Fall 2008

der BAYERISCHE briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

Oktoberfest
BMW CCA 2008
Watkins Glen, New York

It was 20 years ago today that GVC last held an Oktoberfest

Genesee Valley Chapter BMW Car Club of America

Contents

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Contacts

Club Hotline 585-624-9890

Email m3jim@gvc-bmwcca.org

Web Site www.gvc-bmwcca.org

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

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

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

TREASURER
Danielle Salley
dsalley@stny.rr.com

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

EDITOR/ART DIRTR.
Seth Berlfein
315-524-3126
M9seth@rochester.rr.com

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

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

AUTOCROSS CHAIR
Andy Blake
ablake01@rochester.rr.com

DRIVER'S SCHOOL
Bill O'Neill – Chairman
585-275-4023
William_ONeill@urmc.rochester.edu

Dave Lanni – Chief Instr & Instr Training
315-579-0064
dealanni@rochester.rr.com

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

CLUB RACING
Gary Matteson – Chairman
gmatteso@rochester.rr.com

John Bulbulia – Registrar
JBulbulia@aol.com

MARKETING
Karla Kuzawinski
kmk@karlamar.com

AD REP
Open

TOOLS & TECH ?S
Joe Ajavon
585-264-1102
jajavon@rochester.rr.com

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

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

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

Adrienne Hughes – Rochester
585-352-5938

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High Performance
Driving School @ Oktoberfest

Don't stare at the Armco

OUR OWN GENESEE Valley Chapter started the very first BMW CCA High Performance Driving School in 1984 at the Glen. Since then this popular program has grown, and Oktoberfest 2008 saw the greatest number of participants in its 24-year history. Quite frankly the venue of the Glen was the major drawing card for O'fest. 487 students came from as far away as California, Florida, Texas and Colorado, to challenge, what has been called, "the most underrated 11 turns in auto racing."

School always starts in the classroom, and my principal instructor was Jim Tulloch, a retired high school principal, and one of the best instructors in the game. Safety is first and foremost and the instructor emphasizes that this program is not racing. A student may not pass the car ahead unless the driver points him by, and following cars may not pass unless the driver points them by. With a large track map on the wall and a pointer, the instructor talks the class through each turn. Since rain is always a wild card at the Glen (it rained during our session), there is a 'dry' line and a 'wet' line through each turn. Next, with coke bottle in hand, Jim illustrates car dynamics by tipping the bottle forward, backward and sideways (yaw) to illustrate braking, acceleration and turning, as well as understeer and oversteer. He usually adds a few tips; "This track has few run-off areas and the Armco barriers are very close to the track. If you find yourself heading for the mesmerizing, sky-blue Armco – look down the track where you should be going. If you stare at the Armco – that's precisely where you'll end up." (Many experienced drivers have learned the wisdom of these words the hard way.) Tulloch usually concludes with the timeless tip that, "All the rules I have given you can go out the window when testosterone kicks in, so be aware."

Bill O'Neill, whose day job is a professor at University of Rochester's Medical School, is chief track instructor. He and David Lanni had their hands full running this event because of the sheer number of students and (because of necessary logistics) each track session had every class of driver -- from novice to expert. Normally classes are divided into Beginner, Intermediate and Advanced.

The instructors only compensation is running their private cars on the track for a few laps each day between student track sessions.

Beyond the classroom and beyond the facilities, however, is the most important element of a successful driving school – and that is your private instructor who sits in the right seat and instructs on the track by a helmet-to-helmet intercom. We have had good and bad experiences in the many driving schools attended. Some instructors, of course, are better than others. Fortunately, we had one of the best instructors ever. John Kostyk teaches flight safety for pilots at the Philadelphia Learning Center and is a professional instructor. The first thing he did was take me for a couple of laps in his track-prepared 1987 325is pointing out the "line." After that, we embarked on the first session in my own, barely broken in, M3. He said, "First lap I'll talk you through the apexes and turns and after that I'll only comment if you screw up" - adding – "When it feels like the car is on rails, then you've got the line right." Because John is a professional instructor, he knows that talking his student through each lap is distracting and does not build confidence. His quiet assuring method is very effective. When all is said and done, your driving

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Where Bimmers Love to Run, but NASCAR Fears to Tread

PRIOR TO WW II just about all racing in America was done on oval tracks, but the war's end brought a change. G.I.s who had served in the European theatre were exposed to sports cars and many bought them and brought them home. Cameron Argetsinger brought an MG TC back to his home town of Watkins Glen New York where he loved to run it through the hills and curves of the surrounding countryside. "Cam" joined the Sports Car Club of America (SCCA) in 1947 and, while attending a race at Indianapolis, convinced the governing board to hold a race through the streets and surrounding roads at Watkins Glen. He spent the next few months organizing the event – sitting on his living room floor to chart the 6.6 mile course with maps, magazines and toy cars.

Thus, the first Grand Prix of America was held at the Glen in October of 1948. (One of the original posters is mounted in my garage.) The race was a huge success, and continued in this sleepy little hamlet until 1953 when an intermediate course (still run on public roads) was created around the site of today's racetrack. Cameron Argetsinger began construction of Watkins Glen International raceway (known worldwide simply as "The Glen") in 1956. This challenging racetrack is the only one in the world that has hosted the 'big four' of international motorsports, including Formula One, Indy Racing League, CART and NASCAR.

NASCAR officials consider The Glen to be among the top three of their circuits along with Daytona International Speedway and Indianapolis Motor Speedway. David Caraviello, writing for NASCAR.com calls WGI "the most underrated 11 turns in auto racing." In spite of this, many stock car drivers do not like the track. However, Tony Stewart, Mark Martin, Jeff Gordon and Rusty Wallace are not among them, each having won at The Glen. To placate the guys who only like to turn left (most of the Glen's turns are right) the powers that be have created the 'NASCAR Straight' which bypasses the dreaded 'Boot' and reduces the 3.4 mile circuit to 2.75 miles.

One man's meat is another man's poison. The main attraction of Oktoberfest was indeed, The Glen *and* the Boot. Drivers from all over the U.S. and Canada came to sample its wares and none were disappointed – including this writer and my new (just broken in) M3.

Driving this track is always a thrill, no matter how many times you've done it. Run-off areas are few and far between and the famous sky-blue painted Armco lurks but a few feet from the edge of the track. After crossing the start/finish line, Turn One comes up fast, a 90-degree turn that ushers you into the Esses which are a foot-to-the-floor uphill sweep through blind corners and the Bus Stop Chicane which scrubs off speed. Then you enter the top of the boot which descends in a series of blind turns to the toe of the boot - a 180 degree switchback that slithers uphill and leads to the most difficult turn of the course which is a sharp, blind, off-camber left turn that in due time leads to the front straight. You have just descended and climbed the equivalent of a 10-story building and it's time to take a breath and do it all over again.

BMW's racing heritage in the U.S began at the Glen when, on September 21st of 1986, Davy Jones and John Andretti won the New York 500 in their BMW GTP. A few GVC members left GVC's corral to wheel a little cooler of German beer over to the BMW Corral and help toast the victory. GVC has been and continues to be a regular customer of Watkins Glen International. We were one of the host chapters for this year's successful Oktoberfest, and we all look forward to being around for the next one!

AutoX at BIMP


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A New Experience – Driving Pleasure Without Emissions

the MINI E.

MINI'S HALLMARK DRIVING enjoyment will be mated to forward-looking efficiency. The MINI E will become a milestone en route to zero-emissions mobility. As the world's first manufacturer of premium automobiles, the BMW Group will deploy a fleet of about 500 purely electrically powered cars as daily drivers for personal use. The MINI E will come with a 150 kW/204 hp electric motor under its bonnet, which will draw energy from a high-performance lithium-ion battery and transfer power to its front wheels via a single-stage helical gearbox – virtually noise-free and without any emissions. On-board battery technology, which will be purpose-engineered for automobile applications, will be good for a range of over 250 kilometers, or 156 miles. It will take a mere two-and-a-half hours to recharge the lithium-ion power pack. The MINI E will be made available to select retail and corporate customers as part of a pilot project in the US states of California, New York and New Jersey. The company is looking into expanding the MINI E pilot to include Europe. The MINI E will celebrate its world premiere at the Los Angeles Auto Show on November 19 and 20.

The MINI E is a new iteration of the fun ride that has become the brand's hallmark, combining this trait with an essentially emissions-free drive concept. The electric powerhouse delivers a maximum torque of 220 Newton meters right off the mark. Putting the MINI E's pedal to the metal will produce a seamless 100 kph (62 mph) dash in 8.5 seconds. Maximum velocity is electronically capped at 152 kph (95 mph). Thanks to the electric drive's intrinsic properties, the MINI E has an impressive degree of elasticity. The engine's thrilling, instantaneous pickup enables extremely spontaneous bursts of speed. Since the vehicle's suspension has been fine-tuned to the car's weight distribution, the MINI E possesses the brand's trademark agility when thrown into bends and rapid changes of direction and boasts outstanding roadholding capabilities in city traffic.

The MINI E – a new mainstay of environmentally compatible mobility.
By deploying the MINI E within the scope of an extensive project, the BMW Group is underscoring the resolute development work it is putting into lowering energy consumption and emissions in road traffic. Besides continuing to increase the efficiency of its petrol and diesel engines, introducing electric drive componentry into BMW ActiveHybrid concepts and engineering the world's first hydrogen-powered luxury sedan for daily use, the first all-electric MINI E is yet another pillar in the strategy of offering personal mobility with the lowest possible consumption and emissions. Using hydrogen as an energy source, driving purely electrically powered vehicles, and generating electricity from renewables can all contribute to creating a world of mobility that is completely devoid of emissions. The BMW Group leverages its unique technology know-how in the field of drive systems for its multi-faceted development work which aims to provide the most efficient vehicle concepts for the most diverse segments, purposes, customer preferences and markets.

Having some 500 cars on the road as daily drivers will enable the company to gain hands-on experience with the innovative MINI E across a representative number of settings. Evaluating the findings will generate valuable intelligence which will flow into the development of mass-produced vehicles. The BMW Group aims to start series production of all-electric vehicles over the medium term as part of its Number ONE strategy. The development of innovative concepts for mobility in big-city conurbations within the scope of "project i" has a similar thrust, as its objective also includes making use of an all-electric power train.

Comprehensive crash test program confirms bumper-to-bumper safety.
The MINI E is based on the current MINI. Its design includes the style elements that are typical of the brand, but has been customized to suit the E model, sporting its very own visual cues. Amongst them are the paintwork and the logo on every MINI E that symbolizes the electric drive fitted to the limited edition model. The first zero-emissions MINI will take it to the streets as a two-seater. The room occupied by back-seat passengers in the series model has been reserved for the lithium-ion battery. The energy storage unit is housed in a special casing with a high-grade cladding, which is compact enough to give the driver an unlimited rear view.

As is customary in the development of mass-produced vehicles, the MINI E has passed extensive crash tests, confirming the effectiveness of all its passive and active safety features. Besides passenger protection, the effects of impact forces on the lithium-ion battery were analyzed, and it was confirmed that its in-vehicle location is non-hazardous. The power storage unit emerged from all of the strict US accident safety standards unscathed.

So far, fully charged road-ready prototypes of the MINI E have passed 9 front, 5 side and 4 rear crash tests at various speeds, at differing angles of impact, and with diverse collision objects. In fact, the engineers exceeded prevailing vehicle testing standards by running a series of simulations with additional accident scenarios. Even under these supplementary conditions, the MINI E's safety features revealed that they rise to the high standards set by the BMW Group in the development of series vehicles. The energy storage pack did not suffer any intrusion or deformation even when subjected

to the highest of stresses. Passenger injury risk was in line with the low ratings customary for MINI – a feat that was confirmed by the highest score of five stars in the Euro NCAP crash test for the MINI Cooper.

The energy storage unit: next-generation lithium-ion technology specially engineered for use in the MINI.

The MINI E's power pack lifts lithium-ion battery technology for automobile applications into a new dimension. The battery unit deployed in the zero-emissions MINI combines high performance, storage capacity and space-saving design with ratios hitherto unrivalled. The lithium-ion power pack has an aggregate capacity of 35 kilowatt hours (kWh) and transfers energy to the electric motor as DC current at a nominal 380 volts. The battery system weighs in at a total of 260 kilograms.

The BMW Group is working in close cooperation with a renowned battery cell manufacturer to develop the lithium-ion battery for the MINI E. The energy storage unit's basic components follow the fundamental technological principle that has proven successful in power supplies for commercially available mobile phones and portable computers. Combined in the power pack engineered to MINI E specifications are an unusually high engine output and an above-average range. The MINI E's driving enjoyment and suitability as a daily driver will set standards for fully electric vehicles.

The MINI E's rechargeable battery is made up of 5,088 cells grouped into 48 modules. These modules are packaged into three battery elements that are compactly arranged inside the MINI E. A temperature-controlled fan ensures a constant operating temperature. A shared high-voltage connection supplies the electric engine with energy from the three battery units.

Power from conventional outlets. Special wallbox delivers full charge in two-and-a-half hours.

The MINI E's suitability for daily use comes primarily courtesy of its outstanding storage capacity and charging options, which are as diverse as they are uncomplicated. The car's lithium-ion battery can be charged through a conventional electric outlet. Thanks to this feature, the MINI E's range can be exhausted at any time and extended on the road. Every MINI E comes with a special charging cable in its trunk. Charging times largely depend on the voltage and amperage present in the power grid.

In the USA, fully spent batteries can be charged very quickly using a wallbox, which will ship with every MINI E. The wallbox will be installed in the customer's garage and enable higher amperage. The high-tension power connection initiated by MINI and set up by the local electric utilities (240 volts, 60 amperes) will shorten charging times significantly. Wallboxes will fully recharge batteries after a mere two-and-a-half hours. This is enough to drive the MINI E for another 250 kilometers (156 miles) without emissions. Charging times diminish according to the charge remaining in the battery.

Riding the current: reliably, affordably and free of emissions.

When in motion, the battery must always have residual capacity for safety reasons and to guarantee system reliability. Therefore, a full recharge only draws a maximum of 28 kilowatt hours from the power grid. At an average of 15 cents per kilowatt hour, this results in an energy cost of 180 cents every 100 kilometers (62 miles). Converted to range terms, one kilowatt hour allows the driver to cover 54.4 miles. In consequence, besides the benefit of mobility without emissions, the MINI E offers significant economic advantages over vehicles powered by conventional internal combustion engines.

The MINI E combines its standout ecological and economical position with a new joy of driving. The powerful battery supplies energy to an electric motor, which converts it into exciting agility. The MINI E's transversely mounted power plant produces 150 kW (204 bhp) and delivers a peak torque of 220 Newton meters. Typical of an electric motor, its full thrust is on tap from a dead standstill. This results in the MINI E's fascinating, spontaneous takeoff. Putting one's foot on the gas pedal immediately causes the car to jump off the line, accelerating to 100 km/h (62 mph) in just 8.5 seconds. The MINI E is very zippy when overtaking in flowing traffic as well. Its high torque translates into strong surges as soon as the pedal is put to the metal, propelling the car past all service stations virtually noise-free and completely without emissions. One can travel at speeds of up to 152 km/h (95 mph), the artificial limit imposed by the engine management system.

Novel driving experience: spontaneous acceleration, efficient braking.

The electric power train gives MINI E drivers an intense driving experience. The car's instantaneous power on tap during takeoff and acceleration is augmented by its dynamic deceleration potential, which is also directly coupled to the accelerator pedal. As soon as the driver releases the gas pedal, the electric motor acts as a generator. This results in braking force, and the power recovered from the kinetic energy is fed back to the battery. This interaction ensures extremely comfortable drives – especially at medium speed with constant, but marginal, variation. In city traffic, some 75 percent of all deceleration can be done without using the brake system. When the gas pedal is suddenly and completely released, the car decelerates by 0.3 g.

Drivers can make efficient and convenient use of the MINI E's engine braking **MINI E** cont'd on p15 ➤

The Bimmer Boy

russell LABARCA

LIFE IN red

I HAD THE piece for this month's newsletter all written and ready before taking off for Labor Day weekend. But with history as my guide, I knew there was the possibility of some more car events for the weekend, given I'd be spending it with my family (and BMW-loving uncles). So I held off on the article written mostly about my foolish drive that resulted in a new toy (more on that later) and waited to see what the holiday weekend had in store.

I was not disappointed.

Foolish is in the eye of the beholder, I suppose, so let me rephrase and say that this particular drive I took wasn't foolish in the sense of laws being broken and cars being flogged (that came later), but foolish like tempting a hungry dog with a thick cut of steak. I test drove a car I was lusting. It happened innocently enough, over the 4th of July, when I saw an '04 VW R32 for sale near where I'd be spending the weekend. I knew I'd be mad at myself if I didn't take it for a spin; I had never driven one, and truthfully I wondered if it really was worth my attention. Turns out it was, is, and I now have a bright red all-wheel drive hatchback with a motor two sizes too big in my garage. And a smile on my face after every drive.

Red turned out to be the thematic color for Labor Day this year. Perhaps in tribute to the Labour Party (their color traditionally is red), though we paid most homage to the working community by spending Saturday doing manual labor. My grandparents have just moved from Lewisburg to State College, PA, so the family got together to help move boxes, sort items, and find the best way to move all the old stuff into the new house that's almost half the size (no small order, let me tell you).

I drove up to State College from York, letting the R32 loose on the back roads of PA Route 74 (switchbacks galore, and farmland roads to make driver and vehicle both very happy). When I arrived, my bright red car joined the deep red Passat already in the driveway. Next to arrive was Uncle Bob's dark red Buick SUV (filled to the brim with more things for the house), and then my grandfather's red New Beetle (also full). This left my Uncle Tom as the last to make the trek over to deliver more household items.

When I spoke to my mother to inquire about who would be bringing over what, she said they were loading cars, even going as far as loading Uncle Tom's (even though he's on the other side of the family, and his car wouldn't be staying in State College for any length of time). I asked if he had the

Volvo (his V70 wagon, meaning they REALLY would have filled it up), or the BMW (his E46 323i; I figured if he had the Z3 with him they wouldn't have bothered putting the one shoe box into the trunk). Mom's answer: "He's in a *BMW*." My ears perked up. The last time she gave that answer was when Uncle Tom rolled into town in the Z3 for the first time. The next obvious question (let's face it, my mother can't lie to me) was what color. She hesitated. So I at least knew it wasn't silver or white (323i or Z3). She handed the phone to Tom. "I'll give you a hint. Imolarot." Well I knew he wouldn't have gotten an M5 or an M3, so the next hint confirmed my suspicion: ZHP. When he arrived, he added, to the sea of red cars spilling from the driveway into the street, the deep hues of an imolarot 2004 330i ZHP. At that point the only color from the red spectrum missing (Imola, Tornado (R32 and Beetle), Canyon, and Rondezvous Red) was Uncle Bob's hellrot M3, safely garaged and not doing new house transport duty. Lucky car.

The rest of the weekend, besides enjoying visiting with relatives, involved key swapping, testing the limits of our two new-to-us red rides, and associated tomfoolery (the Bob-foolery did take place Saturday). The ZHP is slightly sported-up inside with Alcantara accents here and there (only slightly worn after 40k miles), and highly-sported outside with the aero package and 18" wheels. The color is beautiful. It felt good, though it's tough to tell for sure how much faster it is than a base 330 without driving them back-to-back.

You can tell my car is really just a fully-optioned Golf (the wide-bolstered

sport seats rub against the center console and emergency brake handle, and they creak like crazy) with a weight penalty of the AWD and a monster motor. But it's a treat to drive. In the same way, the ZHP is a tarted up 3-series, with more power, a better suspension, and sportier interior accents. And it's definitely a nice drive. It's comfortable, has a usable back seat, and 4-door convenience (I haven't grown up that much yet). But the true sports car in the family was missing this weekend - the E36 M3. The ZHP as a 4-door M3? Not so fast. While the performance package makes the 330 a very cool car, and Uncle Tom certainly made the right pick, the M3 still trumps us all in visceral feedback which equates to

RED cont'd on p22 ➤

'Fest Night Rally

THURSDAY OF O'FEST was a busy day. By the afternoon I was tired. Several other GVC members and I had been at the Autocross - driving, working, instructing, etc. So when Dave F. arrived at the track Thursday with his family after driving up from PA, he was tired too, and we decided not to do the night TSD Rally. Then we changed our minds and scrambled to get from the end of the autocross to the rally drivers' mtg in the Glen's beautiful new media center before the start of the rally.

We sat through Adrienne and Roy and Curtis' rally mtg and had NO IDEA WHAT WAS GOING ON (this was to be our first rally). So, when it came time to register, did we register as Novice? Naaahhhhhh. Heck, Dave and I are both former club racers, track instructors, etc. So, we registered as unequipped in the middle speed category. Ha!

We tried to decide what would be the best car for the event. Dave's track M3? My track Mini Cooper? We decided on Dave's street/stock E36 M3.

The event started and WE STILL HAD NO IDEA WHAT WAS GOING ON!! We were lost even before leaving the track! Then we started the first 30 minute "odometer calibration stage" and promptly got lost! Looking at a 120-mile evening on seasonal dirt and gravel roads and we get lost going into Montour Falls! We then had a serious strategic conference and decided that the wisest move would be to head back to the Seneca Lodge bar and have a cold one with Brett.

But, we continued on the rally and had a blast!

Of course, our competitive natures kicked in, and we figured out what we were doing, and eventually started to do pretty well. In fact, throwing out the first stage of 200 (when we really had no idea what we were doing) would have put us well ahead of all the novices and 8th out of 19.

The roads were great and we had a fun time chasing the X5 of Scott Blazey and Dave Farnsworth -- at least until the large dead animal they were able to straddle (but the M3 was not able to) showed up on the road right in front of us. Well, besides some blood and a smashed foglight, we were OK.

Thanks to all who organized and ran the rally. And thanks to all the checkpoint workers who sat out in the woods at checkpoints -- especially those who had a tough time getting to their next checkpoint due to a dead car battery!

BTW - Dave and I are planning on doing more rallies together!







TIRE RACK

Seth's (M)enagerie

THERE'S ABSOLUTELY NO truth to the rumor that our esteemed editor has a garage full of Porsches, Ferraris and Lamborghinis. Truth is – his collection is far more valuable to us Bimmerphiles. Seth Berlfein bought his first BMW in 2002 (the blue 330Ci center stage which is his daily driver) and promptly joined BMW CCA and became active in the Genesee Valley Chapter. After attending his first driver's school in September of that year, he was hooked on the ultimate racing machine. After that it was kinda like eating peanuts – he couldn't stop at one. Collecting and modifying Bimmers for higher performance has been a consuming hobby since then, and you can usually find Seth in his four-car garage (five if you count the lift) on any given weekend or evening tweaking engines, suspensions and drivetrains to wring out a little more speed and handling from his fleet of well-cared-for BMW's. It reminds us of C. Montgomery Burns on the TV sitcom *The Simpsons*; "I have everything in the world but I'd give it all up – for just a little more."

Seth cut his teeth on the 330Ci adding a Dinan software upgrade (legally adding the prestigious Dinan badge on the trunk), cold air intake, 'CATBACK' exhaust, larger throttle body, upgraded rear differential – and topped it all off with a complete set of gauges.

His next effort was the acquisition and upgrading of the beautiful 1988 M6 on the right, which became his first track car. Changing the factory self-leveling suspension to coil-over shocks greatly improved cornering and swapping to Euro headers added 20 horsepower and 30 foot-pounds of torque. A gorgeous set of Kinesis wheels (I say clothes make the man and wheels make the car) reduced un-sprung weight. Then racing seats, 5-point harnesses and a roll cage made it a complete racing machine.

Then, last October, Seth got a deal he couldn't refuse – a 2003 M3 which had been spec'd as a lightweight with sunroof-delete and manual seats (saving over 100 pounds) and a perfect platform for his ultimate racing machine. Of course he further tweaked it by upgrading the software, swapping for full racing exhaust headers, Dinan throttle bodies and Turner Shark Injector software. Now he was ready for OctoberFest track days.

Seth became editor of the 'Brief' in 2005 and since then has upgraded this publication from a newsletter to one of the best chapter publications in the circuit. He has added color, augmented the writers who form its fabric and added new features, such as periodically listing new members and their cars. In the future he hopes to add more staff writers (are you interested?), more features and more color.

His day job is Financial Systems Analyst for Xerox, but most nights you'll find him in his garage. To say that he is passionate about BMWs in general -- and race cars in particular -- is an understatement. His personal e-mail address is m9seth@rochester.rr.com (M3 + M6 = M9 – get it?) Oh, and after our photo shoot, I invited Seth to drive my new M3. After leaving his cul-de-sac he managed to get it to 125 before traffic slowed him down and then when we got to a country road he *really* wrung it out.

He might be hooked.

➤ **MINI E** cont'd from p10
force. They only need to press the brake pedal if the car needs to be brought to a standstill. Since energy is recuperated when the engine acts as a generator in thrust mode, by driving with foresight, one can not only reduce the number of braking maneuvers, but increase the MINI E's efficiency to boot. Making frequent use of the recuperation feature can extend the car's range by as much as 20 percent.

Signature MINI agility in a new guise.
Thanks to the characteristics of electric motors, the MINI E is a new iteration of the agility that is typical of its brand. Its immediate reactions to any movement of the gas pedal combined with its high-output power plant make for a sporty drive. With a curb weight of 1,465 kilograms, the MINI E has an even weight distribution. Minor modifications made to the suspension ensure safe handling at all times. The Dynamic Stability Control (DSC) system has been adapted to this model's specific wheel loads as well.

The MINI E's brake system comes with a newly developed electric underpressure pump. Its electromechanical Electrical Power Assisted Steering (EPS) is the same as the one used in mass-produced MINIs. Both brake and steering assistance react to driving conditions and are thus extremely efficient. The air conditioning's electrical compressor only operates if desired or necessary. An electrically operated heating system was developed for the MINI E as well. Powering auxiliary devices with electricity is increasingly raising the efficiency bar in series model MINIs too.

Design: unmistakably MINI, undoubtedly new.
A first glance at the MINI E confirms that the car belongs to the brand's family. The MINI's design, which is the structural basis for the emission-free two-seater, is supplemented with a host of design cues that are indicative of the car's revolutionary drive concept. Some 500 units will be manufactured for the pilot project and sport uniform paintwork. Serial numbers running from "001" to "500" next to the turn indicator lights show that each of the cars is part of a closed program under which the zero-emissions power plant will be tested extensively in daily traffic.

The MINI E's coachwork sports an exclusive combination of metallic Dark Silver and Pure Silver. What distinguishes the zero-emissions MINI is a specially designed logo in Interchange Yellow, symbolizing a power plug in the shape of an "E" that contrasts the silver backdrop. The stylized graphic element has been applied to the roof in an extra-large version and in smaller dimensions to the front and back, to the charger port lid, the dashboard trim, and – combined with the MINI logo – to the door jamb, in slightly modified form. It

is an unmistakable pointer to the extraordinary drive concept implemented in the MINI E. The color of the roof edges and outside mirror housings are matte yellow as well. This makes the MINI E clearly recognizable from every angle. Furthermore, the eye-catching color composition underscores the power and agility of the first fully electrically powered MINI.

Thanks to its coachwork, the MINI E seamlessly fits into the model family. Its front design borrows cues from the MINI Cooper S, and – similarly to the MINI Cooper D – the strong bulge in the bonnet gives away its extraordinarily high torque. The 16-inch, 5-Star Blaster lightweight alloy rims are shod in low-resistance, runflat tires that enable continued driving even when the tires have completely lost air pressure. A unique touch can be found on the rear flap, which does not have a cutout for an exhaust tailpipe, since the MINI E does not produce emissions.

The interior: color highlights and technical finesse.
Yellow color accents against a backdrop of black and silver hues also dominate the design of the MINI E's interior. Besides the decorative surfaces of the instrumentation panel and the elliptical door trim panel inserts, the ornamental seams of the cloth-and-leather sports seats are clad in the vivacious yellow tone as well.

Moreover, the central gauge and the battery level indicator behind the wheel of the MINI E, which replaces the MINI's rev counter, feature yellow lettering against a dark grey background. The battery level is displayed in percentage figures. The central gauge includes an LED display indicating power consumption in red and power recuperation in green. Charging progress is indicated visually as well. An orange light located on the battery status display housing flashes until a full charge has been achieved.

Standard fare on the MINI E alongside an air-conditioning system, power windows and power outside mirrors as well as an audio system includes a multifunction sports steering wheel. The selector lever used to activate the drive mode is a familiar element. Its visual appearance is similar to that of the MINI with the optional automatic six-gear transmission. Since the MINI E transfers power generated by its electric motor to the front wheels via a single-stage gearbox, the only modes besides Park are Drive and Reverse.

MINI E customers will be part of a pioneering mission.
A 500-unit, limited-production MINI E series will be manufactured through the end of 2008. The project will thus attain an order of magnitude that clearly exceeds the size of currently comparable test series in the field of sustainable mobility. The BMW Group is thus underscoring its goal-oriented ambition to amass a broad spectrum of experience from real-life use of the innovative drive concept. The BMW Group's engineering strategy also aims to supplement the automaker's range of highly efficient models with all-electric drive vehicles over the medium term.

Putting the MINI E on the road on a daily basis will be a pioneering feat from which both the drivers and engineers of the first zero-emissions MINI will benefit as a team. With a view to ensuring that information is shared as intensively as possible and that the drivers receive optimal support, the joint pilot project will be limited to certain regions. Specialized MINI dealers in the US states of California, New York and New Jersey will make the cars available to a select circle of private and corporate customers residing in their vicinity. The plan envisions letting up to 280 MINI E autos roam the streets of California and putting at least 200 into circulation in New York and New Jersey.

Ideal conditions for gaining all-encompassing knowledge.

For a number of reasons, these three states offer perfect conditions for ensuring that the project progresses successfully. With the MINI E on the road on both the West and East Coasts, the car will be tested under various climate conditions. As a result, experience will be gained from using the automobile as a daily driver in city and suburban environments – conditions that come closest to replicating the demands that would realistically be placed on a purely electrically powered vehicle. Moreover, the MINI has consistently been a huge success in California as well as in New York and New Jersey. Considerable attention is certain to be attracted by the project as well as each and every zero-emissions MINI in California, New York and New Jersey.

An open and tech-friendly attitude to progressive mobility concepts is required of MINI E customers as well. They will work in concert with BMW Group experts to evaluate the project scientifically. MINI E engineers accord high importance to staying in touch with the drivers on a regular basis, as this will help them analyze both vehicle characteristics and driver behavior in order to gain the most accurate and realistic picture of the demands placed on a vehicle with a purely electrical drive in the chosen deployment areas.

Special charging station and full service for every MINI E.

The cars will change hands based on a one-year lease with an extension option. Monthly lease installments will cover technical service and required maintenance as well as the replacement of wearing parts. At the end of the usage period, all of the automobiles belonging to the project will be returned to the BMW Group's engineering fleet where they will be subjected to comparative tests. The effects of continuous strain on the vehicle as a whole and on individual components will then be analyzed in detail. Major findings made as a result would be factored into the mass production of a vehicle featuring a purely electric drive system. This explains why the MINI E leases will not include the customary option enabling the customer to purchase the vehicle on expiry of the agreed term.

Another precondition enabling the use of the MINI E within the scope of the pilot project is provided courtesy of charging technology developed especially for this model. The MINI E's lithium-ion battery can be fully charged using a high-current, high-voltage wallbox in a mere two-and-a-half hours. MINI E customers will be provided with a wallbox drawing specially conditioned power supplied by regional electric companies to BMW Group specifications. The wallboxes will be installed in a manner that prevents unauthorized access. Therefore, only lockable garages or similar buildings will qualify as home-bases and power stations for the MINI E.

Maintenance by qualified specialists.

The MINI E's drive technology differs from that used in mass-produced vehicles so far – both conceptually and in many details – placing special demands on servicing work. Most notably, the electric drive's high-voltage technology requires that maintenance work be done by qualified personnel using special tools that are not included in MINI service partners' standard toolboxes. In light of this, a service base will be set up on both coasts, staffed by personnel that is specially trained to perform maintenance and repair work on the MINI E's electrical components. These experts will provide professional support in the event of drive malfunction. Depending on the nature and severity of the fault, this work will be done at the local MINI dealership or the service base's specially equipped workshop. All necessary transportation will be handled by MINI, and the customer will be provided with a courtesy car for the duration of the repair work.

In principle, the MINI E's service requirements hardly differ from those of conventional IC engine-powered vehicles. However, the car's condition will be monitored in depth during this pilot project, as is customary in all field trials and test series. Technical inspections will be carried out after 3,000 miles (just under 5,000 kilometers) and at least after six months. Above and beyond this, any repair and maintenance work that is not directly related to the drive train can be performed by the dealerships responsible for delivering the cars to the project participants.

Production in Oxford and Munich.

Production of the approximately 500 cars will take place at the company's Oxford and Munich sites and is scheduled for completion before the end of 2008. MINI's UK plant will be responsible for manufacturing the entire vehicle with the exception of the drive components and the lithium-ion battery, with the brand's series models rolling off its assembly lines concurrently. The units will then be transferred to a specially equipped manufacturing complex situated on BMW plant premises where the electric motor, battery units, performance electronics and transmission will be integrated. The BMW Group has trained special teams to handle the engineering and production processes. They possess in-depth knowledge of the assembly and model-specific configuration of high-voltage energy storage units, associated cabling and performance electronics as well as all of the logistics and safety requirements that go hand in hand with this technology.

The MINI E: new joy of driving without emissions.

Typical of all MINI models besides their unique design and multitude of "youification" options is the driving pleasure and efficiency they offer. One of the keys to their allure is that they enable fascinating mobility with unusually low fuel consumption. This concept is already pointing the way to the future. And the MINI E is

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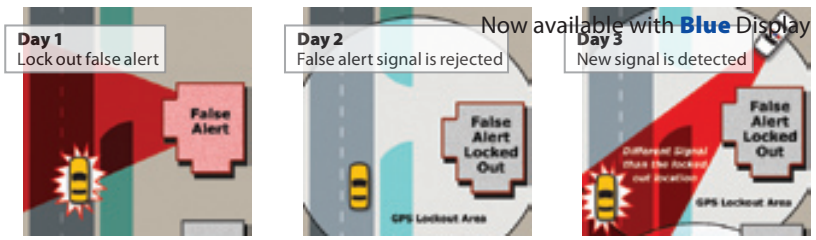

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You may be eligible to receive an allowance based on the purchase or lease of a new or Certified Pre-Owned BMW through an authorized U.S. BMW center.

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- A membership of one year or more immediately preceding the delivery date of the vehicle is required to take advantage of this program. **A member in good standing cannot have any lapse in membership during that 12-month period.**
- Vehicles must be purchased from an authorized BMW center within the US. Sales documents and vehicle title must be in the CCA member's name.
- The BMW CCA Allowance is non-transferable and is only offered to CCA members and CCA associate members.
- If a CCA member co-signs for a vehicle with a non-CCA member, both must reside in the same household and all documents must contain the CCA member's name and signature.
- If a CCA member co-signs for a vehicle with another CCA member, both must reside in the same household, however, only one submission will be honored.
- This program is not available in conjunction with other special purchase programs offered by BMW NA or BMW centers.
- BMW allows one rebate per calendar year (1/1 through 12/31) per member.
- The CCA member must be in possession of the vehicle at time application is processed or for a minimum of six months – whichever comes first.
- BMW CCA Member is eligible to receive one reward, per member, per VIN. BMW CCA Member who purchases their off-lease vehicle via the CPO Program is not eligible for payment for same VIN as a CPO vehicle.
- BMW CCA is not responsible for late, lost or misdirected applications.
- BMW CCA Membership Reward application must be completed in its entirety and postmarked within 60 days of the vehicle delivery date.
- BMW NA and BMW CCA reserve the right to make program changes without prior notification.

Eligible Vehicles

- New passenger vehicles (including European Delivery and Performance Center Delivery), including new SAV's and Certified Pre-Owned Vehicles.

Ineligible Vehicles

- New, non-registered vehicles in excess of 1,000 miles including company vehicles, retail demos or loaner vehicles. 3rd party brokers, lease companies, etc. do not qualify.
- Pre-owned vehicles not enrolled in the CPO Program.
- Military & Diplomatic vehicles do not qualify.
- The MINI, BMW 1 Series and X6 are not included.

Procedure for Submission

- Complete the Program Check Request form.
- Provide proof of purchase (Copy of Bill of Sale, Lease Agreement or Certificate of Title (including CCA Member's signature) and Odometer statement).
- For European Delivery Vehicles - A membership of one year or more immediately preceding the delivery and acceptance date of the vehicle in Munich is required. With the Program Check Request form, please provide the Acceptance Receipt given to the customer at time of delivery in Munich. Odometer Statements are not required for European Delivery. For European Delivery vehicles, Reward applications must be received within 60 days of vehicle delivery date in the US.

Please mail these documents to:
BMW Car Club of America, Inc.
Membership Reward Program
640 South Main Street, Suite 201, Greenville, SC 29601
www.bmwcca.org | rewards@bmwcca.org | 1-864-250-0022

BMW CCA
BMW Car Club of America

BMW CCA Membership Reward Program

rewards@bmwcca.org
Phone: 1-864-250-0022

BMW CCA Membership Reward
Program – Check Request

Member Name: _____

BMW CCA Membership Number: _____

Mailing Address:

_____

_____

_____

Phone: (____) _____

Email: _____

Proof of Ownership:

- ❑ Bill of Sale/Certificate of Title
- ❑ Lease Agreement
- ❑ Odometer Statement
- ❑ European Delivery- Acceptance Receipt

Model: _____

Vehicle Identification Number (VIN):

_____

Allowance: (Please check one)

Passenger Cars

- ❑ $ 500 Z4, all models including the Z4 M
- ❑ $ 500 3 Series, all models including M3
- ❑ $1,000 5 Series, all models including M5
- ❑ $1,000 6 Series, all models including M6
- ❑ $1,500 7 Series, all models including Alpina

Sports Activity Vehicles (SAV's)

- ❑ $ 500 X3 all models
- ❑ $1,000 X5 all models

Certified Pre-Owned Automobiles

- ❑ $ 500 Certified Pre-Owned Vehicles

The MINI, BMW 1 Series and X6 are not included in this program.

I have read, understand and agree to the terms and conditions of this program.

X _____ _____

Car Club Member Signature **Date**

(request will not be processed unless signed)

Volunteer Spotlight

I GUESS THIS would be what we call a "no brainer" – whom to expose in this issue's volunteer spotlight! Coming on the heels of Oktoberfest, I would say Mel Dillon – the GVC liaison for Oktoberfest 2008.

Mel joined the Genesee Valley Chapter in 1998 and has served in a number of roles including President, Vice President, Autocross Tech Inspector and most recently the GVC point person for O'fest at Watkins Glen just a few weeks ago. As a BMW CCA member who has attended 9 O'fests (more than anyone I know), we figured that this was just the task for him! He rose to the occasion and gave a lot of his time (and sweat and tears) to help make this event the success that it was. He started attending meetings with the CCA organizers back in the spring of 2007, which involved trips to Watkins Glen, meetings at his house, numerous conference calls and emails galore. His many duties included volunteer liaison, logistics for daily operation and general lackey for any problems that arose as the event transpired.

Mel's family of vehicles includes his trusty autocross-mobile, the pristine burgundy 1987 e30 325i (with the wonderful new 3.0 liter engine), a lovely new Mini Cooper S, a 525i touring, Formula Vee and 1958 beetle (in restoration).

In his other life, Mel is a speech recognition specialist at VoltDelta. He resides in Scottsville with wife Alice (seen more and more lately on the track herself at autocrosses and schools at WGI) and daughter Kyla, a student at MCC, novice photographer for Roundel at O'fest and equestrian/professional stall mucker. Many thanks to Alice and Kyla for their loan of him to the O'fest effort.

Say hi to Mel when you see him and thank him for all he does for your club…and don't ask him just yet if he's ready to work on the next Oktoberfest at The Glen!

➤ **RED** cont'd from p11

elevated driver enjoyment. The peak of that enjoyment is very high, and the ZHP comes close. I'd like to think my car hit somewhere nearby, too, but it's a totally different experience.

Come winter (and plenty of snow), maybe my car will be tops. One season outta four ain't bad. And I know I'm on the right path: my GTI had 172 hp, the R32 has 240 (68hp increase), and the 135i has 300, just a 60 hp jump. By the time I'm ready, BMW will have found that extra 8 hp to make the gap the same.

➤ **HIGH PERFORMANCE** cont'd from p4

school experience should be fun and not frustrating!

The new M3 is an awesome track machine and makes you feel like a hero. It should completely dominate future high performance driving schools, as well as club racing – until the next one comes along. We came away longing for more track days and graduating to the next level – which is running by yourself.

Calendar of Events

MARCH

14 • SAT GVC Annual Meeting, The Lodge at Woodcliff see pg ?? for registration info

MAY

9 & 10 • SAT & SUN Ultimate Driving School at Watkins Glen

JULY

26, 27 & 28 • SUN, MON & TUE Ross Bentley Seminar in conjunction with GVC's Ultimate Driving School at Mosport

AUG

26 & 27 • WED & THU Ultimate Driving School at Watkins Glen

SEPT

26 & 27 • SAT & SUN Ultimate Driving School at Watkins Glen

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

New Members

June

Conser, Jeran • 79 320/6 Euro
Cox, Ralph
Evanetski, Garard • 08 135i
Hayes, Chris • 01 740il
Haylett, Judy • 08 Z4 Roadster 3.Oi
Holland, David • 02 M3
Jones, John
Lattin, Charles • 73 2002
O'Donnell, Jayson • 08 328i
Pope, Michael
Rizzo, Michael • 08 650
Shaw, Freeman • 07 328i
Ward, Douglas • 01 M Roadster
Wells, Dave • 08 Z4 Roadster
Woodcock, Leslie

July

Arter, Tom • 08 E90
Durkin, Michael • 04 Dodge Srt-4
Garcia, Efrain • 80 320i
Kuehne, Otto
Lindemuth, Karl • 03 330 XI
Loiselle, David • 05 Mini Cooper
Meyerhofer, Mark
Michaels, Julianne • 08 328xi
Peterson, John
Singh, Preetjot • 01 330i
Stranz, Sarah • 98 Z3
Van Bortel, David • 04 Z4
Whitcroft, Allan • 00 Bmw 323I

August

Barry, Timothy • 00 323ci
Betters, Matt • 06 750i

Classifieds

Please visit our web site at www.gvc-bmwcca.org.
Click on "Forums" then "Classified Ad Forums."

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