

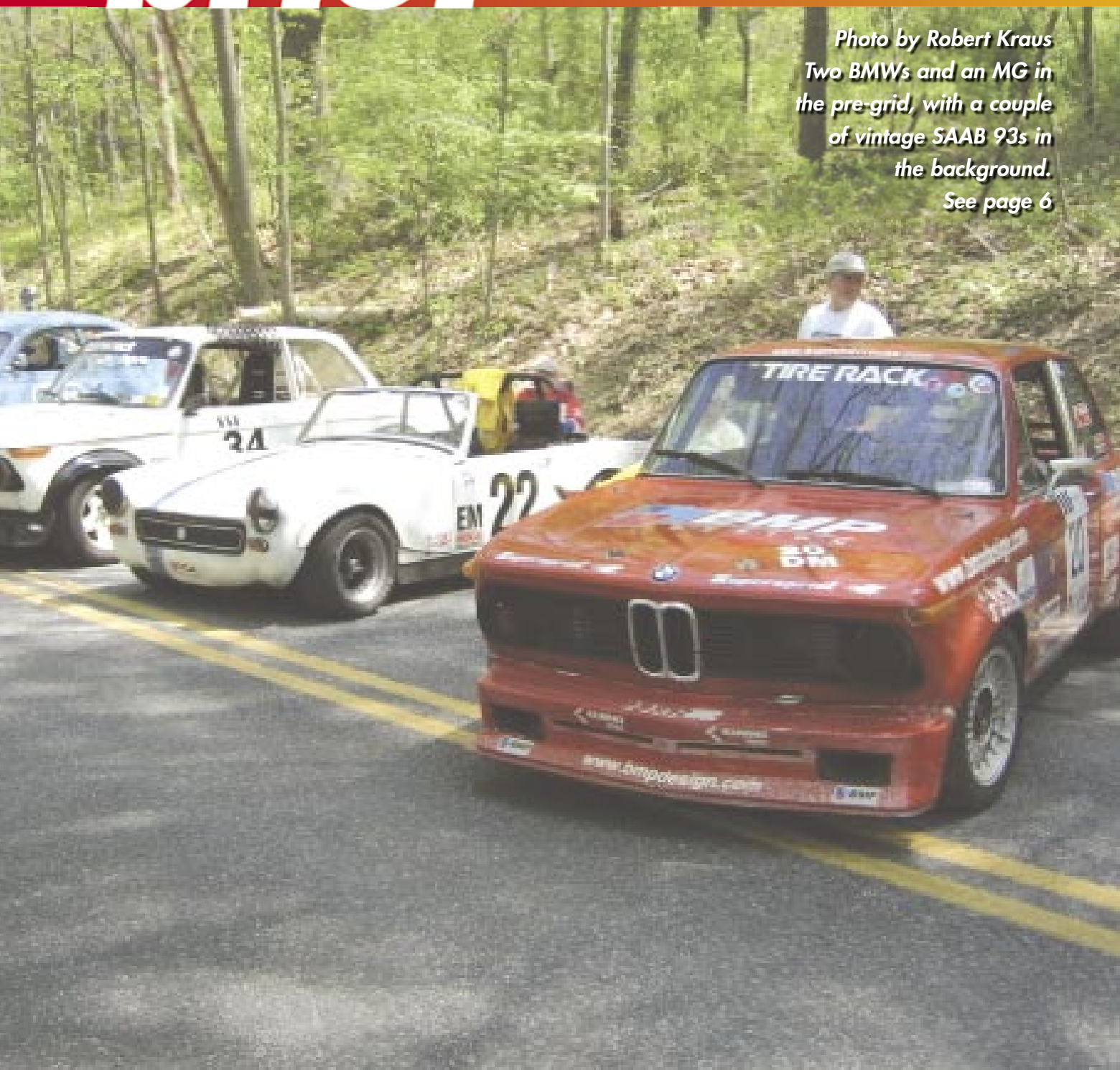
der BAYERISCHE brief

*Genesee Valley Chapter
BMW Car Club of America*

JUNE 2007

*Photo by Robert Kraus
Two BMWs and an MG in
the pre-grid, with a couple
of vintage SAAB 93s in
the background.*

See page 6





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

Club Hotline
585- 624-9890

Email
m3jim@gvc-bmwcca.org

Web Site
www.gvc-bmwcca.org

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Contents

- 4 **The Bimmer Boy** – Parking Problems.
- 5 **The Bimmer Girl** – Test drive, Back Seat Driving, Wonder Dog; what is she talking about?
- 5 **Calendar of Events** – Keep these dates open!
- 6 **Return to the Hill** – The 2007 Hershey Vintage Hillclimb
- 8 **Motor vehicle accidents** – Officer John Roe answers some common questions.
- 9 **Volunteer Spotlight** – A new column focusing on an individual Club volunteers
- 10 **BMW CCA Chapter Congress Report** – Tri-annual BMW Chapter Officer's meeting
- 11 **Become a BMW Club Racing Steward** – Hey, you never know what might happen...
- 14 **The new BMW M3** – Man, do I want one of these!
- 16 **Autocross** – The season begins...
- 20 **Perspektive** – BMW's middle name.

Contacts

PRESIDENT

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

VICE-PRESIDENT

Dave Lanni
315-597-0064
dealanni@rochester.rr.com

SECRETARY

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

TREASURER

Danielle Salley
dsalley@stny.rr.com

REGISTRAR

Jim Dresser
585-624-9890
m3jim@gvc-bmwcca.org

EDITOR/ART DIRTR.

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

CO-EDITOR

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

EVENTS CHAIR

Amanda Kellogg
akellog2@rochester.rr.com

AUTOCROSS CHAIR

Andy Blake
ablake01@rochester.rr.com

DRIVER'S SCHOOL

Bill O'Neil – Chairman
585-275-4023
William_O'Neill@urmc.
rochester.edu

Patty Perkins – Chief Instr
& Instr Training
Trakmarm@aol.com

Jim Dresser – Registrar
585-624-9890
m3jim@gvc-bmwcca.org

CLUB RACING

Gary Matteso – Chairman
gmatteso@rochester.rr.com

Jason Byrne – Registrar
jasonbyrne@adelphia.net

Marketing & Ad Reps

Chuck DeRoller
fullbattenmain@hotmail.com

TOOLS & TECH ??

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

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

MEMBERS AT LRG.

Karl Hughes – Syracuse
315-687-5799
asrt@aol.com

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

Adrienne Hughes
– Rochester
585-352-5938

Credits

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

I've spent the beginning of my summer visiting BMW friends and family – driving my girlfriend's brother's E36 M3 while he's away, hearing tails of Vintage at the Vineyard from Uncle Bob on the road in his '02, and catching up with Uncle Tom on his window regulator and sunroof woes in his 323i. As I relayed my latest car stories to them, my aunt said, "It sounds like you have a parking problem," as each of my adventures involved the car's worst battleground: the parking lot.

The first actually isn't my adventure, though I helped contribute. Uncle Bob called me at school to ask about getting some supplies for a project, and I directed him to Lewisburg's new super Wal-Mart, with an added good luck of finding what he needed in the never-ending store. I also suggested that he park at the farthest end of the parking lot, since I had witnessed some very interesting maneuvers there, several involving the robotic shopping cart collection trains closer to the store. He agreed, and went along his way.

A little while later, he called back to let me know I had almost gotten his car towed.

I tried to think if I had mistakenly directed him to some spot where he wasn't allowed to park, but I knew that couldn't be. Rather, he explained, he came out of the store, supplies in hand, to find a flatbed tow truck positioned in front of his M3, with the operator standing by to load the car up. As he approached, the truck driver asked,

"BMW X3, right?" "Well, close," said Bob, with a chuckle. Apparently he was looking for a dead X3 to tow, but possibly didn't read the back closely enough. Perhaps there is no safe place to park your car!

My parking problem involved my GTI and campus student parking. I always make sure to park away from traffic as best I can. I aim for end spots so there's only one person on the other side, or remote parking lots so that people aren't driving in and out all the time. Call me a weenie, but from what I've seen, parking should be a mandatory freshman course along with the university's appropriate alcohol consumption course. That one is real.)

On my way to the library, I drove past my car with my girlfriend. The GTI had been sitting for a few days, as I don't need to drive it that often, but I do like to periodically check it. On this drive-by, however, I clearly saw the open spot on the hatch below the rear glass where my VW emblem once was. I was pretty angry, not at the missing emblem, but more at the scratches added to the hatch by the screwdriver used to pry it loose. Luckily nothing else was taken, damaged, or vandalized, so it could have been much worse. Like for instance, if someone had backed into the car really hard, and then fled the scene.

This third parking incident placed me as a witness to this hit-and-run act. One car, while making a very poor attempt at a three-point turn (freshman driving course!) slammed into another. Usually when making a K-turn, speeds aren't high enough for a slam, but this case was an exception. The impact force was enough to bend the victimized car's fender in so far that it blocked the wheel from rotating. The offending vehicle took off, and I was left to watch, speechless.

I suppose there is no perfectly safe place to park your car, as there's always risk in life. However that doesn't mean I won't keep parking away from traffic of bad drivers and sticky fingers. But the illiterate tow truck drivers? I haven't decided how to defend against them yet.

the bimmer boy by russell labarca



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Test drive

So there we are in the driveway with a brand new 2007 Silver Toyota Tundra. It's the big overnight test drive. You know, the one where the decision is finally reached. Now, John being the savvy buyer that he is, decides to see if the monster fits in our small city driveway, not to mention the bigger question: will the ATV fit in the bed? Now the truck isn't in the driveway 10 minutes, the ramps are set and he is backing the rather large ATV (yes, the same one I used as a snowplow in the last episode) up onto the bed. I'm not sure what exactly happened. The beastly ATV rolled back with a little gas...crack...all I could do was slap my hands over my mouth with my eyes just peaking out above. John looks at me, "was that the back window?" I nod, eyes wide, barely uttering an "uh huh." The safety glass on the cab window shattered in a million little pieces all still clinging together for dear life. Well, could be worse, John says, "at least I know I need to leave the tailgate down." And to beat all, as John drives off the bed the ramps give way with a lot of crashing metal, John and the Beast hit the ground. Recovered, we pile in to test the Nav system, have a romantic walk and cup of decaf java. Each time a door opens and closes, glass falls like little raindrops onto the back seat. Safely back in the driveway, there is now an oval shaped hole of missing glass in the cab window. "It's going to rain tonight," I announce to John. Out he goes, with clear packing tape in hand, sealing up the window hurricane worthy. And, as all fairy tales go, it was a happy ending. John is now the proud owner of the same truck, window replaced. And the ATV? It's for sale.

Back Seat Driving

I attended my first driving school in May as a pink wrist banded guest. Since my temporary hot wheels, a Grand Caravan, was not Glen material, I happily observed, photographed and cared for my furry dependant, Pokey while John and his M3 did track time. It's all the little things that make these events so much fun for observers. Talking with old friends and new, making off with the only small t-shirt left on Sunday (with Instructor down the sleeve!), figuring out how to get the car in the picture frame as it sped by, and on this weekend, staying warm with four layers of clothing and ear muffs! There was a small amount of "agricultural exploration" by the M3 and figuring out how to sleep in a double bed when we have a king at home. But the essence of this weekend was summed up by one of the instructors as we hung out over the track on the walkway: it's not about what car you drive. A car cannot make up for a poor driver, this wise instructor told me. The best student wants to learn everyday of his life. Become a better driver starts in the heart and soul. It's simply loving what you are doing in each moment.

the
bimmer
girl
by julie
koenig

CALENDAR OF EVENTS

AUGUST

5th, Sunday. Autocross at MCC
18th, Saturday. Family Picnic and go-karts!
29th & 30th, Wednesday & 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!

Wonder Dog

As a child I tuned into my favorite cartoon every Saturday morning at 8:30am, channel 7 (Buffalo): Superfriends. I had a lunchbox (remember when they were metal), poster of Linda Carter as Wonder Woman and dressed as Wonder Woman for Halloween



three years in row. I've been teased over the years, but I always figure it was better than blue smurfs or Strawberry Shortcake. I was saving the world in my invisible airplane and magic lasso. Even though the lunchbox was sold by my mom in a yard sale and the poster is long gone, I am still in my heart a wonder woman. Teased every now and then, it has become a household joke. I now have several t-shirts, keychain and a pez dispenser. Never too old to grow up. So my nickname for my furry little dependant, Pokey, is wonder dog. Wonder Woman herself never had pet sidekick, but I believe pokey thinks he has super powers at times. On a trip home from NYC last year in the M3, we were speeding along, john and I with pokey in the backseat. John all excited not only for the speed, but that Pokey was now the fastest dog ever! Pokey now proudly bares a dog tag with a large Superman S on it. Wonder Dog indeed.



Photo by a helpful spectator
From left: Robert Kraus, Tim Tordy,
Rex Franklin, Karl Hughes, Connor Hughes

The 2007 Hershey Vintage Hillclimb

By Karl Hughes

For anyone who likes vintage cars, and racing, an event that combines the two can be great fun. Add to that the chance to spend the weekend with a large group of fellow vintage car buffs and all-round fun people, and you've got a real winner. There is a jewel of an event, held each spring in Pennsylvania, which is a delightful combination of car show, driving exhibition, celebration of motorsports history, and just plain fun. The Hershey Vintage Hillclimb is run each spring by the Susquehanna Valley Vintage Sports Car Club, in Hershey, Pennsylvania. Once the site of an active hillclimb in the '60s and early '70s, it was dormant for many years, until the SVVSCC revived it as a vintage event.

Over the past couple years I have mentioned Hershey to a number of people I know that own eligible vintage cars, but so far none had managed to get there. This year, one of them, friend and fellow autocrosser Rex Franklin, was sufficiently serious to confirm with the SVVSCC that his car, a somewhat-modified '62 MG Midget, was eligible. As it turned out, MG was the featured marque for the 2007 hillclimb, yet another good reason to go.

My goal for this spring was to return to Hershey with my '73 2002, with which I ran the hill in 2004 and 2005. The plan was to have the car repainted and shiny in time to tighten a few nuts and bolts, change the oil, and head off for the hill. Unfortunately, this was not to be. As is often the case, once we got into the "simple repaint," the job expanded a little. It might have been possible to rush it and get the car ready in time, but rushing a repaint is not usually a good plan.

Instead, it was time for Plan B, which involved borrowing Roy Hopkins' club race-prepared 2002. Roy was agreeable, since he and Adrienne would be starting the One Lap the same weekend as Hershey, and weren't likely to need the car at that point. One hitch was that the M20



Photo below by Robert Kraus
Standing (left to right): John Hobbs,
Darley Hobbs, Bob Purgason, Earl Roberts,
Barry Loar, Don Hendrickson, Bob Colton,
Mark Hutchison, Jonathan Strine,
Bob Waugh, Lonny Shirk, Matt Groff,
Vince Zito

Sitting (left to right): Wes Finkbeiner,
Jack Miller, Judy Colton, unidentified,
Lou Ann Shirk, unidentified

"baby six" currently inhabiting the engine bay belonged to fellow club racer Robert Kraus. I got on the phone and called Bob to run my plan by him and see if he had any objections. Far from having objections, he was willing to make a return to Hershey (he had participated in 2002.). What better way to borrow an engine than co-drive with the owner?

Bob in turn twisted his friend Tim Tordy's arm. Tim had also run Hershey in 2002, and was up for bringing his '72 2002 back to the hill. A plan was coming together.

Now, at this point I should offer a cautionary note for the would-be racer: Borrowing a race car is not for the faint of heart. Roy agreed to drag the car out and make sure it was running properly, in spite of his being busy prepping another car for the One Lap. He cautioned me that there were a few things that would need attending to, such as installing a battery, replacing the front brake pads and rotors, changing the oil, making sure the alternator was in fact charging, and such. There was also the question of which wheels and tires to use.

Bob, meanwhile, was setting my mind at ease by gently pointing out that his very tricky M20 would cost a fair bit of change to replace if I missed a shift. Any sensible person



Photo by Karl Hughes
BMW and MG loaded on the trailer Friday morning, Rex and Connor standing by.

would probably have backed out at that point. I, on the other hand, started making plans for when I was going to pick up the car. It was in Rochester, I was in Syracuse. The event was scheduled for May 4, 5 and 6, and the weekend of April 28 and 29 was fast approaching.

At this point another evil plan sprang to mind, and I called about also using the 2-car trailer so Rex and I could tow the 2002 and the MG together. Another minor detail – the trailer was stored not at Roy's but at Jason Byrne's house in western NY. Oh, and nothing I own could tow a trailer that large, so there was the small matter of a large tow vehicle.

I called Rex, and mentioned that if he could procure a truck, I could possibly borrow a trailer. Rex, naturally, had a truck in a matter of minutes. Back to Jason, who, in spite of plenty of other obligations, was able to drop the trailer off for us. Things were starting to fall into place.

I made the trip to Rochester with my son Connor to pick up the car on Saturday the 28th, which allowed a couple of days for the attending to the mechanical issues. Change the oil, adjust the wheel bearings, install new brake rotors and pads. Replace the left taillight (lingering racing damage from the past), install the battery.

The battery. Well, the trick combination rear strut brace and battery tie-down is designed for a smallish battery. Smaller than, say, the battery from an '87 325 that I was intending to use because Roy was not sure the battery he had sitting in the trunk, but not in the battery tray, would hold a charge. So, it was Roy's battery or nuthin', it being Thursday the 3rd and the eve of our departure for the hill. Because of the fuel cell and the location of the brace, getting the battery in was a trick. I taped the positive terminal to prevent short circuits and exciting sparks, and tilted the end of the battery with the positive terminal into place, but the other end wouldn't quite clear. After a little head-scratching, I shaved off 1/8" from the top of the negative terminal. That was enough, and the battery slid into place. Sure was hoping I didn't have to change that in a hurry...

Friday morning we loaded up the trailer and got ready

to depart for points south. With both the 2002 and the Midget on the trailer, we still had room for, say, a Miata. Might have been nice to have along to use as a pit cart or something, but we decided against it. Off we went, with Connor (age 6 – about the age I was when I attended my first hillclimb with my father) sitting in the middle between us, excited about his first trip to Hershey. We traveled perhaps a mile when I thought to ask if Rex had loaded the spare trailer tire in the truck. "No, why didn't you remind me?" was the reply. Oops. It was obvious that the only way to be sure we'd need the spare was to leave it behind, so we decided to drive all the way back to Rex's place and get it.

No sooner had we negotiated a nice tight turn with the 35-foot trailer than we noticed the MG had shifted sideways on the trailer. Cars shifting sideways on a trailer is never good, especially if the car doing the shifting is small enough to lose in the average Syracuse

pothole. We stopped, and established that a tie-down strap had somehow gotten off the bus. Now, it must be said that neither Rex or Karl is exactly a novice when it comes to towing, so it was decidedly odd that we could have let this happen. On the other hand, we were driving 40 minutes out of our way to pick up the spare. Hmm. We managed to turn the rig around, backtracked a mile or so and found the errant strap basking peacefully in the middle of the road, enjoying the all-too-rare-in-Syracuse May sunlight. Rex reattached the miscreant strap, and we were yet again on our way.

Meanwhile, Bob Kraus and Tim Tordy were towing Tim's 2002 from Buffalo, and the original plan would have put them about two hours behind us. Due to our Chaplin-esque departure, we met on Rt. 81 just south of Syracuse, and convoyed the rest of the way to Hershey. Couldn't have timed that rendezvous better if we meant to. The rest of the tow to Hershey was delightfully uneventful (just what you want when you're towing something roughly the size of an ocean liner.)

Registration and tech went smoothly (again, just what one hopes for.) After the obligatory walk up the hill to check out the course, we headed off to the hotel. Rex, Tim and Bob, being the smart ones, turned in for the night, but Connor and I headed out to a local restaurant with some friends (two of them Connor's age) from nearby Lititz, PA, for a great dinner and conversation.

Morning came all too rapidly, oddly enough. We caught a quick breakfast, and then headed off for the hill to prepare cars, drag out driver's suits, and get to the drivers' meeting on time. After the usual instructions, schedule info, and admonitions about behaving on a road bordered by trees and hillside on one side, and trees and air on the other, the meeting was over and it was time for some familiarization runs up the hill. Roy had cautioned us to be gentle with the transmission, a rare close-ratio unit with the "dog-leg" gear pattern (1st gear is engaged by pulling the lever to the left and back.) He had also pointed out that the engine had enough power to strip the gear teeth off the differential,

Cont'd on pg. 12

Motor Vehicle Accidents

Officer John Roe answers some common questions

By Officer John Roe

Motor vehicle accidents, collisions or crashes can happen to anyone, any time, anywhere. Since you never know when or where this may take place, you should be prepared for just such an occurrence. Hopefully you may never need this information, but the statistics are against you. Here are some common questions and answers you may have, for the time that it may happen to you.

I recently read these interesting statistics about accidents.

- 80% of motor vehicle accidents occur within 20 minutes from home.
- Nearly ¾ occur between the hours of 10am – 8pm
- More than ½ occur at less than 45 mph
- Only a little more than a 1/3 occur at an intersection.

There are 3 basic types of accidents that deal with types of damage to something or someone:

1. **Property Damage.** This refers to damage to vehicles, or other property struck by a vehicle. It also includes vehicle-to-vehicle contact, or vehicle to another object -- such as a mail box or light pole.
2. **Personal Injury.** This results in some form of injury to a person(s). This can range from minor injuries as simple as a complaint of pain to a serious physical injury (SPI) which could be life threatening.
3. **Fatal.** This results in death to any person(s).

A "Hit and Run" (H&R) could fall into any of these categories, such as a vehicle/animal collision. If you strike a horse, dog, cat, or cattle, you are required to stop and try to locate the owner of such animal, and take any reasonable action for necessary care of that animal, if injured. If a parked vehicle or other property is damaged, you must locate the owner. If you cannot locate the owner of the animal, parked car, or other property, you need to report the collision to a police officer.

When is a report required?

There are several types of accident reports. These include:

- Police Accident report (MV-104A)
- Civilian Accident reports (MV-104)
- Police Accident report involving commercial motor vehicle and buses (MV-104S), which supplements the Police Accident report (MV-104A)
- Police Accident report involving death to a person (MV-104D), which supplements the Police Accident report (MV-104A)

All the Police Accident reports are obviously done by the police agency handling the case, but all drivers must also report, using the Civilian Accident report (MV-104) to the Department of Motor Vehicles (DMV) within 10 days, any accident involving:

- property damage in excess of \$1000
- personal injury
- death to any person

These are the same requirements that the police use to investigate an accident, collision or crash. If there is any public property damage as a result of this collision, such as a light pole, guide rail, or sign, a police report is mandatory, and usually also qualifies under the "property damage in excess of \$1000 section. If you fail to report an accident when required, the DMV can suspend your drivers license.

What must I do at the accident scene?

First, check to ensure that you and any passengers are not injured, or need immediate medical attention. Then if safe to do so, check on the person(s) in the other vehicle(s) to see if they need any medical attention. If anyone is injured, immediately call 911 or the local emergency number to have an ambulance or medic sent and attempt to render assistance. Do not attempt to move someone who cannot move on their own unless there is a greater danger to them by means of being struck by another vehicle, fire, explosion, etc. You could potentially cause that person more injury or paralysis. Attend to any life-threatening injuries first, then keep the person calm and warm as shock may begin to set in. 911 will usually dispatch the Police and Fire Departments also, as a Standard Operating Procedure (SOP).

Second, if no one appears deceased or injured, and if possible to do with complete safety for you and anyone else involved, move to the shoulder of the roadway, or a parking area, or nearby driveway. This will allow you to exchange information with the other driver(s), and better assess any property damage without interfering with traffic. If required, contact the police or 911 for police response to complete a Police Accident Report (MV-104A). If someone has been seriously injured (life threatening injuries) or died, do not move anything!

If you are in an accident, collision, or crash, you must stop and exchange information with the other involved driver(s). It doesn't matter who may be at fault. The "exchange" is mutual, meaning you should have all the other involved party's information before you leave the scene, unless someone is taken to the hospital for their injuries. If someone is injured, then a police report is required and they can assist you in the exchange process. If the accident caused property damage only, then exchange information about your driver license, insurance, and registration with the involved drivers. No police report is required unless the accident it involved public property damage or damage in excess of \$1000.

This exchange information should include:

- Last Name, First Name, MI and Date of Birth
- Address
- Drivers License # (NYS ID# is 9 digits)
- Vehicle Plate #
- Registered Owner (sometimes referred to as "Registrant")
- Year, Make, and Model of vehicle
- Vehicle Insurance Company (not the agent)
- Insurance Policy #
- Insurance Company Code (a 3 digit code usually in bold typeface near the top of the Insurance card)

After the accident, and the exchange of all information has been done, you may leave if no police report is required. If a police report is required, the officer may issue any traffic tickets as they deem necessary. They should direct you on how to obtain a copy of the report. The police may also assist you in the exchange information, and give you a police report number, and their name and how to contact them, should you have questions later. If your vehicle was

Cont'd on next pg.

Cont'd from pg. 8

towed, they should know where it was towed and by what towing company. Usually tow trucks called to the scene distribute their business cards to the driver of the towed vehicle. Attempt to obtain a ride before the vehicle is towed away. Many times the tow truck driver will give you a ride back to their place of business. The police officer may also give you a ride to a safe location to use a telephone or stay safe from the elements, etc. until transportation arrives for you.

Contact your insurance company or agent to advise them of your situation. They should assist you in getting things back to normal. For more information, contact your insurance agent, or check online at www.nysdmv.com and www.troopers.state.ny.us



VOLUNTEER SPOTLIGHT

This is the first Volunteer Spotlight article for der Bayerische Brief.

Why a volunteer spotlight? Because our club is what it is, and does what it does due to the many volunteer members who just keep on giving. And, yeah, I figured it would be easy to write since I'll never run out of material or volunteers in this group to write about!

My husband David suggested that Amanda Kellogg be our first volunteer to be recognized. I seconded that emotion.

Amanda has been associated with the club for about 25 years I figure. To clarify, she was about five years old when she first started attending meetings and functions with her mom, Patty Perkins. She graduated from MCC, then from RIT with a degree in Marketing, while working full time at Dorschel Automotive in the Financial Department. Later she graduated from a Saab 900 to a BMW 318ti.

As an assistant to Nancy Becker, Amanda helped to organize numerous club entertainment functions. More recently you've seen her at Ultimate Driver's Schools pitching in where needed, whether it's hosting the novice student meeting, signing in instructors & students, running pit out, or running for lunch.

An accomplished equestrian for many years, she is currently taking a break from the single horsepower equipment and enthusiastically participating in our autocross series. Her day job (and then some) is as an Associate with Nothnagle Realtors.

Thanks Amanda for your dedication to Genesee Valley Chapter BMW CCA!

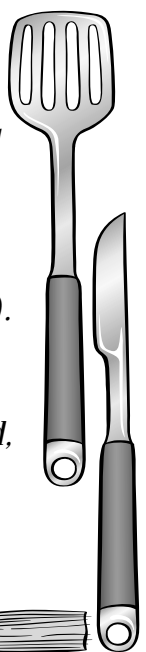
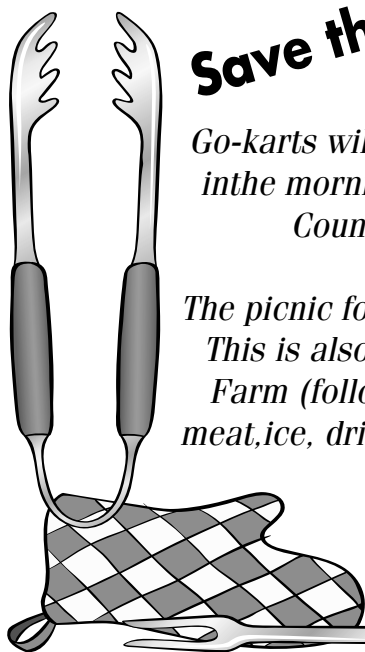
Save the date! Saturday, August 18th Family Picnic and go-karts!

Go-karts will be at County Line Raceway as in previous years from 9-11 in the morning. It is on Rt. 31, just east of the Perinton border (on the County Line). Two hours of all you can drive - no charge!!

The picnic follows immediately at Egypt Park (also as in previous years). This is also on Rt. 31, but the entrance to the park is next to Lollypop Farm (follow the sign). Bring a dish to share and we will provide the meat, ice, drinks, condiments and picnic supplies. There is a playground, tennis court, ball field and horse shoe pit.

See you there!!

- Gail Davis



Tri-annual BMW Chapter Officer's Meeting

Elaine and David Lanni attended a weekend BMW CCA Chapter Congress in Valley Forge, PA, April 20 – April 22. It was a very good time; it provided us with an opportunity to meet lots of other members, and get some good advice on recruiting volunteers and increasing membership.

On Saturday we had three speakers each covering a different aspect. The first speaker, Sue Waechter, covered some points on recruiting and training volunteers as well as managing and evaluating their performance. Sue stressed the value of training and thanking volunteers. The most meaningful gratitude does not need cost a lot; it's more important to make it personal. Some ideas that came from the audience included awarding plaques at the annual meeting to the Volunteer(s) of the year. Another idea was to include a thank you to a different person or number of people in every newsletter. One chapter said that they track "points" during the year to determine who is awarded at their annual meeting. For example, you get one "point" for attending an event, two "points" for writing a newsletter, etc.

The second speaker, Tom McKee, was the most dynamic. He talked about making sure that we put the right person in the right position to succeed. We must be sure we are "hiring" people with the passion to do the job, not just filling positions with warm bodies. The next speaker, Ron McDaniel, was so blown away by the first two that he threw away his PowerPoint presentation only to wing it. He actually recovered quite well and spoke to us on buzz marketing as a tool to generate interest. Some ways to create a "buzz" he explained are to create a blog and be sure to provide a link to the club's website, as well as ensuring we have reciprocal links from our website to other similar websites – National, other chapters, other marques' car clubs, bimmer forums, garages, car parts sites, etc.

After lunch, we broke out into separate groups with Dave attending the Presidents' group and Elaine attending the Membership presentation.

- The Presidents' group heard from Bill Wade regarding event insurance and the importance of the waivers. (We have these items covered pretty well already.)
- Sue Waechter also addressed the Presidents' group discussing customer service issues or "member service standards."
- Larry Koch, from BMWNA, spoke (at different times to both groups) and provided us with some interesting stats on BMW ownership trends within the club. These stats suggest that there is a large untapped source of individuals who own the cars but are not club members. For example, Roadster owners. Typically they like "drives," as opposed to drivers schools and autocrosses. Larry also reviewed the procedure for club members on requesting sponsorship from NA.
- Bill Howard addressed both groups about the progress of the club website redesign. There are a lot of exciting things in the pipe concerning this. They want to do some things like Bimmer Forums and real time discussions, tech advice etc. This will work towards making it better for us, and also help attract a younger crowd as a recruitment tool. He spoke of a possible "YouTube" type of feature down the road. I think he will do a good job with this. Additionally, there may be a geographical sort feature for the classifieds and the many forms that chapters use will be able to be completed electronically. He mentioned that if any chapter can provide photos of their weekend events to National by Sunday night,

for example, that they'll do their best to put them up on the National sight on Monday – thus keeping it current and ever changing!

- Darlene Doran, of the Rocky Mtn Chapter, showed the Membership group some of the hard copy items that they use for thanking/welcoming and retaining members whose membership is about to expire. They send catchy postcards as renewal reminders, and send thank you letters with "dollars-off" coupons for new members to use at any event that has an associated cost. Various attendees shared their ideas and samples of "business cards" advertising their club that they put onto windshields of BMWs.
- John Sullivan, North Atlantic RVP, spoke briefly to the Membership group, asking us about our relationships with dealers. He mentioned that we need to avoid always having our hand out to them. He also said that his chapter (Boston), when at a dealer-hosted tech session, asks if their members can get 25% off parts for just that day. The dealers have been happy to do this -- as they jump at a chance to make a few thousand dollars in a few short hours. Their members have even been allowed to pre-order parts for the 25% discount. He also reminded us to stress to new and potential members what (if any) discount is provided by the local BMW dealer. (Money talks!)
- Brenda Sarkis, O'fest Chair, addressed both groups (separately). To the Membership group she noted that if a chapter is interested in hosting an O'fest, they should contact her. She also mentioned how National does most of the organizing (accommodations, meals and registration) and looks to the local chapter for their expertise in the actual running of events. She mentioned that both Techfest and O'fest have recently been way down in attendance and they are looking at changing things to change this. One possibility is to combine the two events. She said the O'fest committee now chooses alternating sites by region -- of which there are five -- and within each region they have identified tier one tracks. The O'fest moves from region to region and the site is chosen by proximity to these tier one tracks. Tier one tracks she mentioned are VIR, WGI, Sebring, Barber Motorsports Park (Alabama), Road Atlanta and others. Their ideal O'fest site is a location that both has a tier one track – and is a "vacation destination." (Read: Watkins Glen!) . P.S. Brenda has since left this position; her successor is yet unnamed.

This year's O'fest is being hosted by Lone Star, "Dallas." The site for 2008 has yet to be chosen. David and Elaine, and Vince Leo have let Wynne know that Genesee Valley Chapter is interested in hosting an O'fest in the near future – possibly 2008, with our base being either Ithaca or Corning, with numerous driving events at Watkins Glen.

National hosted a lovely dinner at Legal Seafood that evening. It was a short group walk across the parking lot from the hotel. We sat with Mike Dion and the N.J. Pres. & VP as well as the Buckeye treasurer. Dave enjoyed lots of raw oysters on the half shell and was seen giving "point-bys" to the bustling waiters as he helped himself to the uneaten delicacies from neighboring tables (at their request)!

Sunday morning was a brief wrapup by Wynne. She'll make copies available to us of all the presentations. Bill Wade spoke briefly on Street Survival -- nothing much new here, except that it's becoming very successful and popular as chapters are hosting repeat events. He again stressed getting together with other car clubs / SCCA to enlist help and participants.

Become a BMW Club Racing Steward!

BY David McIntyre,
Chairman, BMW CCA Club Racing

Are you a BMW CCA member who is really interested in Club Racing, but don't have the time, money or energy to build or buy a race car? Or maybe you love hanging around in the paddock and hot pits but just don't feel the need to race? If so, we may have just the opportunity for you!

BMW Club Racing is looking for a few new volunteers to serve as regional competition, technical and timing & scoring stewards.

Competition Stewards manage BMW Club Racing events. They are in charge of all aspects of the race, and work with the other stewards and event organizers to ensure a fun and safe racing experience for all. "Friendly but serious" is probably the best way to describe a successful comp steward. They must be enjoy interacting with the racers, but also be able to levee any punishments required. The ability to understand the racing rules and make quick and accurate decisions is important.

Tech Stewards ensure that the race cars at BMW Club Racing events meet our safety and classification requirements. They perform "event tech" inspections for all attending cars, and may perform more in-depth "annual" inspections if required. The ability to understand our rules and apply them to race cars is important. Tech stewards also determine which cars or classes to "impound" after a race or qualifying session, and help weigh or otherwise determine that the impounded cars meet the requirements for their declared classes.

Timing & Scoring Stewards perform the most important task at the event (or at least that's what the racers often think) -- they provide the results! T & S Stewards use our sophisticated computer software and hardware timing system to ensure accurate results for all timed sessions. The ability to use PC-based software effectively and be able to rapidly respond to changing track conditions is important.

BMW Club Racing provides training and mentoring to new stewards in all three disciplines. Typically after initial training we assign new stewards as a "second" steward to several events so that they can work alongside an experienced steward. Once their mentors feel the new steward is capable, they become the chief steward for an event with an experienced steward serving as a backup/mentor.

BMW Club Racing stewards typically work at 3-5 events per year, although some do quite a few more and some do less. Although stewards most often work at events within their region, we encourage stewards to work at events in other regions. BMW Club Racing pays for stewards' travel expenses, and the hosting chapter pays for the stewards' local expenses (lodging, food, rental car if necessary).

If this sounds like fun we encourage you to visit the BMW Club Racing website at: <http://www.bmwccaclubracing.com> and explore all the information available. The latest version of the 2007 rulebook can be found at: http://www.bmwccaclubracing.com/static/ForTheRacer/rules_2007_v12-2f_070122.pdf

Once you've determined that you might like to become involved, contact the National Chief Steward for your chosen discipline:

Competition	Vince Leo
Technical	Jack Money
Timing & Scoring	Larry Fletcher

All their contact information is available on the website at: <http://www.bmwccaclubracing.com/Information/ContactUs.aspx> on the "National Stewards" page.

I hope a few of you BMW racing enthusiasts will take the next step and consider joining our exciting program. Our regional stewards are the backbone of the program, and they have a lot of fun helping others race in a safe environment.



so high-RPM clutch-dropping wouldn't be a good plan.

Bob had his driver's suit on first, so he was the first to take a couple of familiarization runs. The car ran well while still fairly cold, but when I got in the car it had gotten a lot warmer, and was starting to load up at low rpm. It acted like it was running too rich, and only pulled properly above about 4000. Of course, running above 4000 isn't what the course workers want to see during familiarization runs, but I managed to stay out of trouble (unlike Rex, who was chastised by the officials due to his hanging the tail out in one of the hairpins "to see what kind of grip was available.")

In all fairness, while it is reasonable to ask the drivers to make familiarization runs at relatively low speeds, there is little value in making runs too slowly. If you are trying to get an idea of the amount of available traction, or how the car is working given the condition of the road, you've got to at least drive, shall we say, briskly. However, since this event is not a competition, per se, I took it a little easier than I might have at a different hillclimb. Rex was taking it easy too, relatively speaking, but that wouldn't become clear to the course workers until later.

After "fam" runs, Bob and I compared notes. We agreed tire pressures seemed to be OK, but that the fuel injection was definitely not set correctly. Bob and I each took a couple of timed runs in the morning, but by lunchtime the car was very difficult to keep cleared out and running well.

During the break for lunch, we wandered up from our paddock area to visit with the group from the Nittany Bimmers chapter who were doing their annual get-together at the hillclimb. It's a real pleasure to meet fellow club members at an event far from home, and feel so welcome. In addition to the warm welcome and the nice display of BMW models spanning 35 years or so, we were treated to lunch. Now that makes for a bunch of happy racers!

After lunch, having had a chance to let the car cool off,



Photo by Bob Purgason
Karl Hughes entering the turn 2 hairpin.

I got a reasonably good run in, although it still wasn't pulling below 4000. No problem, we just had to keep the revs above four. Given the gearing and the tight hairpins, that meant carrying an exciting amount of speed. Bob hopped in the car, and came back frustrated that it was breaking up and running even worse. We agreed to swap run order for the next set of runs so he could take advantage of the cooler engine and try to get a decent run.

Unfortunately, that plan didn't work. The car was again breaking up and not pulling, so Bob decided to tweak the fuel injection on the way up the hill. The Split Second box, which allows one to fool the fuel injection into running richer or leaner in different RPM ranges, is mounted on the dash just above the steering column. Within easy reach of the driver, perhaps, but it takes a bit of nerve to make adjustments while at speed. Bob's tweaks worked, and he came down the return road excited that it seemed to be running better than it had all weekend. I strapped in, and headed for the start line. Sure enough, the engine was now responding crisply to throttle blips, just as it should. I launched carefully, and was delighted to find it pulling harder than it had to that point. 6800 RPM arrived rapidly, and I made the very deliberate shift to second (up-over-up) and enjoyed the brisk acceleration in second. Shifting to third was a straight pull back, and

I found myself traveling faster than I ever had up what I had always considered a straight (based on the definition that anything that doesn't require lifting or braking is a straight.) This time a lift was definitely in order, after I hit the rev limiter entering the suddenly not-so-mild left that precedes the mild right and the first hairpin left. (Later calculations estimated a speed of 82-84 MPH at 6800 in third – not bad for a bumpy road that's narrower than my driveway.)

When I got back to the area reserved for co-driver swaps, I stopped on the pavement because the preceding two-driver car was still swapping drivers. The other car pulled out as Bob came up and asked how it ran. "Yeah, Baby!" was my reply. I got out, Bob got in, and we started getting the harness adjusted. I heard a car pass by on the gravel to our right, and heard gravel bounce off the '02. I looked up to



Photo by Bob Purgason
Bob Kraus in the final turn before the finish.

see Rex coast down the return road, get a wave from the worker directing traffic, and continue on to the paddock. Definitely not a good sign for the MG.

On his next run, Bob got to enjoy actual power and a fun drive up the hill. Unfortunately, the end of timed runs for the afternoon came sooner than we would have liked, and we brought the cars back to the paddock and put everything away for the night. Rex had lost the belt for the alternator and water pump on the Midget, so he and Tim went on an expedition to locate a replacement.

They finally found one, returned to the hotel, and we made it to the Saturday night reception in time to enjoy some excellent food and entertainment at the Giant Center, Hershey's ice arena. Videos of the hillclimbs from the last couple years were shown, and movies of the original hillclimb in the '60s were also shown. Judging from what we could see in the old movies, the pavement is in better condition now than it was then. All in all, a fun evening of food, conversation and entertainment (oh and all the Hershey's Kisses a six-year-old could eat for dessert). How can you beat that?

Sunday morning we got together and caught another fine breakfast, and returned to the hill. Rex installed his replacement belt, and discovered that he had left the master switch on over night, and the battery was dead. No problem. He started up the generator, plugged in the battery charger, and commenced restoring electrons. After a while it became obvious that there was indeed a problem. The fancy, high-tech dry cell battery (don't all Midgets have one of these?) was not charging up quickly enough. Rex went "next door" to the paddock of Brian Kraus (no relation), whose 1976 Midget happened to have a Mazda ro-

tary in it. Brian also happened to have a spare midget battery, so Rex was able to restore the proper flow of midget electrons to his Midget.

There was a rumor drifting about that Rex had somehow managed to post the quickest time up the hill on Saturday. Apparently Ken Taggart, the reigning "King of the Hill," had car problems on Saturday, and only completed one timed run. Rex was fairly pleased about having made the fastest run, but expected that it might soon fall to someone else's best run. He went out and proceeded to progressively better his time on two more runs. Ken did not return for Sunday, and apparently nobody else was able to mount an effective challenge. As a result, Rex was able to hang on to "King of the Hill," which also happened to snag the fastest time of the weekend for MG. As for the red 2002, we were unable to better Saturday's times, and the top BMW time reverted to Bill Miller, ace 2002tii driver and perennial HVH entrant.

As must happen sooner or later at all wonderful vintage weekends, the time came to put away the toys, load the caravan up, and head for the (other) hills. The tow home was a bit more eventful than the trip down, due to heavier traffic and undue optimism on the part of a few fellow travelers concerning the ability of heavily loaded trucks and trailers to brake rapidly. Happily, no harm done, nor contact made, and everyone arrived home safe and sound.

Monday morning, after a weekend of driving an invigorating car with plentiful power and a delightfully exotic gearbox, I hopped in the diesel Jetta to drive Connor to school, and, intending to engage first gear, automatically pulled the lever left and back into second...



Photo by Bob Purgason
Tim Tordy approaching the finish.

The BMW M3

Its name alone spells out the epitome of ultimate driving pleasure: the BMW M3. And now the new version of BMW M GmbH's most successful high-performance sports car bears out this claim once again, at the same time providing a thrilling answer to the question asked by so many sports car fans around the world whether a further improvement is still possible at all. And the answer is yes – for the new BMW M3 offers more in every respect. This applies not only – but particularly – to the power unit: After 15 years and two model generations, the trendsetting six-cylinder has now found its successor. The new BMW M3 is entering the market with an eight-cylinder power unit – more cylinders, larger capacity, more power, higher engine speed. And it is fair to say from the start that this will also mean an even more thrilling experience on the road.

The benchmark the new power unit was required to exceed could hardly have been greater: BMW's 3.2-litre straight-six has gained fame and admiration the world over, receiving a long list of awards and prizes. Acknowledged several times as the "Engine of the Year" and developing a supreme 252 kW/343 hp in its last version, this power unit made the BMW M3 not only the ultimate performer in the segment of high-performance sports cars, but also a genuine best seller. The fact still remains, however, that everything has its time. And now the time has come for the six-cylinder to bow out and leave the stage. The time has come for the advent of the new V8 in the new BMW M3.

The specifications of this new high-performance power unit alone clearly confirm the enormous progress this engine has to offer. Engine displacement is 3,999 cc, maximum output is 309 kW/420 hp. Peak torque of 400 Newton-metres or 295 lb-ft is just as impressive as the top engine speed of 8,300 rpm. So clearly, the new BMW M3 is striking out for the top right from the start through its thrilling performance.

Ideal dimensions for performance at its best.

Displacing 500 cc per cylinder, the new V8 power unit meets the ideal concept of the most demanding engine designers right from the start through its engine dimensions alone. And the other design criteria – all the way from the engine's dimensions and filling capacities through the number of components to the weight of the engine – likewise represent the very best achievable today.

Over and above these qualities, the new eight-cylinder offers all the typical M-tuned features of BMW's regular production cars such as double-VANOS, individual throttle butterflies, and high-performance engine electronics.

At the same time the number of cylinders, the M high-speed engine concept, and the low weight of the engine clearly prove that the responsible engineers, in creating this power unit, were inspired and guided by the eight-cylinder featured in the BMW Sauber F1. For the new engine has many features in common with the latest power unit highlighted by BMW in Formula 1, with various technological concepts and principles, production processes and materials carried over from the Formula 1 engine to the drivetrain of the new BMW M3. In terms of specific output, the new V8 significantly exceeds the benchmark of 100 hp per litre acknowledged as a convincing sign of sporting power and performance. But even so, power is not everything. Rather, the dynamic driving experience provided by a car depends to a great extent on its acceleration and handling, resulting, not least, from the weight of the car and the actual thrust of the engine. The thrust or traction acting on the drive wheels, in turn, results from engine torque and the overall transmission ratio.

The M high-speed engine concept allows optimum transmission

and final drive ratios further enhancing the impressive thrust and power of the engine. Indeed, BMW M's engineers have found a new dimension in developing the engine of the new BMW M3, with the eight-cylinder achieving maximum engine speed of 8,300 rpm.

The second factor crucial to thrust and performance on the road, engine torque, amounts to a mighty 400 Newton-metres or 295 lb-ft at 3,900 rpm on the new V8 power unit. And about 85 per cent of the engine's maximum torque is available throughout the enormous engine speed range of 6,500 rpm, with 340 Newton-metres or 251 lb-ft available from just 2,000 rpm.

High engine speed, low weight.

Mass (which, ultimately, means weight) is bad for acceleration – it makes any physical body seeking to accelerate slower and more sluggish. Precisely this is why BMW's new V8, weighing a mere 202 kg or 445 lb, is a genuine lightweight, saving some 15 kg or 33 lb versus the six-cylinder power unit in the previous model. In other words, the new engine easily sets off the weight of two extra cylinders. And a further point is that the high-speed engine concept allows a light drivetrain and very short transmission ratios.

Even so, the limits to physics inevitably approach step-by-step with increasing engine power: At 8,300 rpm, each of the eight pistons is moving at a speed of 20 metres or almost 66 feet per second, obviously exposing all materials to enormous loads. Precisely this is why BMW M's designers and engineers have focused on the minimisation of masses on the new eight-cylinder.

Engine block straight from BMW's Formula 1 foundry.

The engine block of the new eight-cylinder comes straight from BMW's light-alloy foundry in Landshut near Munich, where BMW also builds the engine blocks for the Company's Formula 1 racing cars. The cylinder crankcase, in turn, is made of a special aluminium silicon alloy, conventional cylinder liners being replaced by hard silicon crystals. The iron-coated pistons, finally, run directly in the uncoated, honed cylinder bore. High engine speeds, compression forces and temperatures cause extreme loads acting on the crankcase. Hence, the crankcase is compact in its dimensions and comes in torsionally resistant bedplate design ensuring very precise crankshaft bearing and running conditions. The relatively short, forged crankshaft is likewise very stiff in terms of its flexural and torsional qualities, but weighs only 20 kg or 44 lb.

Double-VANOS with low-pressure operation.

With its extremely short control times, variable double-VANOS camshaft management perfects the cylinder charge cycle, reducing charge losses and improving engine output torque and response, as well as fuel economy and emission management. Developed especially for the new eight-cylinder, the M double-VANOS now featured on the new engine requires no more than normal engine oil pressure in order to operate at maximum speed. As a function of load and engine speed, this sophisticated unit consistently sets the optimum valve angle synchronised to the ignition timing and injection volume. Consistent and reliable oil supply even under extremely dynamic driving conditions. Two volume-flow controlled pendulum slide cell pumps supply the eight-cylinder efficiently with lubricant, consistently delivering exactly the right amount for the engine. Wet sump lubrication optimised for engine dynamics, in turn, ensures appropriate lubrication also in extreme braking manoeuvres.

The entire system features two oil sumps – a small one in front of the front axle subframe and a larger sump further back. A separate reflow pump, in turn, extracts oil from the front oil sump and pumps it to the sump at the rear.

Eight individual throttle butterflies with electronic control.

Individual throttle butterflies for each cylinder, a technology commonly used in motorsport, are the ideal solution to give the engine an immediate, direct response at all times. The new power unit in the BMW M3 therefore comes with eight individual throttle butterflies, four on each row of cylinders operated by separate actuators. This high-tech throttle butterfly management is fully electronic and extremely fast, giving the engine a smooth and sensitive response at low engine speeds and an immediate reaction to the driver's commands whenever he wishes to use the full power of the engine.

Flow-optimised air intake.

To ensure an immediate response and superior dynamics of the engine at all times, the throttle butterflies in the intake manifolds are positioned very close to the intake valves. The specific length and diameter of the intake funnels also benefit the oscillating pipe charge principle. To minimise weight, finally, both the intake funnels and air collector are made of a light composite material with a 30 per cent share of glass-fibre.

Innovative exhaust system.

Through its design and configuration, the exhaust system for the new V8 power unit optimises the cylinder charge cycle, ensuring an optimum surge of power and torque at all times. And again, this component has been designed and built from the start for consistent lightweight qualities. The exhaust manifolds are made in an internal high-pressure remoulding process, the desired contours of the stainless-steel pipes being shaped from inside under pressure of up to 800 bar. The result is extremely thin walls measuring just 0.65–1.00 millimetres (0.0256–0.0394") in thickness, optimising flow conditions with minimum resistance, light weight, and optimum response of the catalytic converters.

Exhaust emissions are cleaned by no less than four catalysts and the engine naturally complies both with the European EU4 standard and the US LEV 2 requirements. Even better performance than before: the engine control unit. The engine control unit featured on the V8 has also been upgraded to an even higher standard than before, ensuring optimum coordination of all engine functions. Taking more than 50 input signals, for example, the control unit determines the optimum ignition timing individually for each cylinder and operating stroke, the ideal flow conditions, exactly the right amount of fuel injection, and the optimum injection timing. At the same time the system calculates and sets exactly the right camshaft angles (angle spread), as well as the respective position of the eight individual throttle butterflies.

And last but not least, the control unit enhances and masterminds specific BMW M functions such as the clutch, transmission, steering, and brakes. Yet a further function of the

engine control unit is to perform a wide range of on-board diagnostic functions with various diagnostic routines for servicing at the workshop as well as other functions and the efficient management of peripheral units and systems.

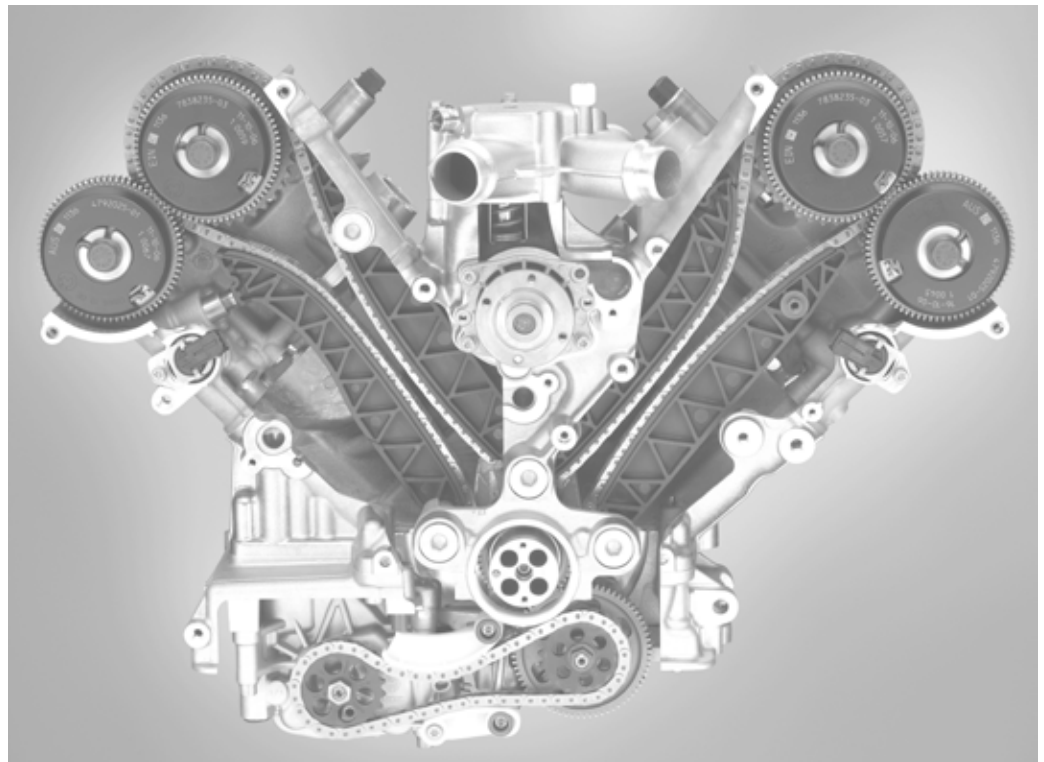
An outstanding highlight in engine management: ion flow technology.

A particular highlight in engine management is ion flow technology detecting any knocking in the engine as well as the risk of misfiring or miscombustion. Contrary to conventional processes and technologies, this function is now performed directly where it counts, that is right there in the combustion chamber itself. To provide this highly efficient control, each cylinder is monitored and controlled via the spark plug to determine any knocking tendency. At the same time the system checks the ignition for smooth and correct operation, and recognises any misfiring.

The spark plug therefore serves as an actuator for the ignition and as a sensor observing the combustion process, distinguishing in this way between miscombustion and misfiring. And through this double function performed by the spark plug, diagnostic requirements in maintaining and servicing the engine are also facilitated.

Greater efficiency and dynamics provided by Brake Energy Regeneration.

To further enhance the efficiency of the new V8 power unit, Brake Energy Regeneration ensures intelligent engine current management concentrating the generation of electric power for the on-board network on the overrun phases and the application of the brakes. This serves to charge the car's battery without tapping on engine power and, accordingly on the energy contained in the fuel burnt. As long as the engine is running under power, on the other hand, accelerating and pulling the car, the alternator generally remains disconnected. Apart from particularly efficient generation of electric current, this also helps to provide more drive power when accelerating, making the car even more dynamic and agile on the road.



Autocross Report

By Andy Blake

Our first autocross event of the year was held May 19th at the Batavia International Motorsports Park (BIMP). BIMP is a go-kart track that also works well as a small circuit for cars. It features elevation changes and eight turns with varying amounts of banking and curbing. It certainly provides a more interactive experience than the typical autocross in a parking lot. We still use cones to keep cars on course, but not very many since the rule is that if two wheels go off the pavement, then the car is "off course" and the run doesn't count.

The weather that Saturday couldn't have been better. The forecast was for a cool sunny day and it didn't disappoint. The favorable forecast must have played a factor in the turnout we had. Fifty-six drivers showed up -- a new record for one of our autocross events. There was a good mix of BMWs, MINIs, Porsches, and many Others. There were twenty-two BMW drivers in a variety of E30s, E36s, and E46s with a couple Z3s and a Z4 thrown in to boot.

Because of the number of drivers we had and the way we run the course, doing about a lap and a half per timed run, we were limited to four runs each. We even shortened the traditional "lunch break" to 20 minutes so we could wrap up the event in time for the gathering motorbikes that were scheduled to take over the track at 4:00.

The fastest run of the day was put in by Roy Hopkins in his Silver E30 M3 with a time of 61.207 seconds. This edged out Mel Dillon's E30 325 by about eight tenths. Mel was limited to two runs before his water pump bearing threatened to give out, so he cut his day short so he could still get home without the use of a flat-bed truck. In the MINI class, Larry Newberry had the fastest run with a 65.114, beating Tim Rizzo by about six tenths. The Porsches were led by Dr. Stu Sacks in his beautiful black RS America. His time of 63.435 was the fourth fastest of the day. The third fastest time, just 3 one-thousandths behind Mel, was taken by Eric Hinkston in the Z4.

We will be back at BIMP on Saturday June 30. That event will be MINI day, where MINI drivers will run for free. We still hope to have a good BMW, Porsche, and Other contingent as well. By the time this issue of Der Brief is published we will have completed the first of three autocrosses at MCC, in more traditional setting with cones on a level parking surface. We're all hoping that the weather is just as cooperative for the rest of our events and the turnouts continue to be just as large.

- See you at the races. Andy



BIMP Times - 5/19/2007

Driver	Class	Year	Color	Make	Model	Best Time
Roy Hopkins	BMW	1988	Silver	BMW	M3	61.207
Mel Dillon	BMW	1987	Burgundy	BMW	325	62.999
Eric Hinkston	BMW	2003	Silver	BMW	Z4	63.002
Holly McReynolds	BMW	2001	Blue	BMW	Z3 3.0	63.657
Adrienne Hughes	BMW	1988	Silver	BMW	M3	65.373
Dave Gurak	BMW	2002	Grey	BMW	330i	65.395
Dave Porter	BMW	1997	Silver	BMW	M3	66.677
Tim Moriarty	BMW	1995	Black	BMW	318i	66.714
John Preston	BMW	2001	Black	BMW	Z3	67.099
John Roe	BMW	1997	Blue	BMW	M3	67.249
Craig Porter	BMW	1997	Silver	BMW	M3	67.409
Andy Blake	BMW	2005	Grey	BMW	325Ci	67.641
John Glassman	BMW	2004	Black	BMW	330xi	67.705
Neo Jang	BMW	1995	Black	BMW	318i	69.095
Dave Moffitt	BMW	1990	Brown	BMW	325is	69.096
Matt Squier	BMW	1992	Blue	BMW	325	69.375
Justin Schneider	BMW	2001	Blue	BMW	330Ci	69.451
Aaron Bluestone	BMW	1990	Brown	BMW	325is	69.810
Roman Wilbert	BMW	1990	Black	BMW	535	73.249
Amanda Kellogg	BMW	2005	Grey	BMW	325Ci	73.279
Mark Benzinger	BMW	2003	Blue	BMW	530i	77.516
Halina Lotyczewski	BMW	1995	White	BMW	325is	77.889
Larry Newberry	MINI	2006	Grey	MINI	Cooper S	65.114
Tim Rizzo	MINI	2005	Blue	MINI	Cooper S	65.740
Tony Barbagallo	MINI	2005	Black	MINI	Cooper S	67.086
Dan Ives	MINI	2007	Yellow	MINI	Cooper	69.929
Stu Sacks	Porsche	1993	Black	Porsche	911 RSA	63.435
Cassandra Rife	Porsche	1998	Blue	Porsche	Boxster	64.513
Jeff Gleason	Porsche	2003	Silver	Porsche	Boxster S	67.536
David High	Porsche	1987	Red	Porsche	944	70.028
Jose Mercado	Other	2005	Orange	Acura	RSX-S	62.884
Edwin Jeffries	Other	2007	Silver	Subaru	STI	64.049
Rob Vogel	Other	1995	Red	Dodge	Neon	64.463
Leo Sawyer	Other	N/A	Yellow	Lotus 7 Replica	Sabre 7	64.527
Mike Harvey	Other	2006	Blue	Subaru	STI	64.709
Borden Mills	Other	2002	Blue	Chevy	Camaro	64.887
Rodney Reisdorf	Other	1983	Blue	Chevy	Camaro	64.889
Paul Vogel	Other	1995	Red	Dodge	Neon	65.100
Anatoly Bourov	Other	2000	Silver	Toyota	MR2 Spyder	66.851
Matthew Szeto	Other	2006	Black	Subaru	Legacy GT	67.264
Jim Burns	Other	2006	Red	VW	GTI	67.530
Mitch Evans	Other	2003	Blue	Chevrolet	Corvette	68.218
Phil Nowicki	Other	2006	Silver	Subaru	Legacy	68.556
Jim Orchard	Other	2001	Red	Chevy	Corvette	70.160
Walter Eiten	Other	1999	Red	Mazda	Miata	70.374
Henryk Lotyczewski	Other	1990	Red	Mazda	Miata MX-5	70.648
Margaret Lotyczewski	Other	1990	Red	Mazda	Miata	70.859
John Werner	Other	1994	Black	Volvo	960	70.862
Adam Lindsay	Other	2000	Green	Honda	Civic	70.870
Brian Demers	Other	2005	Black	Pontiac	GTO	71.004
John Dawley	Other	2003	Yellow	Dodge	Neon SRT-4	72.071
Paul McIntyre	Other	2000	Black	Audi	S4	73.556
Adam Lotyczewski	Other	1994	Red	Chevy	Camaro	73.943
Andrew Rehder	Other	2002	Blue	Subaru	Impreza	75.137
Heather Culbertson	Other	2001	Silver	Ford	Focus	76.292
Brian McKie	Other	1977	Red	MG	B	77.319
Seth Kircher	Other	2007	Grey	Subaru	Outback	78.610
Ryann Fair	Other	2000	Green	Honda	Civic	81.322



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Now that BMW is through (we hope) with trying to be all things to all people, now that the 'English patient' has been laid to rest, and perhaps because they are tired of being a wallflower in the GrandAm and other car racing venues, it appears that BMW is back to concentrating on what they do best. What they do best is to design and produce the finest motors in the industry, then install these motors in their superb drive trains and chassis. The end result is, of course, the ultimate driving (and racing) machine. When the first 5 Series was launched in the 70s the ad copy read; "Our status symbol is under the hood, not on it." Nothing has changed.

Exhibit A is the new M3 with its fantastic V8 engine. BMW M GmbH is recouping its investment in Formula 1 big time with this new engine which leaps directly to the current F1 V8 engine racing technology. The engine block of the new eight cylinder comes straight from BMW's light-alloy foundry in Landslut near Munich where BMW also builds the engine blocks for its F1 race cars. This landmark passenger car / race car engine employs some remarkable, absolutely state-of-the-art technology that will leave the competition scratching their heads trying to catch up.

The new 4.0-liter V-8 is a derivative of the 5.0 liter V-10 that powers the M5 and M6. The architecture includes aluminum block and head construction, a 12.0:1 compression ratio and an 8400 rpm redline (vs. 8250 rpm for the V10) producing 414 hp and 295 lb-ft of torque at a low 3900 rpm. This engine is 33 lbs lighter than the 3.2 liter- six cylinder power

it replaces. The block is a low-pressure die casting made of aluminum alloy with high silicone content. Likewise the pistons are die cast aluminum alloy, but their skirts are plated with a thin coating of iron. The bottom of the block is reinforced with an iron bedplate to further strengthen the assembly. The engine compartment of this stunning new coupe looks like a race car with its tightly nested, thin walled, stainless steel headers. The whole affair is set off by a power dome hood and the excess heat is handled by three large intakes below the front bumper, two slots in the hood, a gill in each front fender and a large diffuser in the back.

While the M3 is street legal, its Formula 1 derived engine is designed for the track - designed to squeeze every drop of high-speed performance possible in a package that fits into the 3-Series. Developed especially for the new eight cylinder, the M double VANOS now requires higher than normal engine oil pressure in order to operate at maximum speed and high G-forces -- thus requiring two oil sumps - a small one in front of the subframe and a larger sump at the back of the engine. To insure maximum power right now when you nail it, the throttle butterflies are positioned very close to the air intakes. Much attention was paid to optimizing intake and exhaust flow. Put this all together with an outstanding advance in engine management featuring new ion flow technology and you practically have a Formula 1 engine throbbing under the hood of your new M3.

Additionally, much attention has been paid to the entire car in order to keep its power-to-weight ratio at the head of the class as well as achieving high aerodynamic efficiency. The front fenders are made of molded plastic, while the roof is carbon fiber (a la the M6). Dual-strut side mirrors and downforce inducing sill plates flesh out the sexy bodywork of the M3. The lights, doors and glass are the only elements common with the 335i.

One glance at this beautiful mean machine will announce its intentions to anyone who recognizes the genre. There is no doubt that BMW intends to regain its crown in the world of sports car racing. We cannot wait to see one on the road and at the track.

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More Dynamics Offshore: Collaboration Between Bmw Group Designworksusa And Yacht Builder Zeydon

Inspiring partnership clears the way for a new category of offshore yachts. Formidable, performance-oriented exterior and a spacious interior featuring a lounge atmosphere.

Munich. Fascinating design, outstanding performance and maximum comfort are the hallmarks of a new generation of offshore yachts currently being developed by the Belgian boat company Zeydon in close cooperation with BMW Group DesignworksUSA. The first result of this strategic partnership is the Zeydon Z60, an offshore yacht of the 60-foot class, combining the sailing performance potential of an offshore yacht with an uncompromising range of equipment features and the elegance of a modern luxury cruiser. In choosing BMW Group DesignworksUSA as a development partner, Zeydon has deliberately pinned its hopes on the company's diverse and interdisciplinary experience in the field of design strategy, brand communication and product development. The design studio, an independently operating BMW Group subsidiary based in Los Angeles, Singapore and Munich, was already incorporated into the conceptual work during the initial phase of the project. Resulting from this, the requirements expected in the field of design, space provision, hydrodynamics and technology were able to grow into a unique entity in an exceptionally efficient way.

Both concept and design of the Zeydon Z60 spotlighted on eliminating the ever-increasing contrast between offshore yachts and luxury cruisers. Consequently, the aim was to establish a unique category of offshore yachts in the 60-foot class and at the same time symbolise a unique combination of design attributes. Thanks to this resolutely implemented development strategy, the boat, which has been presented as a luxury sports cruiser, was able to fulfil the manifold demands in a most convincing way.

The crew of the Zeydon Z60 are guaranteed a unique sailing experience, without having to accept a compromise in terms of comfort. Regatta-oriented functionality and effortless handling are combined with a generously designed deck area and a range of equipment features, which up to now were usually only found on much larger yachts. The remarkable concept is also distinctively accentuated by the exterior design of the Zeydon Z60. The styling of the hull and the superstructures signalises dynamics. The high-quality materials and styling focussing on precision and optimum functionality right down to the smallest detail reflect inimitable design quality standards, this being in line with the Zeydon Warf's aspiration to achieve a high standard of workmanship coupled with the utilization of innovative manufacturing methods.

Thanks to its innovative and symbolic design, the Zeydon Z60 is an eye-catcher at any port. Offshore the yacht puts on a convincing show with performance characteristics reaching competitive level. Nevertheless, passengers above and below deck are still able to enjoy every comfort expected of a modern, premium-class cruiser. With the Zeydon Z60 yachting enthusiasts are being offered something really innovative and exclusive. The company has announced



that it will be producing between five and ten yachts per year.

With their commitment to this unique yacht building project, the experts from BMW Group DesignworksUSA have once again clearly demonstrated their outstanding conceptual and creative know-how. Through its design competence, which reaches far beyond the transport and automobile sector, the BMW Group subsidiary has acquired an excellent reputation worldwide. In addition to its activities for the BMW Group, the international design team works for a number of big names from the field of IT and consumer electronics, aviation, lifestyle and medical. When developing design concepts and strategies, top priority is given not only to product design, but also to the understanding of the desires and needs of consumers. As a result of these attributes BMW Group DesignworksUSA provides its clients with valuable incentives for the entire development process, a vital factor for the success of corporate objectives.

For questions, please contact:

Corporate Communications
Kristina Weith, Product Communications Cars,
Design and Concept Cars
Tel: +49 89 382 26707, Fax: +49 89 382 20626

Rudolf-Andreas Probst, Product Communication Cars
Tel: +49 89 382 22088, Fax: +49 89 382 20626

Media website: www.press.bmwgroup.com
E-mail: presse@bmw.de

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