

MOTORSPORT

REPORT



BMW Car Club
of America
Rocky Mountain Chapter



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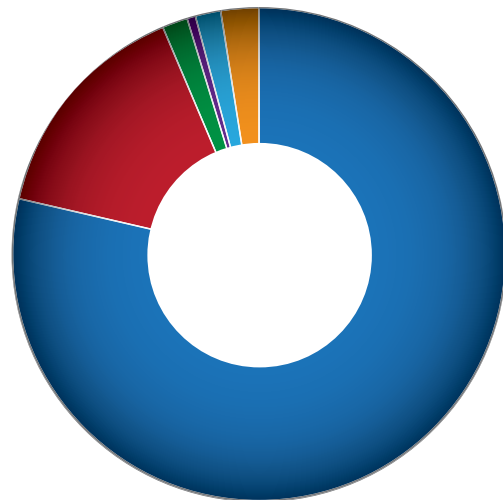


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RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF APRIL 30, 2020

- Primary Members (1,580)
- Current Associates (299)
- Life Members (30)
- New Members (10)
- Renewing Members (36)
- Lapsing Members (46)



DIGITAL DELIVERY OF THE MOTORSPORT REPORT

Beginning with the 2020 Summer Edition, the Rocky Mountain Chapter BMW CCA's quarterly newsletter, Motorsport Report, will be distributed electronically to all members. Please note that printed copies will still be available at select area businesses.

Our move to switch to digital-only distribution was based on a recent decision by National BMW CCA to discontinue the quarterly newsletter requirement of all chapters. In addition, digital distribution allows us to communicate information to our members in a more efficient manner, as well as to decrease overall printing and postage costs.

IMPORTANT: To ensure your electronic delivery of the Motorsport Report, please visit the National BMW CCA website at www.bmwcca.org to verify/update your current email. If you need additional assistance, please contact Susan Rhodes at msreditor@rmcbmwcca.org. ■

Thank you!

Thank you Rocky Mountain Chapter members for your continued loyal patronage throughout this unprecedented period in world history.

Thank you for your support of the numerous new safety protocols we've put in place as we do our best to safely meet your transportation needs.

Thank you for your powerful and inspiring words of encouragement as we kept our doors open and guaranteed our entire staff full employment.

Thank you for being who you are – the most amazing group of BMW and MINI owners in the entire country!

– *Bob & Patty Tunnell, Owners*



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2020 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.

Due to the impacts of the COVID-19 pandemic, the RMC BMW CCA events schedule has been adjusted to reflect the current guidance from federal, state, and local agencies, as well as the National BMW CCA Board of Directors. Please be aware that the dates listed below may change in order to comply with any change in guidance. We will continue communicating any changes via our email blasts, website, and our RMC Facebook page.

Thank you for your patience as we work through these changes together and thank you for being a supportive member of our Rocky Mountain Chapter of BMW CCA.

AUGUST

August 12 - RMC Quarterly Board Meeting

Conference call – 6:30pm – 8:00pm

August 16 - Autocross #4

Front Range Airport
E 30th Avenue
Watkins, CO 80137

August 22 - Member Meet-and-Greet

Location TBD – 9:00am – 11:00am

August 28 - Closing date for submissions to the 2020 Motorsport Report Fall Edition

August 29 - Autocross #5

Front Range Airport
E 30th Avenue
Watkins, CO 80137

SEPTEMBER

September 5-6 - Fall Driving School/ TT Event

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

September 9 - RMC Monthly Conference Call

6:30 pm – 8:00 pm

September 19 - Women's Autocross

Front Range Airport
E 30th Avenue
Watkins, CO 80137

September 20 - Autocross #6

Front Range Airport
E 30th Avenue
Watkins, CO 80137

OCTOBER

October 14 - RMC Monthly Conference Call

6:30 pm – 8:00 pm

NOVEMBER

November 11 - RMC Budget & Planning Meeting

Location TBD – 6:15pm – 9:00pm

November 21 - 1st Annual Pie Run West Tour

Location & Time TBD

November 27 - Closing date for submissions to the 2021 Motorsport Report Winter Edition



Photos by Fox Chung.

THANK YOU TO OUR CHAPTER MOM, LESLIE JENKINS

BY: JANET KIYOTA



“Those humble, quiet, behind-the-scenes people are the reason anything ever gets done.”

~Terri Guillemets

Moms have a difficult, endless job. They need to keep things moving forward even if they are not feeling well or agree 100%. They serve as the central system to the success in every household. They are always there in rain or shine, supporting you when things don't go quite right or sharing in your happiness when they do.

Leslie Jenkins has been our 'RMC chapter mom' for over 25 years. She has served as driving school registrar extraordinaire, Motorsport Report editor, social event coordinator, master RMC recruiter, coordinating chapter charity work with the Food Bank of the Rockies, and any other gap that needed filling. Leslie's above-and-beyond commitment led to her being recognized as the first BMW CCA Outstanding Volunteer for the South Central Region in 2015.

Her energy reaches way beyond the BMW world. She has duplicated her RMC efforts with the local AAUW chapter, enjoyed being a worldwide traveler, and finds time to participate in the annual Bloomsday 12K (7.46 miles) Run in Seattle, Washington where she places in the upper tier of her age group.

We will miss Leslie's presence on the local board as she moves onto enjoying her great grandson and continues to travel to new exotic places. She and her husband, Jim, will still be familiar faces at RMC events as they continue to support the driving school and as always, will be volunteering to fill in wherever there is a need. Thank you, Leslie, for all of your years of service, for asking the hard questions, for taking on all the small touches that make such a huge difference at our events. We will look forward to serving with our chapter mom emeritus in the years to come. ■

Photos provided by Janet Kiyota.

RMC BMW CCA CHAPTER ELECTIONS

BY: SUSAN RHODES

Participating in the RMC BMW elections is incredibly rewarding and offers our members the opportunity to share their ideas about the future of the organization. Many who have participated in the past have commented that it was a great way to learn more about themselves as leaders and to give back to our local RMC chapter.

The open positions for the 2020 elections are Secretary and Treasurer and will each serve a two-year term, beginning in January 2021. Both positions are vital to the daily operation of the club.

Any individual interested in becoming a candidate for either position must submit their intent via email to msreditor@rmcbmwcca.org **no later than 10:00 PM, FRIDAY, SEPTEMBER 18, 2020**. This information should include a photo of yourself and a short candidate statement outlining your background, ideas, and visions for the club.

Candidates for each position will be published in the upcoming 2020 Fall Motorsport Report with online voting to be held in November 2020. ■



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BMW CCA APRIL GARAGE GOALS WINNER: ERIC SCHAUBLE

BY: BY CHRIS HENNECY, COLUMNIST, BIMMERLIFE | ©2020 BIMMERLIFE™



Congratulations to this week's BMW CCA Garage Goals winner, Rocky Mountain Chapter member Eric Schauble! Eric has won a \$25 Shop BMW CCA gift card and a \$25 Griot's Garage Gift Card thanks to this picture of his Fjord blue 2002 and a set of BBS RS wheels—his latest project for the car.

“I’ve been spending more time in the garage due to the COVID-19 shelter-in-place orders,” said Eric. “I finally have time to complete my BBS-RS rebuild project for my 1974 2002!”

Asked how he originally found out about the BMW CCA, he said, “The previous owner of my first BMW, my 1990 E30 M3, recommended joining the club and I’ve been a member since the day I brought it home in August of 2000. Initially, I joined the club for the parts and labor discounts it provided, but quickly learned to appreciate the camaraderie of like-minded “Blau mit Weiss” petrol-heads the club provides.”

Tell us more about the 2002 and BBS wheels pictured! “The backstory on my 2002 is it’s an original Fjord blue car that has never left the state of Colorado. I brought it home in 2015 after I convinced my friend to sell it to me and became the fourth owner. At that time, it was mechanically sound with all the upgrades you want to do to these great cars: larger Volvo front brakes, five-speed-transmission with LSD, upgraded suspension, hot M10 motor with dual Weber 45’s, etc, but cosmetically it was a disaster. It had been sitting outside for many years, so the paint was neglected, was missing bumpers, and the interior was shot.”

Photos provided by Chris Hennecy and Eric Schauble.



"I originally picked it up to be my "beater/driver" and as things typically go, the project quickly snowballed into a more than moderate refresh. After lots of paint correction, polishing and tucking of bumpers, interior work, new exhaust, wheels, and roof rack it has become another worthy addition to my BMW Garage and compliment to my E30 M3."

The newest project for the car I have been working on is refurbishing a set of original BBS RS wheels—which are almost complete as shown in the post. Given the extra garage time lately, I hope to have the BBS wheels mounted and rolling on the 2002 in the coming weeks. My only fear is this new added automotive jewelry will cause more scope creep and cause the desire to address more cosmetic issues—guess "projects" are never really done are they? Hopefully, the lifting of the shelter-in-place orders will allow me to get the 2002 out on the road on its new shoes to enjoy the view from behind the wheel!"

As always, thank you, Eric, for your support of the club—and for your participation in our new BMW CCA Garage Goals giveaway on Instagram. ■

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RMC BMW CCA FALL DRIVING SCHOOL AND TIME TRIALS EVENT

SATURDAY, SEPTEMBER 6 – SUNDAY, SEPTEMBER 7, 2020
HIGH PLAINS RACEWAY, 93301 E US HIGHWAY 36, DEER TRAIL, CO 80105



The Rocky Mountain Chapter BMW CCA is pleased to present our Fall 2020 Performance Driving School.

This school provides a unique opportunity for you to drive your car at speed and to experience the thrill of becoming one with your car. The school is open to all BMW CCA members 18 and over with a valid driver's license. Students will alternate between classroom sessions and time on the track with an instructor. The individualized instruction is a key to this program that has been developed over decades, and compares very favorably with commercial schools costing many times more.

Time Trials (TT) will be run concurrently with the school.

For more information about this event, visit the [RMC BMW homepage under Driving School](#). ■

Photos by Fox Chung.

BRAKE FLUID FLUSHING AND BRAKE BLEEDING

BY: VIC LUCARIELLO

Hello, Bimmerphiles! Pursuant to a number of recent inquiries, this time out I am going to talk about brake fluid flushing and brake bleeding. What, you say, they are the same thing? Ahhh, read on...

The hydraulic brakes found on any modern passenger car depend upon a principle of hydrostatics that pretty much states that the pressure in a hydraulic system under static (non-flowing) conditions is the same throughout the system (given no elevation changes). So when you step on your brake pedal and pressurize the brake fluid in the brake master cylinder to, say, 1000 psi (pounds per square inch), this same 1000 psi pressure is applied equally to each of the brake calipers via small pipes that connect the master cylinder to the calipers via the ABS module, thereby applying the four brakes. This might sound pretty simple, but the adoption of hydraulic brakes in the 1920s was one of the most significant advances in the development of motor vehicles. Some manufacturers, like Ford, resisted the adoption of hydraulic brakes, continuing to rely on mechanical brakes with their system of levers and linkages under the car.

An important factor in the performance of hydraulic brakes is the incompressibility of the brake fluid between the master cylinder and calipers. Most liquids are virtually incompressible, at least at room temperature, while gasses, such as air or steam, are quite compressible.

Hence if you have any gas bubbles in your brake system, the result will be a “spongy”, or soft, low brake pedal. Or in an extreme case, a brake pedal that goes to the floor. Depending upon where in the system the gas is, it can also cause the vehicle to veer right or left while the brakes are being applied.

How does air get into a brake system? While in rare cases, air can sneak in through a bad master-cylinder or caliper-piston seal, air mostly enters systems when a component is disconnected for repair or replacement. Regardless of how air has entered a system, the procedure known as “bleeding the brakes” is intended to remove said air.

As a side note, brake calipers are in many cases physically interchangeable side-to-side. However, if a caliper is installed on the wrong side, usually the bleeder screw is in the wrong location. This makes bleeding the brakes either extremely difficult or impossible. I have read reports that professional technicians have made this mistake.

The polyglycol-based DOT 3, DOT 4 and DOT 5.1 brake fluids found in virtually all cars today are hygroscopic, meaning that they have an affinity for and tend to absorb moisture. A typical DOT 4-rated

brake fluid still in the can might have a boiling point of about 500 degrees Fahrenheit, while water of course boils at 212 °F. As you might expect, a mixture of the two will have a boiling point below 500 °F. According to a graph in Brake Handbook, by Fred Puhn (HP Books, 1985), a typical brake fluid will boil at only about 350 °F after it has been contaminated by only 1% water.

According to another graph in this same book, this 100 °F reduction in boiling point will occur before the brake fluid has been in service for six months. My own brake-fluid-boiling-point data, collected for more than a decade now, suggests that a 100 °F drop in boiling point in only six months would be quite unusual. In fact, I have never seen new fluid degrade that much in six months.

How does this moisture get into the brake fluid? Mainly through the vent in the master-cylinder-reservoir cap (some cars have a “rubber” diaphragm under the cap to minimize contact of the brake fluid with air. Some say that a lesser amount gains entry through the brake hoses via osmosis. Regardless of its point of entry or method of entry, moisture does infuse the brake fluid, and this is a bad thing.

Although water in the brake fluid foments corrosion of ferrous components in the brake system, for performance driving (or driving in hilly terrain) the boiling-point suppression is by far the more diabolic villain. When the brakes get hot enough to exceed the boiling point of the brake fluid, gas pockets begin to form in the calipers and brake lines. Remember: gas is compressible. Although you might get a warning in the form of a “spongy” brake pedal, in some cases the driver’s first

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inking that something is wrong is that the brake pedal goes to the floor! Then, assuming you don't crash in the interim, after the brakes cool and the gasses condense back into liquid, the brake pedal is magically restored – until the next time the brakes get hot...

Obviously, the only way to keep your brake fluid at or near its rated boiling point is to flush out frequently the old fluid and replace it with new, quality fluid from a sealed container.

So there you have the difference: Brake bleeding is intended to remove entrained air from the brake system while brake fluid flushing is intended to replace contaminated fluid with new fluid. In many cases, such as the replacement of a caliper or brake hose, the brake-bleeding procedure only involves expelling a few CCs of fluid from one caliper – just enough to get the air out. Proper fluid flushing, on the other hand, will require putting at least a liter of new fluid through the system; and of course opening up all the bleeder screws. So, as part of your driver-school-car-prep regimen or normal brake maintenance, you need to flush out the brake fluid, not merely “bleed the brakes.”

Some shops, if you bring in the car and ask them to “bleed the brakes,” will do just that: bleed the brakes. The fact that you are not getting a fluid flush won't be their fault, either.

If you have a shop do your brake fluid flushing, I recommend that you bring the brake fluid of your choice in an unopened one-liter container and tell them you want the entire contents put through the system. A labor charge of 45 minutes to an hour is appropriate.

What methods are available for flushing fluid and bleeding brakes? I'm glad you asked. More on this 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.

© 2020; V.M. Lucariello, P.E. ■

Photo by Fox Chung.

A MESSAGE CONCERNING THE CANCELLATION OF ZFEST SNOWMASS 2020

BY: JON MOORHEAD



I hope you and all of yours are well, safe, and healthy during this unprecedented international health crisis. Thank you for your patience while we attempted to determine what the best course of action was for our ZFEST gathering. We knew how challenging the current situation was and we were determined to do what was best for the club and for you, the members.

I'm taking this opportunity to announce that ZFEST Snowmass has been rescheduled. Just recently, we were able to reach a verbal agreement with The Westin Snowmass Resort and have agreed to move ZFEST Snowmass to June 27 – July 2, 2022.

The rescheduling of ZFEST Snowmass is bittersweet for our club. The focus of ZSCCA is driving, providing guidance for DIY projects, sharing new upgrades, and socializing. ZFEST was a time which allowed for all of this. We're hoping that at some point this summer, your local groups will again be able to do organized events. Of course, these events will be based upon local and state guidelines, restrictions, and orders.

So why did we reschedule for 2022? It's because the 2021 location has already been determined. I can assure you it will be a very exciting and rewarding experience with awesome events planned. Next year will be the 25th anniversary of the club. It has to be great, right?

Should you have any questions or concerns please don't hesitate to contact me at president@zscqa.org. Thank you! ■

Photos courtesey of: <https://www.zscqa.org/>

TECHNICAL INSPECTIONS

A technical inspection is required for all cars and must be completed prior to the driving school. Please contact one of the following suggested repair shops for appointments and rates. You may also take your car to your regular, preferred repair shop.

The technical inspection form can be downloaded at <http://rmcbmwcca.org/wp-content/uploads/2018/06/tech-inspection-professional-2018.pdf>.

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BMW of Denver Downtown 1040 S Colorado Boulevard Denver, CO 80246 855-599-2730	Bimmer Haus Performance 7233 West 116th Place, Suite A Broomfield, CO 80020 720-566-0521
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AutoHaus of Boulder 4840 Sterling Drive Boulder, CO 80301 303-468-1166	Gebhardt BMW 4740 Valmont Road Boulder, CO 80301 303-447-8000
South Denver Area	
Bavarian Motors 8484 S Valley Highway Englewood, CO 80112 303-656-9268	Autoworks Colorado 8110 Shaffer Parkway, #100 Littleton, CO 80127 303-932-9990
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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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