springs group who met down south and drove through Cañon City and the fabulous Texas Creek route. Both groups arrived for a gasoline and snack break in Salida, CO where they merged for the journey over Poncha Pass, Wolf Creek Pass and towards Durango, CO. The caravan of about 30 cars were split into about two groups who met up again in Durango. The Arizona and New Mexico caravans met at the same place, creating a 50 car mini gathering en route to Purgatory Resort.

The group drive was a short but sweet jaunt only 25 miles up the road to the resort destination. It was a sight to see with so many BMWs headed up the mountain, and the best part was the lack of traffic on the two-lane wide section.

Purgatory Resort is a nice place that brought the Drive 4 Corners social event to another level in terms of accommodations. Perched at the base of the ski runs, the Resort had stunning views upon arrival and really allowed guests to escape the summer heat. The nightly rates were very reasonable and the varying room and suite options meant that event participants were able to get rooms to their liking.

A social and relaxed evening meant event participants were able to wash the bugs off their car and relax with some spirits at the restaurant and bar. The next morning, a group photo was arranged prior to the mountain drive and Saturday excursion. The location of Purgatory gives access to one of the most scenic roads in Colorado, a section of 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. This is one route that you don't want to miss next year!

Some decided to drive all day with a trip out and back to Telluride, CO. The best part was that participants could decide how far they wanted to drive with stops in either Silverton or Ouray, CO for lunch. Others decided it would be a better use of their time to partake in the activities on the property such as the downhill alpine slide, paddle boarding, or zip line adventure. That evening, the group reconvened for a buffet dinner and award banquet where plaques and raffle prizes were given. The social environment was perfect for people to meet other enthusiasts, make great friends, and share the automotive passion!

Officially, 79 cars made it out to Purgatory Resort and it seemed like everybody was able to walk out of the evening with a prize or swag item of some sort. Event participants came from far and wide including AZ, CA, CO, NC, NE, NM, OK, TX, and UT. The furthest traveled coming one way over 1,850 miles to the event. A new record of 50% of participants returned from previous years. The Drive 4 Corners coordinating team can't wait for the summer of 2018 for another social event centered around piloting our ultimate driving machines. Plan on mid to late August 2018 in southwestern Colorado.

For more information, visit our website 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! ■



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BMW CCA RESULTS FROM SCCA SOLO NATIONALS

BY: MICHAEL FELDPUSCH

Every year, the best-of-the-best in the Autocross world come together for an amazing week in Lincoln, Nebraska where the world's largest-attended sporting event is held.

This would be the Sport Car Club of America (SCCA) Solo Nationals where 1400 participants compete for the top spots, championship jackets, free tires, trophies, and most of all ... bragging rights. There are several Rocky Mountain Chapter BMW CCA members that compete at this event every year; Bob and Patty Tunnell have been competing for nearly 30 years. Our chapter has MANY drivers that hold National Championships (some with many). Some of the drivers are Bob and Patty Tunnell, Mark Smith, Chris Mayfield, and James Darden, just to name a few.

The Rocky Mountain Chapter would like to congratulate the following chapter members for their placement at the 2017 SCCA Solo Nationals. These results are listed in order they appear in the official results publication:

Driver	Class	Total Drivers	Placement
Salil Shukla	Super-Street(SS)	26	19th
Mark Melchior	Super-Street(SS)	26	21st
Jim Reyenga	A-Street(AS)	55	19th
Tom Pora	A-Street(AS)	55	41st
Melanie Pora	A-Street Ladies (ASL)	6	5th
Greg Paine	B-Street(BS)	54	16th
Keith Papulski	B-Street(BS)	54	31st
Bob Klingler	C-Street(CS)	46	35th
Chad Lipscomb	D-Street(DS)	58	39th
Yarko Thomas	D-Street(DS)	58	51st
Jesse Shapiro	E-Street (ES)	64	34th
Ryan Lutze	Street Touring Roadster(STR)	76	56th
Paul Lutze	Street Touring Roadster(STR)	76	66th
Maegan Contreras	Street Touring Roadster Ladies(STRL)	18	9th
Justin Metz	Street Touring Extreme (STX)	58	15th
Kinch Reindl	Street Touring Sport (STS)	43	7th
Jess Driggers	Super Street Prepared (SSP)	14	11th
Michael Feldpusch	D-Street Prepared (DSP)	14	5th
Eugene Yen	D-Street Prepared (DSP)	14	10th
James Darden	E-Street Prepared(ESP)	15	5th
Mark Mauro Jr	X-Prepared (XP)	19	8th
Mark Mauro Sr	X-Prepared (XP)	19	13th
Peter Raymond	D-Modified(DM)	19	3rd
Bob Tunnell	E-Modified(EM)	14	8th
Patty Tunnell	E-Modified Ladies (EML)	3	2nd
Roger Kroog	F-Modified(FM)	21	13th
Greg Tarantino	F-Modified(FM)	21	16th
Arnie Coleman	F-Modified(FM)	21	17th
Hsun Chen	Classic American Muscle Sport(CAMS)	14	5th
Clay Turner	Classic American Muscle Sport(CAMS)	14	12th

REVIEW: THE MOTORING CLASSIC AT ASPEN SNOWMASS

BY: RYAN SABGA



Over the last five years, the Aspen Snowmass Motoring Classic has grown into the premiere event in the Rocky Mountains for hardcore automotive enthusiasts. The 2017 version proved this once again, attracting thousands of car lovers with its varied fare of car shows, world class rallies, track days, and actual road racing on the closed streets of Snowmass Village. Attendees and participants alike soaked in the sun and beautiful scenery over the event's five days for an amazing week that no one will forget with the proceeds going to the Morgan Adams Foundation to fund childhood cancer research.

The Aspen Snowmass Motoring Classic started in 2012 as the brainchild of Ryan Sabga of the Ferrari Club of America and David Elkan of Snowmass Village.

The two wanted to create an event that would bring car enthusiasts from all over the western United States to the beautiful mountains of Colorado for a celebration of the great roads, scenery, and people of the region. It started slowly enough. The first year consisted of a four-day rally for members of FCA that featured a series of special events such as the Snowmass Balloon and Wine festival, a winemaker's dinner, and slope-side dining combined with long and mid-distance rallies over some very select roads featuring some of the best terrain in the west. The event was such a smashing success that the two organizers started adding more pieces to it over the ensuing years. At one point, it even featured a classic car auction by one of the nation's top auction houses and gained national and international notoriety.



For 2017, several car clubs were invited to participate alongside the FCA. These included the Rocky Mountain Chapter BMW Car Club of America, the Porsche Club of America, the Audi Club of America, and several others. In addition, the event schedule also saw a significant expansion. As usual, there were the special distance rallies through the various mountain roads of Pitkin, Gunnison, and Eagle counties.

But the Motoring Classic also saw the addition of the track days at the Woody Creek Raceway for all of the participating clubs as well as a street race for the Rocky Mountain Vintage Race Club. Adding the car race was especially extraordinary because instead of being held on a track, the streets of the village were closed to accommodate the racers. This was no small accomplishment as it took an incredible amount of planning and fortitude by the Town of Snowmass and the members of the Rocky Mountain Vintage Race Club. The race club had to organize the course, the marshaling, and all of the logistics of getting all of the racers up to Snowmass and properly set up for their racing. The town had to handle road closures and numerous traffic puzzles as well as provide a large amount of resources and logistical support. That kind of commitment really paid off as race day proved to be a massive success with people lining the streets and hills to catch the sights, sounds, and smells of real live racing. The racers were divided into three classes, including a vintage open wheel category, and provided a full day of thrilling racing for all.

Similarly, the track days proved to be a massive draw as clubs filled their allotted slots at the track. The Porsche and BMW club members made the most of the opportunity with their high participant turnouts. Event sponsor Winslow BMW was well-represented throughout the weekend but especially so at the track where its white 7-Series gleamed trackside where BMWCCA members enjoyed seeing it up close as they rested in between their fun-filled sessions on the technical mountain track. BMWCCA member Christine Foley drove the 7-Series all weekend in all of the Classic's events and it proved to be a worthy addition. A great many of the BMWs were decked out in Winslow's artfully-designed rally decals and numbers. It made for a great sight to see all of the BMWs racing around with their bright numbers and spirited drivers.

Still, the highlight for many participants and spectators were the longstanding traditional events, namely the road rallies and the Saturday car show. Some of the best parts of the Motoring Classic were the amazing road rallies for each of the clubs. They include some spectacular driving roads as

well as some of the best scenery the western US has to offer. With the peak of fall colors just days away, the drivers got to experience the best of both worlds in that they got to experience all of the fall colors of the Colorado mountains and spectacular weather and sunshine. Similarly well-loved is the Saturday car show that was sponsored by Jet Linx Aviation and Fortis Bank. Close to 200 cars filled the Snowmass ballfields next to the Snowmass Wine Festival as people were able to get a close look at their favorite sports and race cars. There was great barbecue for all and people stayed late and mingled as they watched the cars start up and leave. The noise created by the race cars, which came and left with a police escort, was especially enamoring. It was a wonderful occasion for families to get close to all of the cars and spend a day meeting the owners and learning about the intricacies of the various cars.

The Morgan Adams Foundation, Colorado's own charity that funds childhood cancer research, really outdid themselves late on Saturday with an exciting Casino Night hosted by professional casino bosses. The food and drink was fantastic but it was the great casino games that no one will soon forget. Guests played poker, blackjack, roulette and craps late into the evening and enjoyed a wonderful night of celebration. Tables were filled with adults and families alike as everyone bonded with hours of great entertainment for a very wonderful cause.

In 2018, the Aspen Snowmass Motoring Classic will become even bigger. The week will feature a second day of motor racing in the village as well as a larger car show. All of the crowd and participant favorites will return and we look to an even bigger and better turnout. Check your schedules and make time for this absolutely wonderful event as it continues to bring joy to the hearts of car lovers from all over the region. ■

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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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PHILES' FORUM

BY: VIC LUCARIELLO

Hello, Bimmerphiles! I write this at our new place in Colorado. This time out, I talk about a problem that I have seen on many OBD II (1996 and newer) Bimmers. The problem presents itself as a misfire on one or more cylinders shortly after a cold start. The “Check Engine” indication (Official OBD II Name: Malfunction Indicator Lamp or MIL) comes on and sometimes flashes. If the engine is shut off and restarted, the misfire is gone and the engine runs seemingly perfectly until the next cold start, or maybe the following cold start. The MIL goes off. Sound familiar?

In some cases, the problem begins with an occasional misfire or rough running after a cold start, with or without the MIL. As the engine warms up, things smooth out. The problem becomes more frequent and severe over time, finally getting to the point where you need to stop and restart the engine in order to clear the misfire and get the MIL to turn off.

What the heck is OBD II, you may ask? Well, OBD II stands for On Board Diagnostics, Level II, and it has been federally mandated for about twenty years now. OBD II vehicles have sophisticated software that monitors a large number of parameters that can affect exhaust and/or evaporative emissions. Examples of things that are monitored are:

- The vapor integrity of the fuel tank, lines, and gas cap
- The signal quality of sensors such as the crankshaft-position sensor
- How efficient the catalytic converter(s) is
- The response of the oxygen and/or fuel/air-ratio sensors
- Whether the engine is running rich or lean
- Whether the VANOS is properly positioning the camshafts
- How smoothly the engine is running

In monitoring how smoothly the engine is running, (this is called the Misfire Monitor, and BMW calls it the “Smooth Running” monitor) the engine control computer (DME in BMW-speak) looks at minute changes in crankshaft rotational speed and acceleration every time a cylinder fires. The DME can detect if a cylinder is not contributing as much as it should. If the contribution is below a threshold, the MIL comes on. If the contribution is below another threshold, the fuel injector for that cylinder is deactivated in order to protect the catalytic converter from being damaged by unburned fuel. The cylinder will remain deactivated until the engine is stopped and restarted. If the cylinder is still misfiring, its injector is again deactivated and the MIL stays on. If the cylinder contribution is acceptable, the MIL turns off and the cylinder remains in service.

If you have read this far, you are seeing how OBD II monitoring can be involved in the problem we are discussing. But what can cause a cold-start-only misfire on an otherwise perfectly running Bavarian Work of Engine Art?

A lot of things can, but most if not all of them will also affect the warm running of the engine. You may not perceive a problem with the warm running, but examination of the running data (another OBD II feature) in the DME will usually contain a clue. But that is a topic for a future Philes' Forum.

A common cause of a cold-start misfire, cylinder deactivation, and MIL illumination is a sticking valve or sticking hydraulic lifter. On overhead-cam engines, the lifters can also be called "tappets" or "cam followers." What happens is that an intake or exhaust valve fails to close fully, thereby reducing the compression pressure in that cylinder below what is necessary for ignition. Believe me, a lot of parts have been thrown at this problem, both by individuals and shops. Moreover, the problem is difficult to diagnose because the symptom is sometimes so fleeting.

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Depending on the severity of the problem, engine disassembly may be required. However, in many cases, the following procedure has been proven to reduce or eliminate the problem, especially if the symptom has recently presented itself:

- Put some Marvel Mystery Oil, CRC Valvekleen, or the snake oil of your choice in your crankcase. Some techs use ATF, but I like the CRC stuff. While you are at it, check your oil level. On Bimmers without a dipstick, this is done via the instrument panel. See your owner's manual.
- Warm the engine up by driving slowly and at low RPM.
- Get on the highway where you can maintain a steady speed for, say, a half-hour. This may be difficult and you may have to do this at night or on a Sunday morning.
- Select your transmission gear such that the engine is running at about 4000 RPM or so and you are not exceeding the speed limit.
- After running like this for a half-hour, change the oil and filter while everything is still hot. The idea is not to let the oil cool off.

How to prevent the problem in the first place? I'm glad you asked. Use a high quality "synthetic" oil of the correct viscosity and change it more frequently than suggested by your on-board maintenance reminder. In selecting your oil, consider using oil right from your BMW dealer. Use an OE-quality oil filter. While used-oil analyses are the only real way to determine the optimal oil change interval for your particular oil and driving, sometimes it is better simply to put the oil analysis cost towards an oil change. For some time now, I have been recommending an oil-change interval of, at most, about half of what your maintenance reminder suggests. If you do a lot of short-trip driving, a third of the maintenance-reminder interval may be better.

I hesitate to recommend a particular oil, because seemingly everyone has one that they just know to be the best. But I can tell you that I have had great success for many years with BMW oil, Mobil 1, Lubro-Moly (now Liqui-Moly), and Redline.

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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CONGRATULATIONS! RMC BMW WINNER



Congratulations to Rocky Mountain Chapter BMW CCA member John McCormac on winning a \$1000 Amazon gift card in a special drawing of the BMW CCA Car of Your Dreams Sweepstakes! ■

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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.

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