

Spring 2009

Under the BAYERISCHE briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



Remembering

STAN PARKER

pages 6-7

Genesee Valley Chapter BMW Car Club of America

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Welcome Spring and Joe Burke! While we're certainly hoping that Spring is really here, Joe Burke is a definite – as our new club treasurer. Joe was voted in at our annual meeting on March 14. Joe lives in Fairport with his wife Nancy and has been a member of GVC since 2002. He's a charter member of FingerLakesPorsche Club where he has been treasurer and membership chair. The other incum-

ber officers were reinstated, so you'll still have to put up with (me) Vince Leo as president, Dave Lanni as vice president and Bill O'Neill as secretary. A big thank you goes out to Danielle Salley for the tremendous job that she did serving our club as treasurer for the last several years. We will miss her on the board, but hope to see her at many GVC events this year. And finally thanks to Elaine Lanni. Elaine seems to help us get many events off the ground, and at the same time is somehow able to successfully deflect the credit to someone else.

Please check our web site regularly for additions to a great 2009 lineup of scheduled events. From pancake breakfasts to street survival schools, we have something for everyone. I'm happy to report that the recent Instructor Semi-

nar was a well-attended successful event with 60 instructors participating! Thanks to Dan Mack, Seth Berfein and Gary Matteson for organizing this and to Bjorn Zetterlund for presenting.

Other Activities: Looking for something fun to do this summer while staying close to home? I'd suggest one of our Ultimate Driver Schools at either Watkins Glen or Mosport and a few autocrosses. Information for both can be found on our website.

Finally... We are always looking for volunteers so if you enjoy one or more of our events and want to do more than be a participant this year, please let us know as we have a job for you.

THE NEXT CHAPTER IN THE STORIED HISTORY OF BMW M All-New BMW X6 M and BMW X5 M Make World Debuts in 2009

Woodcliff Lake, NJ – April 5, 2009... The modern, sustainable legacy of BMW M GmbH began in 1985 when engineers placed the snarling, race-bred inline-6 engine from the M1 supercar into the production BMW 5 Series sedan, reworked the suspension and brakes, and created the first M5. Through this industry-first combination of attributes, the M5 redefined the capabilities of a sedan with levels of power, precision, balance, and linear control never before imaginable. Since then, finding new ways to expand the boundaries of what is possible with existing BMW models has been the singular purpose of the craftsmen at BMW M. Now the BMW X5 M and the BMW X6 M are the first all-wheel-drive models to offer the remarkable performance, dynamic driving experience, athletic design, and premium quality of a BMW M product.

Both models are powered by a newly-developed 4.4-liter V8 M engine delivering 555 hp at 6,000 rpm and 500 lb-ft of torque from 1500 to 5,650 rpm. This new M engine is the world's first with a pulse-tuned exhaust manifold encompassing both rows of cylinders combined with

high-performance twin-scroll twin turbo technology.

For the X5 M and X6 M, engineers at BMW M pushed the capabilities of BMW's intelligent xDrive all-wheel-drive system and the Dynamic Performance Control system to manage the power and performance potential of these two new vehicles. The special M suspension includes Adaptive Drive and newly-developed Servotronic power steering. These features combine to push the limits of what was previously possible with a sports-oriented vehicle, and guarantee driving behavior characteristic of a BMW M product: incredible stability and precisely controlled steering qualities abound throughout the performance envelope.

The BMW X5 M and BMW X6 M set new standards of acceleration, lateral grip, steering response, balance, and stopping power among high-performance activity vehicles. Both models accelerate to 60 mph from a standstill in 4.5 seconds and feature impressive delivery of power from the V8 twin-turbo engine which provides maximum torque of 500 lb-ft from 1,500 and 5,650 rpm. From a

handling standpoint, both vehicles are notable for superb balance through careful tuning of xDrive, Dynamic Performance Control, and Dynamic Stability Control with M Dynamic Mode for linear buildup of cornering forces. These capabilities place the performance of the X5 M and X6 M on par with the performance of other recent BMW M vehicles.

The athletic character and amazing performance abilities of the BMW X5 M and X6 M result from levels of development never before applied to this type of vehicle. As it did when creating the original M5, BMW M has once again shown that applying new technologies and innovations to a solid BMW production vehicle type will produce startling performance and an exhilarating drive. Both of these new models offer capabilities and dynamic driving experiences which are quite unique, and promise to provide thrills from everyday traffic to the race track.

The first modern turbocharged M engine: twin scroll twin turbo technology with a patented exhaust manifold.

Using BMW's innovative, 4.4L reverse-flow V8 engine with High Precision Di-

der **bayerische** brief

rect Injection and twin turbochargers as a basis, the new M engine introduces twin-scroll twin turbochargers and patented exhaust manifold technologies to achieve outstanding thrust and pulling force, while preserving the most compact dimensions possible. Two low-mass twin-scroll turbochargers are positioned together with the catalytic converters in the "V" section between the two banks of cylinders. By reversing the flow of

appropriate separation of exhaust gas flow from different cylinders is maintained until the gas reaches the turbine wheel, spooling the two twin-scroll turbochargers without back-pressure. With maximum boost pressure of 1.5 bar (21 psi), the use of twin-scroll twin turbo technology and the CCM exhaust manifold allows complete exploitation of the benefits of turbocharging.

Immediate response and remarkable

from BMW's EfficientDynamics engineering strategy. These include on-demand control of the electric fuel pump, an on-demand compressor for the air conditioner, and a flow-controlled supply of hydraulic fluid to the Active Roll Stabilization system. By operating these features specifically on demand, energy waste is minimized. The engine fulfills the requirements of the US LEV II standard as well as the EU5 requirements in Europe.

BMW xDrive and Dynamic Performance Control with a special M setup for optimum dynamics.

The outstanding success of BMW's intelligent xDrive all-wheel-drive technology is based on quick, electronically-controlled power distribution to the front and rear axles. When combined with the superb, near 50-50 static weight distribution of any BMW, xDrive can prevent the tendency for the vehicle to oversteer and understeer as long as possible, reducing the need for Dynamic Stability Control (DSC) to provide electronic assistance.

BMW's Dynamic Performance Control was presented for the first time in the BMW X6 and is now featured in the BMW X5 M and the BMW X6 M. Put succinctly, Dynamic Performance Control enhances driving stability in demanding situations and is thus perfectly suited to a powerful M vehicle. Vectoring of torque between the right and left rear wheels (both on throttle and off) significantly improves steering precision and tracking stability at all speeds, with DSC being required to stabilize the vehicle only under extreme lateral acceleration. Ultimately this offers the driver an unparalleled standard of performance, agility, balance, and traction, and re-establishes the benchmarks in drivetrain and suspension technology for all types of performance-oriented vehicles.

In the BMW X5 M and BMW X6 M the potentials of both xDrive and Dynamic Performance Control are maximized by BMW M, with the driver able to activate the M Dynamic Mode (MDM) with the DSC button on the center console or the steering wheel-mounted M Button. This



gases through the engine from traditional arrangements, the intake and exhaust ducts are shortened and widened. The result is that pressure losses on the exhaust side are minimized.

The goals: virtually eliminate turbocharger lag while maximizing combustion efficiency and power output. Tremendous power and performance are delivered by the engine in the BMW X5 M and BMW X6 M through a new design and construction principle. The new M V8 engine with twin-scroll twin turbo technology uses a single exhaust manifold with tuned-length runners, incorporating both cylinder banks and connecting cylinders in carefully-selected pairs. This configuration, patented by BMW M and known as Cylinder-bank Comprehensive Manifold (CCM), offers lightning-quick response, a linear build-up of engine power, and a broad, consistent torque curve by feeding each of the twin turbochargers with a "charge pulse" at approximately every 90 degrees of crankshaft rotation, rather than the more traditional "irregular schedule" of charging.

The managed flow of exhaust gas provided by the CCM ensures high-velocity flow of combustion gases. The

thrust characterize the new V8 twin-turbocharged engine from BMW M GmbH. The impressive onset of power is accompanied by unique, engaging engine sounds that accentuate the quick-revving characteristics with the dynamic acoustic effect typical of a BMW M product. The sounds are always civilized, but transform from relatively calm to extraordinarily intense as the boost and revs build from idle. Reflecting the tremendous power of the engine, the turbocharged M V8 is equipped with an advanced cooling system developed specifically for the two new models. One notable feature in this context is the presence of two high-capacity water-to-air intercoolers which consistently optimize performance under the most demanding driving conditions. An aluminum oil sump exclusive to BMW M with a special finned surface guarantees optimum cooling at all times even under an extremely demanding style of driving.

The turbocharged M V8 engine develops its outstanding power with remarkable efficiency. In addition to BMW's High Precision Direct Injection, both the BMW X5 M and the BMW X6 M are equipped with a range of technologies

A good friend and fellow club member, Stan Parker, passed away on February 27, 2009.

If you attended our annual meeting, you were reminded by Bill O'Neill of Stan's history in the Genesee Valley Chapter -- first as one of the founding members -- and later as the one who was instrumental in the establishment of GVC's Ultimate Driver's Schools at Watkins Glen. Stan served our club as president, chief instructor, and as the first publisher of this newsletter, *Der Bayerische Brief*. Those of us around in those early days of the chapter remember

many evenings when the Board -- and anyone else who was willing to help -- would gather at Stan's house to stick mailing labels on the hundreds of newsletters, and then sort them into

bulk mailbags. He generously hosted many board meetings and club gatherings at his Fairport home.

Stan always strove for perfection in everything he did, particularly regarding his BMWs. He would spend hours upon hours cleaning his vehicles before the chapter concours or the Victor Auto Show. I remember sitting on the back floor of his gorgeous 535i cleaning the leather seats, while David helped him scrub brake dust off his wheels. It was a tedious and dirty job, but we were always rewarded with the finest of food and beverage!

This car club, along with the BMW Club Racing community, were truly his family and will miss him very much. We'll be holding a memorial for Stan at Watkins Glen during this Fall's driver's school weekend, September 26-27, in conjunction with the BMW Club Racers. Details will be posted on the GVC web site in advance.

Remembering



Many kind words and remembrances have been received in the past few weeks from friends and club members all over the country. Here are excerpts from just a few of them:

Fran and I want to add our voice to all those fondly remembering Stan and missing him. A decades-long friend, Stan was of course a huge help to the growth of BMW CCA, the chapters he was part of and the driving school and club racing programs. God Speed Stan!

—Scott & Fran Hughes, Buckeye Chapter

We have such good memories with all you guys up there and Stan was such a big part of it all. He always treated my family very good and me especially, whether I was tearing up the infield on my quad or scaring the novice run groups when I finally got on the track - Stan never got mad or upset - just showed me the way. I used to enjoy, and will now always remember and cherish our conversations at the bar at the Seneca Lodge, Stan with a Bombay martini and me a beer.

—Alex DiFrancisco, Pittsburgh, PA

Speedy and I are so sad to learn that Stan is gone. I can't imagine walking into the Seneca and not seeing him at the bar chatting it up or bench racing with someone or another. Even if he had taken on a lesser role for Genesee Valley events in recent times, I will always remember him as "Stan The Man." We are thinking of you and all of the friends that share this loss with us; the next lap at the Glen is for Stan.

—Lou Millinghausen, Delaware Valley Chapter

As Stan had no living relatives, and very little remained in his estate, we are accepting donations to offset the cost of a proper burial and modest headstone. Any remaining donations will go to the non-profit BMW CCA Foundation in Stan's name to support their Street Survival teen driving program.



STAN SPARKER

The planning phase for the 2009 autocross season got off to a bit of a slow start this year when we learned that RIT changed the pricing structure for use of their facility. This came about largely as a result of an incident at an SCCA Solo event held there last year in which a spectator sustained injuries. Any type of incident beyond a few cones getting abused is very rare in autocross, but when high powered cars are unleashed in a confined area there are risks. The response from the college was to require a significant safety staff presence around the perimeter of the parking area to ensure no unwary pedestrians or drivers mistakenly enter the "hot" areas. In the past we've controlled this by use of barriers and chains as well as course workers who are instructed to be observant for outside agents. We tried to plead our case, pointing out that our course layouts at that facility have always been set up in a way that the scenario that occurred on the course would have resulted in no issues and that perimeter security would not have prevented the incident, but were unable to get them to alter their new policy.

The additional staffing required effectively doubles the cost of running an event there, making the site too costly to consider as a regular location for our events. As a result, we began looking at alternatives. The first one we decided on was Seneca Army Depot – a decommissioned Army base in Seneca County, between Seneca and Cayuga Finger Lakes. This site is usually referred to as SEAD, since SAD was not deemed to be a good acronym by the U.S. Army. This is a popular site for SCCA Solo events because there is a lot of room to work with and sound levels aren't really a concern. Another site we chose is the

Cherry Valley Motorsports Park, a go-kart track in Lafayette, NY. This is an enclosed Kart track that has been popular with several other clubs (SCCA, PCA) so we're going to try it out.

One thing we'll be doing differently this year is to hold two "Tuning Days" at Seneca Army Depot. These will be held on the Saturday day before the scheduled autocross. This will be an opportunity to run an autocross course with timing in place but without keeping the times or positions in the season points tally. We will set up the testing course in the morning on Saturday based on the Sunday course layout, but will run the flow backwards so there isn't an unfair advantage given to those who drive Saturday, but not Sunday. Pricing for the events will be set up so that participants on Saturday will have a reduced entry for Sunday's event. The idea is to run a low-key day to allow people to get a lot of runs in and try out different tire settings and driving techniques without worrying about competition.

Another new thing this year will be our registration and timing systems. We will be taking pre-registration on the GVC web site and running the event on a laptop computer with electronic timing input. The club is investing in new wireless timing equipment and software so we can move away from the card-based system we've been relying on in the past. Please plan to sign up on the web site to speed up the check-in line at

the event! Here's our autocross schedule for this year:

2009 GVC Autocross Schedule	
Sat 5/16	BIMP
Sat 6/6	SEAD Tuning Day
Sun 6/7	SEAD
Sat 6/27	Cherry Valley
Sat 7/11	BIMP
Sat 8/15	SEAD Tuning Day
Sun 8/16	SEAD
Sat 9/19	BIMP

Please see the GVC web site for up-to-date information on the schedule, site locations, and other useful information for our autocross program this year. Lots of things are changing, so it will be both challenging and exciting. I hope to see a lot of new faces and a lot of familiar ones too!

GVC

by Andy Blake

AUTOCROSS

HISTORY from p5 ►

mode raises DSC thresholds of intervention and ensures throttle-steering behavior typical of BMW M by shifting the xDrive bias more to the rear and involving the Dynamic Performance Control in the process. A pictogram in the Control Display in the instrument cluster allows the driver to monitor the activity of Dynamic Performance Control and xDrive through a clear visual depiction, which shows the driver how much power is being distributed to each wheel.

As a result, M Dynamic Mode allows maximum speeds in bends and on winding roads with the DSC system intervening only when the vehicle reaches the absolute physical limits of grip. Even under maximum load in the apex of a bend, the vehicle follows steering inputs with tremendous precision, giving the driver very high speeds when exiting a turn in the interest of optimum performance. Last but not least, DSC may be completely deactivated by experienced drivers at the touch of a button.

Beyond the stabilizing effects of Dynamic Stability Control provided by individual brake activation and engine power reduction under extreme conditions, DSC in the BMW X5 M and BMW X6 M includes a wide range of additional features tuned to BMW M standards to promote safe and exciting driving. These include ABS anti-lock brakes, Trailer Stability Control, Hill Descent Control, Dynamic Brake Control which maximizes brake force when required, Cornering Brake Control for advanced trail-braking, Brake Fade Compensation for extreme driving conditions, automatic Brake Drying when the windshield wipers are activated, Start-Off Assistant for driving on steep hills, and a braking function for use by the standard cruise control.

Both vehicles come with an electro-hydraulic parking brake which features the Autohold (Auto H) function. Auto H is a convenience feature that holds the vehicle in position as soon as it comes to a stop at an intersection or in stop-and-go traffic, without requiring the driver to hold constant pressure on the brake pedal. As soon as the driver touches the accelerator again, the brake is instantly

released.

M Suspension with standard Adaptive Drive.

The suspension developed specifically for the BMW X5 M and BMW X6 M with its double-wishbone front control arms and integral four-link rear axle offers M-specific geometry and damping. This is accomplished through optimized control arm and A-arm bushings at the front, as well as stiffer axle support mounts at the rear.

As part of the advanced Integrated Chassis Management system which networks all drivetrain and suspension components, both models feature standard self-leveling rear air suspension and Adaptive Drive with Electronic Damping Control (EDC) and Active Roll Stabilization (ARS). The special version of Adaptive Drive tailored to the requirements of BMW M lowers the entire vehicle by 10 millimeters or 0.4" versus the standard BMW X5 and BMW X6.

To quickly and reliably process data, Adaptive Drive uses the high-speed FlexRay data transmission protocol. FlexRay enables Adaptive Drive to transfer data through the vehicle's on-board network at an extremely fast rate. This enables lightning-quick changes to settings for individual shock absorbers, swaybars, and other components as conditions and driving demands warrant. For example, if the front wheel encounters a bump, the system responds quickly enough before the rear wheel reaches the same bump. On the X5, X6, and 7 Series, BMW is the first carmaker in the world to use FlexRay as a regular technology.

The special Servotronic steering developed for the BMW X5 M and BMW X6 M provides variable steering assistance geared to the road speed of the vehicle. This allows the driver to negotiate parking maneuvers with lower effort while preserving exact feedback and the highest standard of steering precision at higher speeds.

The degree of power steering assistance is defined by two control maps. Apart from the standard configuration, the driver is able, through the Adaptive Drive button or the M Drive button on

the steering wheel, to call up the Sport Mode. This activates a sports driving control map with higher control forces for particularly dynamic driving conditions.

When changing from Normal to Sport Mode, the system alters not only the Servotronic steering control map, but also the damper setting, with the shock absorbers of the vehicle being significantly stiffened in Sport Mode. In conjunction with Active Roll Stabilization, this allows an exceptionally high standard of linear lateral forces in dynamic bends and on fast, winding roads, and keeps body roll to a minimum.

M Brakes and tires to match the M Power.

Outstanding stopping power with fade reduced to a minimum is guaranteed by the high-performance M brake system, which combines giant four-piston fixed calipers at the front with floating calipers at the rear, combined in each case with large, internally-vented lightweight brake discs. The brake rotors themselves measure 15.6" in diameter at front and 15.2" at rear. They feature a riveted connection to join the aluminum rotor hats with the cast-iron rotor discs.

The BMW X5 M and the BMW X6 M are the only vehicles of their type equipped with staggered-size tires front and rear, running on 20-inch light-alloy wheels. The choice of runflat tires in sizes 275/40 R 20 at the front and 315/35 R 20 at the rear is a result of the special setup of both models, with the emphasis on rear-wheel power and dynamic handling balance. This promotes exceptionally good transmission of power to the rear axle and precise, razor-sharp steering behavior of both models. Transitional stability is also world-class.

Maximum performance at the touch of a button: M Drive button on the steering wheel.

In addition to the DSC mode (On, MDM, or Off) and the specific setup of the shock absorbers and Servotronic steering, the driver may also configure the setup of the drivetrain on the BMW X5 M and the BMW X6 M. Activating the Power mode influences both engine

HISTORY cont'd on p20►



Seeing the cover of the February Roundel took me away from the late-winter chill and snowy mess that is February in the Northeast, and back to hot, late summer of September 2004 when I was up close and personal with Don Dethlefsen's own 1800 TiSA. The event was the Vintage BMW Marathon, which I know I've mentioned here before. But it was such a great event, it bears reliving.

The Marathon was a tour of truly vintage BMW's that took the long route from BMW NA headquarters in Woodcliff Lake, NJ, down to the plant in Spartanburg, SC. And by the long route, I mean they started off heading north to Lime Rock, then didn't turn south until they got to Bar Harbor, Maine. Almost midway between Bar Harbor and Spartanburg lies Hershey, PA, home to the Antique Automobile Club of America, and their museum, where the main displaying of cars took place.

But let's back up. It wouldn't be a true "Road Trip Event" without the adventure of first getting there. At the time, I was in my second year at Bucknell University, in central PA. Bucknell is about an hour and a half NW from Hershey. Since I was carless, Uncle Bob picked me up on his way from State College in his '72 2002 - the perfect car for this event. The '02 ran like a champ, owing to its nickname, "The Tank." And while this bit of road trip was fun, we needed to add some more adventure to the day's activities. It was a beautiful Sunday, so I encouraged

my parents to come visit. The trip from Rochester to Hershey is close to five hours - by car. But in my dad's 4-seat Cessna, it's a little under two hours, without too much of a headwind. So Uncle Bob and I stopped off first to the Capital City Airport in Harrisburg, the smaller of the city's two fields. Picking up my parents, we continued on to Hershey.

That was a good enough logistic challenge, but why stop there? Since my Dad and his brother (Bob) were getting together, and my other BMW-driving Uncle Tom lives in Philadelphia, why not meet up with him? So my Mom got to reunite with her brother, and on top, their sister was also visiting from California. The (quite full with 4 people and flight and camera gear) 2002 met up with Tom and my Aunt Jean in his 323i

From the Wendy's parking lot, where our duo had been joined by an E30, we caravanned to the museum, where none of us were expecting the grand display presented. The list of cars being shown is too long to write, and I know it would be incomplete. But the highlights? A '34 309, an EMW 327, a 319 roadster, the 1800 TiSA, a couple 507's, a Bertone coupe, that gorgeous '56 Baroque Angel that I've seen in Oktoberfest photos, 328's, vintage two-wheelers, FIVE Z1's, the E30 M3 Touring, a 2000 Tii Touring, and a clean 2002 Turbo, with a reminder stuck on the dashboard of the conversion from KPH to MPH. And that's the incomplete list.

Looking back at my photos, there was something on the Turbo that I never would have noticed in 2004 - the license



at the Wendy's near Hersheypark, and our rendezvous was completed. We had stopped first at the Hershey Lodge to get a quick glimpse of the Marathon, but by then they were moving en masse to the museum.

plate. This car, along with countless of the others (including all the Z1's), had started the Marathon in Germany, because they were owned by German citizens. The plate on the Turbo had the HDH identification of the town of He-

But let's back up. It wouldn't be a true "Road Trip Event" without the adventure of first getting there.



road trip

idenheim, which I only recognize now because it's home to my company's headquarters. They tell me it's not a huge town, so on my next trip over, I'm going to keep an eye out for one square-light Turbo tooling around.

After we had inspected every car more than once on that hot Sunday in September, and filled our camera memory chips to capacity, it was time for the return journey. The Museum was



closing up, so it's on my list of places to re-visit. The '02 returned to the airport, but here I stayed with the airplane. Avoiding driving me back to Lewisburg would make a much more direct drive for Uncle Bob to State College, so my parents flew me to the airport just south of Lewisburg - a mere 20-minute hop. They in turn flew off into the sunset on their way to Rochester.

Given the magnitude of planning and cost, I know an event like that isn't a common occurrence - and may not happen again for some time. To see that large group of classic and vintage BMW's together, and many straight from Germany, was truly amazing, and something I'll remember forever.

And one quick bit of news: Uncle Tom's has become a three-BMW household. Mom, clever as always, would only tell me his new toy "started with an X and ended with a three." Though he wanted blue to join his red 330i ZHP and white Z3 3.0i, I think the white X3 3.0si fits in nicely.



The Bimmer Boy
russell LABARCA

I line up next to Roy's iX. He has pole position, I'm next to him on the front row. Behind us are three Subarus and a Mazda 323 GTX. The start line is perhaps a third of the way down the front straight. Ahead of us is a tight left-hander, a bit more than 90 degrees, immediately followed by a slight kink to the right, and another tight left-hander onto the back straight. The back straight includes a high-speed right-hand kink which can be taken flat out, and then it's time to brake for the decreasing-radius left-hander which will return us to the front straight after about a mile of driving.

The starter walks along and checks each car to make sure helmets are strapped, belts are on, and drivers are ready. After receiving the thumbs up from each driver, he steps to the side of the course and drops the green flag. Roy gets a slight jump on me and is away quicker. Both of our E30s are shod with Blizzaks, and the traction is excellent. We pull out a slight gap from the cars behind us as we approach the first turn. Roy has the inside line, and drives in very close to the apex cone, making a sharp turn at the cone in classic AWD fashion (lots

of traction but terrible turn-in.) He has the ABS off in his car, and is relying on skillful brake modulation to slow the car. I've left mine on, and the system chatters away like a demented teletype as I cross from bare ice to snow and back again.

We both enter the turn, Roy's line tight, mine a wider entry. He's out and past the kink cone on driver's right with a snarl from the iX's exhaust telling me he is hard on the throttle as we blast between the two left-handers. I do likewise, and we enter the next left-hander in similar fashion, his line tight, mine wider.

The iX requires a little provoking to turn, a combination of "Scandinavian Flick" and abrupt throttle to get the back end to come around. Tricky, because if the speed of rotation gets too high, it's tough to get it pointed where it needs to go, and easy to end up sideways to the desired line of travel with a herd of Subies bearing down.

Onto the back straight, and once the car is close to straight, it's full throttle and up through the gears. First and second gear allow easy wheelspin, and it's tough to avoid shifting too soon and bogging in third. Throttle modulation is required in second until the car has gained enough speed to stay in the power band in third. Then, it's foot to the floor past the high-speed kink. The lane around the kink cone is bare of snow, and at

E30s ON ICE



A Fine Winter's Day on Honeoye Lake

by Karl Hughes



60 or so it then requires a light touch to drift the car around, pick up the edge of the snow on driver's left without getting too far into it and losing speed, and then get the car balanced before braking for the deceiver at the end of the straight.

Into the decreasing radius turn there are plenty of lines to choose, with no obvious best choice, at least until the snow gets swept away from the apex cone. Again Roy chooses point and shoot, and I go for a wider radius turn. Neither approach shows a clear advantage over the other, and we head onto the front straight in the same position, Roy slightly ahead.

The lake surface is bumpy due to one day of above-freezing temperatures in the previous week, and -- with the windswept bare patches -- the car dances a bit, forcing careful steering-wheel inputs to keep the front pointed forwards. I botch my entry to the turn at the end of the straight just a bit, which allows Roy to pull out a small gap, and the Subaru behind me to close up to the point where I need to be wary as I turn in, making sure he hasn't had the chance to duck inside.

I manage to hold position, and gain a little bit back on the back straight as the baby six swings to 6500 RPM in each gear. Each successive lap is a little more of the same, gaining a bit on the straights, trying not to give anything up on the turns. I experiment with lines and throttle exiting the turns, and sometimes it works, sometimes it doesn't. Ahead of me Roy is doing the same, so our relative

gap shrinks and grows as one of us finds traction on a snowy patch, or gets the car straighter a little sooner.

The Subaru slowly drops back, never far enough away that I can stop watching, but never close enough to be an imminent threat. After five or so laps (I've completely lost count) I see the "one lap remaining" signal from the starter. Now it's time to drive a nice clean lap and avoid mistakes. It's very unlikely I'll catch Roy unless he suddenly takes leave of his senses, so I need to make sure not to take leave of mine, and keep the Subaru behind me. Hard on the brakes, ABS rattling and groaning, coax the car into the turn, ease into the throttle to get the tail out just the right amount. Foot to the floor as the nose swings close enough to the line, then brake again hard for the next turn. Flick the tail around and try to catch it just right as

we pass the apex cone, then hard on the throttle again as we drift across the bare ice to the snow where the traction is.

Up through the gears, tip-toe past the high-speed kink, this time hitting 70 MPH, easing out of the throttle to gather it up before the braking zone. Coax the car into turning, then pitch it around as

the radius tightens, trying to time it so the car points straight as it hits the snow on driver's right at corner exit. Foot to the floor, and dash for the finish line, with Roy too far ahead to catch, and the Subaru far enough back to stay in third place. Team GVC finishes one-two, upholding the honor of 20-year-old winter-beaters-turned-race-car!



“We both enter the turn, Roy's line tight, mine a wider entry. He's out and past the kink cone on driver's right with a snarl from the iX's exhaust telling me he is hard on the throttle as we blast between the two left-handers. I do likewise, and we enter the next left-hander in similar fashion, his line tight, mine wider.”

The Central New York Ice Racing Association has classes for "prepared" cars with roll cages and custom ice-racing tires, and classes for street cars. The street car classes allow street-legal snow tires only, and rules are similar to vintage racing to minimize the chance of contact. Most of the "street tire" cars are daily drivers, sometimes including some fairly nice "winter beaters" such as EVOs and WRXs.

For those who would like to drive on ice, but not wheel-to-wheel, ice autocrosses/rallycrosses/time trials are sometimes organized by the local SCCA regions or BMW CCA chapters.

drive stupidly

Front straight... passing Start/Finish... setting up for Turn 1... looking for brake markers – the 100 board...

We're listening in on the subconscious "talk" going on inside the mind of "Bill," as he drives into Turn 1 at Mosport Park. Bill is a senior executive of a major software company. He also participates in a variety of track driving events. Today, he's driving his BMW M3 at Mosport.

Pay attention to Bill's inner chatter, as his subconscious mind is processing 4 billion bits of information per second. Even for a techie guy like Bill, that's fast. That's the state Bill is in when driving in the zone: trusting his mental programming, his subconscious, to drive the car; allowing his conscious mind to be aware of what's going on; and adapting his programming to suit, on the fly. At over 100 MPH on the front straight, there's a lot going on in a big hurry. Back to Bill's subconscious...

Keep the car against the left edge of the track... stay on the throttle – flat on it... wait, wait, wait... 200 marker goes by... wait, wait – full throttle... 150, 125... full throttle... wait... 100 – now, brake – squeeze the brakes... look way into turn – end-of-braking point way in there. Braking... car dancing around – blip the throttle and downshift... prepare to release brakes... look inside for apex, releasing the brakes while turning in, arc steering towards apex. Look around turn, towards exit curb. Trail off brakes... end-of-braking point – fully released brakes. Car is dancing... sliding from momentum... slight understeer. Patience. Wait fraction of a second... let car rotate, understeer to oversteer... sliding, dancing – pointing past apex. Got it – hug apex curb. Squeeze throttle – maintenance throttle. Now, fast squeeze – commit to full throttle. Trust the car – slide, but hook up and stick just when I need it. Oversteer... that's it, unwind the wheel – let the car run free. Dance with the car –

unwind steering... oversteer... steering correction – smooth... use track – exit... Full throttle... nibble at the curbing on left... upshift... ease car back towards middle of track. Look to set up for Turn 2... breathe...

"Drive stupidly, Bill."

Drive stupidly? Yep, that's what Bill's coach, riding in the right seat, just told him to do this lap. What you just read all happened in about 2 seconds on the track, while covering close to a quarter of a mile at over 70 MPH. And his coach just told him to "drive stupidly!"

Successful (and even not-so-successful) business people have been drawn to auto racing and performance driving for many years. These are mostly men, but more and more women as well – surely the popularity and success of Danica Patrick in Indy car racing is having an impact. In fact, sports car racing being funded and populated by wealthy business people is almost a tradition.

The parallels between high performance driving and business are many. In fact, there are more similarities than there are differences.

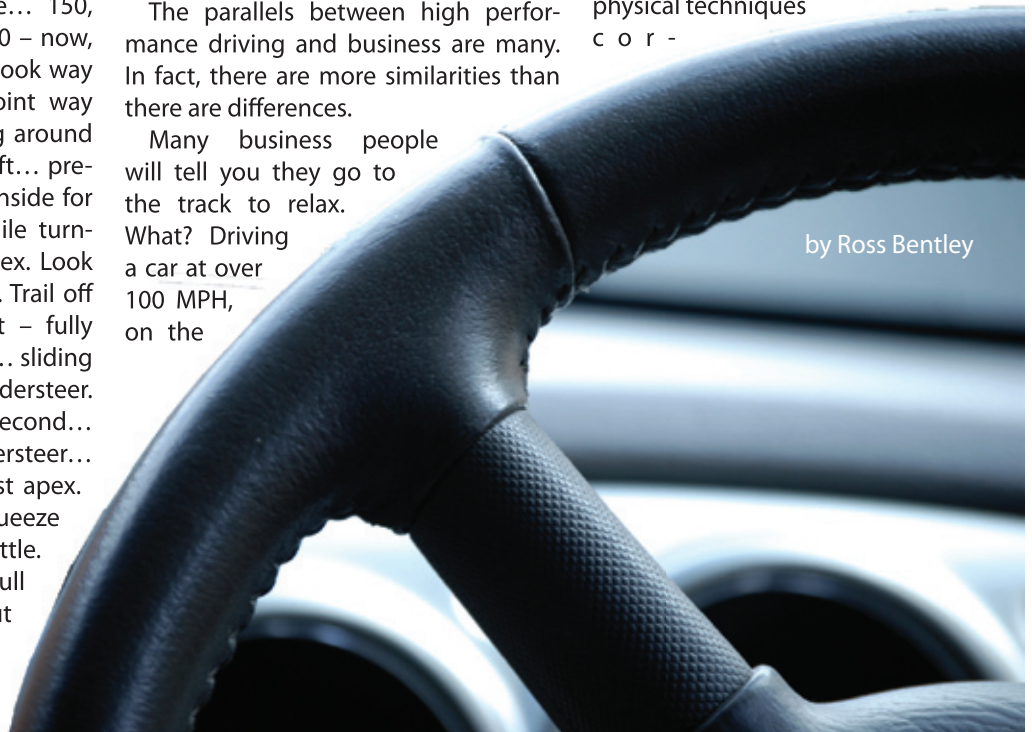
Many business people will tell you they go to the track to relax. What? Driving a car at over 100 MPH, on the

ragged edge of control is relaxing? You bet. Because of the tremendous focus that is required by the sport, business-people-turned-performance-drivers will tell you it's one of the most relaxing things they do. When they're at the track, nothing else matters. In fact, it's one of the only places they can go to completely get their mind off what's going on back at the office.

One of the most common challenges business people experience when driving a car at high speed is turning their analytical thinking mind off and learning to trust their subconscious programmed mind to perform. And that's why Bill's coach has told him to "drive stupidly" this lap. That's the mental trigger they have developed to switch Bill's mind from analytical mode to performance mode. Bill and his coach have spent time discussing this, the importance of being able to perform in this mode, and Bill has even visualized this. He knows that when his coach says, "drive stupidly," that's his cue... that means that he's doing all the physical techniques

c o r -

by Ross Bentley



rectly, he's got the car on the ideal line through the turns, and now he just needs to relax, stop thinking so much, and trust his mental programming to drive the car.

And that's the biggest challenge for Bill. After all, he's used to performing in analytical mode in his business life. Ironically, he's been told by his company's superiors that the one thing he needs to do more is to trust his gut, his intuition. He's been told he needs to allow his creative mind to run free more often. Bill's been successful because of his analytical thinking and attention to detail, but what's holding him back from making that last step up the corporate ladder is his struggle with letting go of that mode... of trusting his right brain to perform... of seeing the big picture,

think driving a car on a race track requires the most? How about business? If you answered, "both," you're absolutely right. And if you've ever had the experience of being totally in the flow, or in the zone, then both sides of your brain were operating at their maximum.

Athletes and musicians often talk about being in the flow or zone. But this almost mystical way of performing is not reserved just for superstars. Even ordinary business people experience it. If you've ever been lost in an activity, where you were totally absorbed in it, where you lost all track of time, where you were completely focused just on the task, and you actually felt joy in doing it, then you were in the zone. And during that time, both of the hemispheres of your brain were not just performing at

- Being able to focus on the critical issues or challenges
- Being able to see the details and the big picture
- Being both logical and intuitive
- Having a clear picture of where the business is going while being aware of where it is today in relation
- Managing pressure
- Being able to respond positively to mistakes and failures
- Learning
- Motivating teams and co-workers
- Making quick and accurate decision
- Being able to learn from the past, predict the future, and be in the moment with people

That's the theme behind the Genesee Valley Chapter's 3-day Ultimate Driving School July 26-28 at Mosport. They've

Dance with the car - unwind steering... oversteer... steering correction – smooth...
use track – exit... Full throttle... nibble at the curbing on left... upshift...
ease car back towards middle of track. Look to set up for Turn 2... breathe...

of being more creative, of being more intuitive, and of being more in the moment.

Much has been talked and written about a person's left and right brain – the fact that our brains are made up of two separate hemispheres, and that each side of our brain tends to process different types of information. Your left brain is your factual, logical and detailed processor, and it's where your language center is; your right brain is your creative, intuitive, artistic processor which sees the big picture.

Another less talked about aspect of our hemispheres is that our left brain is great at focusing on the past and the future, while our right brain is more in the moment, focused on what's going on right now. And research has shown that our left brain tends to make decisions by pattern matching, whereas our right brain uses a more "gut feel" (could it be that our "gut" is really in the right side of our head?).

With that in mind (no pun intended), which hemisphere of the brain do you

their peak, but they were communicating fully back and forth.

Connecting both sides of your brain is the corpus callosum, a bundle of nerve fibers acting almost as a computer-printer cable between the hemispheres. This cable conducts the bio-electrical communication between the left and right brains. And when there is full communication between each side of the brain, we perform better. There are things that we do, and things that happen to us, that restrict the communication between hemispheres, resulting in a less-than-peak performance (and certainly not performing in the zone).

Coaches, whether in business, racing or performance driving, can help people "switch on" their brains, ensuring full communication between the left and right brains. This integration of the hemispheres leads to a better performance.

Performance is performance. Whether it's performance driving, or managing people and running a business, things like the following are equally applicable:

invited race driver-turned-performance-coach, Ross Bentley, to conduct a unique program.

The program will consist of a full-day workshop and two days on track. Think of this as a day in the classroom and two days in the laboratory, although even the classroom is a bit of a lab.

Bentley has been conducting what he calls "Inner Speed Secrets" workshops for the past decade, including a sold-out session in Rochester for the Genesee Valley chapter in early 2008. Over the years, participants in his workshops have included professional race drivers, undercover police officers, car club members, sales people, fire fighters... even an astronaut has used his teachings to help his performance in space.

As Bentley asks in the workshop, "What percentage of driving is physical and what percentage mental?" While it's impossible to determine what the exact split is, it's obvious that our bodies don't do anything unless our brain tells them

DRIVE cont'd on p16 ►

DRIVE from p15 ►

to. So, one could argue that driving is practically all mental – even 100% mental. Therefore, to perform at one's best, (rather than only spending time focused on learning the physical techniques of the cornering line, how to heel and toe, and when to apply the throttle in a corner), doesn't it make sense to focus at least an equal amount of time learning to manage what's really driving your car – your mind?

Interestingly, the techniques and tools one learns in an Inner Speed Secrets workshop apply to practically any endeavor, from business to sports, and from music to painting. If one wants to perform at his or her peak on a more consistent basis, hoping that it happens is not a very effective strategy!

Day One of the Ultimate Driving School will be used to provide participants with Bentley's Inner Speed Secrets – specific techniques and tools that can be used to trigger peak performance when driving. The following two days will be spent on the challenging Mosport track, practicing these techniques. Bentley will be there throughout the two-day track session, overseeing and managing the time spent on track. Participants will be the typical BMW DE drivers of all levels, and they will learn techniques that will help them become better drivers (and perform better in all aspects of their lives).

Albert Einstein once said, "A sure sign of insanity is doing the same thing over and over again and expecting something to change." And yet, thousands of performance and DE drivers do that throughout the country almost every weekend. They go onto the track with the idea that they are practicing their skills to improve. In reality, they are going onto the track and doing pretty much the same thing over and over again. And when they get frustrated by their lack of improvement they shake their heads and wonder why... and then go spend money on making their car faster.

Bentley's unique program is not "doing the same thing over and over again." It's designed to help participants dig to the real core of the issue (i.e., not going faster, not being smoother, not being

able to concentrate for long periods of time, not being able to sense the limits of the car, not knowing how to figure out where the line is without having someone tell you, etc.), to develop a strategy for making improvements, and then going out and doing it. While there is some theory presented throughout the program, there is only enough to get buy-in from the participants. The remainder is hands-on, useable techniques that lead to an improvement in the drivers' performance.

The program is more than just a metaphor for performance. It's more than just showing that what's learned at the track could apply to other areas of the participants' lives. It actually does apply. Every single technique participants will learn is a technique they can use in other areas of their lives.

After all, performance is performance. Bill knows that. He has found that what he's learned on the track has made him a better executive. It has helped him learn to trust and operate in his right brain more, by relying on his mental trigger, "drive stupidly" to turn down his left brain thinking. Once Bill experienced just how effective this was on the track, he was eager to use it in business, and he carried the program back to the office.

Bill has also learned about looking ahead and focusing. To drive fast on a race track, a driver like Bill needs to look far ahead – much further ahead than most ever look when driving on the street. Bill also needs to look where he is going, not either where he is or where he doesn't want to go. While that may sound like an obvious thing to do, it's not easy. Whenever Bill experiences the car sliding in a near-spinout, the natural reaction is to look where he might crash. Or, if another car begins to spinout in front of him, his natural reaction is to look at the spinning car. But wherever Bill looks is where the car will go, so he learns (through good and bad experience) to look where he wants to go. And Bill learns that looking at where he is right now does him no good – he needs to look way ahead.

This concept not only works on the

track, but it's a major contributor to corporate success. If executives don't look to where they want their companies to go, they are unlikely to get where they want to be. And if they get overly-focused on the problems – the spinning cars in front of them, say, today's economy – they are more likely to hit those problems and not end up where they want to be.

Looking where you want to go is more than just a metaphor that connects performance driving with business. It's a reality. And executives who learn this concept on the track learn it very quickly – the results of not learning this can have quite an impact (in more ways than one!). And once learned on the track, it's easier to apply in the workplace.

Bill is typical of a business person-turned-performance driver in that he's found that the track is a fantastic laboratory. He's learned things on the track in a matter of a few laps that may have taken weeks, months or even years to learn on the job. In any lab, the objective is to test one's theories by experimenting, and performance driving provides more immediate feedback than just about anything else.

For business people like Bill, learning how to manage himself and others, whether at Mosport or the office is the key to success.

Again... front straight... pass Start/Finish... Yes! Fastest lap! Drive stupidly again – just let go and drive... set up for Turn 1... looking for brake markers – the 100 board...

For more information about Genesee Valley's Ultimate Driving School, visit www.gvc-bmwcca.org

Ross Bentley is a performance coach, helping individuals and teams perform better no matter what their activity, and an author of seven books (Speed Secrets 1 through 7) and numerous articles about business, performance and auto racing. As a professional race driver, Bentley won the 1998 United States Road Racing Championship driving a BMW M3 for the PTG team, and the 2003 Rolex 24 at Daytona. He can be reached at ross@go-perform.com, or visit www.go-perform.com and www.speedsecrets.com.

Calendar OF EVENTS

June

6th, Saturday. Autocross Tuning Day at Seneca Army Depot.

7th, Sunday. Autocross at Seneca Army Depot

27th, Saturday. Autocross at Cherry Valley Motorsports Park

July

11th, Saturday. Autocross at BIMP

17th, 18th, & 19th. Friday – Sunday. BMW Marque of the Year for 2009 Pittsburgh Vintage Grand Prix.

26th, 27th, & 28th. Sunday – Tuesday. Mosport Driving School and Seminar with Ross Bentley

August

15th, Saturday. Autocross Tuning Day at Seneca Army Depot

16th, Sunday. Autocross at Seneca Army Depot

26th, & 27th, Wednesday & Thursday. Ultimate Driving School at Watkins Glen

September

19th, Saturday. Autocross at BIMP

26th & 27th, Saturday & Sunday. Ultimate Driving School at Watkins Glen

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

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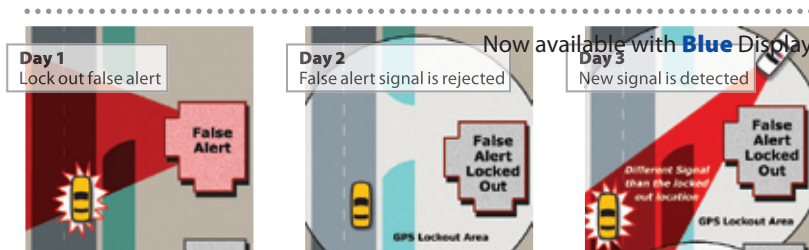
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Best of Times / Worst of Times

First the good news. There has never been a time in BMW's history when there was more sexy, high performance machinery available to those of us whose prime passion in life (beyond our significant other, of course) is driving and racing.

The E92 M3 – which combines sports car, GT and race car performance in one beautiful package – is a solid success. Hailed the world over by the press and auto enthusiasts alike, this magnificent machine is the pinnacle of BMW's design and engineering expertise. Nothing else in its price range even comes close. (Yes we know about the Nissan GTR, but it's a rough piece compared to the M3.)

The next generation F10 5-Series has broken cover. Early computerized renderings show it to be more refined and modern-looking in appearance than our E60 545 (never did like those 'Dame Edna' headlights) while offering a longer wheelbase and greater rear legroom and headroom. Engine choices expand to include a 4.4 liter twin-turbo V8 with 408 HP and a 3.0 liter 300 HP straight-six diesel. The 6-speed manual will be available in Europe and, if BMW NA 5-Series Product Manager Martin Birkman has anything to do about it, it should be available in the U.S.

The next generation MK2 Z4 has also broken cover. It's a good looking car if

you can place credence in the computerized images. Most of the flame surfacing and reverse creases have been softened. Coupe and convertible have been combined into a hard-top convertible. According to reports the stiff ride and notchy gearshift have been improved. There will be no M version because of insufficient space in the engine bay to accommodate the V8 from the M3. The MK2 Z4 raises the bar on overall handling in order to compete more favorably with its target, which is the Porsche Cayman.

BMW is flooding the market with many other new models including the X6, X1 and the PAS but we do not consider these to be true sports cars.

These are the worst of times for the worldwide automotive business. The perfect storm of high gas prices, increased mileage standards, lower emission requirements and the worldwide struggling economy has rocked the entire industry. BMW's profits were down 63% in 2008 and this does not bode well for the future. Already Munich has announced the suspension of the upcoming 8-Series (from the stunning CS Concept 4-door Coupe) and the brilliantly designed Hommage Concept (reincarnation of the M1). We suspect that the factory will have to cut back more of the overlapping niche models such as the X6, X1 and SAV. Also, we

have probably seen the zenith of engine performance. In order to meet increasingly stringent mileage and emission requirements, BMW is utilizing turbo charging and will likely expand it to the full line of engines. All you have to do is read Roundel's January 'Letters' section to preview the problems this will bring. Additionally, turbo-engined cars are much trickier to handle on the track because of dreaded turbo oversteer. (Ask me how I know.)

Munich needs to invest its R & D money carefully. Unfortunately they have been caught up in the 'Hybrid Caper' {December 2007 der brief } along with most of Germany's other auto manufacturers (except Porsche). Their new 'clean' diesels will accomplish equivalent fuel savings without the complex and costly hybrids, and eliminate CO2 emissions in the bargain. Although the future looks cloudy, those of us who savor the Roundel on our hoods will be thankful for the cars we drive and those in the immediate pipeline. If any car company can solve the engineering challenges of the future, BMW can.



HISTORY from p9 ►

and transmission behavior, and the driver can choose from the Sport and Efficiency driving programs. The Sport program allows precise control of engine power under the most dynamic driving conditions, and ensures a linear build-up of the power delivery. The Efficiency program, in turn, upshifts at earlier points not only to significantly reduce fuel consumption under normal driving conditions, but also to allow a relaxed style of driving by taking advantage of the new M engine's prodigious torque and power available from low engine speeds. The result, therefore, is an ideal combination of flexibility for daily use and all-out performance when desired.

When customizing the response of the steering wheel-mounted M Drive button, the driver uses the M Drive menu to preselect the desired Power Mode and the setup of DSC and EDC, making a personalized combination of settings that can be activated on-demand. The driver's favorite setup settings are saved and subsequently activated at any time simply by pressing the M Drive button on the steering wheel. Pressing the M Drive button again returns the vehicle to its previous configuration.

M-specific cockpit and sophisticated driver assistance systems for even greater ability at the wheel.

The BMW M philosophy naturally continues into the design and configuration of the driver's "office." Both of these all-wheel-drive high-performance sports vehicles come with a special M cockpit with the instrument cluster featuring a variable redline, specific vehicle function displays, and white display backlighting. Both the BMW X5 M and the BMW X6 M feature power, heated front M sport seats, an M sport leather steering wheel, M door sills, and driver's footrest.

Infotainment functions, standard on-board Navigation with Real-Time Traffic data and communication functions are all controlled by BMW's 4th-generation iDrive. The standard HiFi audio system features 12 loudspeakers and a 230 watt amplifier. In addition, both the BMW X5 M and the BMW X6 M may be equipped with a Head-Up Display programmed

specifically by BMW M. This option enables the driver to customize the type and scope of data projected onto the windshield through settings available in the M Drive menu.

Innovative driver assistance systems are fitted as well, with both models featuring standard Dynamic Cruise Control, Rain Sensor, Auto-Dimming Mirrors, Park Distance Control, and BMW's Xenon Adaptive Headlights. The list of optional features includes a Driver Assistance Package which includes High-Beam Assistant, Head-Up Display, and Rear View Camera with the spectacular new Top View feature. Top View provides the driver with an "birds-eye view" of the vehicle on the iDrive control screen, using input from a camera on each side of the vehicle and the traditional rear-view camera. Top View provides the driver with additional confidence for tight parking scenarios.

Stable bodyshell and advanced safety equipment.

The BMW X5 M and BMW X6 M come with extremely stiff bodyshells. To ensure maximum solidity, BMW's body engineers focused on the use of intelligent lightweight materials technology. Both the choice of materials and the arrangement and geometry of the support bars, braces, and mounts on both models are based on an overall concept that combines maximum crash safety with supreme agility - which helps avoid crashes in the first place. At BMW, the ability to avoid a crash is the best safety feature of all.

Forces acting on the unibody in the event of a crash are diverted through the engine carriers and the chassis along several load paths in order to avoid extreme loads acting on individual structures and help keep impact energy away from the stable passenger cell.

Both the BMW X5 M and BMW X6 M come with frontal and hip/thorax airbags, as well as curtain head airbags to protect the occupants both front and rear from injury. Three-point inertia-reel seatbelts are at all seating positions with force limiters and, on the front seats, an additional seatbelt pretensioning function. To help protect occupants from cervical spine injury in the event

of a rear impact, the front seats feature crash-activated active head restraints. **ISOFIX child seat anchors are standard on the rear seats.**

All restraint systems are controlled by the vehicles' central safety electronics, which take the type and severity of a collision into account so that the most effective safety elements are activated in any given crash. The frontal airbags feature two-stage activation, to allow deployment in varying intensity as a function of crash severity. Networked with Dynamic Stability Control, the standard rollover sensors activate both the curtain airbags and the seatbelt pretensioners, to ensure occupants are best positioned for and protected from the unlikely event of a vehicle rollover.

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car centers, 335 BMW Sports Activity Vehicle centers, 142 BMW motorcycle retailers, 83 MINI passenger car dealers, and 30 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

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	December 31,	
	2008	2007
ASSETS		
Cash in bank accounts	\$192,233	\$162,129
TOTAL ASSETS	<u>\$192,233</u>	<u>\$162,129</u>
LIABILITIES & EQUITY		
Equity	\$192,233	\$162,129
TOTAL LIABILITIES & EQUITY	<u>\$192,233</u>	<u>\$162,129</u>

STATEMENTS OF REVENUES AND EXPENSES

	December 31,	
	2008	2007
REVENUES		
Memberships Dues	\$18,377	\$17,158
Rebates from National	4,220	2,850
Advertising revenue	3,573	3,779
Driving School fees	161,424	204,473
Autocross fees	8,440	8,035
Other event fees	14,025	7,735
Merchandise Sales	414	776
Interest	140	291
Misc./other	-	119
TOTAL REVENUES	<u>210,613</u>	<u>245,218</u>
EXPENSES		
Newsletter costs	9,684	8,190
Postage	147	346
Insurance	6,485	7,975
Driving school expenses	120,393	124,533
Autocross expenses	6,635	5,347
Meeting expenses	784	539
Other event expenses	28,859	18,930
Telephone expenses	802	682
Misc./other	6,720	16,524
TOTAL EXPENSES	<u>180,508</u>	<u>183,066</u>
EXCESS OF REVENUES OVER EXPENSES	<u>\$30,104</u>	<u>\$62,152</u>

December

ARCHER, ANDY • 03 325 xi A
DELANEY, TOM • 07 M6 E
GOETZ, KENNETH • 05 Z4 AE
KOWALICK, MICHAEL • E
MAURO, A. • 06 330i AE

January

BONNET, NATHAN • E
CAPODICASA, THOMAS • AE
CHIESA, DANIEL • 96 Z3 A
CODEY, ELIZABETH • E
COOK, ERIC • E
CROSSETT, SHAWN • E
DAWSON-ELLI, NEAL • E
DOCKSTADER, DOUGLAS • E
DUNN, ANDREW • E
ENGSTROM, JAMES • 01 330Ci E
FAIRCHILD, SKYLAR • E
GIORDANO, PHIL • E
HALLAM, SHAUN • E
HARRIS, DANA • E
HENNINGER, RAYMOND • E
HOBBS, STEPHANIE • E
HOUSEWORTH, ALEXZANDREA • E

KOEHLER, MAXWELL • E
KRAUS, MEGHAN • E
LONG, DAN • 81 320i E
LUCHACO, BRYAN • E
MACE, JOHN • 02 Z3 E
MARGARONE, JOSEPH • 08 535xi AER
MARTIN, OLIVIA • E
MCGEE, DARREN • E
MIKULA, VINCENT • E
MOSGELLER, CHRISTOPHER • 07 335i
Sedan AE
MULLAN, DANIEL • E
MUSSO, FRANK • 09 335xi A
O'ROURKE, PAUL • E
OSTRANDER, SHANNON • E
PECHACEK, JOE • 02 325Ci A
PERINE, JEFF • E
PRAINO, JAMES • 98 540i E
RIDLEY, AUSTIN • E
ROSSINI, ALEXANDER • E
SEIDMAN, ED • 98 M3 E
SEIFERT, NOAH • E
STERMAN, GREGORY • 85 930 Turbo AE
VANDELLEN, KYLE • AE
VOGAN, BRIAN • E
WATSON, SAMUEL • E
ZINGLER, AMY • 09 X5 E

February

BRENNAN, LAWRENCE
• 02 E39 M5 A
CLEMENTS, DIGBY
• 02 Z3 - M Series AE
DEROSE, ROBERT
• 06 530xi AE
FENSKI, MATTHEW
• 96 M3 AE
HALL, KRISTEN
• 09 328i x-drive A
JOSEPH, LEMOINE • 06 X5 A
LANGLOIS, EDOUARD
• 07 X3 E
MATZAN, ERIC • E
MONTANTE, PAUL
• 07 530xi E
NASH, DONALD • 76 2002 E
PETROVIC, JUSTIN
• 00 740i E
RUSCITTO, DANIEL
• 01 Z3 Roadster 3.0i A
SCHAWEL, DOUGLAS • E
SECRETI, LALAINIA • 09 335xi AE
TERPACK, CARL • 09 X5 3.0 AE
ZAHARIS, MARK • 06 Z4 AE

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