

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



The official publication of the
Rocky Mountain Chapter BMW CCA
FALL 2019





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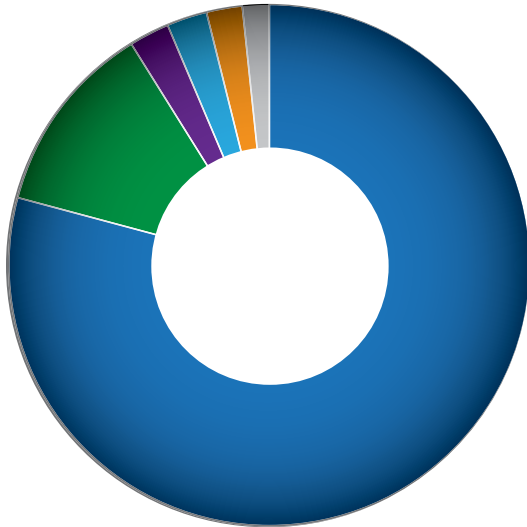
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RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF JULY 31, 2019



New Members	Referred By
Linda Hill-Blakley	Brad Huseman
Andres Esguerra	Ann Criqui
Matthew Knight	Christian Hoffman
Keith Gaertner	Gary Schleuger
Donna Toeroek	David Matassoni
Cecelia De Villiers	Brain Bowden
Renee Sprik	Eugene Yen
Sean Clark	Randy Hickman
Gary Edgar	Brian Bowden

- Primary Members (1,522)
- Secondary Members (0)
- Associate Members (229)
- New Members (47)
- Renewing Members (51)
- Lapsing Members (43)
- Life Members (28)

A SPECIAL THANK YOU

On behalf of the Rocky Mountain Chapter BMW CCA, we would like to extend our sincere gratitude to all of the people who have generously donated their time, expertise, and talent to help make our driving and social events safe and fun for our members.

Without the support from each of you, the success of these events such as the Spring/Fall Driving School, Time Trials, Autocross, Street Survival, Bimmer Burger Nights, and the Summer Drive would not be possible. In addition, we would also like to thank **Co's BMW Center**, **Winslow BMW**, **Finkel and Garf Tap Room**, and **Adam's Polishes** for their generous support and sponsorships of our events! Your commitment and support are greatly appreciated and invaluable to our club. **Thank you!**

2019 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.

OCTOBER

October 13 - Tire Rack Street Survival
The Ranch – Larimer County’s Events Complex
5280 Arena Circle, Loveland, CO 80538

October 15-19 - 50th Annual Oktoberfest (National)
Greenville, SC

NOVEMBER

November 6 - Planning Meeting
Location/Time TBD

November 22 - SUBMISSIONS DEADLINE for the 2020 Winter Motorsport Report

RMC BMW CCA CHAPTER ELECTIONS

YOUR VOTE COUNTS!

The positions of President and Vice President of the Rocky Mountain Chapter BMW CCA are up for election. Each elected official will hold office for two years beginning in January 2020. There are two candidates running for the position of President, as well as two candidates running for the position of Vice President. Candidate statements can be found on pages 6-8 of this edition of Motorsport Report.

Voting will be conducted electronically by a third-party vendor and will begin on Saturday, November 1, 2019 and will end at 10:00 p.m. on Friday, November 30, 2019. Instructions for electronic voting will be sent to all members with a valid email address in the coming weeks.

IMPORTANT – WE WANT YOUR VOTES!

Please visit the National BMW CCA website at www.bmwcca.org to verify/update your current email. You can do so by logging in and clicking on “Manage Account” located at the top of the webpage. Here you will find links to update your profile and email preferences. If you need additional assistance, please contact Susan Rhodes at msreditor@rmcbmwcca.org.

Announcement of the election results will be communicated via email by the club, published in Motorsport Report, as well as any member activity taking place after the completion of the election. ■

HONEST ASSEMBLY'S E30 M3 BUILD

Congratulations to the Honest Assembly team led by Cory Rowan who won the Top 12 in Battle of the Builders competition and Top 3 in the Young Guns category with their E30 M3 at the 2018 SEMA Show last November in Las Vegas, Nevada.

The story of this unique and magnificent build was recently showcased by Donut Media and can be viewed by following the link below:

<https://www.youtube.com/watch?v=IjokzW92A18> ■



Photos by Fox Chung.

RMC BMW CCA

PRESIDENT & VICE PRESIDENT CANDIDATES

EDITOR'S NOTE: RMC BMW CCA STATEMENTS FOR CANDIDATES OF PRESIDENT AND VICE PRESIDENT ARE UNEDITED.



JANET KIYOTA PRESIDENT CANDIDATE STATEMENT

"You join because of the marquee – you stay because of the people". This is statement could not be more true. It is because of the amazing people that are a part of this

chapter that I am submitting my name for a second term as president.

A 100% volunteer organization requires a tremendous commitment of time and ideas. Member driven ideas like the expansion of the Bimmer Bucks, technology upgrades, refilling of personal water bottles and event programming all came from you. The board has worked hard to ensure that RMC has more members experienced in running or hosting events. And we always are asked to expand the current social schedule. It can happen quickly with help. For example, a new volunteer, Tiffany Sewell, has taken the reigns in Colorado Springs. After spearheading a Sonic

night, she has already put together other events before the end of this year. It is great to have activity in an area where our members have been asking for more for such a long time. It takes a team!

As we head into another year, the board will continue to try new types of events to see if we can encourage more of our 1700+ members to come out and meet each other or participate in our solid autocross and driving school programs. 2020 will be another busy year as we explore expanding our driving programs, a ladies day event and participating in other regional events with our neighboring chapters. Our chapter is on solid financial ground, the outstanding Motorsport Report and website will be under going upgrades and we will continue efforts to expand our volunteer program. It would be a honor to continue to be a part of these exciting next steps for the chapter.

Thank you.

A handwritten signature in black ink that reads "Janet Kiyota". The signature is fluid and cursive.



ANDREW JORDAN PRESIDENT CANDIDATE STATEMENT

Back in 2006 I saw the club getting off track. We were opting out of involvement with High Plains Raceway. I, and a few others, stood up and took up the challenge. It cost me a few personal friendships,

but, eventually the club participated in the new race track. In the years since then, the club has enjoyed preferred track rental rates and assigned track dates. But it almost did not happen. Today, I once again see the club on the wrong

path, so I have decided to run for president of the club.

We urgently need to repair our relationships with alienated BMW dealerships, with alienated club volunteers, and with club members. The club has become very corporate. Risk and liability have become the determining decision factors when evaluating events. Our club mission is to drive, enjoy and promote our BMWs. We need to do that, just like we used to in earlier years.

In 2017 the club lost \$12K. In 2018 we lost \$15K. And 2019 the projected operating loss is looking even worse. (Operating loss is the net figure before the sale of capital items, like our club van). A few short years ago, we had \$115K in a CD in the bank. At the end of 2018 the balance

was \$87K, and it has most likely gone down from there. What are we going to do when we have spent all our hard earned reserves? Fold? The club needs someone to turn this around. That would be me. I have continuously owned my own business in Colorado since 1985. I have successfully weathered numerous economic down turns. Eliminating wasteful club spending will probably offend a few people, but the club must come first. And, 'if it ain't broke', like AutoX, then don't fix it.

I am a long time club member. Over the years I have written many promotional articles in our club newsletters and also 47 Believe My Words articles. Many members have personally

expressed their pleasure in reading these articles. I have been an instructor, Chief of Safety, Chairman of Driving Schools, Board member, and a BMW club racer for a couple of decades. I seize any opportunity to promote our great club. And the club has rewarded me with life time friendships that make it all worthwhile. Thank you.

And please support Michael Cotsworth for Vice President. Michael has exceptional managerial experience and has been on the board of other car clubs and organizations. He is a true BMW enthusiast, and has lots of track experience.



MICHAEL COTSWORTH **VICE PRESIDENT** **CANDIDATE STATEMENT**

When Andrew Jordan approached me about running for Vice President with him, I was impressed by his motivation to focus the Club on benefitting its members first and foremost.

As a longtime member of various Automotive clubs and organizations, I have seen the need for clubs to periodically "course-correct" their priorities, emphasis, and direction.

I have been an automotive enthusiast, car collector, Vintage Racer, and Auto Journalist for more than 40 years. I have served on the Board of Directors for numerous Car Clubs, in capacities including President, Event Chairman, Secretary, and Treasurer. Organizations on whose Board I have served include Rocky Mountain Vintage Racing (RMVR), Classic Sports Racing Group (CSRG), Ferrari Owners Club, and the Candy Store Automotive Collection. I am currently President of the Board for the South Metro Fire District Safety Foundation, Secretary of Praying Hands Ranch Therapeutic Riding Center, and Treasurer for Rocky Mountain Automotive Press. I am also a Driving Instructor with South Metro Safety Foundation, teaching teen and adult crash avoidance classes; as well as a High Performance and racing Instructor with BMWCCA, RMVR, CECA, CSRG, Ferrari Club of America, and Shelby Club of America.

One of the great rewards of being involved with these organizations for many years are the many friends and

acquaintances I have made throughout the country; men and women from different walks of life, with different occupations, focusing their passion on different marques, but all enthusiastic, friendly, and welcoming "car people". These people are the members who are the essence of any car club.

I have continuously owned and driven a BMW as my daily driver since 1977, when the handling and brakes of a 318i I rented in Europe saved my life. Interesting models I have owned include a grey market M635CSi, an E36 M3, an E46 M3, and both Z3 and Z4 M Roadsters. My daughter and I co-own an E30 M3 race car.

I have been a small business owner for nearly 40 years, including a Real Estate Investment and Development firm, an Independent Auto dealership with two locations, and a nationwide Auto Consulting business with more than 200 Affiliates. I understand the economic realities of operating a profitable and sustainable business.

My background, experience, and extensive automotive involvement position me well to serve in the capacity as Vice President for the Rocky Mountain Chapter of BMWCCA. I look forward to contributing positively to the management of the Club. Please consider giving Andrew and I your Vote.

Thank you.



FOX CHUNG
VICE PRESIDENT
CANDIDATE STATEMENT

Members are why we as an organization exist. It's my belief that we're here for our Club members, and every decision we make as a board should support that.

I first learned of the Rocky Mountain Chapter of BMW through a friend. But what inspired me to join and remain a member for the past 12 years was the camaraderie, passion, friendships, and sheer fun I experienced with those around me. It's this same feeling that has moved me to seek re-election as Vice President.

Early on I participated in Club events such as driving schools, burger nights, and autocrosses. The latter is where I got hooked- it was like nothing I had experienced before! Legally racing around a parking lot- are you kidding?!

I was amazed to learn these events were put on by volunteers who sacrificed countless hours to plan, organize, and carry them out for a community of automobile enthusiasts.

My desire to become more involved in the Club grew. I no longer wanted to simply be a consumer, but rather I wanted to be a contributor and give back to an organization that had provided me with an outlet to share my passion for cars and helped me foster meaningful friendships, all while allowing me to partake in motorsports.

Those who know me understand I'm a car enthusiast to the bone- from restoring and racing an old E28, to building a Vegas show car with my friends, and competing in the World Racing League.

I first joined the board as Secretary in 2011, and since then I've volunteered throughout the Club in multiple capacities:

serving as the Chief of Tech, instructing at driving schools, and designing our brand materials including this quarterly Motorsport Report magazine you're reading now.

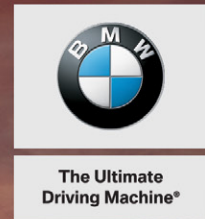
The leadership I've strived to bring focuses on the Club as a whole, being present, engaging other board members, listening to membership needs, and surrounding myself with people who are dedicated to elevating the quality of our events. I'm grateful to be a part of a team that keeps the needs of our Club front of mind, and strives to make decisions in the best interest of its members.

Having started with previous presidents and now with Janet Kiyota's continued leadership, the board has embraced new ideas and ways to fulfill the needs and operations of the Club. These have included improving our book-keeping processes, striving to operate the Club in support of our mission statement, implementing procedures to shield the Club from unnecessary liabilities, developing marketing programs to incentivize and reward volunteers, increasing the number of social events, partnering with local businesses and reconnecting with dealerships, engaging with those who want to be more involved, and investing in technologies and social media to better communicate with our members.

Long gone is the mentality of 'doing things the way they've always been done.' We should always strive to challenge ourselves to improve and question the status quo.

The cars we love and the technology we use are all progressing, and so should we as a Club.

I hope my contributions over the past several years have demonstrated this forward mindset, both as a member of your board and as a dedicated volunteer within our car community. Thank you for your consideration in electing me as your Vice President.



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DRIVE 4 CORNERS BMW MEET

BY TOM SCHULTZ

The 2019 D4C Rocky Mountain Driving Tour took place in Colorado on August 15 – 18, 2019. The event included social gatherings, driving events, and group drives on four scenic byways of Colorado. The route, shown as the beginning of the clip, really made for an exciting drive on the roads less traveled.



Here's a recap of the event which highlights the different aspects of the weekend and attempts to give a feel for what it was like to participate. Another big THANK YOU to the Rocky Mountain Chapter for their support year after year in helping make D4C happen!

Link to video: <http://drive4corners.com/drive-4-corners-2019-highlight-video/>

Link to photos: <http://drive4corners.com/2019-gallery/> ■



Photos provided by Tom Schultz.

Seventeenth verse, same as the first.

If you've followed our advertising over the years you've probably noticed that every spring we announce that we've won another **Gold Star Award** from the Denver/Boulder Better Business Bureau. Well, this year is no different – we were just awarded our **seventeenth** in a row in addition to receiving the BBB's highest rating of **A+**!

But what is a **Gold Star Award** and what does winning one really mean?

Winning **one** means the Denver/Boulder Better Business Bureau, of which Bimmer Haus is a member, hasn't received a single complaint in the last three years. And winning **seventeen in a row** means we haven't had a single complaint since we opened our doors in 2001!

Does it mean we've never made a mistake? Of course not... we're all human and everybody makes mistakes once in a while. But what separates a reputable company from a bad one is how they **correct** their mistakes.

We work very hard to be sure that you have a mistake-free experience and to earn your trust. But rest assured that if we do screw up, we will do everything in our power to resolve the issue promptly and fairly to achieve your complete satisfaction.

But you don't have to take our word for it... just ask the Better Business Bureau.

Bob Tunnell, Owner

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A+ Rated

PHILES' FORUM

BY: VIC LUCARIELLO

Hello Bimmerphiles! This time out I have a couple follow-ups to recent Philes' Forums, the That Ain't What It's For (Spring 2018) column and the Coolant Schmoolant (Summer 2018) column. Archived files of these newsletters can be found at our website NJBMWCCA.org.

In That Ain't What It's For, I wrote about the under-dash OBD II diagnostic connector (Photo 1) and how I, along with some respected, experienced BMW techs, do not recommend using the OBD II connector to supply auxiliary battery power to your Bimmer while changing batteries. Well, a recent thread on iATN (The International Automobile Technicians Forum) presented an example of why. On some BMW models, use of the OBD II port for auxiliary battery power can result in a blown fuse, one that supplies the instrument cluster.

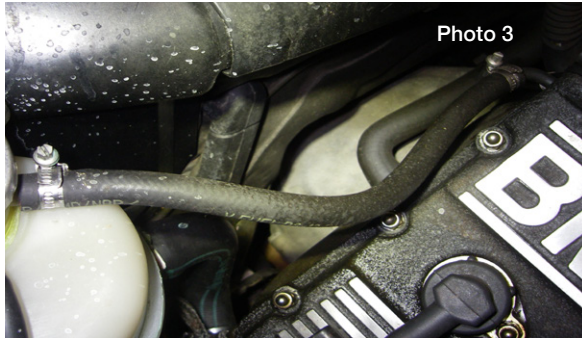
In Coolant Schmoolant, I wrote about the different types of automotive coolant available today, and that it is very important not to mix coolant types. I also offered to write a follow-up on cooling system flushing. Well, to the hundreds of you who emailed to ask for said follow-up and who have been waiting with breath abated, here it is.

This description applies specifically to the E30 M3, but is applicable to Bimmers with engine block drain plugs and without electric coolant pumps. BMW has seen fit to eliminate block drains on some later models. On electric coolant pump models, a special procedure is required to bleed the air out of the cooling system after it has been drained and refilled. I'll save that for a future column (a follow-up to a follow-up?).

The S14 Motorsport engine in the E30 M3 has a plethora of small coolant hoses in addition to the normal radiator and heater hoses. Given an OE coolant hose life of about 15 years, or according to the Roundel's Mike Miller's Lifetime Maintenance Schedule, 120,000 to 150,000 miles, your M3 either has new coolant hoses or it needs them.

Since the S14 radiator, thermostat and heater hoses are straightforward; I will focus on the hoses more likely to be overlooked, particularly one sneaky bugger.





BMW provided a self-bleeding cooling system on the S14 (on some other E30s, along with E36s, E46s, et al, there are coolant bleed valves that need to be opened to expel trapped air). On the left side of the S14 cylinder head near the front is a little hose (the sneaky one, see Photo #2) that connects to a tube that runs to the rear of the cylinder head. This tube connects to another hose (Photo #3) which attaches to the coolant expansion tank. A second bleed hose (Photo #4) connects to the top radiator tank. This hose connects to yet another tube that runs along the right side of the engine compartment, leading to yet another hose (Photo #5). The sneaky hose connected to the cylinder head and its cousin connected to the radiator is subject to full engine operating temperature, the same as is the upper radiator hose. The hoses connected to the coolant expansion tank are subject to almost this same temperature. So, changing the radiator hoses, a common maintenance procedure, without changing the coolant bleed hoses is, to me, rather foolish.

Mike Miller recommends a two-year coolant maintenance cycle and the use of BMW OE coolant and distilled water. While my experience suggests that two years may be on the conservative side depending upon how much you use your Bimmer, I recommend the use of BMW coolant and distilled or deionized water, and said so in Coolant Schmoolant.

The following is the flush procedure I have developed over the years and use on my personal Bimmers. You may think that this procedure is on the lunatic fringe, and you may be right. If so, you can skip the flushing part and simply drain the radiator AND ENGINE BLOCK and refill the system with a 50-50 mixture of BMW coolant and distilled or deionized water. This alone will be much better than what is done at some professional car repair facilities.

I start with a cool engine and by setting the heater temperature control to full hot and removing the radiator and engine block drain plugs. On the S14 and many other Bimmers, the block drain is a 19-mm hex located behind the exhaust manifold. I use a flex socket and long extension to remove the block drain plug and a magnetic socket insert works even better. Coincidentally, as I was composing this today I received an email from our Webmaster and recent Champ Series winner Colin Vozeh stating that he, too, uses a long extension and flex socket on the drain plug.

When you remove the block drain, be sure to capture the drain plug sealing ring. Sometimes it remains on the drain plug, sometimes it falls to the floor, and sometimes it remains stuck to the engine

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Photo 3

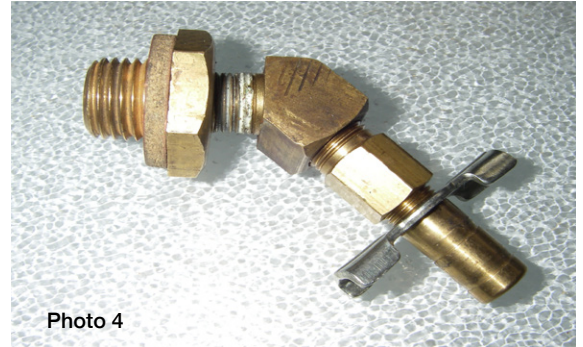


Photo 4

block. You do not want to re-use this sealing ring, but you definitely want to ensure that it has not remained stuck to the block.

What I do next is install a special drain fitting to the block drain port. See Photo #6. I made this fitting by drilling and tapping a spare drain plug with 1/8 NPT threads and installing a 45-degree street elbow and a drain cock with a hose connection. I connect a clear hose to the closed drain cock. The 45-degree street elbow is not mandatory, but it makes life a lot easier.

Next I pour in distilled water until the water draining from the still-open radiator drain runs clear, and then I close the radiator drain and continue filling the system completely.

Next I start the engine and quickly open the drain cock on the block drain. I let the engine idle and continuously pour in distilled water, keeping the expansion tank full, until the fluid escaping the block drain runs clear, then I shut the engine off. Note that you do not want to let the engine warm up, and by continuously pouring in distilled water, it won't.

Then I open the radiator drain and let everything drain out, after which I reinstall the block drain plug (the exhaust manifold will be hot, so you may want to let it cool a bit) with a new sealing ring and close the radiator drain.

I installed a gallon of BMW coolant (you can use 4 ½ - 5 quarts on the S14 if you prefer) and finished filling with distilled water and 8 ounces of Redline Water Wetter. After warming up the engine, driving the M3 and letting things cool to ambient, I checked the coolant concentration with my refractometer and it came out to 48%, pretty close to the desired 50% if ya ask me. I had to add a few more ounces of coolant to get the level in the expansion tank to the Cold-Fill level.

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 comments, tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

© 2019; V.M. Lucariello, P.E. ■

Photos provided by Vic Lucariello.

Co's BMW CENTER 3rd ANNUAL BMW FEST...

Co's BMW Center held its 3rd Annual BMW Fest this past July with an assortment of fast, cool, old, and fun cars. We're looking forward to the next BMW Fest in 2020!



...and THANK YOU to Co's BMW CENTER

in Loveland for hosting the RMC BMW CCA's Summer Drive kickoff with coffee and donuts! ■



THE Z SERIES CAR CLUB OF AMERICA

BY: JON MOORHEAD

The Z Series Car Club of America (ZSCCA) is a Special Interest Group of BMW CCA dedicated to the enjoyment of all Z-Series BMWs. The Hi RockeeZ group is active in Colorado. Find us on Facebook or visit us at: www.zscca.org. ■



Associated photos obtained at: <https://www.bmwcca.org/content/z-series> on 5/31/2018.

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Chapter Website: www.rmcbmwcca.org

Real time event changes, master RMC calendar, event scores, registration, and club information in one place.

Chapter Online Forum: <http://rmcbmwcca.org/forum/>

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

National Website: www.BMWCCA.org

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

Chapter Facebook Page: www.facebook.com/rmcbmwcca

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