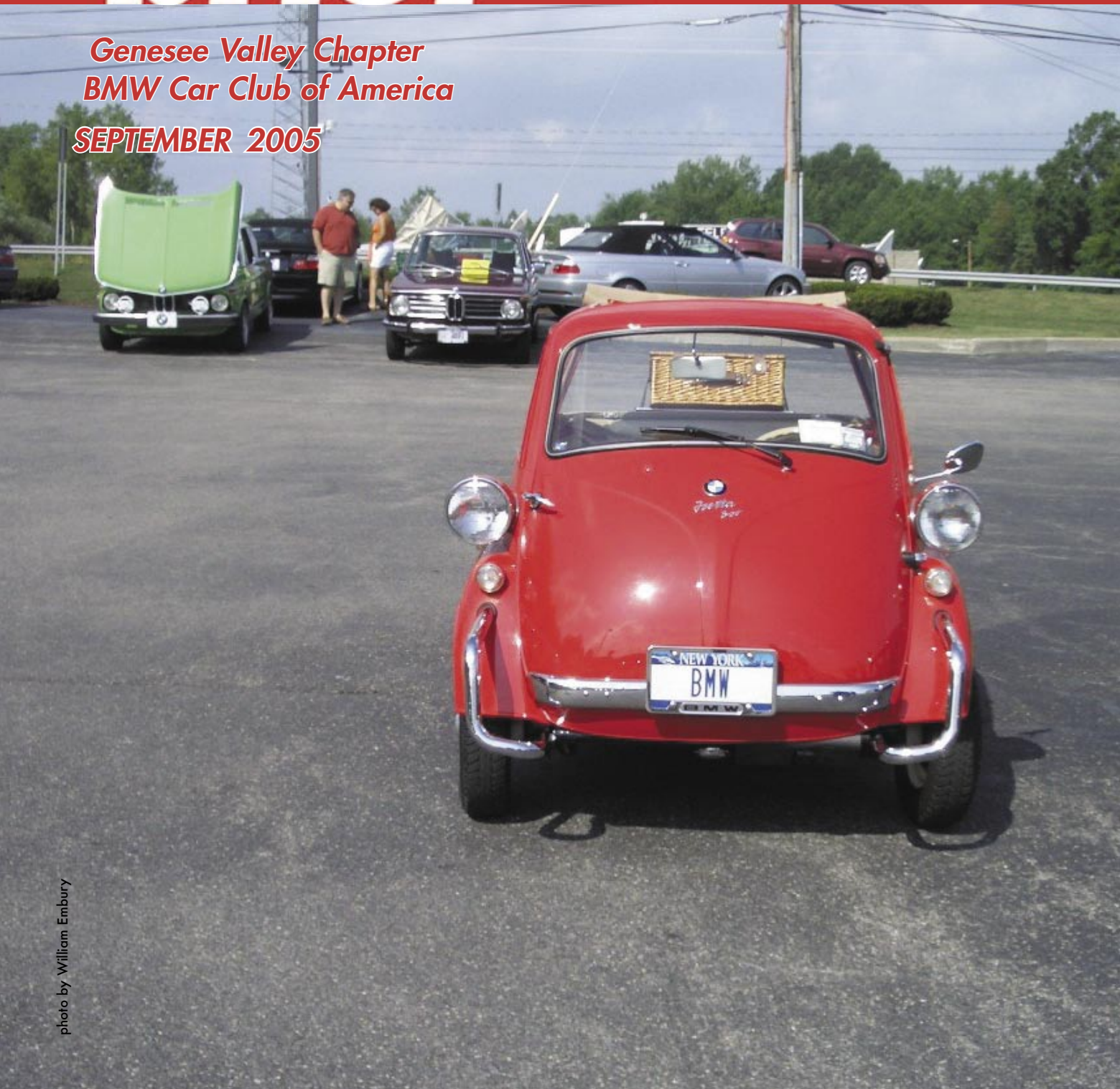


der BAYERISCHE brief

*Wayne Schieble's 1957 Isetta
See this and other rare cars
at the 2005 German Car Show
see story on pg. 6*

*Genesee Valley Chapter
BMW Car Club of America
SEPTEMBER 2005*



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Please visit National BMW CCA web site for more details. www.bmwcca.org/members

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September 2005

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GVC BMW CCA-
Genesee Valley Chapter
BMW Car Club of America

Club Hotline
585- 624-9890

Email
m3jim@gvc-bmwcca.org

Web Site
www.gvc-bmwcca.org

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Contacts

PRESIDENT

Vince Leo
585-732-5070
m332is@yahoo.com

VICE-PRESIDENT

Dave Lanni
315-986-3646
m332is@yahoo.com
comdealanni@rochester.rr.com

SECRETARY

Bill O'Neill
585-275-4023
William_ONeill@urmc.rochester.edu

TREASURER

Vince Leo
585-732-5070
m332is@yahoo.com

REGISTRAR

Jim Dresser
585-624-9890

m3jim@gvc-bmwcca.org

EDITOR/ART DIRTR.

Seth Berlfein
585-787-0590
m6seth@frontiernet.net

CO-EDITOR

Elaine Lanni
315-597-0064 eve
dealanni@rochester.rr.com

EVENTS CHAIR.

Amanda Kellogg
akellogg2@rochester.rr.com

EVENTS COORDINATORS

Gail Davis
585-385-4944
gddavis@frontiernet.com

AUTOCROSS CHAIRS.

Tim Moriarty
585-723-4617
tgmbsm@frontiernet.net

Jon Coffin - Syracuse

315-469-9946

DRIVER'S SCHOOL

Bill O'Neill - Chairman
585-275-4023

Patty Perkins - Chief Instr.
585-387-0608

Patty Perkins - Instr. Training
585-387-0608
trakmarm@aol.com

Dave Lanni - Instr. Contact
315-986-3646 eve
dealanni@rochester.rr.com

Jim Dresser - Registrar
585-624-9890

CLUB RACING

Gary Matteson - Chairman
gmatteso@rochester.rr.com

Jason Byrne - Registrar
jasonbyrne@adelphia.net

MARKETING & AD REPS
Chuck DeRoller

fullbattenmain@hotmail.com

Danielle Salley
607- 936-1308
dsalley@stny.rr.com

Jon Coffin
315-469-9946

TOOLS/TECH ?'S

Joe Ajavon
585-264-1102
jajavon@rochester.rr.com

Roy Hopkins
585-352-5938
607- 533-7000 day
roy@imrtest.com

MEMBERS AT LRG.

Karl Hughes - Syracuse
315-687-5799
khughes@cryomech.com

Robert Krause - Buffalo
716- 631-9125
mpower@pce.net

Adrienne Hughes
585-352-5938

Credits

Images and text with **BMW** have been taken from the BMW Press Club web site.

As I type this message, I realize that I should reflect on how I got here (as I have a whole page to fill up and not much of substance to add). At the same time, I can't help but be amazed at the people I have meet in this Club and the impact you have made on my life. I also have this vision of Forrest Gump sitting at a bus stop, so bear with me...

the president's message

by vince Leo

I have always been in love with things with wheels. From my first tricycle, to my Mustang pedal car, to my stingray bike, to the go-cart my Dad built for me, to the mini bike I built, to my first car - a '71 Chevy Nova. It was all down hill.

Eventually, I bought a purple 1976 BMW 2002 to play with and "fix up." That's where I first met Roy Hopkins... who doesn't know Roy? He's the one who always seems to be helping someone with their car at one of our Ultimate Driver Schools or has that key part you need - used and at a good price. That car enlightened me to BMWs and introduced me to Ekstens. I then decided I needed something more as I

wanted to go to the track and do one of the crazy driver schools... enter the used e30 325e. With the input of Roy and Rick Hoyt of Ekstens, I decide the car needed a cam upgrade, suspension, etc. With that done, we're going to the track. That's where I meet Jim Tulloch. Jim is that classroom guy that has a dry sense of humor and a lot of wisdom. Jim eventually became a track mentor to me - a relationship that I especially valued once I started racing with BMW Club Racing and SCCA. I sold the e30 325e and bought an e36 M3. Enter Dan Mack and Patty Perkins... Patty sees that I am out of control and "a loose cannon" on track and Dan is the guy to reel me back in. Dan and Patty both make long lasting impressions on me. As an instructor, I still consult them with my "problem" students.

Now that Dan has me under control, Karla Kuzawinski is going to take me to the next level on track. Now I had previously met Karla and I had a huge appreciation of her. As president, it was her leadership skills that helped guide the Chapter through some tough financial times. But back to the track... we bonded in the car - maybe it was the trip through the gravel pit in Turn 10? They say you always remember your first!

That's also when I met Dinah DeRoller. Another friend I met in this Club. Since we both had an e36 M3, we had a common bond (the ability to never leave the car alone). Dinah and I had fun and



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progressed at different levels - OK she was a better driver, but I got my race license first! And that's how I met Mike Morton - that crazy guy from Ohio who is convinced that 4 cylinder BMWs are the way to go. Mike was having dinner with Stu Sacks and me and next thing you know we are buying Mike's backup car (1990 e30 318is). We get our race licenses and we are racing an L Prepared/SCCA ITS 318is. A season later, I buy an e36 325i from a local Chapter member and turn it into a racecar. Stu turns his e36 M3 into a racecar. What happened to the 318is... check out the cover of the 2003 Chapter calendar?

Somewhere in that time frame I agree to be the GVC Treasurer.

By this point my wife Laurie is now full bore into driver schools and replaces her Volvo Turbo wagon with an e30 M3 that eventually was turned into a full blown J Stock BMW Club Racing racecar. Laurie even obtained her race license and competed in a couple BMW Club races. Our two kids also become regulars at the track. We eventually sell that car to Roy and he and Adrienne Hughes take it to the Targa Newfoundland.

I had a successful season last year as I won the North Atlantic Region for BMW Club Racing in J Prepared and set a track record at WGI with SCCA in ITS. So I took the only imaginable next step... I sold my race car and bought a MINI Cooper S and did my first driver school in years in a street car on street tires. Full circle! Somewhere in that time frame, I became President.

So now as I continue to reflect, it is clear to me that I have to thank a number of people who have helped make me come to really enjoy this chapter. In addition to the people I noted above, I look to continued guidance and support from Joe Ajavon, Gail Davis, Doug Hood, Jim Dresser, Nancy Becker, Mel Dillon, Adrienne Hughes, Chuck DeRoller, Amanda

Kellogg, Tim Moriarty, Gary Moore, Danielle Salley, Seth Berlfein, Gary Matteson, Stan Parker, Dave Lanni, Bill O'Neill, and anyone else I may have obviously missed. Finally, I am asking a call to action. If you have been involved in the Chapter and have become less involved recently - for whatever reason - please come back into the fold. If you have never been involved, now is the time. Please come to our next meeting, our next social event, and our next driver school. I look forward to your input, ideas, guidance, but more importantly, your friendship. Get involved; I am confident you will meet life- long friends here!

Next issue, why the MINI is a BMW...

BMW CCA Membership

Membership cost is only \$40 for one year, \$76 for two years, or \$112 for three years! You will receive the monthly Roundel, our informative 140 page magazine which many consider to be the world's best car club publication. You'll become a member in one of our 63 local chapters which publish newsletters, conduct driving schools, tech sessions, social events, and assist you in servicing and enjoying your BMW. In addition, BMW CCA offers a long list of additional benefits & services.

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2005 German Car Show

by Mel Dillon

"Perfect" sums up the car show for this year. The weather was perfect. The cars were perfect. And the Drive for the Cure event held at the same time was perfect. What more could anyone ask for? Well, a few more BMWs, but the cars that did show up were great examples of the marque. Since I can not come up with a better order to describe the attendees, let's start from oldest and move our way upwards.

Wayne Schieble brought out his red 1957 Isetta. This could not be more proper as this is the fiftieth anniversary of the Isetta. Too bad it got a case of stage fright and had to be pushed to the display area and back to the trailer. Otherwise a gem, and, with only 11K miles on the odometer, it qualified as oldest and lowest mileage of the BMWs at the show. It was definitely a crowd pleaser.

Two 2002's made the show, one each of a square and a round tail light example. Chris Malvaso brought out his lime green 1976 2002 and Peter Gaess was in attendance with his Burgundy 1973 2002tii. I have to admit being more partial to that color myself. If you have not seen Peter's car before, you should stop and take a look at the next event he attends. Peter has owned the car since new and it is a nice example of an un-restored 2002.

Steve Hauer brought out his Bronze 1977 320i again. Another BMW that has remained in the family since delivery and Steve has done a nice restoration on it. Steve will be attending O'Fest this year with the 320i and I expect he will attract some attention while he is there also. It's interesting to note that at this point that all the cars mentioned have less than 74K miles on the odometers.

Bill Embury returned with his grey Z3 with matching trailer, which garnered attention. It's a clean neat car and the color-matched trailer only sets it off more. Sad to say it was the only Z car to attend. Thanks for coming Bill.

Last but not least were the 1992 and later cars of Alice Dillon and Seth Berlfein. Seth's 2002 330Ci was looking good as always. I tried to get him to bring his 6 series but something about not having put the brakes back on made him not bring that. [yea, brakes wheels..., don't get me started. SB] Alice brought her just acquired 1992 525i over from the horse show and dropped that into the display lineup.



photos by Greg Kock and Russell LaBarca



A good example of a working car with the back full of saddles and riding tack.

Not to ignore the other three fine marques that were there. Porsche brought out the biggest turnout and some national show level examples of early 356 and 911 cars. Very nice to look at. The Mercedes club also provided some fine examples including a white 300 SL that was very desirable. One Audi did attend.

All told, the event raised \$2,444 for the Susan G. Koman fund. I talked to the Drive for the Cure organizers afterwards and they did 606 test drives during the day. That was one of the largest numbers they could remember – so Rochester did all right. My thanks to Seth Berlfein and Bill Hicks for assisting in parking and judging the cars. My thanks are also extended to everyone who attended or brought out a car to display. I really believe there are more BMWs in Rochester to fill in the field. Maybe next year we can put out a real display of the ultimate driving machines. Come on, I put my car on display and it has more stone chips on the hood than Rochester has potholes!

In the end it was a long day for some of us as the BMWs from the event needed to be transported to Buffalo late in the day. I had the luck to draw the new 645Ci convertible for the drive to Towne. What a glorious way to end a day of great cars! Top down, stereo turned up loud to a classic rock channel on the satellite radio and the cruise control set for a pleasant run west on the thruway. The 645Ci has more than enough power – even with the automatic transmission. I never felt left out when I wanted to make the car move through traffic. Having said that, a couple

of things did tend to corrupt the total experience. The cowl shake on this car was reminiscent of an early British roadster. That amount of flex is not what I would expect from car of this caliber and price. Second on the list was the disorienting location of the cruise control and its psychotic behavior. The placement seemed all wrong and a couple of times as I reached for the turn signal I succeeded in hitting the cruise control. It also had the annoying habit of starting to advance the speed in five mph steps if I held the control for a second too long. Lastly, we have all heard about the lifetime fluids and the extended oil change intervals on the new cars. I noticed about half-way to Buffalo that the oil temp was holding steady at 240 degrees.



photos by Greg Kock and Russell LaBarca



That seems a little high for a car that was just loafing along in traffic on a very temperate evening. Synthetics may be good, but that seems to be stressing it a little too much. In summary, if someone handed me the keys to it I would take them in an instant; but it was not what I expected from the car.

Class winners:

1929-1962	Wayne Schieble	1957 Isetta
1962-1976	Chris Malvaso	1976 2002
1975-1991	Steve Hauer	1977 320i
Z's	William Embury	Z3
1992-2002	Alice Dillon	1992 525iT



Do You Like Corners?

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perspektive

by hal
miller

hmillerm@com

Don't you just love corners? Silly question.

If apexing isn't an aphrodisiac for you, chances are you wouldn't be driving a BMW, but rather a Blahmobile of American or Asian descent – with the driving dynamics of your living room couch (exception: Corvette). Hamlet said: "Ah, the play's the thing." Bimmerphiles know that playing the corners is the thing. Twisties, hairpins, sweepers, lacets (mountain switchbacks) – whatever your pleasure, a BMW provides the ultimate machine with which to do it and practically any model will dance with you.

BMW's were born and bred in Europe for European roads, and thus for performance driving. It is difficult to duplicate this in our country. If you have not treated yourself to driving a bimmer as God intended – at triple digit speeds on the Autobahns or reaching for the sky through an Alpine pass – then you owe it to yourself to do it once before you die. European delivery is the perfect way (we have done it four times to date). However, if that is not in the budget, you can rent BMW's from most of the major European rental agencies. When we went to the 2003 Frankfurt Auto Show with the Roundel gang, I stayed at a delightful little hotel called the "Brandhof" nestled in the hills twenty miles south of the city. BMW and A.C. Shnitzer gave us a couple of 'toys' to play with including the magnificent twelve cylinder 7 Series and a hot rod Z4. Under the guise of a 'photo shoot' we headed up through the hills to an overlook.

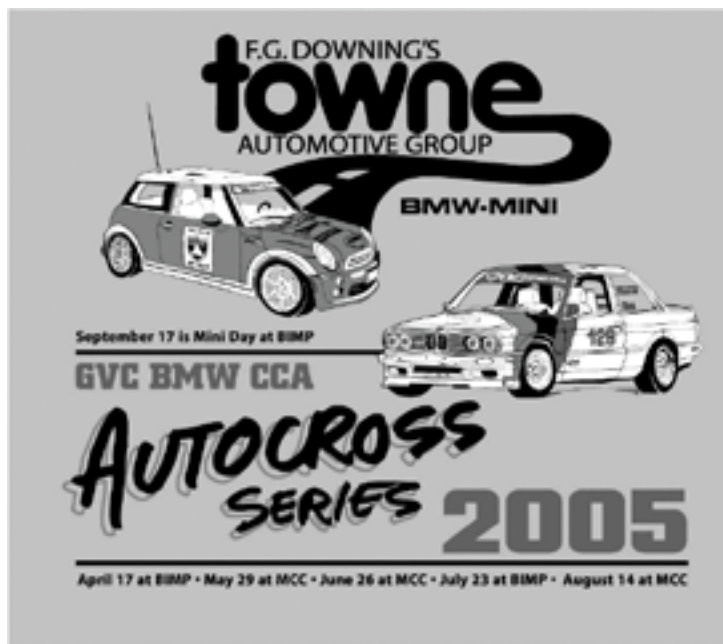
Editor Satch Carlson was piloting the Z4 while I drove the 760-chase car. Our editor does not know how to drive at a leisurely pace and I was hard pressed to keep up through the tight turns and switchbacks but managed it – in this amazingly agile 4500-pound machine. The ultimate thrill of the trip, however, was a stint at the Nurburgring which we ran in the E60.

Speaking of apexing – GVC has one of the best racing programs of any chapter. Did you know that our own Scott Hughes developed the Club Racing Program for BMW CCA? GVC is also very active in the BMW CCA Club Racing Schools that offer the next step up from Performance Driving Schools. The Club Racing School not only allows you to drive your car in a relatively benign racing environment, but also to drive the Glen – arguably the best road racing circuit in the country. We did the August 31st, September 1st stint. The first day we ran in the monsoon created by Katrina's final gasp. Can you say challenging? The entire program was very professional and the instructors were as good as any I have experienced. Entrants came from as far away as New England and California!

We also ran the club autocross on July 23rd at Batavia International Motorsports Park (BIMP) with our car and our Rotax Kart (which is garaged at BIMP). This is kinda like playing two Bingo cards. Our kart, driven by my grandson Matt Kremers, turned in the best overall time. The May 2001 issue of Roundel carried our article, "Kidney Protectors or Kidney Grilles?" which featured kart racing at BIMP. The article was designed to stir up a kart racing program within BMW CCA similar to our sister chapter in Toronto. Mike Romeo can build you a racing spec machine for about \$3200. I guarantee it offers all the thrills of open wheel racing with far less impact on your wallet – and your body. If you are interested contact Mike: [HYPERLINK "mailto:michael@romeomotorsports.com"](mailto:michael@romeomotorsports.com) michael@romeomotorsports.com

A tee shirt I saw at one of the events sums up this terrible affliction for beating the other guy to the corner and then taking him on the inside (or the outside as the case may be). "Racing is a lifelong commitment with no possibility of parole."





Towne BMW-MINI Autocross Report

by Tim Moriarty

Five of our six events are in the books. Since my last report we have been to MCC, Batavia and back to MCC. So far it has been an outstanding year for the Towne BMW - MINI Autocross Series. In the first five events we have already exceeded last years total attendance... for all seven events. We are averaging almost 10 more competitors an event. It's amazing what a dry summer will do!

The third event of the year was back at MCC. We ran our other "clockwise" course for this event. For the third straight event, the weather was great if not too hot. Thirty-eight people came out to battle the cones. Times ranged from Brian Reeves' FTD of 48.752 to several people in the mid sixties. All things considered, it was very tight competition all through the ranks. Andy Blake drove to a decisive victory in the eight car BMW class, followed by Roy Hopkins and John Roe. Tony Barbagallo had a solo run in the MINI class and Brian and Tina Reeves brought out their fully prepared Miata to dominate the Race Prepared class. Stu Sacks, Cliff Meima and Bill Barrett took home the bragging rights to the Porsche, Corvette and Others class respectively.

Event number four was at the Batavia go-kart track. And it's another beautiful day in the neighborhood. Forty-two people came out to play on the miniature road course. Due to a family vacation, the family truckster (a.k.a. tow vehicle) was down in Atlanta while I was here for the event. Fortunately, for Bill Hicks (my co-driver) and me, we have club members like Roy Hopkins and Adrienne Hughes. Moments after they found out we didn't have a ride they offered theirs. Let's see, do I want the E46 M3 or the E30 M3... decisions-decisions. I chose to co-drive

with Roy in the red Targa M3, while Bill teamed up with Adrienne in the Phoenix Yellow One Lap M3. (Ask Bill about the Flight of the Phoenix sometime.)

In any event, Bill adapted to the SMG quickly and set the pace for the BMW class followed by Holly McReynolds in another E36 M3.

Tony Barbagallo had some competition from his wife Christa this time, but still managed to squeak out a win. I managed to keep the Targa M3 out in front of Mel Dillon and Roy in the Prepared class, while Mitch Evans stayed ahead of Mike Tedesche in the Corvette class. FTD went to Matt Kremers who dominated the Kart class with his personal kart. Eric Hobron took the win in the large (14 entrants) Others class, followed closely by the son/father team of Chris and Phil Parks.

Back at MCC for the fifth event and our weather luck finally ran out. With forecasts of thunderstorms, attendance was a mere twenty competitors. For those who are not familiar with our autocross program, we run in two groups. One group makes a set of runs while the other group works, then we switch. This usually brings us to our lunch break, and then we do it again in the afternoon. Pretty much everyone had dry runs in the morning and wet runs in the afternoon; it was like two different events. For the most part, everyone's morning runs were quicker. John Roe took the BMW class easily. We had a little more competition in the Prepared class because Andy Blake decided it was time to come over to the dark side. I was able to hold on for a win with Mel Dillon and Andy Blake close behind. A good contingent of SCCA/Corvette drivers showed up to take not only FTD but also the top three spots. Adam Schoonmaker, Chris Morton and Alan Schoonmaker claimed those three spots. And, for the first time on top of the Others class, Chris Parks pulled out a win over David Masten and Chris's father, Phil.

For a complete listing of the results and current Top Gun standings, please visit the GVC web site. Our Schedule is also listed there. Take a look and come on out and give it a try. You

Sahlen's Six Hours of The Glen / BMW Car Corral

by Hal Miller

Sports car racing has been on a decline since the halcyon days of the 70s when the 1200 HP Can Am monsters roamed the countryside. The Grand Am race June 12th at the Glen, however, showed signs of recovery. There were definitely more fans in the stands, and the race (which started in beautiful weather and ended in the pouring rain) was exciting. Forty-five cars took the field.

As usual, the Daytona prototypes ruled the day taking the first fourteen places. Nic Jónsson motored his #67 Krohn Racing/TRG Pontiac Riley past teammate Christian Fittipaldi and into the lead, with four laps remaining, to take his first overall win in Rolex Series competition. The #66 Daytona Prototype of Fittipaldi finished in second place.

After leading for 46 laps, the #01 CompUSA /Lexus Riley, driven by Luis Diaz, slid off-course in the "boot" when the skies opened, and hit the #58 Red Bull/Brumos Racing Porsche. Luckily, Diaz finished third.

BMW fans did not come away empty. The #19 Finlay Motorsports /BMW Riley, piloted by McDowell and Gidley, made it to victory circle in fourth place.

The #8 BMW Doran driven by the Frisselle's came in ninth and the #3 BMW Riley, piloted by Lewis and Grala, finished eleventh to flesh out the BMW-powered DP class.

The GT class is of prime interest to us up-country racers and fans. As usual, the Porsche GT3 Cup cars dominated with Wolf Henzler in the #14 Autometrics Motorsports/Porsche passing Andy Lally in the #65 Auto GalleryTRG/Porsche GT3 Cup, with only three laps remaining, to take first place in class. Lally secured second in class. The only bright spot for us BMW fans was the #16 BMW Team PTG co-driven by owner Tom Milner and Justin Marks. They finished third in class. The other two PTG/M3s finished eighth and eleventh in class. (When - oh when will BMW be able to stuff its V8 back into the M3?)

We are so fortunate to have the Glen in our backyards. For my money, it's the best and most beautiful road course in the country. IRL comes to race September 25th and there is a rumor floating around that Formula One is looking. (Chances are they won't be coming back to Indy).

In conjunction with BMW NA, the Genesee Valley chapter hosted a car corral at the Glen. We had a tour of the Pits and met several drivers of the PTG BMW's. BMW NA held a raffle where the prize was a free M-Driving School at the BMW Performance Center. Team PTG also raffled off some autographed car parts and a framed Team PTG poster. BMW NA also provided the hospitality tent and food, many thanks to them and the GVC volunteers for making this a great event. Hope we can this again next year!



photos by Charles DeRoller and Jeffery Gabel

Sahlen's Six Hours of The Glen / BMW Car Corral

photos by Charles DeRoller and Jeffery Gabel



Sahlen's Six Hours of The Glen / BMW Car Corral





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the
bimmer
boy
by russell
labarca

It's been since the year of the '02 that my name last appeared on these pages, having written about back road adventures in a 2002 and an M3, both residing in my uncle Bob's garage.

And in those three years, we've added miles to the cars and smiles to faces in numerous adventures.

Being the typical college student, my priority on loan consolidation has unfortunately kept me from spending money on a BMW of my own. Thankfully, Bob is willing to share. He gladly drops by Bucknell to distract me from my mechanical engineering studies, and survey the cars on campus. While I may consider myself the typical student, cars at Bucknell are atypical of a college campus. The student lots are filled with various silver A4's, M-B's, Land Rovers, H2's, and BMW's, including my roommate's 2003 323Ci SMG. I'm glad I finally got to experience the lightning quick shifts and the racing technology behind the wheel, but it's not for me. There's something very satisfying about working the left foot as you drive (not to mention it's the best deterrent to friends borrowing your car). Anyway, long live manual M-cars!

I gave myself a well-needed history lesson at Hershey last year, in the form of the Vintage BMW Marathon. Nowhere else will you find pristine classics being driven along side well loved (read: out of the garage as much as possible) road cars on tour, along with what has to be the largest single gathering of Z1's in this country ever. (5 is a lot for Z1's! Bob and I went in his '72 2002, met up with my parents and another BMW uncle, Tom, and had a blast. From the early bikes to the 507's, CSI's to 2002's, an EMW, and even a Z8 off in the far parking lot, there was enough to keep us busy for a lot longer than the few hours we were there. But the road warriors had plenty more stops (Hershey was the halfway, where some would leave and some would join), so the fun couldn't go on forever. And at least one of us had homework he'd put off doing, too.

Bob in the 2002 made it down to the Vintage at the Vineyard in 2005 in North Carolina, an equally amazing event, with some wonderful cars in attendance too. That trip served as a reminder that a 33-year-old BMW can still provide for an excellent road trip.

The modern day sports car, aforementioned M3, or the '95 Tii as Bob calls it, received a Corsa/UUC exhaust this summer as a belated 100,000 mile present (now we're waiting to see if it really wanted a radiator instead; let's hope not). I was present at that milestone along with my father and Uncle Bob, and we were all treated to a spectacular rainbow as a sign of good faith. The car is willing and already started on its next hundred thousand. It also got a new UUC clutch stop to shorten the clutch pedal travel distance. Nice and inexpensive mod that's as easy to put in as it is to take out. With the engagement point a little higher, you can make that slightly quicker shift, and maybe give you a chance against those SMG kids.

Well I'm coming upon my 3rd year in college, and it will soon be back to the bookwork. Somehow I'm sure I'll make time for some BMW fun, so watch these pages, and check out my website if you're so inclined; I usually see a lot of these events through the camera lens. I'm sure Bob will be over to let his new exhaust rumble through campus, show off its quiet highway manners, and just enjoy the drive.

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Club race update.....Fall 2005

A message from the club race chair,
Gary Matteson

Greetings to all club racers from GVC! As many of you know, we have a spectacular event coming up in October – a triple points club race!

If our last race @ Watkins Glen is any indication, look for a full field with many “hardcore” racers in each class!

On the business side of things, our club race committee consists of Vince Leo, Dan Mack, Tim Moriarty, Nancy Becker, our latest volunteer, Jason Byrne and myself. Jason joins us with a lot of enthusiasm, and is going to assume the responsibility of registrar for the fall race. Please feel free to contact any one of us regarding Club Racing.

Lastly, to borrow a phrase from our President in the latest Roundel, “Race on Sunday, friends on Monday.” It’s not just a slogan, it is the way we feel @ GVC!

See you in October!
Gary



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Crew for Club Racing

By Charles DeRoller

Many of us have seen the pit row action of NASCAR or Formula 1. The car roars in, a crew in pristine jumpsuits hops the wall, performs a variety of activities in record speed, and the car roars off again, only milliseconds ahead of the car behind. How often have you thought about how exciting it would be to be on a race crew- to be part of the action, to have unlimited pit and garage access, to demonstrate your mechanical prowess in front of a screaming crowd? Well, crewing for a BMW CCA Club Race team might be your ticket!

On several occasions I've had the opportunity to crew for Club Racer Stu Sacks in the "BAQ N BLAQ" M3, car 58. Stu runs in the I-Prepared class, which means that it has a 3.2 liter engine, and is allowed some engine and suspension modifications. That comes down to about 140 MPH on the back straight at Watkins Glen, and lap times of about 2:13. Not bad for a four door that started life as a 318!

Crewing for NASCAR and BMW Club Racing have some similarities. In both you work hard. You work a lot. In fact, there's probably four hours of preparation for a 30-minute race. You share the excitement of a great finish, and the disappointment of a broken car. The one major difference between NASCAR and BMW Club Racing is simple: budget. I don't get a fancy crew

suit (I'm sure I'm welcome to buy one, but Stu seems content with my wearing jeans). No mega-headset radios with VOX and PTT. And it's usually just me and Stu, plus whoever pitches in for big jobs.

Tires are always an interesting issue. Club Race teams have a minimum of two sets of tires, one for the dry, and one for the rain. And in Upstate New York, it always rains. So an hour before the race, the dark clouds inevitably appear over the horizon. Which tires to mount on the car? A novel approach is to put the dry tires on one side of the car, and the rain tires on the other side. That means you can make a last minute decision and only have to change two tires. It also means that you are definitely changing two tires. Sometimes we change them again and again and again.

Finally, after hours of tweaking, it's time to grid the cars. Glory boy gets to nurse his rumbling race machine in the lineup. I get to go to the hot pit near the front straight to prepare for communications and timing. The start of a BMW Club Race is amazing, with forty-plus BMWs all heading for the exact same point on the apex of Turn One. Watching is exciting enough for me, thank you.

After the start, I have two jobs: to communicate track issues such as rain and wrecks, and keep lap times. I watch the stopwatch keenly. Somewhere about two minutes even, I should be able to spot Number 58 coming into Turn 10. If I don't see him twenty seconds later I start to worry.



photos by Charles DeRoller

Most club racers don't bring their wives or mothers to races. They should. Because in their absence, that role is taken by the crew. Where are your sunglasses? You want some water before you go? Did you go pee? Well, better do it now. Yes, you've got time now hurry up.

The best thing about crewing, and BMW Club Racing in general, is the camaraderie. When there's a big problem, other teams' crew and drivers will pitch in to help. It's all about trying to get everyone out racing, even though they are your competition. It's not uncommon to share parts with other race teams. And afterwards, your reward may be repaid at the Seneca Lodge bar.

To crew with a BMW Club Racing team doesn't require great automotive or engineering knowledge. A basic understanding of how to change brakes and tires is fine. It's a great way to spend a weekend, get free access to exciting races, and make new friends. To find a team, just post your interest on the Genesee Valley Chapter website or on the email list.



photos by Charles DeRoller





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Welcome New Members

Welcome to the following new Genesee Valley Chapter BMW CCA members:

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Joseph Alfieri • 02 m3
Frank Ambrosio • 06 325i
Pierre Aoukar • 05 330i
Michael Battaglig
Julius Carozza
Daniel Child • 02 e46 m3
Brian Chrzan • 05 X5
John Crassidis • 06 325i
Chris Croglia • 06 325i
Scott Derose • 04 745i
Gary Donaldson
Harvey Erdle
Janine Fogarty • 05 M3
Tony Giovinazzo
Steven Goodman
William Goodman • 98 z3
Thomas Guhl • 92 325i
Mosie Hannah • 745i
Brandon Hastings
David Henry
Paul Hood • 97 M3
Kevin Kelly • 01 z3
Edith Krause • 98 323is
Otto Kuehne
Chuck Lachiusa • 97 540i
John La Duca • 01 330i
Vincent Leo
Cliff Meima
Bob Menihan • 94 325ic
Michael Miller
John Mineo
John Mistretta • 04 540i
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David Neumann • 05 325xi
Reg Noble
Bill Noren • 90 325i
Jacqueline Palmiere • 00 323ci
John Peck • 99 540i
George Pietropaolo • 03 745i
Marguerite Radeff • 05 M3
Mike Reda • 02 325i
Richard Share • 97 540i
Scott Swanson • 04 545
Joseph Tierno • 95 M3
William Uhlen
Bill Unwin
George Wiedenhofer • 03 330xi
Michael Weliky • 91 325i

new
member
welcome
by amanda
kellogg

I'd like to thank everyone who wrote in to say how much they enjoyed the new color section. Please keep those comments and pictures coming! The deadline for the December issue is November 30th. Any member can submit an article or picture. It doesn't necessarily need to be automotive related; if you think our members would be interested please send it in. Also any pictures must be taken in high resolution, 1200 dpi or greater. Send your ideas and submissions to me at [HYPERLINK "mailto:móseth@frontiernet.net"](mailto:móseth@frontiernet.net) móseth@frontiernet.net. If you don't have email, please call me daytime at 585-423-2698 and we'll make arrangements.

So far it's been a very busy summer. We've had 2 driving schools at Watkins Glen, several autocrosses, a club race, a car corral, picnic, and other numerous events. We have plenty of activities yet to come. Please check the calendar section of our web site and the Events section of this newsletter. I hope you've been able to attend some of these events; if not, hopefully we'll see you at some future activity. It takes a lot of effort by a lot of people to put on these events. We are always looking for help. If you are interested, please visit our web site at [HYPERLINK "http://www.gvc-bmwcca.org"](http://www.gvc-bmwcca.org) <http://www.gvc-bmwcca.org> click on chapter info, then chapter officers. There you'll find the appropriate committee chairperson to contact. It's a lot of fun, and you'll meet some great people!

At this point I would be continuing the tale of my M6, but as I begin writing this column, my mind keeps wandering. All I can think about is hurricane Katrina and the devastation it caused Louisiana and the other Gulf Coast states. Writing about a car seems so inappropriate given this tremendous tragedy. Seeing the vivid news coverage of people struggling to find dry ground, food and water made me stop and think how fortunate I am. How fortunate we all are.

Just think how irritated we get when we lose electricity or our satellite or cable TV for a couple of hours. Now try to imagine losing everything! Not being able to "go home" for months, perhaps years! We're all very lucky to live in America - we have good jobs, nice homes, and drive nice cars.

I'd like all of us to take a few minutes and reflect on how we can help our fellow citizens. We can donate our time, money, food, and clothing. If you haven't done so already, please contact any local charity such as the Red Cross, the United Way, or your house of worship. Any of these institutions will see to it that your donations are sent to the proper authorities.

Apparently I'm not alone with these thoughts. Please know that Vince Leo has followed the lead of other BMW chapters and has requested of National that our next rebate check be sent to the Red Cross in the name of Genesee Valley Chapter BMW CCA.

As for my M6... it can wait until the next issue of the Brief.

my
two
cents
by seth
berlfein



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