

der BAYERISCHE brief

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Hydrogen 7. See page 6.*

*Genesee Valley Chapter
BMW Car Club of America
DECEMBER 2006*





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December 2006

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BMW Car Club of America

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Credits

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

president's message

by vince
leo

This is the time of the year when we start thinking about what gym to join after the Thanksgiving turkey and Christmas cookies have made the Nomex race suit a little tight. It is also the time we look back over the past year.

I am proud to serve this chapter as your president, but I am supported by a long list of volunteers who do all the heavy lifting. During 2006, we ran four successful driver schools – three at Watkins Glen and one at Mosport. While many chapters were hoping to fill their schools, we continue to have a waiting list. We also hosted another club race and we attracted close to 70 cars – a new record for our chapter. Our Driving Events Committee and the International Driver School Subcommittee deserve all the credit. These are the people who spend many evenings planning the schools; they are the first ones at the track at 6AM and they are among the last to leave to head home.

Our autocross team hosted a number of great events during 2006 and is looking for volunteers to help out with the 2007 season. If you want to get more involved with the Chapter, this is a great

way to start.

But the small group of people that does a ton of work and seems to get the least amount of recognition are the ones who organize our social events. The holiday party, the annual meeting, the summer picnic, the pancake run and the party during the drivers' school are all the results of their hard work. When it comes to a drivers' school, doing what we did last time is a good thing, but for the social event we always need to raise the bar.

If you have ever looked for a speaker then you know how hard it is to find someone who appeals to everyone from casual

I am proud to serve this chapter as your president, but I am supported by a long list of volunteers who do all the heavy lifting.

members, club racers and spouses. Do we have a sit down meal, a buffet or a cocktail party? Should we rent an upscale facility or a county park? Simple decisions, right? Can it really matter? To the group that wants your social experience to be the best it certainly matters.

So please come to our next social event and thank your hard working hosts...they won't be hard to find, they will most likely be the ones that make sure you are having fun.

Thank you to everyone who helped make 2006 another successful year for the Genesee Valley Chapter.



"BMW puts pleasure back into motoring." Some 40 years after the first '02's rolled off the production line, this slogan still holds true. There are very few cars that can be such fun and bring out the camaraderie like this one, proven by the great showing at this year's 2002 Fest East in Lime Rock, CT.

I was a guest this year of my uncle Bob, and his Sahara '72 2002, which transported us to Lime Rock from central Pennsylvania. In planning for this trip, Bob had the good notion to replace the seat cushions with new gummy-hair pads. That one modification makes it feel like a whole new car, and makes for a much more enjoyable road trip.

Our route took us from Pennsylvania's center east, then north through Wilkes-Barre and Scranton, and into New York. We drove in shifts that kept us in the passenger seat while in our respective home states, thus avoiding license points (We never actually ran into law enforcement, but we were prepared just in case...the car still knows it was made to cruise fast). In New York we jumped on the Taconic Parkway, a beautiful two lane divided highway that provided a variety of sweeps and bends, with not too much traffic to stifle the fun. From there it was east into Connecticut, heading for our motel in Cornwall Bridge (a quaint town with little more than the general store). The multitude of Porsches traveling in the opposite direction enticed us to head up to the track to catch some PCA track events. Unfortunately, the event was over – none too soon though, as the sky was getting quite dark. We high-tailed it back to the motel, and enjoyed the ensuing thunderstorm much more from our front porch than we would have on the road.

For dinner we traveled south to Kent, your very standard New England town, one that I plan to revisit someday to take it all in during daylight. We toasted German cars – but with New England beers, since the establishment neglected to serve the German brau. We finished off the evening playing the *Roundel* classifieds game: find the car that month you'd buy if you could. My choice was the '88 M6; Bob's was a '92 850i. The unanimous second was an all-original '70 1600 convertible.

The region surrounding Lime Rock has a feeling in the air that tells you it's a car area, and the next morning we were not disappointed by its offerings. Sitting outside the motel, Route 7 provided a nice display of BMW's new and old (many two-wheeled), a classic Bentley, some '02's that we'd meet up with later in the day, and even a well used Alfa-Romeo Spyder that we checked out during our breakfast at the general store. Then the biggest beast of the weekend passed by nice and slowly: a shiny red F430 coupe. With all of our smiles and thumbs up, the driver couldn't help but acknowledge our 34 year old car rolling by.

As we gassed up, we heard a round-light '02 honk as he headed for Lime Rock, and we had a good drive up to the track following Christian Cruz in his '67 1600 (which later won the award for oldest attending car).

And of course, the cars: what a treat. Two dozen or so were parked on the main straight when we arrived, with close to twenty more total attending throughout the day. The cars ran the gamut of 2002's: one carb or two, fuel injected, turbocharged, 1600, 1602, 1502, and one very beautiful Inka Touring. This special car, belonging to Bill Williams, won both People's Choice and Best in Show. The Canadians won the farthest traveled award, for an 800km road trip from the north (a lot of that trip included rain on

their beautiful cars, a 1602 and an Alpina 1502, but they looked stunning at the track on Sunday). Malaga was the most represented color, and there was enough variety to make for a pretty bouquet of cars on the track.

Then of course there were the people. Everyone was happy to talk about their cars. A constant chatter was heard all across the grounds and the drone of the excited voices could almost have matched the rumble of an '02 itself. Car owners discussed what other events they had attended, the work done on their vehicles, and the future plans for their '02. Even those who came without one of their own were excited by the attending cars, and probably have the impetus to bring one next year (I know I'm tempted to go get one...). Many thanks to Willy and Jerri Wiley for putting on a great event once again, and to the sponsors for providing the great prizes.

After the awards and the door prize raffle (where it seemed like everyone went away a winner), Bob and I retraced our steps back west, happy from such a fun trip and waiting earnestly for the next one. As much of an impression as I left in the new seat cushion over the eight hours of driving, the '02 left a reciprocal impression on me.

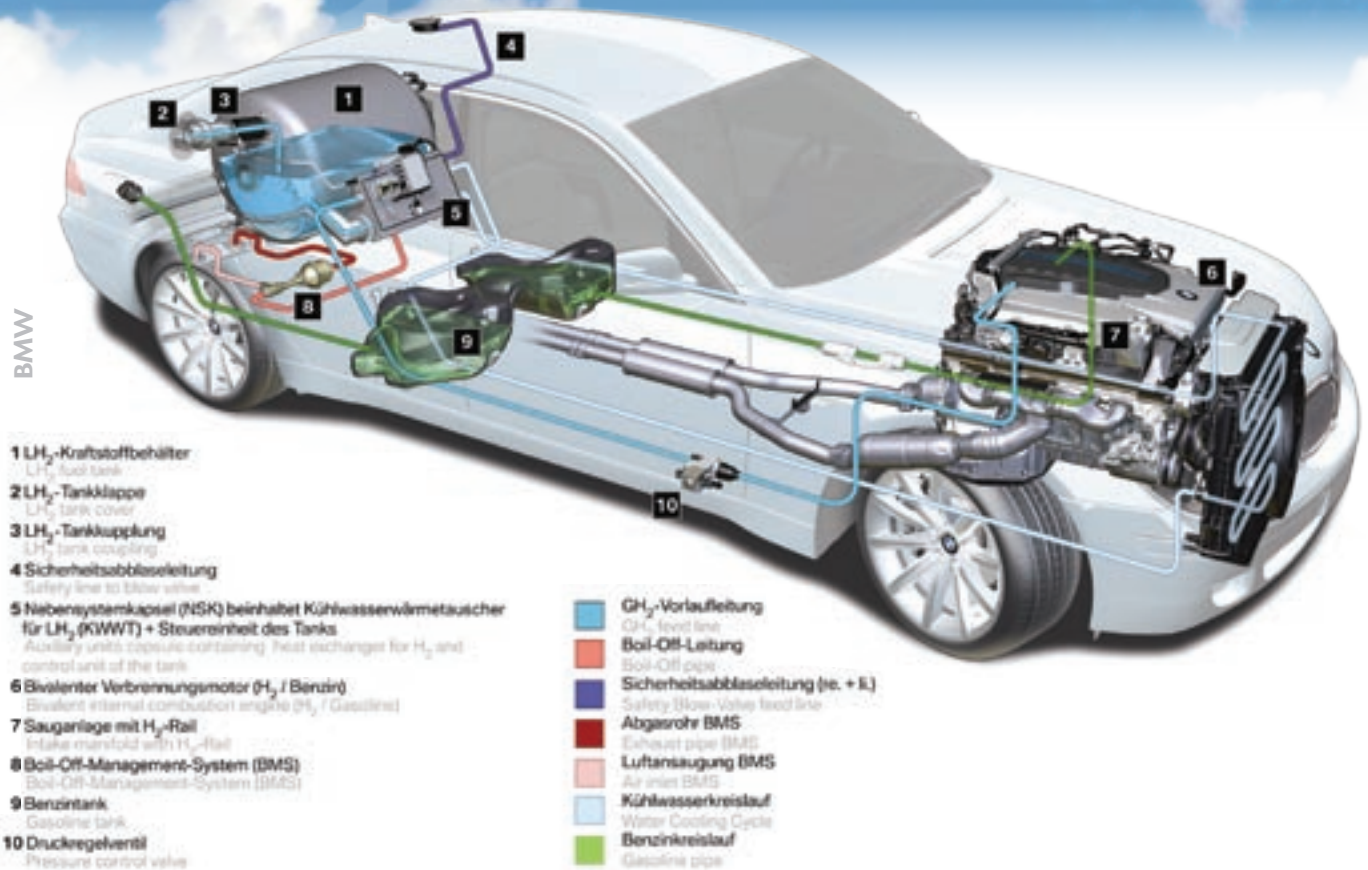
The next day after I was home, I was out for a drive in a much newer car, and when I was about to make a turn, I reached to the right of the steering wheel to hit the turn signal – and promptly engaged the wipers. My girlfriend still doesn't completely believe that I got so used to the 2002 so quickly, but it shows how well an '02 fits: everything just seems right when you're behind the wheel.

For a car over thirty to still fit so well is a wonderful thing. I can't wait for the next trip, and that turn signal to be back where it seems to belong.

the bimmer boy by russell labarca



BMW INTRODUCES WORLD'S FIRST THE BMW HYDR



Munich/Los Angeles, CA - September 12, 2006... BMW today announced the introduction of the new BMW Hydrogen 7, the world's first hydrogen-drive luxury performance automobile. The car – a vehicle that has undergone the regular Product Development Process – will be built in a limited series in Europe and driven in the US and other countries by selected users in 2007. It is equipped with an internal combustion engine capable of running either on hydrogen or on gasoline and based on the BMW 7 Series.

HYDROGEN-DRIVE LUXURY

GEN 7 PERFORMANCE CAR

Hydrogen technology dramatically reduces emissions generated by personal transport and, in particular, minimizes the emission of CO₂. Running in the hydrogen mode, the BMW Hydrogen 7 essentially emits nothing but vapor. And, unlike fossil fuels and traditional gasoline, hydrogen is available in virtually infinite supply. With the BMW Hydrogen 7, the BMW Group is laying down a marker for sustainable mobility. This car will play a pioneering role in driving forward hydrogen technologies. BMW has gained an excellent reputation for significantly reducing fuel consumption and CO₂ emissions by using ultra efficient, yet very dynamic gasoline engines. Together with clean performance diesel cars and the technologically advanced hybrid systems currently under development within the BMW EfficientDynamics project, the BMW Group has a clear strategy for sustainable mobility with hydrogen as the ultimate goal.

With all the comforts and amenities of a non-hydrogen BMW 7 Series, the BMW Hydrogen 7 is powered by a 260 hp twelve-cylinder engine and accelerates from 0–62.1 mph in 9.5 seconds. Top speed is limited electronically to 143 mph. The BMW Hydrogen 7 also features a dual-mode power unit – controlled at the touch of a button – that can switch quickly and conveniently from hydrogen to conventional premium gasoline.

The car's dual-mode drive provides an overall cruising range of more than 400 miles and enables the driver of a BMW Hydrogen 7 to enjoy virtually unlimited mobility, even when far away from the nearest hydrogen filling station. This technology is a viable solution until the hydrogen infrastructure is fully developed.

BMW CleanEnergy: paving the way into the future.

The BMW Hydrogen 7 perfectly captures the essence of the BMW CleanEnergy strategy. By using hydrogen produced from water and renewable energy, such as wind, sun or hydropower, in an internal combustion engine, the car's emissions in hydrogen mode are essentially nothing but vapor. And, with this emitted water vapor, the cycle can start again and the dream of sustainable mobility without using fossil fuel resources and without

The BMW Hydrogen 7 perfectly captures the essence of the BMW CleanEnergy strategy. By using hydrogen produced from water and renewable energy, such as wind, sun or hydropower, in an internal combustion engine, the car's emissions in hydrogen mode are essentially nothing but vapor.

impacting the earth's climate can become a reality. The complete change from a fossil fuel infrastructure to a hydrogen economy will require decades, but with the Hydrogen 7, BMW shows that bringing hydrogen technology to the road is indeed feasible.

BMW Hydrogen 7: Industrializing hydrogen technologies.

The BMW Hydrogen 7 has successfully completed the entire Product Development Process (PDP) obligatory for all new BMWs. In this process, all components of the new technology were integrated into the overall vehicle according to the same challenging criteria applied to "regular" production vehicles. The BMW Hydrogen 7 is not a hand made concept car, but rather, a milestone in industrializing hydrogen technologies for automotive use.

The knowledge gained in the PDP has not only made a decisive contribution to the everyday driving qualities of the BMW Hydrogen 7, but it will also significantly impact the development and production of future hydrogen vehicle concepts, with the principle of dual-mode drive and the features of other components now going through the strict test of everyday driving practice.

Dual-mode combustion engine for enhanced flexibility.

While cruising range is a significant consideration to consumers in any car, BMW recognizes that it is of critical importance in a hydrogen-powered vehicle, because there is not yet a full network of hydrogen filling stations in the United States. For precisely this reason, the BMW Hydrogen 7 features dual-mode drive technology and a combustion engine capable of running on both hydrogen and gasoline. The cruising range in the hydrogen mode is more than 125 miles, with another 300 miles in the gasoline mode. Thus, the driver of a BMW Hydrogen 7 is able to use the vehicle without problem even when the nearest hydrogen filling station is far away.

The BMW Hydrogen 7 clearly proves that liquid hydrogen may by all means be used as a source of energy for the production car. By introducing the BMW Hydrogen 7, the BMW Group establishes powerful momentum for the ongoing development of

BMW Hydrogen 7 emphatically proves that changing over to an alternative form of energy doesn't mean missing out on superior driving dynamics and comfort. The departure from fossil fuel does not in any way mean giving up the dynamics and performance typical of a BMW... Driving a car of this caliber will be just as thrilling in the future as it is today, but at the same time cleaner than ever before.

a supply infrastructure serving above all to set up additional hydrogen filling stations providing sustained mobility on a broad basis also in the future.

Two tanks: Smooth transitions and maximum cruise range.

To offer the longest conceivable cruising range, the BMW Hydrogen 7 comes with both a conventional 74-litre (16.3 Imp gal) gasoline tank and an additional fuel tank taking up approximately 8 kilos or 17.6 lb of liquid hydrogen. Stored in a high tech tank, liquid hydrogen offers significant advantages in energy density enhancing the cruising range of the hydrogen car.

The driver is able to switch from hydrogen to gasoline mode manually by pressing a button on the multifunction steering wheel. Because engine power and torque remain exactly the same regardless of the mode of operation, switching from one mode to another has no effect on the driving behavior and performance of the BMW Hydrogen 7.

The control system in BMW Hydrogen 7 gives priority to the use of hydrogen. And, should one of the two types of fuel be fully consumed, the system will automatically switch over to the other type of fuel in the interest of secure, ongoing supply.

Luxury class comfort for four.

The BMW Hydrogen 7 is a four-seater with the two passen-

gers at the rear enjoying the same high standard of comfort as in one of BMW's "regular" luxury performance vehicles.

The BMW Hydrogen 7 comes with an unusually wide range of standard features. In addition to the high level of equipment featured from the start in the BMW 760i, the BMW Hydrogen 7 comes inter alia with climate comfort composite glazing, BMW's high-end automatic air conditioning, auxiliary heating, electric seat heating for the driver, front passenger and rear seats, lumbar supports, electric seat adjustment with memory function on the front seats, ISOFIX child seat fastenings, Park Distance Control, a rain sensor, exterior and interior mirrors with automatic anti-dazzle, Soft Close Automatic for the doors and a headlight assistant. A complete entertainment and communication package adds to the comfort a BMW 7 Series can provide.

Progress without compromises.

BMW Hydrogen 7 emphatically proves that changing over to an alternative form of energy doesn't mean missing out on superior driving dynamics and comfort. The departure from fossil fuel does not in any way mean giving up the dynamics and performance typical of a BMW. Mobility of tomorrow and driving pleasure of today are compatible, with the drive concept of BMW Hydrogen 7 being directly transferable to future models. Driving a car of this caliber will be just as thrilling in the future as it is today, but at the same time cleaner than ever before.

BMW Group: "Sustainability. It can be done."

Sustainable action and corporate success belong together. With this clear commitment, the BMW Group has integrated sustainability as part of its corporate strategy for many years and takes responsibility for its products throughout their entire life cycle – from production to end-of-life recycling. The BMW CleanEnergy strategy aims to create a sustainable future for individual mobility independent of fossil fuels. With BMW EfficientDynamics, the company enhances fuel economy with every new product while still offering the customer the best in class performance.

With recycling-optimized product design and life cycle assessment, BMW is helping to reduce the impact on the environment. The use of benchmark technologies in its clean production program significantly reduces the consumption of water and energy during the production process. There are many examples of the advantages of adhering to BMW's mantra, "Sustainability. It can be done." The benefits are enjoyed by not only the company and its associates, but also the environment and, most importantly, the customer. To learn more about BMW Group and sustainability, please visit www.bmwgroup.com/sustainability.

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. ROLLS-ROYCE Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand, the MINI brand, and the ROLLS-ROYCE brand of Motor Cars; DesignworksUSA, an industrial design firm in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all Z4 models and X5 Sports Activity Vehicles. The BMW Group sales organization is represented in the U.S. through networks of 339 BMW passenger car centers, 334 BMW Sports Activity Vehicle centers, 143 BMW motorcycle retailers, 80 MINI passenger car dealers, and 30 ROLLS-ROYCE Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North, Central and South America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at: www.bmwgroupna.com, www.bmwusa.com, www.bmwmotorradausa.com, www.miniusa.com, www.rolls-roycemotorcars.com, www.bmw-golfsport.com

BMW CCA MEMBERSHIP DRIVE

The 2006 – 2007 BMW CCA Membership drive begins **December 1, 2006** -- and not a minute too soon! Look at that – we lost members this month!

The rules remain the same as the last drive -- there are three elements to the incentive program. The primary reward will be: for each new member you sign up, you will have your membership in the BMW CCA extended for one month. There's no limit to how many months a membership can be extended and if you're already a Lifetime member of the club, you may designate that your extra months be added to the membership of a friend or family member. Or Lifetime members may contribute their recruitment efforts to their chapters.

The rules have been posted to the website. The drive begins **December 1, 2006** and runs through **September 14, 2007** – all prizes to be awarded at Oktoberfest, Fort Worth.

Need apps? Send an email to elizabeth@bmwcca.org. Have questions? Want an electronic version of the rules - email me at wynne_smith@bmwcca.org.

TECHFEST TACOMA 2007

Don't delay – registration is open and we have over twenty outstanding speakers and presenters lined up -- by the time we're finished we expect to have closer to 40 on a variety of fascinating BMW technical topics. <https://www.bmwcca.org/TechFest/Registration>

ELECTIONS

I am pleased to announce that Louis Goldsman will be running again for the position of Treasurer. Bruce Hazard will run again for Secretary.

Michael W. Mills of Golden Gate will be running for the position of Pacific Regional V.P. Steve Johnson of Sand Diego Chapter will be running for the position of Pacific Regional V.P. Leonard Mueller will run again for North Central Regional V.P. Dwayne Mosley will be running for the position of South Atlantic V.P., and Paul Dunlevy of Tarheel Chapter will be running for the position of South Atlantic V.P.

MEMBERSHIP STATS as of 11/22/2006

	Full	Associate	Total
Current Membership	65,892	9,739	75,631
Last Month's Membership	66,177	9,781	75,958
Monthly Net Gain (Loss)	-285	-42	-327
Monthly % Change	-0.43%	-0.43%	-0.43%
Last Year's Membership	65,853	9,225	75,078
Annual Net Gain (Loss)	39	514	553
Annual % Change	0.06%	5.57%	0.74%
2004 Membership	66,646	8,660	75,306
Net Gain (Loss) for 2 years	-754	1,079	325
% Change for 2 years	-1.13%	12.46%	0.43%
New Members, 11/06	995		
Renewals, 11/06	55.4%		
Roundels Mailed	67,000		

2007 DEC ELECTIONS

Alrighty - first of all I'd like to apologize to the North Atlantic Region and Ross Karlin in particular for having indicated that the position of N.A. Regional DEC was open to election this time around. It wasn't. And Ross, I'm sorry that you went out and bought all that champagne -- you really do have another year left.

Secondly, We have received nominations for (drum roll please): Pacific Region: Robyn McNutt, L.A. Chapter South Central Region: Bob Ederer, Sunbelt Chapter South Atlantic Region: JoElla John, Tarheel Chapter So, I suppose I could post a ballot to the FILES section of this forum, and we could conduct an election, but...

CHAPTER CONGRESS APRIL 20 – 22, 2007

Chapter Officers please start thinking good thoughts about a weekend in Valley Forge, PA – and give some thought to the questions you have about chapter governance. The BMW CCA Board of Directors has agreed to fund a Chapter Congress to provide information and assistance to Chapter Presidents, Chapter Treasurers and Chapter Membership Chairs! You read correctly – **three** very important chapter representatives will be traveling to Valley Forge for this opportunity to learn and network with other Chapter volunteers April 20-22, 2007.

BMW CCA will reimburse travel expenses as set forth in Section IV of the club's Operation Manual (pages 1 and 2) for up to three representatives per chapter, being those persons serving as the Chapter President, Treasurer and the Chapter Membership Chair/Coordinator and hotel room costs (single or double) for two nights. Attendees who drive to the conference will be reimbursed at a rate of \$.485 per mile round trip, not to exceed the lowest 21-day advance airfare, from the closest airport. National will provide lunch on Saturday and dinner Saturday evening.

Special thanks to the Delaware Valley Chapter for offering to host the Friday evening reception. The folks at Delaware Valley will be welcoming us to their backyard in true style!

To register for the congress please visit: <http://www.bmwcca.org/congress>

No need to call the hotel - rooms will be reserved in your names based on the registrations.

FORMS

This year we're going to try something different. I've enclosed the cover memo that tells you what forms this office needs, and what forms are available for you to claim rebates and apply for insurance coverage, etc. – but we're not going to send you forms – we're going to direct you to the electronic versions on the website. The due dates will remain the same, we're just trying to save a couple of trees.

The forms also reside in the Files section of both the President's Digest (<http://groups.yahoo.com/group/BMWCCA-Presidents/>) and Treasurer's Digest (<http://groups.yahoo.com/group/BMWCCA-Treasurers/>) at Yahoo.

Obviously if you absolutely, positively **MUST** have paper forms

news
from
national
by wynne
smith

– we will send them to you, but it would make us so much happier if we could at least try to live the urban myth of a paperless office...

WEB SURVEYS

I know, I know...I'm obsessed – but check out the current results of the Member Satisfaction Survey: <http://www.surveymonkey.com/Report.asp?U=257778731205>

And take a look at the Roundel Reader Satisfaction Survey - <http://www.surveymonkey.com/Report.asp?U=281655778272>

Wondering why members are lapsing? Check out - <http://www.surveymonkey.com/Report.asp?U=261908996810>

Oh we'll be discussing these surveys at length at the Chapter Congress, so you might as well take a look at them every once and again before April.

gvc board meeting

GVC Board meeting, Leo residence

10/25/2006 • 7:15 PM

Vince Leo, Danielle Salley, Jim Dresser, Tim Moriarty, Adrienne Hughes, Stu Sacks, Seth Berlfein, Bill O'Neill, Roy Hopkins

Holiday party: Vince suggested printing some flyers to give out at Eksten's and at the upcoming general membership meeting at Holtz BMW.

Annual meeting: Elaine will be contacted regarding booking this event. Everyone was asked to think about who might be a good keynote speaker. Vince suggested that we raffle off Annual Meeting tickets to people who haven't been to such events before.

Driving schools: Planning meetings will be occurring in December and January for next year's events. Dates are already set, and will be posted on the GVC webpage. Fall school was the biggest school ever. However, there was lost track time because of mishaps in the club races, so we need to think about tweaking the run-group schedules to minimize the impact on our student's run groups.

Treasurer's report: Danielle reported that it appears that the account will end up with about the same balance this year as last year. Vince asked about items we are spending more on this year. DS costs were much higher, for various reasons (this will be a topic for the DEC planning meetings). Discussed the recurring issue of charging a fee for instructors running on the open-track Friday of weekend schools. Instructors currently get Friday free, but to put this in perspective, Bill (as head of the DEC) reminded everyone that they are not paid for their hard work, and have significant expenses that they are not compensated for. Again, this debate will be addressed at the DEC planning meetings.

Membership income is down from last year, but BMW CCA takes cost of D & O insurance out of their reimbursement to the chapter from membership dues. We don't know whether the chapter membership is actually down. Roy suggested getting dealers to promote club (there is actually a BMW part number for BMW

MEMBERSHIP REWARD PROGRAM

The membership reward program has been extended through December 31, 2007! We haven't received the official documentation from BMW NA yet, but do know that the same primary guidelines remain: You have to be a member for a minimum of one year continuously immediately prior to purchase; and you have to file your paperwork within 60-days of purchase. As soon as we receive the updated brochure we will post it to the bmwcca.org website and to the all the BMW CCA Yahoo Groups.

The National Office will be closed Monday, December 25 for Christmas and Monday, January 1 for the New Year. The staff here at the National Office wishes you and yours a happy and healthy holiday!

CCA membership).

"Other event" fees have also escalated. Danielle wants budgets beforehand for all events, esp. when there is no advance sign-up of participants. She wants no surprises for expenses that are not pre-approved.

Insurance costs were up 41%, but there was one extra driver's school that accounted for that.

Meeting expenses: Planning meetings for DS will be charged as DS expenses, Board meetings will be accounted for separately.

Newsletter expenses are very high, because of color reproduction. Color was supposed to attract advertisers, but the ad income is down. We can afford to do full-color if we are not close to being "in the red" for the year. If we are comfortably in the black, then we can afford some "luxury" expenses, like color newsletter. Otherwise, substantial savings would occur if we go back to two-color (essentially B&W) printing.

Newsletter: Seth mentioned the potential for two or possibly three new advertisers.

Oktoberfest proposal from BMW CCA: Discussed the feasibility of having an O'fest (again) in our chapter. One possibility was to combine Boston Chapter's midweek WGI driving school with our Fall driving school, to offer five days at the Glen for O'fest. But we need the income that we normally get for our school, and this would have to be reimbursed out of O'fest fees. Also, there are issues regarding the loss of Friday's open track day for instructors, disruption of our normal clientele that would perhaps be prevented from coming to our Fall school.

AutoX: If Tim can't find someone to take over as AX chair, then he's proposing running only two events at Batavia IMP. Tim also wants to do a "thank-you" plaque for Towne Mini for sponsoring event. This was approved.

Marketing: Regarding marketing help, two people in Buffalo area, and one in Syracuse, have expressed interest. No one in Rochester has yet, but Dan and Chuck can share responsibility here in the meantime.

Membership: Should we do another special event like this year's evening at Mac's II? Should we combine them with meetings on location. Dyno days? Ideas? How about tech sessions about preparing cars for club racing?

Elections: Need to advertise the election of the Pres., VP, Treas. and Secy for the upcoming Annual Meeting.

Adjourned 9:00 PM

UPCOMING EVENTS

March

3rd, Saturday. GVC Annual Meeting 6pm The Lodge at Woodcliff. Special guest speaker Denise McCluggage, racer, and automotive journalist.

May

12th & 13th, Saturday and Sunday. Ultimate Driving School at Watkins Glen

July

16th & 17th, Monday and Tuesday. Ultimate Driving School at Mosport

August

29th & 30th. Wednesday and Thursday. Ultimate Driving School at Watkins Glen

September

29th & 30th. Saturday and Sunday. Ultimate Driving School at Watkins Glen

Please visit our web site at <http://www.gvc-bmwcca.org> for late breaking news and updates!



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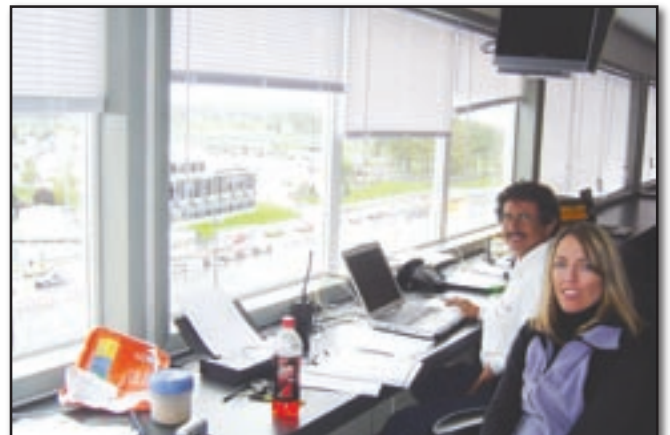
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CLUB RACE



The 2006 Towne BMW-MINI Autocross Season Wrap-up

By Tim Moriarty

Another year is in the record books, and the Towne BMW-MINI Autocross series ended on a high note. With 33 competitors, the September 23rd event matched our largest of the year.

We finished up the year back at Batavia International Motorsport Park. The day started out cool and wet, and pretty much stayed that way most of the day. The afternoon started with a light sprinkle, but then started to dry up. Times started creeping down as the pavement dried, so much so that just about everyone's last run was their fastest.

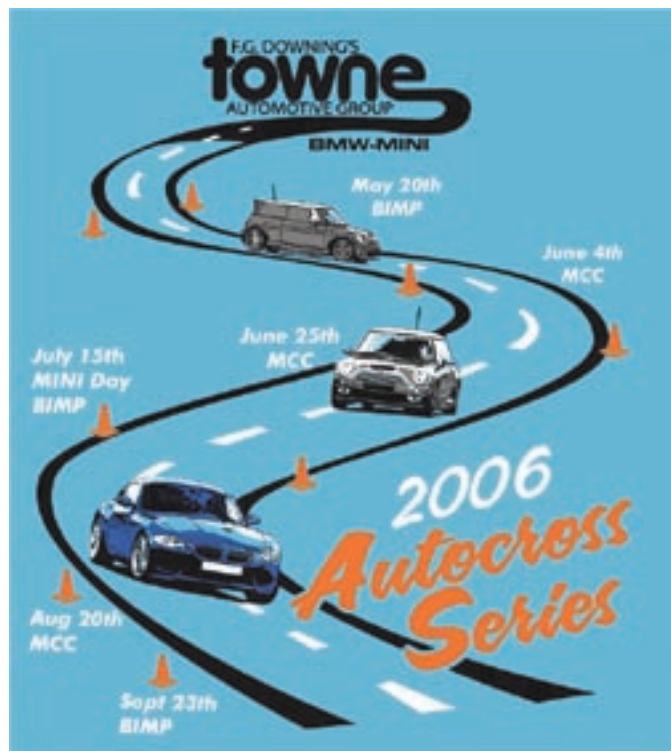
The eleven-competitor BMW class was lead by a couple M3s; an E36 driven by Dave Porter took the class followed by Roy Hopkins in the E30 silver bullet. Scott Rohring drove his 328i to a third place finish -- the only non-M3 in the top seven spots. Craig Porter and John Roe finished off the top five.

Dan Ives dominated the MINI class in a beautiful (and for sale) black Cooper Works MINI. Visit Dan and the folks at Towne MINI in Williamsville, NY for all your MINI needs.

The Prepared class was a battle between Eric Hobron and Mel Dillon. Due to other commitments, Mel had to leave at lunch-time; and with the track drying off, Eric easily took the class.

The Others class had nineteen competitors. Alan Smith, a long time SCCA autocrosser, took the class and fastest time of the day with a 62.315. This was over four seconds faster than the next quickest time. Brad Johnson and Jose Mercado took home the silver and bronze.

Fourteen people qualified for the Top Gun Series Championship including two driving MINIs. The top spot went to yours truly, Tim Moriarty. Positions two thru four were up for grabs at the last event. Because our trusty E30 318is was getting a transplant, Bill Hicks could only watch as Mel Dillon clinched second place and Roy Hopkins took the day's top point to leapfrog over Bill into



third. Bill had accumulated enough points to hold on to fourth place. Adrienne Hughes and John Roe tied for fifth place. The tiebreaker has to go to John for having the highest single event position and accumulating the most points when they've run head to head.

Well, as I write this, the temperature is dropping outside, the cars are tucked away in the garage under covers and I'm trying to decide when to put the snow tires on the family trucksters. I'm glad the season is over, but dread the long winter wait before we can start playing with our cars again. As el Presidente would say, it's time to start doing a little "research" for next year.

We are already working on plans for next year. Putting on programs like the autocross series takes a lot of work; we could use your help. If you'd like to become more involved and help steer this or other programs in the BMW CCA, please contact any one of the club officials. We'd all love to help you help the club. Have a great off season (for those non-rally, non-ice-racer... types).

AUTOCROSS

Genesee Valley Chapter

BMW



CCA

Annual

Meeting

2007

Saturday, March 3
The Lodge at Woodcliff

6:00 pm • Cocktails and hors d'oeuvres
7:15 pm • Sit-down dinner, choice of entrees
8:00 pm • Guest Speaker, Denise McCluggage

Save the date! This promises to be a fun-filled evening! Come out and see old friends and make new ones. Officers will be elected, and we'll be joined by Denise McCluggage, our first female distinguished guest speaker! Visit our website for details as the date draws nearer: <http://www.gvc-bmwcca.org>.



DENISE MCCLUGGAGE in her three-hat role as driver, photographer and writer, has had unique access to the automotive world for more than half a century.

As a driver she won trophies in rallies and races on three continents. Among her competition cars: Ferrari, Porsche, Jaguar, Lotus, Mini Cooper, Alfa, Elva, OSCA, Maserati, Volvo, Renault, Corvair and Ford Falcon. Her competitors range from Phil Hill, Stirling Moss and Juan Manual Fangio to Fireball Roberts and Curtis Turner.

Her photographs have hung in museums and galleries on both coasts and the heartland.

She writes on automotive matters for her local paper, the Santa Fe New Mexican, several online sites and is Senior Contributing Editor for AutoWeek.

As a journalist her work has been recognized with the Ken W. Purdy Award for Excellence in Automotive Journalism, the Dean Batchelor Lifetime Achievement Award, the Lifetime Achievement Award of the International Media Association and others. She is the only journalist in the Automotive Hall of Fame, Dearborn, MI.

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Winter Driving Tips & Maintenance

by Roy Hopkins

The first, and most important, winter driving tip involves tires. You wouldn't wear your sandals out in the snow would you? But, an amazing number of people try to slide through the winter on their summer or all season tires. Don't be fooled by the 'all season' rating on any tire that BMW or any other manufacturer delivers on its cars, even the AWD models. All season just means the tire manufacturer rates the tread as 'open' for light snow use. A true snow tire has the 'Snowflake' symbol on the sidewall and special compounds and tread designs that grip on snow and ice. All the fancy traction control and ABS computers the engineers have put in the cars can't hold a candle to a fresh set of real snow tires. I've done back-to-back runs of muddy and snowy rally cross courses in AWD cars with all season tires and a low power FWD car on decent snow tires. Guess what? The FWD car on snows will easily out run the AWD that is on lesser tires. A good set of snow tires can be the cheapest insurance you can buy to keep out of trouble and accidents.

My favorite high performance snows are made by Nokian Tires. Check them out at www.nokiantires.com. Bridgestone Blizzacks are another great winter tire, but I've found that the Nokian snow tires have longer tread life, and less 'squirmy' handling. Just a quick note about speed ratings: Many true snow tires have a lower speed rating than the performance tires that came with your car. A "T" speed rating of a typical snow tire is still good for 118 mph. Are you really going to get on the NY Thruway and cruise at over 118 mph for hours on end that you need a higher speed rating? It's your choice, but I would feel perfectly safe in running a lower speed rating snow tire in the winter. Need a less expensive tire for your SUV or around town car? The Firestone Winterforce is a good value. When selecting a winter tire, try to get the narrowest tire that has a similar height. Many cars will allow fitment of a 'minus 1 or minus 2' tire size. For example, if your E36 M3 runs 235-40x17 inch tires, with the proper rim you can fit a 205-55x16 inch snow. The narrower tread and taller sidewall will greatly improve grip in sloppy conditions. Be sure and keep an eye on the tire pressure. The cold weather will decrease pressures (typically maintain 32-36 psi, but check your car's info). While you have the owner's manual out, learn how to defeat the factory traction control (ASC, DSC, or what ever acronym they have called it). If you get in really heavy snow or stuck in a parking lot, you may have to turn off the traction control to get the car moving.

When driving, remember that the best action is usually to not over react to the start of a slide. If you feel a loss of directional control 'ease' off of the throttle, don't get on the brakes, and keep looking and slowly steering were you want the car to go. It's the same advice no matter front drive, rear

drive, or all wheel drive. The condition that snags the most drivers is when the salt has turned all the snow into heavy wet slush. Good snow tires can find amazing amounts of grip on snow and even ice, but when the heavy slush lifts them off of the pavement you just have to wait for the car to slow enough to grab again. Think about how much faster that occurs with marginal all-season tires.

If the summer toy/track car is put away for the winter, then now is the time to think about what maintenance and improvement you want to do for next years driving season. Too many of us wait until spring when it becomes a scramble to order parts and get the work done. Suspension maintenance and upgrades can be the best bang for the buck you can do. BMWs have notoriously weak rubber suspension bushings in the rear subframe mounts of an E30, and in the toe-link mounts of the rear control arms on E36/E46 cars. Another weak point is the front control arm rear bushings. After 60,000 miles on a street car or even less miles on a track car, these mounts can degrade and radically affect the handling of your car. Instability in holding a corner, wandering on a rutted highway, or direction changes on hard acceleration are all symptoms of these mounts going bad. The bad news is that these mounts are labor intensive to change, and typically are not something you want do to without access to a lift. The good news is that quality aftermarket subframe mounts that are made of urethane are available that will last longer and improve handling. The urethane mounts still provide enough flex that you will be hard pressed to feel any harshness increase in ride quality. For the front control arms, M3 type offset mounts (for the E30 and E36) are a nice upgrade. While the car is off the road, consider a spring/shock upgrade. A suspension package that includes lowering springs and new shocks can make your car feel sportier, look better, and hold the road better. I've always been impressed with the ride and handling improvements that result from installing even a base-line sport kit consisting of H&R springs and Bilstein Sport shocks. The firmer ride feels better than the wallowing stock suspension. Upgraded kits tailored for track driving are also available. Even if you don't want to lower the car, just changing the shocks can make a noticeable improvement in handling. Many factory shocks are pretty much shot by 60,000 miles. When the shocks are out being replaced, consider installing a set of adjustable upper strut mounts. These mounts allow caster and camber adjustments that can be used to minimize tire wear on both the street and the track. Stock BMW mounts don't have a provision for allowing these adjustments. If you want help selecting components for your specific application, feel free to call me or the folks at Eksten Autoworks.



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W&I Track Walk

Photos by David Weaver



Jim Tulloch shows students and instructors the exact "Line."



Straight between turns 1 & 2, looking at turn 2.



Turn 9, the "Off" camber left.



Close up of the curbing or "turtles."



Looking down at turn 6.



End of the front straight looking at turn 1.



More words of wisdom from Jim Tulloch.

Our Racing Heritage

perspektive

by hal
miller

hmillermod@aol.com

Said Dorothy as she returned from OZ, "Golly gee Aunty Em – happiness has always been right in my own back yard."

For racing fans and racers (and who reading this is not?) nirvana is but an hour or so from our door.

Watkins Glen International Raceway is one of the five best road racing circuits in the world. It was there, on September 21st 1986 that Davy Jones and John Andretti put BMW on the racing map by winning the New York 500 in a BMW GTP – the first IMSA win by BMW. (Editor's note: A number of GVC members were there at our BMW corral. Remember rolling our little wagon over to their compound with congratulatory German beer?)

Right down the hill from the 'Glen' in the Village exists one of racing's finest museums and research centers.

The International Motor Racing Research Center (IMRRC) is to racing what Cooperstown is to baseball. Built at a cost of over \$1 million, the building and its contents were created and are maintained entirely

from donations, grants and such activities as auctions and raffles.

The center contains more than 2500 rare books and racing volumes, 800 catalogued racing programs, 200 periodical titles (such as Roundel), fine art posters, models, sculptures and assorted racing memorabilia. IMRRC is in constant accumulation mode.

This great facility (which is not affiliated with the raceway) was founded by John Bishop, founder of IMSA; John Saunders, VP of International Speedway Corp. of Daytona, and several others pre-eminent in the world of racing.

Our friend Mark Steigerwald is curator. Needless to say he eats and sleeps cars like most of us Bimmerphiles. He is also very user friendly. Say, for example, that you are writing an article on BMW's racing history in the U.S. and you wanted to know where, when and in which classes BMW's major wins have come since they started racing in the 1970's. Call, fax or e-mail Mark and you'll get an answer. For the most part IMRRC's services are free.

Last but not least there is a section devoted to our marque with books and periodicals including every issue of Roundel from 1970.

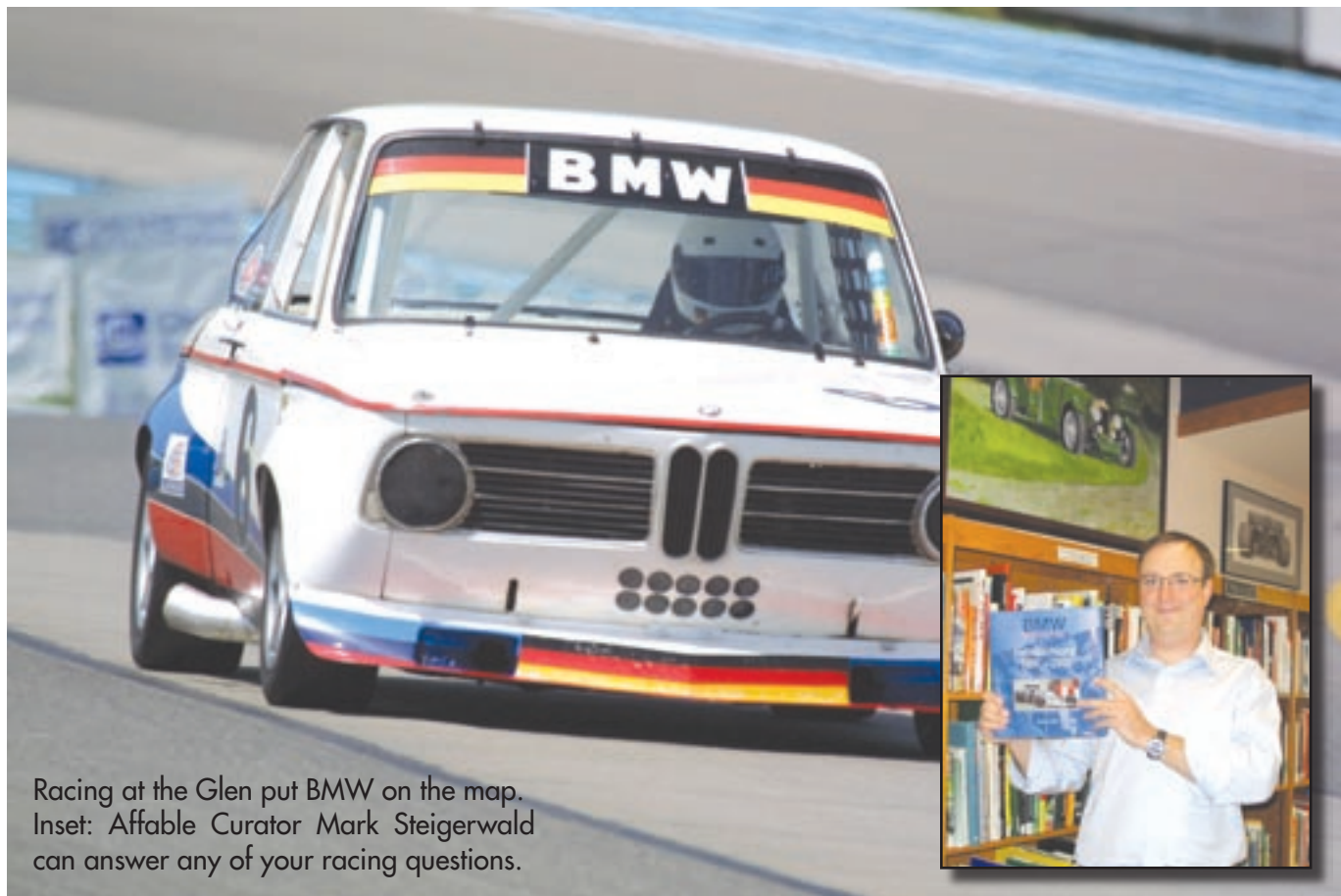
If you are itching to get out of the house on one of these dreary winter weekends, or you're just taking a break from a race at the Glen, we can't think of a better way to spend an hour – or a day – than at IMRRC.

References:

The International Motor Racing Research Center

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Racing at the Glen put BMW on the map.
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Welcome to the following new Genesee Valley Chapter BMW CCA members:

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LANGLOIS, EDOUARD 07 X3
MACE, JOHN 02 Z3
OLSEN, RON 07 530i
PROSSER, CRAIG 06 330i
SLY, CHRISTOPHER 99 M Coupe
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by amanda
kellogg

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