

der **BAYERISCHE** **brief**

*Genesee Valley Chapter
BMW Car Club of America*

MARCH 2007

*Yes Virginia,
Spring is coming!*

Photo by Frazier Newlin





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der BAYERISCHE brief

March 2007

Volume 50 • Issue 1
GVC BMW CCA-
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BMW Car Club of America

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der BAYERISCHE brief is a publication of the Genesee Valley Chapter, Inc., (GVC or The Club) a non-profit New York corporation and chapter of the BMW Car Club of America, Inc., and is not affiliated in any manner with Bayerische Motoren Werke AG or BMW NA. The Club assumes no responsibility for any of the information contained within. Ideas and technical information are solely those of the authors and no authentication is implied. Contributions from all members are welcomed and encouraged! Information contained within the newsletter is for The Club's use and permission is granted to reproduce material only if GVC's *der BAYERISCHE brief* is given credit.

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Credits

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

I understand Rochester got a bit of snow this past Valentine's Day, as did much of the northeast. Here in Lewisburg, PA was no exception. The snow started Tuesday night and lasted through all of Wednesday. It wasn't as much as Rochester, but this town also doesn't annually get nearly the amount Rochester does, so everything fairly well shut down.

In anticipation of the closings and lack of snow removal on campus, I set out Tuesday night to move my car from a university parking lot to a side street downtown. The students on this campus are notoriously bad drivers (not everyone, but enough to make me think hard about where I park my car), and I didn't want the GTI to be anywhere near the student population.

My worries were proven valid as I went to retrieve the GTI.

the bimmer boy

by russell
labarca

By Tuesday night, we had about two or three inches already on the ground, unplowed: perfect weather to see how my Graspic DS2's would perform. As I walked across part of campus to get to the car, I heard up ahead the sound of an engine revving and wheels spinning. At first I was a little angry, figuring someone was doing donuts in one of the parking lots, but the sound was coming from the street ahead of me, one with a slight grade to it. It's sort of a second-gear hill going either way (power up and slowing down). I've never had a problem with it, and in fact many delivery trucks and buses travel it daily without incident, even when the weather gets a little bad.

However none of those vehicles are an E46 M3. With the Competition Package. Wearing 19" Michelin Pilots in the snow.

I had seen this car earlier in the day on the same road going downhill, and I was amazed it managed to have any traction at that point. Now, with more snow, there was no hope.

There it sat, pointing uphill, rear tires making steam out of the snow covering the road, with a line of four cars waiting patiently behind it, as the M3's back end slid left, prevented anyone from getting past. To the driver's credit, he got stuck in front of a fraternity house, so most of Phi Psi ran outside to help push him up the hill, yelling at him to quit flooring the gas pedal. It's an SMG car and he was definitely in first gear; with skill and a manual he may have had a better chance.

I couldn't help but laugh, since my thoughts from seeing him earlier in the day had proven true, as had my fears about the lack of responsibility of drivers on this campus. There wasn't a place for me to help push the back anyway, so I simply offered some advice about snow tires and continued on to my car.

To be fair, there are several cars owned by students that clearly have snow tires, but they are an unfortunate minority. This winter storm has made me realize the usefulness of the many X3's that adorn this campus: getting into a parking spot with twelve inches of snow packed in is a breeze, where my car's air dam would become a plow.

How did the GTI do? It was flawless. It's not without its quirks, of course. The emergency brake freezes, so I don't use it in the winter and instead rely on aircraft chocks to keep the car from rolling while it's warming up; the passenger door freezes shut when it's cold, and normally I can pry it open, but not with fresh slush in the gap, so my girlfriend got to travel in the backseat on Valentine's Day. But in the past week or so, while its parking spot kept getting plowed in, the GTI on snow tires never once had a problem getting out and getting going, while many others around me did.

If I had thought quickly enough, I would have had my chance to beat an E46 M3 in a drag race. Maybe the next time it snows...



BMW

MAY

19th, Saturday. Autocross at BIMP
 12th & 13th, Saturday and Sunday.
 Ultimate Driving School at
 Watkins Glen

JUNE

3rd, Sunday. Autocross at MCC
 16th, Saturday. Street Survival
 School at MCC
 30th, Saturday. Autocross at BIMP

JULY

8th, Sunday. Susan G. Koman drive
 for a cure and Gute Marken car
 show - Holtz BMW
 16th & 17th, Monday and Tuesday.
 Ultimate Driving School at
 Mosport
 22nd, Sunday. Autocross at MCC

AUGUST

5th, Sunday. Autocross at MCC
 29th & 30th. Wednesday and
 Thursday. Ultimate Driving
 School at Watkins Glen

SEPTEMBER

22nd, Saturday. Autocross at BIMP
 29th & 30th. Saturday and Sunday.
 Ultimate Driving School at
 Watkins Glen

Please visit our web site at
www.gvc-bmwcca.org
 for late breaking news
 and updates!

View from Beyond the Hood

From Newborn to Elementary

One year ago I had no idea what an I, xi, M, or 3/5/7 series signified. Now I am gradually honing my skills. Why just a front end spotted in a parking lot can produce an exclamation, "Nice M3 looks like a '97". And my new skill doesn't stop with BMW. With John truck shopping, I can list the snazzy paint colors that read like Hallmark card interiors: Bermuda Blue (Avalanche) and Salsa Red Pearl (Tundra). Who knew! But don't be asking me about the inner guts of the car; I'm still an infant in that department. For now, if it handles with ease, accelerates fast, feels comfy and looks good, I'm in.

Tire Trauma Training

For a girl in crisis who counts on her AAA wait time to be less than 30 minutes, I've had my first lesson in changing a tire. Now this tutorial sparked great debate between my teacher -- a car parts manager and a local dealership sales manager. So let me set the scene: freezing temps in an unheated garage, empty stomach (dinner was in the oven) and work gloves a few sizes too big. But I mastered the Neon's tires on and off a few times. My instructor was demanding and I didn't get off easy. First it was without power tools, then the secret to fast changes was revealed and I was off. But, the great debate surrounded the notion that I don't drive the Neon, my tutorial vehicle, but an Audi A4. Generalizing my skills, would I be able to transfer my new prowess to a foreign vehicle? I honestly hope never to need my new talent, that AAA responds to my call and my teacher isn't reading this!

Move that Snow

So living in a city house has its pros and cons. Location (south wedge) is fantastic; 5 minutes to everywhere. Snow removal: put me to tears! House/pet sitting I am the maintenance girl of the week. Although my car sits comfy in the garage, the snow has piled up fast and furious this winter. My snow removal device? A plow on an ATV. The driveway being city narrow, I was left to bail myself out with this creature. Once again, I learned in the beautiful weather of January how to start the cold blooded beast and, once running, steer it nimbly while moving the snow where I needed it to go. It must be a sigh. The neighbors with shovels eye me with envy over their face muffs as I ram up and down the driveway appearing to be knowledgeable about snow removal when really my heart is pounding with worry if the beast will stall, did I destroy the grass when I forgot the pull up the plow, and now why is it stuck in the snow bank -- I thought this was an all terrain vehicle?? One sobbing call later to my teacher and I am back in the saddle and backing up like a professional, at least into the garage.

the
 bimmer
 girl
 by julie
 koenig



Holiday Party

pictures by Mel Dillon

Genesee Valley Chapter BMW CCA
presents
Ultimate Drivers School LX
Mosport International Speedway

July 16, 17 2007



Bowmanville, Ontario

Turn 1 at Mosport



The "A" Ride begins!



GVC BMW CCA
Ultimate Drivers School
2007



Mosport, Canada

GVC BMW CCA heads north of the border again, 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've gone International and plan on joining in on the fun.

Our Watkins Glen Ultimate Driver's School dates

May 12, 13 (Saturday / Sunday)

August 29, 30 (Wednesday / Thursday)

September 29, 30 (Saturday / Sunday)

Information on all events is available at www.gvc-bmwcca.org

BMW CCA MEMBERSHIP DRIVE

454 members have referred 467 new members to the club since the Membership Drive began. Sadly, we still lost members this month...Need apps? Send an email to jennifer.skatzes@bmwcca.org. Have questions? Want an electronic version of the rules? Email me at wynne_smith@bmwcca.org.

Over 3,000 members renewed this month – and our ongoing Member Satisfaction Survey can be viewed by visiting: <http://www.surveymonkey.com/Report.asp?U=257778731205>

TECHFEST TACOMA 2007

Join Griot's Garage on Friday, March 23 and Saturday, March 24 for onsite car care tech sessions at their corporate headquarters. Join Roundel Technical Editor Mike Miller for "Real Time Tech Talk."

Friday and Saturday Griot's Garage will be hosting car care tech sessions at their corporate headquarters in Fife, Washington. It's a great opportunity to see live product demonstrations and have any questions answered about the interior and exterior care of your car. For the first hour, they have pre-selected cars on which we will be

performing demonstrations ranging from proper washing techniques and tips, to the safest and easiest way to remove swirl marks and scratches from your paint surface, without hiding them.

CONFIRMED TECHNICAL PRESENTATIONS AND VENDORS TO DATE:

BBS of America, BMW CCA Foundation, BMW Mobile Tradition/Maximillian Importing Company, BMW Performance Driving School, Bridgestone/Firestone North American Tires, LLC, Eco-Lube Systems, Fikse Wheels, Griot's Garage, Haury's Lake City Collision, Dave Mason, Ireland Engineering, KMS-Koala Motorsport/Performance Gearing, Jonathan Spira and Dr. Bernardo Lopez-Alvaredo, M-Cars, Mike Miller, Jim Millet, Mike Self, TC Kline Racing, Wisenberg/Acordia Motorsports Liability, Yokohama Tire and several BMW TSAs.

We are proud to announce that Csaba Csere, editor-in-chief at CAR AND DRIVER is coming to TechFest 2007 as the keynote speaker for the Saturday banquet.

<https://www.bmwcca.org/TechFest/Registration>

CHAPTER CONGRESS APRIL 20 – 22, 2007

We have lined up some terrific speakers – we have an Intuit expert on hand for our Treasurers, especially those of you who'd like to use Quickbooks or expand your knowledge of Quickbooks – in fact if you don't already have QB – we're going to provide it for you – just send me an email in the next ten days and we'll have the program to you in no time. We have a Chapter Toolbox in production on the BMW CCA website, you'll all be receiving updated Operations Manuals loaded with additional information such as how to prevent fraud, why we need D & O coverage, Crisis Communications, too much to list. This is going to be a fun event, and one that will provide lots of useful information to help you in your volunteer

positions.

Try to get there Friday afternoon because you won't want to miss the Delaware Valley Chapter's Friday evening reception. 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.

ZF PUBLIC SERVICE AWARDS/CHARITY MATCHING FUNDS

Good work everyone! We have received applications from the following chapters: Golden Gate, Peachtree, Buckeye, Puget Sound, Blue Ridge, Patroon, Sin City, Connecticut Valley, First Coast, Windy City, Rocky Mountain, Genessee Valley, Bluegrass Bimmers, Delaware Valley, Iowa Chapter, Tejas, San Diego, Boston, National Capital, Central California, Sunbelt, New Jersey, Everglades, Bayou, Northern Ohio, Los Angeles Chapter, Florida Suncoast.

FORMS

As the Operations Manual indicates, BMW CCA exists to provide services to its members and chapters. Providing timely, responsive service to members and chapters requires timely, accurate information from members and chapters. Much of the information needed for club administration is provided by chapters and individuals on standardized forms. Chapter forms are all available on the www.bmwcca.org website – if you have difficulty downloading, or filling them out and need hard copies, contact me. The following forms are due March 30, 2007:

- Printing & Postage Reimbursement Requests
- Chapter Financials
- Chapter Officer Questionnaires

We have emailed the forms to you and the packet is also available under CHAPTER FORMS on the club's website. If you have not already filed your Chapter Label Request and Chapter Comp Requests, you're late. If no updated requests are filed, we will continue to follow the directions provided in the last request submitted. The sooner you can provide the Chapter Officer Questionnaires (due March 30, 2007) the better – we use the Chapter Officer Questionnaires to update the database, service officer list, website and mailings and email blasts. As long as we haven't a current Chapter Officer Questionnaire, then your old Board remains the contact point for this office.

SPRINT ANNOUNCES NEW DISCOUNTS AND FREE BMW CCA MEMBERSHIP OPPORTUNITY

Thanks to everyone who participated in the Sprint Survey last month. BMW CCA and Sprint/Nextel are working together to bring huge savings to BMW CCA members. Sprint has increased the monthly service discount to 15% and has added several new promotions to provide members with additional benefits.

- A free accessory pack, including leather case or holster, vehicle adapter and ear-bud for each new phone activation
- Sprint will sponsor a 1-year BMW CCA membership (new membership or renewal) for any new order placed via the website or toll-free number listed below.

Don't miss this opportunity! New website and contact numbers: <http://www.sprint.bz/bmwcca> Toll Free: 866-385-8891

news
from
national
by wynne
smith

INSURANCE RATES FOR 2007

Enclosed is the GL Summary – it also resides within the Chapter Info section of the club's website. The rates for insurance remain the same as they were for 2006:

COSTS FOR INSURANCE per event: 2/1/2007 – 1/31/2008

Club Race	\$1,800
Club Race/Driving School	\$1,610
Driving School	\$1,500
Autocrosses/ Safety Schools	\$ 280
Rebatable Events:	\$ 150

For those of you not subscribed to the BMW CCA Driving Events Coordinators digest, here's information provided by Driving Events Committee Chair, Bill Wade, that all chapter officers should know: Our liability policy covers everybody at the event who signs our waiver. Students, Instructors, Event Staff, Friends and Family. This doesn't cover the track or its employees; they are covered under their own policy and you are paying them for the use of their facility.

The reason that I emphasized the word liability is because that's all this policy covers. It doesn't, has not, nor will not, protect your personal property, i.e. car. In my research I have not seen a personal auto policy that will now cover you on the race track. PLEASE PLEASE have your members look at their policies and have them "get to a place" where they understand this. We still seem to have students showing up at track events thinking that if their policy doesn't cover them when they bend their car, ours will; and this is NOT the case.

Now about the liability. Yes it is true that nothing keeps you from being sued, BUT if a suit is brought against you from an incident on the track and all the waiver procedures have been followed (more on that in a minute) this policy WILL protect you. If you are an instructor in the car and you have a student who wrecks his car and he sues you, you are protected. If you are driving your car and have an incident and your passenger sues you, you are protected. If you are driving and go off track and a participant in the stands is hurt, as long as that participant has signed the waiver, you are protected. So, much like a realtor says Location, Location, Location, we need to have in our head Waiver, Waiver, Waiver.

A properly filled out waiver is what protects you. What I mean by a properly filled out waiver is that it's dated correctly at the top of the page, EVERY page. If you have a 3 day event and your waiver only has the 1st date on the page and something happens on the 3rd day.... That's a problem. The signature and title of the event person at the bottom is signed and dated. Both sides of every page. Hassle? You bet, but anything not done 100% correctly opens the door for a defense attorney to get a foothold on you/us. That is not to say that the suit will be won but the settlement will be much much higher. Enough high settlements, and our rates either go way up or in the worst case, game over, nobody will insure this little activity of ours.

We all understand that what we are doing is educational, and not racing but how many of you have had problems convincing people who know you that what you do is not racing or some kind of competitive thing. How many times do you stop correcting someone when they ask Monday after a weekend at the track if you "won"? Now think of a jury of 12 "typical" Americans who get their news from the National Enquirer/Fox News and are more concerned about Britney's haircut, and who's going to make it on Idol that night than what's going on in Washington???. Do you think they'll understand that this is an educational event and not just a bunch of "rich

guys in expensive cars racing and playing and somebody should pay"?

Now, if your car slides on something and gets bent ... well to me that's part of the cost of playing. Feel free to have a discussion with the driver who dropped the oil or whatever, but that is not something that our insurance covers.

It is often asked "What if an instructor bends a student's car?" My answer is "it's the same as if an instructor drives another instructor's car and something happens... The driver is responsible for any incident that he is behind the wheel for. If you're not comfortable about this, don't drive anyone else's car. You should never be driving beyond your limit of control, even in your own car, so just because you are driving the student's Fastorrinni (because you've always wanted to drive one)... you have to think: 'hmmmm, can I afford to fix/replace this?' If not, don't get yourself in a situation where this becomes an issue -- don't even turn the key on." This is still a Gentleman's Sport and I expect everybody I enjoy this with to act accordingly. Think about somebody getting out of your car after bending it and pitching the keys back and saying "Wow, sucks being you!"

Be watching for more of these insurance issues in the Roundel and at TechFest and other National gatherings....I'm tired of that 800 Gorilla sitting in the corner and freaking everybody out. I'm waking him up and telling him to move on...If this means we lose some students, sorry, but what we really lose is the potential for something much worse.

Pete Lyon, BMW CCA Risk Manager followed up with: First, you need to differentiate between third party and first party coverage. The BMWCCA GL policy does NOT, as Bill notes, provide first party physical damage coverage i.e. no collision/comprehensive coverage for claims brought by the vehicles owner for damage to that vehicle. It DOES provide liability coverage for property damage to a third party vehicle. i.e. a student sues BMWCCA and/or an instructor for damage to the student's vehicle that the student alleges was caused by the negligence of the instructor or BMWCCA. Now the insurance carrier is going to defend against the student's claim through the release and waiver and the doctrine of assumption of risk, but my point is that the instructor, BMWCCA, and "participant" is covered by the GL policy for such third party claims.

Second, the track (and its employees) are also covered (as additional insureds) for such third party property damage i.e. damage to a participant's vehicles and, of course, for any bodily injury claim that might be brought by a participant.

Finally, as Bill notes, the participant assumes ALL risks of damage to his/her vehicle while participating in a DE event. As I've said in other e-mails, I'm looking for a market to provide such first-party "on-track" physical damage coverage, but it is not a very desirable product for insurers to offer, and, such programs, when offered, have been short lived and often not properly backed by insurance.

BMW CCA Election Results may be viewed at:
[Http://www.bmwcca.org/node/7077H](http://www.bmwcca.org/node/7077H)

Thanks to everyone who ran for office, and everyone who voted!
And as always, best regards-
Wynne

Flashing lights in your rearview mirror? Palms are getting sweaty and your heart rate is up? Look, there is no need to panic. This is a simple traffic stop. Here is what to do for the safety and sanity of both you and the Police Officer.

Like I said, this is about your sanity too. Keep your head attached. Excessive crying, panicking and yelling aren't going to help. The Police Officer is doing his job. You are being stopped for a reason, which could be as simple as a taillight out. Relax. The last thing you want to do is be trapped in a lie with a ticket.

Pull over to the right shoulder. The Officer is behind you and traffic will ease up while you make your way to the right. I know it is tempting to immediately jerk the wheel pivoting the car 90 degrees, but mind your road manners and make your way over to the shoulder gradually. Pull your car over the white line as far as you possibly can leaving room for the Officer to approach your car.

Turn on your interior lights if it is dim or dark outside. This is the first meeting for both of you. He doesn't know if you have weapons or baby wipes on the back seat floor. Also at night, a spotlight will be aimed on your left mirror. This is merely more lighting so the Police Officer can see you and the vehicle interior clearly. Plus, the added light helps other drivers see them standing on the side of the road. And breathe; the officer may not approach immediately. Typically he is running your vehicle through the computer making sure everything is in order.

Put your hands on the wheel. Know where your license and registration are (without extensive searching through your purse or glove box). Produce them quickly upon request.

You will be asked why you think you are being stopped. This is where people start going downhill with the traffic stop. The key here people: do not lie. You are being stopped for a reason and typically you know what you were doing wrong and so does the police officer.

Be polite and courteous. Hey, he is doing a job too. No one is out to get you. A confrontational attitude will only make matters worse for you.

When reaching for your license and registration, let the officer know what you are doing and where you are putting your hands. When you reach into your purse/coat, let him know this is where your ID's are. Remember, everything the police officer does is for his safety. Have you seen those wild police video shows on TV? Point made.

When the officer returns to the cruiser, patiently wait in your car. I totally understand you may be in a hurry and late for the most important meeting of your life, but it will take more than a minute. Don't start beeping the horn, yelling back at him or exiting the vehicle. Sit and breathe! (Strands of the Jeopardy tune might softly play through your mind.)

Flashing lights in your rearview mirror?
Palms are getting sweaty and your heart rate is up?

When the officer returns, be polite and gracious. Don't snatch or grab at the ticket or make any sudden movements that are seen as aggressive. The ticket will be explained: what the charges are and how to handle it (usually by mail). If you have any questions, politely ask him at this time. Even if you are upset, don't become abusive to the officer. Did I mention he is doing his job? Take responsibility for your actions. If you start mouthing off, you'll become dinner table fodder for the officer's family.

So with all said and done, the police officer will guide you back into traffic if necessary. Use the shoulder to accelerate to speed as you merge back into the driving lane. Use your turn signal; it is just like merging onto the highway from an entrance ramp.

A traffic ticket -- whether it is for speeding, not wearing a seatbelt or talking on your cell phone -- is not the end of the world. A little bit of respect and maturity may get you farther than you might expect.

Writer's note: I used male pronouns for consistency and ease in reading. There are plenty of female officers on the road and they have not been forgotten. And they are just as tough as their male counterparts!

The Red Light Blues
John Roe as told to Julie Koenig



STREET SURVIVAL

"When I saw that big smile on my son's face, I knew he was having a good time!" That was just one of the comments from a volunteer parent at GVC's Street Survival last year!

If you have, or know of, a young driver, or someone who would like to benefit from some instruction in accident avoidance maneuvers, please check out the second Street Survival school that Genesee Valley Chapter BMW CCA is holding on Saturday, June 16, 2007, 8am to 4:30pm, at Monroe Community College.

This is a worthwhile program sponsored by the BMW CCA Foundation to teach drivers everything that they DON'T learn in most Drivers Ed programs. It is geared towards 16-21 year olds, but is open to all ages. You do not need to be a BMW club member to attend.

"When I saw that big smile on my son's face, I knew he was having a good time!"

This is a one-day school that includes classroom and in-car training, both led by experienced instructors. Exercises include a slalom course and accident avoidance maneuvers on wet pavement. The student drives his or her own car and is accompanied at all times by a qualified instructor in a safe venue. Students learn about the handling limits of their car and how to control it as they approach the limits of adhesion. This is a course that will teach students what to do if they get in to trouble as well as how to stay out of trouble.

Visit www.streetsurvival.org for additional information – such as photos from last year's school, testimonials, etc. Registration is now open on this site!

Mosport, Canada Ultimate Drivers School, July 16-17, 2007

This article will provide some background on the Mosport area and racetrack for those of you who have not visited it, but may be curious as to what to expect when attending this event.

As the Mosport track is in a rural area, for this event we base our operations out of Oshawa, the nearest town. Oshawa is a 3 ½ to 4 hour drive from Rochester and is about 40 miles east of Toronto. The track at Mosport is about 20 miles east of Oshawa.

Mosport, correctly pronounced mossport (as in the green fuzzy stuff), is located in scenic rural farm country set in the rolling hills just north of Lake Ontario shore. This track was built as a road racing track in 1961. Later it was host to sports cars, CAN AM, F1, Trans Am, stock cars and even Indy cars. It was graced by the cars of such world famous drivers as Fangio, Jim Clark, Mario Andretti, Gilles Villeneuve, Bruce McLaren, Bobby Unser, AJ Foyt and Richard Petty. Stirling Moss not only raced here, but also designed turns 5a and 5b -- otherwise known as Moss Corner. Mosport has been called one of the most challenging tracks in the world – a driver's track with huge elevation changes and fast sweeping corners. I call it fun – the best roller coaster ride you can find. All of our students here last year agreed. My wife calls this her favorite track – even more

so than our beloved Watkins Glen. The course is 2.46 miles long with 10 turns. Since this event is on a Monday and Tuesday, take an extra day or two to visit the beautiful city of Toronto and make it a mini-vacation.

In character I would compare this event to our typical WGI weekday school. It's a bit smaller and intimate than a typical weekend school at Watkins Glen. Concession stands are available for breakfast and lunch. However, this facility has no garages, so plan accordingly.

You will be instructed by our usual highly accomplished instructors, many of whom are Canadians and call this track home. Derek Hansen will be teaching the classroom sessions. We will provide a Monday night hors d'oeuvres and cocktail party for all school attendees, so you can meet the other participants. There are many nice restaurants and services within minutes of the hotel.

Please join us in July for what is becoming one of the favorite club functions of the season. Visit the GVC website <http://www.gvc-bm-wcca.org> for more details.



Holtz Meeting

pictures by Mel Dillon



Almost Ready to

RACE

Fresh from the paint shop, Chris Jacob's Star Headlight & Lantern Co. E36 M3 Lightweight gets the final touches of vinyl at TSXsport. Both Chris Jacobs and Vince Leo will campaign the car in CM class at BMW CCA Club Races this coming season.



Gary Moore put on some of the finishing touches. BMW CCA Club Racing mandates that certain series sponsors be on all cars. Plus, Club Racing number panels and class designations must be on all sides of cars. Then, local sponsors are placed on the car. Gary

says, "You think there's a lot of room on a car until you see everything that has to go on it. It usually takes a few days of just trying to decide where everything goes and then sizing everything to make it all fit."

GVC Board meeting, Lanni residence

1/17/2007

Vince Leo, Danielle Salley, Jim Dresser, Dave Lanni, Elaine Lanni, Mel Dillon, Bill Hicks, Seth Berlfein, Bill O'Neill, Roy Hopkins

gvc board meeting

Annual meeting: Flyer will go out within the week. Elaine has been making arrangements with Denise McCluggage. Will arrive Friday, leave Sunday. Need to arrange with her how to pick up at airport.

Invitations to vendors? Holtz, Towne, Eksten's, (all comp'd), Gault, Bavarian, Luxury Vehicle Locators, AXA.

Driving schools: See minutes for DEC meeting in December

Auto-X: Working on a schedule. Planning for three events at BIMP and three at MCC. Cost more at BIMP, but had a higher turnout. Weather was a factor for participation. Helmets are now stored at WGI. Buy more helmets to use for Auto-x? Buy 6 new helmets, 1 small, 2 each med and large, 1 XL. Roy suggested finding out from the insurance

people whether they have any restrictions on the type of helmet we can use. Dave volunteered to donate the helmets from Cable Systems (go Dave!). Expenses: EZ-up will come back from WGI for Auto-X. Will buy a table to replace the one Tim used. Sponsorship needs to be decided. Speak to Patty Giordano about Holtz. Towne is willing to up the ante, but in past their sponsorship didn't even cover T-shirts. Vince suggested asking them to sponsor the whole event. Stu's been talking to them.

Auto-X in Buffalo: In past, was done with PCA. Should they be approached about re-joining the series? Will try. Possible to offer a discount ticket for the DS to the auto-x participants. Jim suggested one \$50 discount per autox, and if they participate in all 6, they get the discount. Vince suggested opening it up, and offering discount to all who haven't done a DS of \$50 (must follow the application rules). Latter proposal was approved.

Zippo SVRA Vintage Race at WGI: BMW is featured, and we should do a corral. Mel has been contacted by 2002 groups about whether we are doing something.

O'fest '08: no further information has been forthcoming from CCA. Elaine will email Wynne to ask about what's going on.

Driving Schools: Bill went over the meeting minutes from the DEC meeting (mailed separately). Exec Board (Vince, Danielle, Dave, Bill) have formulated a policy for "comping" people working the DS. This policy will be put in writing and distributed to all. This is an important issue, as not having a written policy has implications regarding our "not for profit" tax status.



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2007 GVC BMW CCA Autocross Program

After more than seven years of running the program for the Genesee Valley Chapter, Tim Moriarty has stepped down as Autocross Chair. He and Bill Hicks have done a great job putting together and running fun events at Valeo, MCC, and BIMP year after year. They are due a heartfelt Thank You from everyone in the club and many others who have enjoyed these events over the years. I have agreed to take the baton and lead the program this year and I hope I can live up to the high standards Tim and Bill established.

By way of background, I have been involved in autocross since 2000 when I began participating in SCCA Solo as well as BMW club events. I joined the GVC later that year primarily to get into the Ultimate Driving Schools, which I started attending in 2001. In those days I drove an Audi A4 turbo quattro. That car being a bit heavy (and an automatic/tiptronic besides), I moved to a '91 Toyota MR2 turbo which upped the fun factor considerably. Unfortunately, I kind of wadded that car up at the Glen in 2002. By the next spring I was behind the wheel of a '91 E30 318is (affectionately named Beebee). This car has been nothing but a blast to own and drive and I've spent many hours stiffening and updating parts to get it lighter and faster (and safer). Of course, this is the same model BMW that Tim Moriarty owns, yet try as I might I could never get close to his times on the parking lot or at the track (and now that he's supercharged his, I don't expect to anytime soon).

My involvement with SCCA over the years has included designing courses and running events as well as chairing the Solo program for Finger Lakes Region in '04 and '05. One of the things I've learned from these experiences is that one person cannot do it alone. The autocross events our Genesee Valley Chapter runs are successful because we have a core group of people who attend and participate and help run the events. People like Mel Dillon, Roy Hopkins, Adrienne Hughes, and Stu Sacks. I'm sure there are others but these four come to mind as people I see at almost every event helping to do whatever needs to be done.

My philosophy about this sport (including UDS) is that the primary reason people do it is to have fun. Having fun means different things to different people. For many, there is a sense of accomplishment and satisfaction that comes from self-improvement in an activity where skill is involved. For those who have achieved a high level of skill there is enjoyment that comes from competing, espe-

cially winning. But it's also fun when you spend time with a group of friendly people with common interests on a regular basis. That's an aspect of this sport that I think makes it rewarding over the long term.

One of the other things I feel makes our events fun is the low-pressure atmosphere that exists. An event where powerful cars are pushing the limits of adhesion, going as fast as possible doesn't seem to logically lend itself to a laid-back approach. In a way we are fortunate that our program isn't more popular. The attendance numbers are low enough that everyone can have a lot of tries at driving the course and perfecting their technique. The rewards at the end of the event are the result of driving fast in a safe environment and coming away with a little more knowledge about the limits of traction under various conditions.

Our autocross schedule this year will be similar to recent years -- we'll have three events at MCC (G Lot) and three events at the go-kart track at Batavia International Motorsports Park (BIMP).

GVC 2007 Autocross Schedule

Saturday, May 19	BIMP
Sunday, June 3	MCC
Saturday June 30	BIMP
Sunday, July 22	MCC
Sunday, August 5	MCC
Saturday, September 22	BIMP

One new thing we're doing this year to help introduce more people to our Ultimate Driving School is giving a \$50 certificate to autocross participants that can be used towards their first school. This should make moving up the performance driving growth curve a little easier for some and increase the number of entrants in our novice group on track days.

I hope to see a lot of new faces this year and a lot of familiar ones back for more fun among the cones.

- See you at the races. Andy

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While you guys are up to your keester in snow up there (or at least you were when we wrote this) in Florida, Spring has sprung. While your first race is many weeks away, we snowbird race fans here in the sunshine state have tasted first blood via the Rolex 24 at Daytona. Not to belabor the point (which we are), but the weather at Daytona was the best of any spring event ever attended.

This year the Rolex 24 took a giant leap, both in track attendance and TV audience, becoming the most watched North American sportscar race since 2004.

Last year this iconic race took on a different complexion, becoming a boutique event and featuring the who's who of the racing world. This year the formula was expanded, and the race was far more exciting by virtue of paring the classes to Daytona Prototypes (still ugly but more sophisticated, faster and more reliable) and GT2's.

A thrilling three car DP duel for the lead developed with the three eventual winner's dukeing it out nose to tail with only two hours to go. The eventual first place winners were Juan Pablo Montoya and Scott Pruett in the 01 TELEMEX/Target Chip Ganassi Lexus Riley – second place finishers Ryan Dalziel and Patrick Carpentier in the No. 11 CITGO/Pontiac Riley – and third place winners Max Angelelli and Juan Magnussen.

The equally exiting GT battle was won by the foursome of Carlos de Quesada, Jean-Francois Dumoulin, Scooter Gabel and Marc Basseng in the No. 22 Alegria Motorsports/Fiorano Porsche GT3 by a margin of just seven seconds over the No.7 Banner Racing Pontiac GXP.R quartet of Paul Edwards, Kelly Collins, Andy Pilgrim and Johnny O'Connell.

It was sad to see the two BMW M3's trundle off the grid at the end of the GT2 pack and run at the end of the pack – sadder yet that BMW has abandoned their support of the GrandAm series, which has become the premier sports car venue in the United States. Perhaps when the new V8 M3 becomes available they will re-think their strategy. Remember Munich – racing not only improves the breed but it also sustains brand loyalty for your second largest market. We BMW fans deserve better.

We were very fortunate to view this year's exiting Rolex 24 from the pit of good friend and race trainer Shane Lewis who resides near our winter digs in Jupiter, Florida. Shane Lewis, Randy Ruhlman and Graham Rahal ran the DP No. 3 Southard Motorsports Lexus Riley. Unfortunately the Lexus motor broke which put them out of contention. Obviously this was very frustrating for Shane who is one of racing's young lions awaiting his first break into the top ranks. He hopes to get a ride for this year's Indy 500.

Our winter and spring racing venue is Moroso Motorsports Park near Jupiter Florida. South Florida is home to many racers from GrandAm to NASCAR to Formula One and, for many, Moroso is their home track. It comprises a 2 ¼ mile road course, drag strip and one of the better kart tracks in the country (where our kart now resides). Moroso has an ambitious plan to expand their facility to include club towers, theme restaurants, a boutique inn, exotic auto dealerships, collector museums, custom garages, member suites and a conference center (www.velocitaat-moroso.com).

The ranks of retired snowbirds who race and enjoy racing year round is growing rapidly. Come on down!

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GVC Financial Statement 2006

BALANCE SHEET	December	
	2006	2005
ASSETS		
Cash in bank accounts	\$99,977	\$100,037
TOTAL ASSETS	\$99,977	\$100,037

LIABILITIES & EQUITY		
Equity/Retained Earnings	\$99,977	\$100,037
TOTAL LIABILITIES & EQUITY	\$99,977	\$100,037

INCOME STATEMENT	December	
	2006	2005
REVENUE		
Memberships Dues	\$16,567	\$14,781
Rebates from National	1,700	-
Advertising revenue	4,349	5,798
Driving School fees	198,294	164,250
Autocross fees	4,830	6,205
Other event fees	8,551	2,630
Merchandies Sales	1,122	2,650
Interest	280	189
Misc./other	52	406
TOTAL REVENUE	\$235,745	\$196,909

EXPENSES		
Newsletter costs	\$8,755	\$6,313
Postage	1,008	120
Insurance	7,975	5,625
Driving school expenses	177,173	141,658
Autocross expenses	5,074	6,147
Meeting expenses	3,317	1,539
Other event expenses	19,229	8,455
Telephone expenses	826	840
Misc./other	12,449	9,383
TOTAL EXPENSES	\$235,806	\$180,080
NET INCOME (LOSS)	(\$61)	\$16,829

der BAYERISCHE brief

March 2007
Volume 50 • Issue 1

BMW



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