

# der BAYERISCHE brief

*Seth Berlfein's 1988  
BMW M6 tackles the  
Autocross course at BIMP.*

*See Autocross on pp. 6-7*

*Photo by Rick Hoyt*

*Genesee Valley Chapter  
BMW Car Club of America*

*JUNE 2006*





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June 2006

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BMW Car Club of America

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## Check the website for details

# the president's message

by vince  
Leo

A pessimist will be the first to tell you that the year is almost half over, but as an optimist, I will quickly point out that there is still more than half a year to go and we are just now getting into the meat of our schedule. Autocrosses, driving schools, Street Survival, chapter meetings, picnics and the Drive for the Cure are just a few of our planned events for the upcoming summer and fall seasons. So, how many of these events are in your plans?

By the time you read this, we will already have had one autocross at Batavia International Motorsports Park (BIMP) and one driving school at Watkins Glen International under our belts. As usual, both the autocross and the driving school were wild successes and while we did have a few new faces, we always have room for more.

If you have not been to either an autocross and/or a school and you are still not ready to sign up, please come out as a spectator. Please stop over and introduce yourself and we will see to it that we get you out for a ride. These events provide you with some of the best bonding experiences you can have with your car – no matter who manufactured it. If you are ready to take the leap as a first time participant, I promise, you will have fun.

There is good news for you procrastinators; we still have a number of autocrosses scheduled for BIMP and MCC as well as driving schools at Mosport and Watkins Glen. Check the GVC Website for details

Our Street Survival, or teen safe driving program, is set for July. If you have a young driver (aged 16-21) and you only do one event with us, please make it be this event. The school focuses on street driving skills, car control skills, and emergency car handling. This program utilizes classroom instruction and in-car practice (with an instructor) to boost your young driver's ability to react to various, real world, street situations. To me, this is a no brainer and of course, details can be found on our web page (or go straight to [www.streetsurvival.org](http://www.streetsurvival.org))

Have you been to any of our monthly meetings on location? So far, we have held meetings at Holtz BMW, Macs II and Towne BMW/MINI and the good news is we plan to have more meetings at other new locations. Not only do we try to cover Chapter business, but we also allow the host to provide a technical update. If you have suggestions for future meeting locations, please drop me an e-mail.

Once a location is identified, it is posted on the GVC web page and we get an e-mail out to everyone. What, you haven't received an e-mail notification for these meetings? Simply register at: <http://gvc-bmwcca.org/EmailLists.aspx>

Please consider stopping out for the picnic, car show and other social gatherings as well as the driving related events described above. This may be a car club, but the soul of this club is its people. And as I said in my last letter... if you do not regularly attend our events, please get involved – we don't bite. If you are an active member, please invite a couple friends to the next event and introduce them around.

Finally, congratulations to our own Stu Sacks and Roy Hopkins for their second in class at this year's One Lap of America – and of course they were driving a Bimmer Lite.



# UPCOMING EVENTS

## July

15th, Saturday. Autocross at BIMP

25th & 26th, Tuesday & Wednesday. Ultimate Driving School at Mosport Canada. That's correct! For the first time ever, GVC is going international, hosting a 2 day Driving School at Mosport, in Canada. Start making plans now; we expect this new and exciting school to fill up quickly.

## August

12th, Saturday. Go-Karts/Picnic FREE Family Events! County Line Raceway (Rt. 31 just east of Fairport) 9-11 AM, all the runs you can fit in. Followed by a Picnic at Egypt Park (just down the road next to Lollypop Farm). Please bring a dish to share. We will provide meat, beverages, ice, utensils, condiments, etc.

## August (cont.)

20th, Sunday. Autocross at MCC

30th & 31st, Wednesday & Thursday, Ultimate Driving School at Watkins Glen

## September & October

23rd, Saturday. Autocross at BIMP

30th & 1st, Saturday & Sunday, Ultimate Driving School at Watkins Glen



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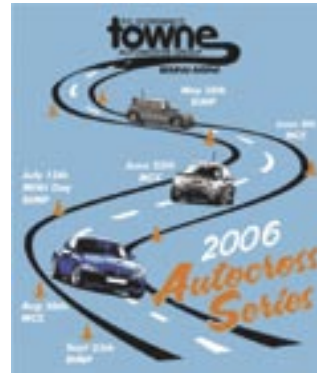
Take Exit 67 North off Rt. 17. Go straight on McKinley Ave. Turn right at 2nd traffic light onto North St. We are a half mile down on the left.

# The 2006 Towne BMW-MINI Autocross Season has begun

By Tim Moriarty

The first event of the 2006 Autocross season is in the books. And what a great start it was! Even though the weather was threatening, 33 competitors tried their hand at the Batavia International Motorsport Park's go-kart track. They were rewarded with seven runs each and dry weather. The Bavarian mark was well represented with 16 of the competitors in BMWs and three of them in Minis. The competitors were divided into four classes: BMW, MINI, Prepared and Others.

Roy Hopkins led the BMW class in his pristine silver and black E30 M3 with a time of 62.894. Roy was followed by another M3, this time an E36 sedan, driven by John Roe to a time of 64.514. Third in the BMW class was... an E46 M3 driven by David Holland with a 65.218. I thought the newer M3s were supposed to be faster!



Dan Ives, from our series sponsor Towne BMW-MINI, came out and gave Dr. Stu a run for his money. But Dr. Stu set a new MINI class track record in his Towne-sponsored Cooper S with a 62.988. Dan followed in a purple Cooper S at 69.830 with co-driver George Haver in third with a 75.856.

The prepared class was a battle of the all-wheel drive cars. Club member George Little in his turbo Eclipse set a new prepared class record with an amazing 58.960. Eric Hobron kept him honest in his WRX STI with a 59.741. Your humble autocross chair was in third with my E30 318is at 60.050.

The Others class was lead by the father-son team of Phil and Chris Parks. Technically it was lead by the son-father team... Chris led in the S2000 with a 63.252 and Phil turned a 64.018. Regular autocross competitor and drivers school participant, Borden Mills, was third in his Camaro with a 64.568.

For a complete listing of the results, please go to the club website ([www.gvc-bmwcca.org](http://www.gvc-bmwcca.org)).

By the time you read this, the next two events will be history but that means the season is only half over. Come on out and give it a try... you just might have some fun!





# AUTOCROSS



*more Autocross pictures on page 20*

# One Lap 2004

By Dr. Stu Sacks

When considering possibilities for One Lap 2004 I decided to call Towne BMW / Mini and see if they would sponsor me and loan me a Cooper S for a quick mod or two and a few easy miles (haha-haha). Dan Ives, Tim Connelly and the rest of the crew were very supportive and offered me a Cooper S for One Lap 2004. The plan was to do a few simple bolt on modifications and run the event and then either sell the car with the 'extras' or take the 'go-fast' parts off and give the car back to Towne.

I picked up a grey and white 2002 Mini Cooper S and was immediately impressed with the handling. It felt tight and composed and was a ton of fun on the street. Would this be firm enough for serious track work?? Probably not.

In the past, I've had several sponsored cars – a Turbo Beetle, an Audi tt 225, and a Subaru WRX. NONE of these cars impressed me as much as the Cooper in terms of pure handling joy in stock trim. Sure - they all became competent track cars after replacing springs, shocks, etc., but the Cooper was cool right out of the box.

So, with the help of BMP Designs in Tyler Texas, we came up with a list of reasonable modifications that would make the little grey car more formidable.

For horsepower, we decided to add a Supersprint cat-back exhaust, a Promini intake system and a 19 % underdrive pulley to spin the supercharger faster and create more boost.

On the handling side, we swapped out the stock suspension for an H & R coilover setup and a larger 18 mm rear Promini sway bar.

We chose to keep the brake upgrades minimal, as brakes only slow you down, anyway... We added stainless brake lines and mintex pads, and then changed the front pads over to Performance Friction for a more aggressive brake response.

Last minute additions were lighter Kosei 17" wheels and Good-year F1 tires and cool graphics by McAllister Sign and Imprint.



All mechanical work was done at Eksten Autoworks in Rochester. Thanks Larry, Rick and Mark!!

All of a sudden, before leaving for One Lap with my trusty partner – Dr. Dave – I realized that I had just re-created my One Lap ride from '99 – a hot Civic. I really questioned my decision (and sanity) to take a small front drive car without a ton of horsepower.

Well, as the week began, I realized that after driving my M3 on the track and a variety of other cars for One Lap, I was not a very good front wheel track driver. But, as the week progressed and I learned, I found that the Mini Cooper was really a GREAT track car. There were 3 Coopers in the '04 One Lap, and we were all seeded in the 70's. We surprised a lot of folks and eventually all finished in the 20's in the final overall ranking.

During the ride home from the Tire Rack in Indiana following the completion of the '04 One Lap I realized that I would not be able to part with this little car and would have to keep it. So, I sold my E30 M3 and kept the Cooper (just as a street car.....ha).

Well, now the club race 'Back in Black' M3 has sold along with other garage toys, and after skipping the 2005 One Lap, I've got the itch to do the Cannonball One Lap of America again. So – back to work on the Mini Cooper.....

Stay tuned for the next batch of improvements (and even dyno numbers courtesy of Ekstens) and see how we do in the 2006 One Lap.







## One Lap 2006

By Dr. Stu Sacks

One Lap 2006 was to be a very different event for me. After 7 One Laps with 7 different cars, I planned to return with the Mini Cooper S I drove in the 2004 event. Of course, the list of modifications had grown since the '04 event, but more on that later.

Along with the other modifications, I found the best way to make the car faster was to upgrade the co-driver. Both of my regular partners were unable to go, and perennial One Lap guy Roy Hopkins did not have a car, so we decided to be a team. Roy and I are accustomed to driving ALL of our own track events, so this arrangement meant we would have to share the fun stuff.

We left Rochester for the start in South Bend, Indiana on Thursday, May 4, 2006. The plan was to stop in and visit our friends at Towne BMW/MINI in Buffalo for some spare parts and a new set of front control arm bushings. Thanks to the road salt and age of the car, this job took nearly 7 hours. Brent did a great job. Thanks Brent!! After pondering our options over a Frisbee full of hot wings at local favorite Brennan's, we decided to head back to Rochester and start for South Bend at 'O-dark-thirty' Friday morning.

Anyway, we arrived Friday to find the most impressive field ever seen on One Lap. Vipers, 'Vettes, and Turbo Porsches. There were factory entered teams from Dodge, Ford, and Honda. Also, Nobles and Ultima GTR's - purpose built racecars that just happen to be street legal. There was a Hennessy Viper, a Lingenfelter twin turbo 'Vette, BMW M-cars with aftermarket superchargers, Kleeman and AMG modified Mercedes, and a gaggle of hopped up Subaru WRX STI's. The craziest piece of machinery was built by Ron Adee ( who had already won the event in '98 and '03 ). Ron's car looked like a Viper, but was actually a tube frame chassis with a Chevy motor with twin turbochargers capable of unleashing over 800 hp on pump gas and over 1000 hp with race fuel.

Our class - the retro class - was made up of 3 Mini Coopers, a PT Cruiser, Chevy HHR, and a VW Beetle TDI. The HHR was driven by Robert Dubler, who comes from Switzerland each year to drive on the One Lap. The PT cruiser was driven by the Amandas - a team of 2 beautiful and talented young racers both named Amanda. One Mini Cooper was driven by Drs. from Ohio, and the other Cooper driven by some track guys from New England. The Beetle was the big surprise - not really a Beetle at all. There was never an all wheel drive Beetle, but this car had the VW 4-motion all wheel system as well as an R32 motor WITH twin turbos WITH Nitrous. The owner claimed that when boost was turned up - the car was capable of making over 600 hp !!!

In 2004, the wonderful folks at Towne BMW/MINI in Buffalo

teamed with 'Donor Recovery Racing' (that's me !) for the Cannonball One Lap of America. I formed 'Donor Recovery Racing' in 1998 in order to raise funds and awareness for organ donation and transplant. In 2004, with the help of BMP Designs in Tyler, Texas and Eksten Autoworks in Rochester NY, we did a series of mild improvements. Horsepower gains were the result of a reduction pulley for the stock supercharger, a Supersprint cat-back exhaust and an open air intake. The suspension was swapped out for an H & R Bilstein coil over set and larger rear sway bar. We also added gauges and a short shifter from BMP/Promini.

After driving the car for 3 months and during One Lap, I realized that I could not return the car to the dealership as originally planned.....so I kept the Cooper.

For the '06 One Lap, we got a little more serious. Here's the list - software, big valve head with intake and exhaust ports enlarged to match manifold and header, Supersprint header, larger inter-cooler, camshaft, Quaiffe LSD, performance clutch and lightweight flywheel, Wilwood brakes, front adjustable camber plates and rear adjustable control arms.

The One Lap is a mix of events with mostly road course events as well as wet and dry skid pad events and a 1/2 mile paved oval. There were to be drag race events, too, but weather did not cooperate and those were rained out.

High horsepower cars typically do well - and are especially favored on longer road courses and drag racing. Roy and I split events and highway miles. We found that the Mini Cooper was fast and predictable, but due to a combination of gearing and aerodynamics the car stopped its brisk acceleration and topped out between 120 and 125 mph. The Beetle routinely saw 135 mph and higher on long straights. We got close to the Beetle, often times finishing only a second or 2 behind, but in the end his horsepower advantage proved too much. We finished 2nd in Retro and also were the 2nd finishing BMW out of 8 cars. Tony Swan - the Car and Driver writer - teamed with C & D photographer Mary Seelhorst and professional racer T.C. Klein in a brand new 500 hp BMW M5. Tony, Mary, and T.C. were the top finishing BMW and finished 11th overall, but our little Mini Cooper finished ahead of the M5 in 3 events.

But 'Donor Recovery Racings' biggest accomplishment was the \$\$ raised to facilitate educational and support programs for organ donation - over \$ 90,000 since 1999.

# REGIONAL REPS WANTED!



GVC wants a few members to coordinate local efforts in the Buffalo, Syracuse and Southern Tier regions. This involves coordinating local activities and working with the dealers and BMW shops in your area on advertising and sponsorships. No prior experience needed, just a desire to be involved with BMW people!



If you're interested, contact Chuck DeRoller at [fullbattenmain@hotmail.com](mailto:fullbattenmain@hotmail.com).

**Genesee Valley Chapter BMW CCA**  
presents  
**The Inaugural International**  
**Ultimate Drivers School**  
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**Turn 1 at Mosport**

**The "A" Ride begins!**

For the first time, GVC BMW CCA heads north of the border for its Ultimate Drivers School, at Mosport International Speedway. Drive Canada's premier road race track, with America's best driver education school. As usual, entries are limited and we expect this school to fill up as fast as our other schools at Watkins Glen. So, get the word out that we're going international and plan on joining in on the fun.

Instructors should contact Dave Lanni [dealanni@rochester.rr.com](mailto:dealanni@rochester.rr.com) for event availability. Students can now register at [www.gvc-bmwcca.org](http://www.gvc-bmwcca.org) for this event. You can also contact these people for current information as it becomes available. Contact Gary Matteson [gmatteso@rochester.rr.com](mailto:gmatteso@rochester.rr.com) or Seth Berlfein [m6seth@frontiernet.net](mailto:m6seth@frontiernet.net) for additional information.

Plans are also being made to book blocks of rooms in an area towards Toronto, where there'll be plenty of places to eat and sleep to meet everyone's lifestyle. Visit our website for details, <http://www.gvc-bmwcca.org/drivingschool/mosport.aspx>

# Towne BMW Mini April Meeting

*photos by Mel Dillon*

A great big thank you to Dan Ives, Jerry Knapp and everyone else at Towne Mini who hosted our April meeting in Buffalo! About 50 enthusiastic participants were in attendance. A tasty spread was available consisting of shrimp, ribs, and chicken with all the trimmings! When it was depleted, more appeared, as did a lovely display of desserts.

Brock Yates was on hand to recount a few of his Cannonball adventures and introduce Bill Milliken, the 92-years young pioneer race car driver. Bill awed us with some driving stories of his own, and both he and Brock posed for photos and gave autographs. Vince Leo recognized GVC board members in attendance and outlined the exciting upcoming events for this year. He surprised a few Buffalo area members who won door prizes for a free autocross and a drivers school! Thanks again to Towne and all who came out that evening – whether by BMW, Mini or motorcycle!





# Readers digest

BMW owners, according to demographics, own at least one other automobile which is not usually a BMW. We are interested in the wide spectrum of the automotive world and read magazines other than Roundel.

I subscribe to the following publications:

- Automobile
- AutoWeek (weekly publication)
- Car (British publication)
- Car & Driver
- Motor Trend
- Road & Track

Plus the following car club magazines:

- Panorama (Porsche)
  - Roundel
  - Star (Mercedes)
- And of course, The 'Brief'

After shaking, stirring, collating, condensing and contemplating – here is our take.

The best automobile magazine is – Automobile magazine. Its enigmatic and egocentric founder, David E. Davis Jr. is, in our opinion, the best journalist in the business. We recommend his book "Thus spake David E." which is a compilation of his editorials. It traces his writings about virtually every sports car and every person of substance in the automotive world plus the world of racing. Automobile's mission statement is "No boring cars." They spend little time reviewing Chevrolet Malibu's or Korean kopycats.

If you had to live with just one car magazine, it would be AutoWeek. They usually scoop every other publication because they publish weekly and because they try harder. Their car reviews are well written, to the point and skip the tiring clichés. The back page, "BUT WAIT, THERE'S MORE," is seriously funny although you have to be a car nut to understand most of it.

Car magazine is in a class by itself because it is global. This British publication, whose content and style is the touchstone of all others, started the whole shebang. They review ten times as many cars – most of which are never seen in this country. While it is well written and comprehensive to a fault, Car magazine is extremely biased toward English brands, particularly Jaguar, (can you imagine rating an XJ over a 7-Series?) even though not one major brand is British owned.

Roundel is head and shoulders above any other car club magazine. Most of the other publications spend too many pages covering chapter meetings and events, but Roundel leaves that to the chapter newsletters as it should be. Roundel's content, layout and quality of photography are on par with the best in the business. Editor Satch Carlson has mastered the art of conversational writing and his articles always entertain. Most of the other columnists

are also first rate and they certainly can't be accused of parroting the party line. Mercedes, Star gleefully reported in their last issue; 'According to the Roundel, Mercedes S550 "may be the best car ever." According to Roundel columnist Bill Howard, "Command leaves iDrive in the dust."

How bout that?

Now that you have heard about the best, you can forget the rest.



## Important Insurance Notice!

If you insured your BMW through the offered special Personal Insurance Program through Chubb, you should check your policy. One CCA member reported that his Chubb policy now explicitly eliminates coverage at any track event!

According to  
<http://www.bmwworld.com/bmw/banking.htm>,  
the program has ended and is no longer accepting new members. However, if you participate in any autoX or track event, check your policy!

perspektive

by hal  
miller

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# Trip Report – Watkins Glen

11-14 May 2006

## Mission:

1. Shane Gunn, Mike Hinkley, and April Curtis are to attend and observe Instructor Training School, put on by the Genesee Valley Chapter of BMWCCA. (The names ought to be changed to protect the guilty.)
2. We're to get out on track by any means possible.

## Wed., 10 May

E-mail from April to Shane and Mike:

Weather Underground says it's gonna be kinda crappy up there Friday & Saturday. Rain likely, temps in 50's. Sunday looks a bit better.

Bummer!

## Thurs., 11 May

I finish packing rain gear, fleece pullover and wool socks, prior to heading to Raleigh-Durham airport. The flight leaves late – bad weather in Philadelphia. I arrive in Philadelphia 30 minutes after the departure time of my connecting flight to Elmira NY.

I connect with Shane & Mike in Terminal F. Our connecting flight has been postponed until 5:30. Some other flight has been postponed because the aircraft mechanic left some tools on board and they can't find them. Suddenly, we're starting to feel lucky.

Around 6:45 (15 minutes before the GVC mentors & chief instructor are meeting for dinner at the Seneca Lodge), our flight leaves for Elmira – all 10 of us passengers! Elmira airport is pretty modest – our baggage actually gets to us within a few minutes of us walking into baggage claim. Hm-m-m, we're not in Raleigh, Toto!!

Our track car for the school is a Pontiac Grand Prix with a little over 9,000 miles on it. It is a sort of mud-colored metallic. Perfect!!

Shane, Mike, April: "What happens at the Glen stays at the Glen."

Shane, Mike, April: "Agreed."

About five miles from the New Jersey border, we figure out we should have headed north from the airport instead of south, to get to the Seneca Lodge to the mentor dinner. Who's in charge here, anyway?? By this time, it's pouring outside and dark as the ace of spades. I call the hotel to make sure they're not going to give our rooms away before we get there. The hotel clerk assures me that even if the office is closed, our room keys will be in a box outside the office, along with directions to our rooms. Now I REALLY know I'm not in Raleigh anymore!

We make it to the Seneca Lodge, meet our hosts, Ross Karlin and Patty Perkins, and the mentor team, enjoy a fabulous steak and excellent camaraderie, and get to our hotel by 10:30 or so.

## Fri., 12 May

I peek out the hotel window – the sun's shining, the birds are warbling, and life seems very good. We leave the hotel and make our way to Watkins Glen (notwithstanding a few "extra" turns). We are in a beautiful part of NY. Lilacs, forsythia, and tulips are in full regalia, and the hardwoods are just emerging into leafy new-green. We pass through Montour Falls and simply gape at the stunning 300' waterfall behind a beautiful, white-columned home. It looks for all the world like the waterfall feeds straight into the back of that house.

We climb up out of the valley toward "The Glen." Way below, Seneca Lake winks in the morning sun.

The security guard signs us in at the gate, and we're HERE!!! We can't see much of the track from the vantage point of the garages, but the surrounding scenery is gorgeous.

We meet the ITS students and the training facilitator, Tony Funicello. The students are in class for 45 minutes before heading out to the track for the first roleplay with their mentors. We grab our helmets and beg rides with GVC instructors heading out for open track time. I snag a guy named Tom who drives a Porsche 944 Turbo with brand new harnesses that have never been used on the passenger side. After fumbling with the damn things for an embarrassing length of time, I tell Tom I'm ready, and we head out to the world-famous Watkins Glen track.

And what a track it is!! It offers fast, banked sweepers, fairly constant elevation change, fabulous pavement conditions, and, from my perspective, all kinds of stuff to run into. (The locals tell us there's "a lot of run-off room.") It's still a bit damp in places, so Tom exercises discretion, especially in the "Laces" section of the "Boot" (turn 6). I come away from this first on-track excursion with a whole new definition of "lots of run-off."

In between ITS classroom sessions, we offer ballast services to another couple instructors. I assimilate the course layout with Speedy, an e30 M3 driver, and with Mike, a Porsche Carrera guy.

It's our turn!! Time to see what the Pontiac can do! Time to see what we're made of! We pump the tires up to 44 pounds, and Shane and Mike go out first. The pastoral mountain air suddenly comes alive with the sound of tire squall. The Pontiac's Goodyears have a 4-note range, and Mike has them singing a lively tune through the Esses and Bus Stop. They come back with huge grins on their faces.

I have a go, with Shane in the right seat. The track is daunting to me at first. I really, REALLY don't want to put the Pontiac into anything solid, but tire wall, Armco, and fence are about all I see. My first run is definitely not a relaxing cruise, and the adrenalin rush lasts well into the next ITS class session. A corner worker writes up an incident report that I lift too much when I allow others to pass in the Esses. Obviously, I am over-estimating the power of the Pontiac!

Between ITS classroom sessions, we drive a couple more times, and I start to relax and enjoy this wonderful piece of pavement.



## Sat., 13 May

Partly cloudy skies await us. The Weather Channel predicts thunderstorms for the afternoon. It's cool out (to us southerners) but nice.

Shane sets a goal for himself of reaching 100 mph on the back straight. (OK, all you high-horsepower junkies out there – remember, we're driving a Pontiac Grand Prix with an automatic transmission, front wheel drive, cruise control, killer trunk space and cup holders, and no ABS!!) I take the role of coaching Shane toward his goal: "You don't need to brake as much in turn 10 or 11 (easy for me to say!). Get on the gas!!!! (Shane: "My foot's through the firewall!") Go Go Go!!!! What'd ya say?? I can't hear you over the tires!" Shane's best for the day is 98 mph. The transmission fluid temperature warning light glows like a burning nova.

Later in the afternoon, true to Weather Channel's prediction, the skies darken, thunder rolls across the valley below us, and lightning drives the corner workers to safety. It rains buckets for about 20 minutes, then conditions are sufficiently improved to re-open the track. Mike wants to check out how the Pontiac handles wet track, so he and Shane head out. They come back in, grinning from ear to ear, and report that the tires squall even on wet pavement!

## Sun., 14 May Mother's Day.

Day 3 at Watkins Glen. Skies overcast, temperature moderate.

Shane has a couple more chances to achieve his goal. Which he does. He has to keep his foot in it all the way to the 100' brake marker. And, he has to adjust VERY quickly when he realizes that the 100' brake marker actually marks turn-in to the Bus Stop chicane. Next lap, he makes a teensy mistake and tries to take it to 98' – it doesn't work out, and he adds to the tracks in the grass. He and Mike come in (under duress of black flag). The tires and wheels are a peculiar yellowish-brownish color, and water drips from both ends of the car. I can see bits of grass tucked into the plastic faux air dam and underneath the rear panel. The oil warning light indicates that the useful life of the engine oil is down to 2%.

Mike goes out. He's picked up the layout of the track pretty quickly, and he makes the Pontiac squall some more. It sounds like a pack of angry hounds out there. In another black flag moment, Mike learns that the paved area outside the gaiters at turn one (the "Miata line") is actually considered four-wheels-off for driving schools.

I take the Pontiac out for one more trip around The Glen. Mike rides with me and tweaks my line through the Esses. It pays off – I'm heading down the back straight, calling out speeds: 90! 92! 95! 97!" I'm pretty excited. I'm approaching the Shane stratosphere now. Mike brings me back down to earth: "You watch the track! I'll watch the \*&#@\* speedometer!!" Good idea, Mike. Next lap, at the 150' marker, Mike calls out, "100 miles an hour!!" Whew!! I'm exhilarated, the adrenalin rushes. I love Watkins Glen, I love the world, I even love Pontiacs.

We really hate to do it, but we pack our luggage into the capacious trunk, say our thanks and goodbyes, and head down to the valley and the Elmira airport.

## Reflections

I've hugged Shane and Mike goodbye at Philadelphia, and I'm sitting on the Raleigh-bound plane, seat 16D. I lean back, thinking I'm going to sleep on the way home. Hah! There are too many wonderful moments to relive, and I can't quit grinning.

The hospitality of our hosts was exemplary. Next to the dictionary definition of "graciousness," there ought to be a picture of the Genesee Valley Chapter. These folks made us feel welcome and part of the fold, from the moment we arrived Thursday evening until the moment we left Sunday afternoon. Our special thanks go out to Patty Perkins and Ross Karlin – they truly went out of their way to ensure our visit was productive and enjoyable. (Ross, maybe we'll do Mr. Chicken next time.) The trip made me realize that the BMW CCA is ONE organization, comprised of many, many kindred spirits.

The ITS program the GVC puts on is excellent. The mentors are dedicated and completely understand their role in bringing instructor candidates along. The candidates themselves are fully bought into the program. Universally, they said they were better-equipped to take on instructing, as a result of having gone through the program. Kudos to Tony Funicello for his fine job facilitating the classroom part of the program, and congratulations to the successful candidates.

I will never forget our fledgling moments on the Watkins Glen track. It is challenging, exciting, beautiful, and just huge fun. I wish we lived a whole lot closer! By the way, if you go, mind your speedometer in the surrounding communities. The local law enforcement seem to take the posted speed limits very seriously.

Return trip, anyone? Our e30's would love this place. Stay tuned. Remember: what happens at The Glen stays at The Glen.

## 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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# THE BMW CCA MEMBERSHIP DRIVE

Beginning September 1, 2005 through July 15, 2006. This membership drive is open to three categories of participants: Current BMW CCA members, current BMW CCA members who work for a BMW dealer or independent BMW shop, and BMW CCA chapters.

To be eligible, BMW CCA members must be paid members; (that is, they may not be members by virtue of being “comped” by BMW CCA or a BMW CCA chapter).

There are three reward categories of this incentive program that correspond to the three categories of participants: rewards for current BMW CCA members who refer new members; rewards for BMW dealer or independent BMW shop employees who refer new members; and 3. rewards for chapters that achieve a designated level of new member activity.

BMW CCA members who refer new members will be eligible for drawings for a variety of additional prizes at the end of the membership drive. These drawings will take place at Oktoberfest 2006. Winners need not be present at Oktoberfest to win. The prize list will be published on the web site as prizes are added.

Please visit the BMW CCA web site for more details. [www.bmwcca.org/members](http://www.bmwcca.org/members)

# Fitness and HPDE

By Dr. Stu Sacks

First, let me state in this disclaimer that I am no physical fitness guru and certainly not an expert -- just a simple country doctor who likes to work out and do some track driving.

I have been instructing at the track for a few years, done a little club racing and the One Lap of America 8 times, did a couple sprint triathlons, and even participated in a hard core cycling event riding over 11,000 foot mountain passes in Colorado in 2005 (per my article seen earlier this year).

High Performance Driver's Education is strenuous activity, requiring much skill, stamina and concentration. Essentially, a combination of mental and physical abilities. I feel the best way to prepare for this is to be in the best physical condition possible. Just look at the physical condition of Michael Schumacher, Bill Auberlen, or Danica Patrick.

Let's go back to some basics. We can broadly split exercise into strength training and cardiovascular training. Strength training usually involves weights or machines to build size, strength, and muscle. My favorite ways to accomplish cardiovascular training are cycling and swimming, but aerobics, running, and cross-country skiing are also great to improve function of the heart and lungs.

What do we really need to be safer and more effective at the track??

Aerobic or cardiovascular training is probably more important for overall health improvement. Regular cardio training – at least 20 minutes at least 3 times a week can help with weight loss; improve heart rate, blood pressure, and breathing. Being in better cardiovascular condition will help to delay the effects of fatigue and dehydration that often set in during long hot track days. Riding a stationary bike or walking on a treadmill is a great way to get started. It can even be fun with a TV, DVD, or music. Netflix movie rentals sure made it easier for me to spend productive time on the bike over the winter. Now that the weather has improved, running, cycling, and swimming are way more enjoyable outside.

Weight training also helps during track events – especially if you are driving a heavy car, a car without power steering, or a Roy Hopkins creation with no power steering and a big motor shoe-horned into a small space. Chest, shoulder, arm, and forearm strength also help when doing mechanical work, changing wheels, brakes, etc. I like to work out with free weights and machines, and usually cluster exercises together by muscle group. One day I will concentrate on exercises for chest (pectorals), then shoulders the next day, and so on. There are specific exercises to improve strength in the forearms, arms, shoulders etc. These exercises can be done with a bare minimum investment – no need to join an expensive health club or buy huge Nautilus machines. A few dumbbells (no comments, please) or a basic weight set are plenty to get started.

So, go ahead – pull that bike out of the basement and take it down to the bike shop and ride around the block a few times. You'll definitely feel better and become a more effective track driver in the process.



drive



# Instructor Training School

## Watkins Glen NY

### 12-14 May 2006

In mid-May, Shane Gunn, Mike Hinkley, and I (April Curtis) had the unique privilege of attending and observing the Instructor Training School (ITS), being conducted by the Genesee Valley Chapter (GVC) of BMW CCA. Our goal was to determine if there ITS program might be suited to the needs of the Tarheel chapter.

Our chapter, of course, has been bringing new instructors into the fold for years. We've utilized a mentor – student approach for candidates, and we've encouraged instructors to stay current in their skills and knowledge. But, were we doing the best job we could of helping new and candidate instructors make the transition from left to right seat? We were about to find out.

First, a little history on ITS. Around 8 years ago, GVC's Stan Parker and Bill O'Neill went to the National Driving Events Committee meeting. The club wanted to investigate an instructor training program. Stan and Bill noted that the GVC's 3-day school format would lend itself ideally to the inclusion of instructor training. Patty Perkins had been working with Tony Funicello of Trackmasters and was aware that Tony had been developing instructor training. So Patty hooked Tony up with GVC. (Tony facilitated the classroom portion of this ITS.)

The GVC adopted the ITS approach to evaluating candidate instructors and bringing new instructors up to speed, beginning in 1999. They've continued to refine the ITS program, and they use it to this day. Patty Perkins and Ross Karlin have been instrumental from the start in implementing ITS for GVC. In addition, Ross has been the main promoter of the program nationally. They believe strongly in the program – because it works!! They end up with new instructors who have been objectively vetted, and justifiably they have the confidence that these new instructors will be successful in working with Driving School students.

Here's a synopsis of how the ITS program works.

1. Potential new instructors are identified during the course of Driving Schools. Their instructors will have noted on the student evaluations that these drivers have the potential to become instructors and have recommended that they attend ITS.
2. Candidates are selected to attend ITS.
3. Candidates complete the ITS over 2 days (usually -- weather and other circumstances permitting). They split their time between classroom instruction and seven on-track roleplays with an assigned instructional mentor. The mentors and the candidates are provided with in-depth guidelines for the roleplays.
4. Candidates complete an eighth on-track roleplay with an assigned performance evaluator (a different person from their instructional mentor). The performance evaluation roleplay assesses their ability to function competently as an instructor and fulfill minimum requirements of an instructor. The candidate is scored on specific performance criteria, e.g., focus on safety, and clarity and timeliness of instruction.
5. Candidates complete a ninth on-track session. This last session is designed to assess their ability to drive competently at an A-level, as well as to determine if they will be able to drive in the instructor

group capably. Candidates are assigned a driving evaluator (also a different person) for this phase of the training. They are scored, using the Driving School Student Evaluation driving criteria (which includes an Instructor level category).

6. The instructional mentor, performance evaluator, and driving evaluator compare their observations on the candidate's performance. This helps to minimize subjectivity in assessing the candidate. Each candidate is given a final rating from 1 to 4. A candidate receiving a 4 is deemed ready to start instructing immediately. A 3 needs some additional mentoring, to remedy limited performance deficiencies, and is considered "provisional." A 2 has recognized potential, but needs a lot more work before s/he could successfully instruct. A candidate who rates a 1 is a LONG way from being ready to instruct.

7. Candidates who successfully graduate from the ITS are assigned a student for the last day of the Driving School.

From our perspective, there were significant positives in GVC's ITS program.

- Specific performance criteria are the basis for teaching candidates, as well as for assessing their abilities at the end of the program. This greatly enhances the objectivity of the program, as candidates know very clearly what they are expected to do.
- The mentors are very experienced in working with candidates. Therefore, they know when to take a "time out" during the roleplays, and what to coach. In addition, they are extremely dedicated to the program.
- The candidates are truly immersed in the program for two days of intensive instruction, coaching, and evaluation. (They were pretty tired by the end of the program!) They have totally bought in to the program as well.
- A natural form of "checks and balances" is built into the program, in that the instructional mentor is one person. The performance evaluator is a second person. The driving evaluator is yet a third person. The chances that a candidate's performance assessment will be skewed is greatly minimized, because three different sets of eyes and ears are assigned to each candidate. Through meetings, the mentor and evaluators have the opportunity to discuss their findings, and the ratings end up very equitable.
- The program, as it evolves over time, benefits from the collective experience of the mentors. The mentors, through the briefings and assessment meetings, are able to "calibrate" themselves so that they look for the same performance factors in their assigned candidates. They tend to end up very close in how they rate their candidates, which is an indication of the effectiveness of the ITS structure. In addition, the program benefits from the candidates' feedback.

Mike, Shane and I came away from GVC with a firm conviction that this is an excellent program! It is conducted by dedicated pros who really know what they're doing. The candidates universally indicated that they felt better-equipped to transition to the right seat, as a result of completing ITS.

We congratulate GVC's Patty Perkins and Ross Karlin – they have done one helluva job with ITS, and the quality of their newly graduated instructors is the proof. We also extend heart-felt thanks for their wonderful hospitality!

Can the Tarheel Chapter benefit from implementing ITS? The answer is a resounding YES!!!

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

ALOISIO, LOUIS E

BATTISTA, PATTI 03 530i E

BEERS, ROBERT 88 325is E

BERNSTEIN, EDITH E

BILODEAU, CHARLES-ANDR 99 M3 AE

BRAINERD, RICH E

CHAPMAN, CHIP E

CICCONI, J RICHARD 94 740i E

CLIFFORD, DANIEL E

DAYTON, SANDRA E

DILLON, WILLIAM E

GRAFTZER, GARY E

GRAUPMAN, JON 06 330i ER

GRUBER, ANN E

HEICHBERGER, WILLIAM 06 Mini Cooper S E

HOLLAND, DAVID 02 M3 E

HUGHES, KARL E

KENO, JEFFREY 06 M3 E

KOUVOUSAKIS, PAUL E

KROKENBERGER, FRED 06 330xi E

KUJAWSKI, STAN 05 Mini Cooper S E

LINARES, CHRISTOPHER 06 X5 E

MAIORANO, MICHAEL 95 740i E

MARKOWITZ, GARY 06 M3 E

NIEBUR, DALE 95 M3 E

NOJAY, BILL 95 740i E

PETERSON, RUK 05 X5 E

ROBERTS, SPENCER 95 M5 E

SCHIIVONE, JOHN 06 330i E

SCHMIDT, STEVEN E

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