

Winter 2009

# der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



## BMW Vision

See Perspektive pg 13

BMW

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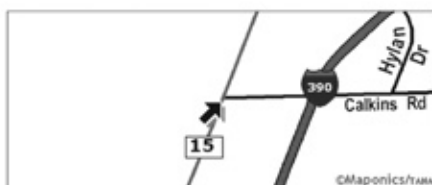
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As I wish you all a happy and healthy holiday season, I realize that this is a good time to think about the ways in which we can help our less fortunate neighbors. This year the GVC board has chosen to donate to the Baden Street Settlement in Rochester. This group assists families, supports education and health, and works to reduce crime and violence. They support a number of programs that include supervised leisure time for teens, outreach counseling, life skills workshops, dance, athletics, homework tutoring and clubs.

We are also supporting the Hickock Center. This group's mission is to provide a safe and supportive environment that encourages brain injury survivors to design and direct their own life's journey.

Thanks go to all of our GVC members for their involvement in the many activities that make it possible for this chapter to help the less fortunate in our community.

Seasons Greetings!

## 2010 Calendar of Events

<b>February</b>	20, Saturday eve	Annual Meeting at Woodcliff
<b>March</b>	10, Wed eve. 20, Sat. all day 28, Sunday	Social gathering at Distillery in Henrietta Instructor Seminar Pancake Run to Cartwrights Maple Tree Inn in Angelica NY
<b>April</b>	14, Wed eve.	Board meeting
<b>May</b>	7-9, Fri-Sun 12, Wed eve.	Ultimate Drivers School at WGI Social gather at Distillery in Henrietta
<b>June</b>	16, Wed eve.	BMW social gathering at the Log Cabin in Macedon (cruise night)
<b>July</b>	21, Wed eve. 26-27, Mon-Tues 31, Saturday	Board meeting Ultimate Drivers School at Mosport, Canada Family Go-Kart and picnic event – Macedon/Fairport
<b>August</b>	25-26, Wed-Thurs	Ultimate Drivers School at WGI
<b>September</b>	15, Wed eve.	Social gathering at Flaherty's, Macedon
<b>October</b>	8-9, Sat-Sun 20, Wed eve. 23, Sat. day	Wine Tour and overnight in Ithaca Board meeting Chili and cookie bake-off, Perinton Park, Fairport
<b>November</b>	6, Sat. day	Street Survival, WGI
<b>December</b>	11, Sat eve.	Holiday party - TBD

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

# "EL P"

Vince Leo (aka el Presidente) joined our throng somewhere around 1995. By 1999 he was doing every GVC and Trackmasters event he could get into and quickly began to make many new friends within GVC including Adrienne Hughes who enlisted him to become GVC treasurer when she was elected as our president. Little did he know then that he would later be voted in to the highly paid and respected position of GVC president! Not once, but twice. During Vince's reign he has been actively involved in the success of our first BMW CCA Oktoberfest in 20 years. As well, he strengthened our ties with BMW Club Racing; we've had huge attendance at the Watkins Glen Club Race in the fall for several years now.

In Vince's other life he's a CPA and a partner at Insero & Company CPAs where he advises clients on technical accounting matters, private placements, public offerings and numerous acquisitions, mergers and divestitures. The Leo family stable has included such street vehicles as a 2002, e30 325, e34 535i, e36 M3, e39 525iT, Mini Cooper S John Cooper Works and an e46 330i ZHP. The most recent addition

is a GMC Yukon Denali – you can never have enough comfortable tow vehicles!

Vince got into BMW and SCCA Club Racing and along the way raced an e30 318is with Dr Stu Sacks, an e36 325i and an e36 M3 LTW with Chris Jacobs all with build and maintenance support from Eksten Autoworks and great graphics from T-Shirt Express. Vince's racing highlights include many class wins and setting the WGI Long Course track record with the SCCA's ITS class in his e36 325i.

Vince is kept sane by his wife Laurie who is the Controller at Klein Steel Service Inc in Rochester and mother to Leo children Miranda and Michael. Miranda's love is ice skating and Michael spends his spare time go karting with his dad who has retired from BMW club racing with karting fever! Vince appears to be a better team owner than racer; in Michael's first season of kart racing, he finished second overall in the points and won Rookie of the Year honors.

Thanks Vince for all you do for our club!



*GVC's Roy Hopkins and Adrienne Hughes win Targa Newfoundland for the 3rd consecutive time, in their 1969 BMW 2002*







# Chronicle of a

# Genesee Valley Chapter International Drivers School

*BMW's at speed*

**Pictures and article  
by John Bulbulia**

Several years ago some of the GVC club members and David "track junkies" were getting an itch to drive another racetrack besides the unbelievably amazing Watkins Glen international raceway. Additionally, we were hoping to also incorporate this into our yearly track schedule. Now don't get me wrong -- The Glen is amazing with her diverse 11 turns, changes in topography and dynamic bite that has sent many of us into spins (and perhaps sometimes into things that are quite "soft") is parallel to non; however something new would be nice also.

First a little history of Mosport International Raceway. It is Canada's largest motorsports complex. This 750 acre, multi-track facility is located within the Greater Toronto Area (GTA), north of Bowmanville, Ontario. Many racing legends have competed here: Stirling Moss, Gilles Villeneuve, Bruce McLaren -- and even stock car king Richard Petty. No fewer than 16 Formula One world driving champions -- men like Juan Manuel Fangio, Jim Clark, Jackie Stewart, Mario Andretti and Nick Lauda have raced here. Some 10 Indianapolis 500 winners including Rodger Ward, A.J. Foyt, Al Unser, Bobby Unser, Rick Mears and Gordon Johncock have also raced at Mosport. There have been Formula One cars, Indy cars, Can-Am, stock cars, World Endurance, Formula 5000, Formula Atlantic and Super Vee. Add Formula Fords and GT cars of every description.

Now back in 2005, when asked to volunteer on the Genesee Valley International Driving School committee, I jumped on this chance. First I knew the planning meetings were to be held at Dr. Dan Mack's house with his lovely bride preparing the wonderful food; and, second, after driving tracks such as

Limerock, CT, and Pocono in PA, I knew that the only way that I would become a better driver was to become more proficient at different tracks. One hundred plus track days at Watkins Glen does not necessarily make me a good driver. It makes me a good driver at Watkins Glen (and faster than Porsche owner Ken Buschner....had to add that).

Since 2006 our club has been making the hike to Canada, attending the Mosport race track, Let me tell you, "It is a blast!!!" Having the opportunity to spend time with the local Canadian BMW enthusiasts and challenging yourself to drive this complex course is what makes it so worthwhile. When comparing Mosport to our home track, it is quite difficult to articulate unless you have actually driven the two. All I can say is that Mosport is completely different than The Glen -- not better not worse -- just different; but let me tell you, this is a good thing. After taking last year off (because friend and fellow GVC member David Koretz and I decided to climb Mount Kilimanjaro in Tanzania, Africa) I was excited to go back to Mosport. Let the fun begin.....almost.

My current track car (race car has been placed on hold with the birth of my beautiful baby daughter Ashley) is an E46 M3 that does not resemble nor sound like she once did after leaving the BMW factory in Munich Germany, or was it South Carolina? Over the past few years I have heavily modified her including suspension, engine, roll bar, seats, harness, cams, exhaust etc. That is the good. The bad is that it appears more things are able to break on it after I abuse her on the tracks, particularly with modifications to the engine.

Even the mechanical genius at Ekstens autoworks (located on 78 Bennington Drive, Rochester NY; check out their new



*You know you are a Canadian when you use a hockey stick to keep your car hood up*



*Lunch pictured: Kirk Olsen, Bill O'Neill, Izzy, Gabour, John Bulbulia, and Dave Lanni*

website [www.ekstenautoworks.com](http://www.ekstenautoworks.com) ok, a less-so-subtle plug) were not able to resolve a resent issue, so I was without car for the Mosport trip. Oh well, I decided to still go up and help out where I could and have a few pints with my mates in Canada. Better than a good day at work for most.

## Sometimes the adventure is just "getting there."

Going up to Canada we decided to keep our caravan relatively modest in numbers. (I had made that mistake a few years ago.) For some reason the F350 super duty pulling an enclosed trailer with the car and heavy load had trouble keeping up with a nimble E36 with a supercharger. Jumping in Terry Zappia's car and following Kirk Olsen with his monster truck, we headed to Mosport. That was our plan. The ride up quickly turned into the road trip from hell. But that is where all the funny stories come -- that, although unpleasant as you are going through them -- make for some rich stories to share over a beer. Let me share just a few.

At the border, Terry informed the female customs agent that we were NONPAID instructors for a NONRACE event at an international raceway on their soil. Somewhat confused, she asked us to pull to the side to review our documents. After a 20 minute delay we were back on the road -- Queen Eliza-

beth highway to be exact. Our momentum was again reduced when the QEW was closed down in Hamilton due to flooding. I recall looking at Terry and saying "Are you kidding me?" Now that I think about it there might have been a few more colorful words in there.

After this mess, Terry decided it would be in our best interest if he drove at 100 plus miles per hour for the next 60 minutes. However, just outside of Toronto I noticed a sign on the side of the QEW that clearly stated, "50 Km above speed limit is a \$10,000 fine and your vehicle is automatically impounded." Now that will get your attention! Before you could even blink an eye, we were again stuck in traffic. A trucker next to me informed us that a potential suicide jumper was on the QEW overpass and the police were at the scene. Thank God, the individual did not jump, but this extracurricular activity just added another hour on to our drive. Wow, are we ever going to get there? Well we did arrive and although it did take us a quite a long and adventurous while, it was worth it. Great next few days!



*A little afternoon rain*



# 2nd Annual Chili & Cookie Bake-off

by Gail Davis

What a great day we had for the Annual Chili Cook-Off and Cookie Bake-Off! The weather on October 25th was so warm and sunny, we opened the sliding glass walls of our pavilion. Of course, that made it easier to go back and forth between the food and the cars!!

Chili entrants included Kurt Baum, Karla Kuzawinski and John Werner with beef chilis. Bill O'Neill (with Dave Lanni's recipe) and Ian Dickerson brought white chicken chili. All were delicious, but the first place winner was John Werner with a beef chili.

New this year was the cookie bake-off. Entrants were Kyla Dillon (Mel's daughter) with pumpkin cut-outs; Scott and Beverly Stowell (of the Patroon Chapter) with their maple glazed blueberry cookies; Sandra Campbell brought chocolate-chocolate chip cookies; and Cassie Dean (my granddaughter) baked double chocolate chip/coconut cookies. The winner by a landslide was Cassie Dean (who made my recipe, as I was nursing a broken wrist.)

Many other people brought a variety of side dishes and more desserts. The club provided drinks, chips and salsa. There was plenty of food, but we did run out of chili pretty quickly! All participants received some fun prizes and the first place winners each got cookbooks related to their dish. Cass took the grand prize with the largest number of votes for both categories and won a bottle of wine. She has been legal for over a year, but it was still a shock for her grandmother to accept that fact and let her take the wine!

Also new this year was live entertainment by a guitar trio featuring our own Andy Blake, his brother Ben and friend Greg Turner (who incidentally showed up in his new Pepper



Photos by Karla Kuzawinski







White Mini, recently purchased from Towne). He was visiting for a couple days and brought his bass and a small amp -- so it was good timing. We were treated to a wide variety of music after the meal and prizes. We would like to make this an annual event and may need a bigger spot next year. Between 40-50 people attended and no one left hungry! Thanks to all who helped!





# BMW Giving Back to the Community



People in photo: Elaine Comarella, CEO of Hickok; John Bulbulia GVC Club race Chair; and Joe Burke GVC Treasurer

On behalf of The Genesee Valley Chapter of BMW Car Club of America, Joe Burke and I will be delivered a check in the amount of \$1250.00 on December 11, 2009.

The mission of the Hickok Center is to provide a safe and supportive environment that encourages brain injury

survivors to design and direct their own life's journey.

Many individuals who have sustained a brain injury have limited opportunities to socialize with other men and women. The centers' day programs provide a caring community for members to build friendships, share

coping mechanisms, encourage one another and aspire to reach their full potential, in a safe, nonjudgmental environment. Although the injuries have been sustained from a various situations, members have sustained brain injuries as results to auto accidents. <http://www.hickokcenter.org/>



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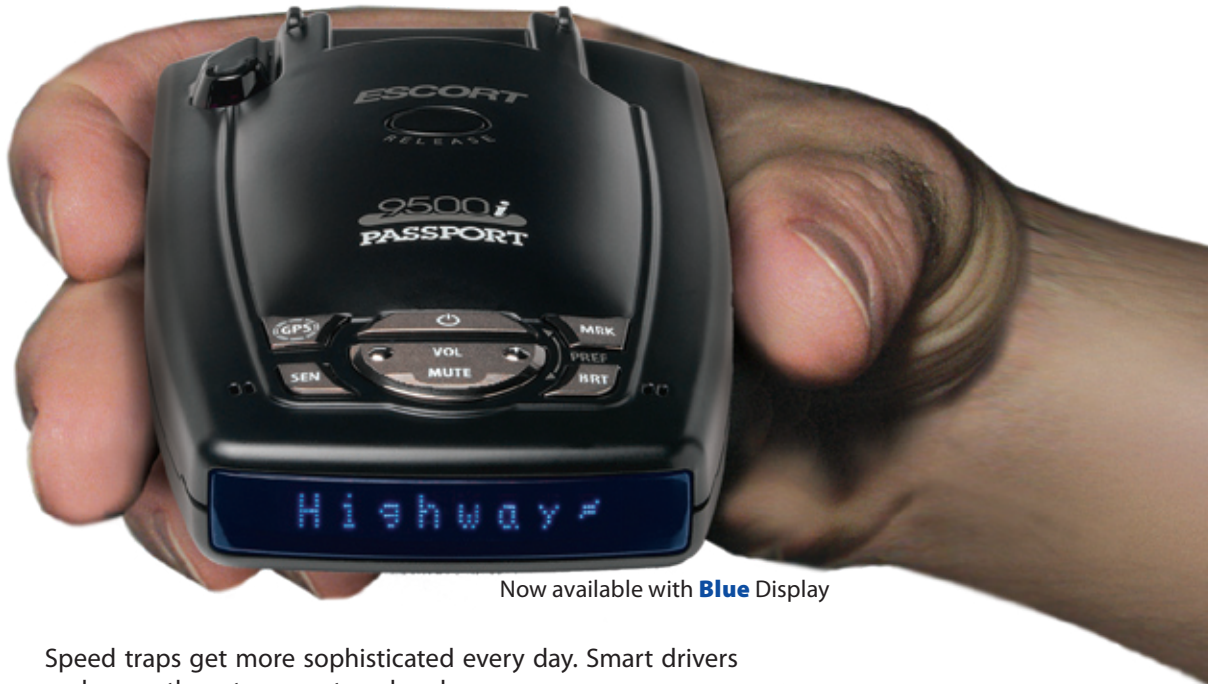
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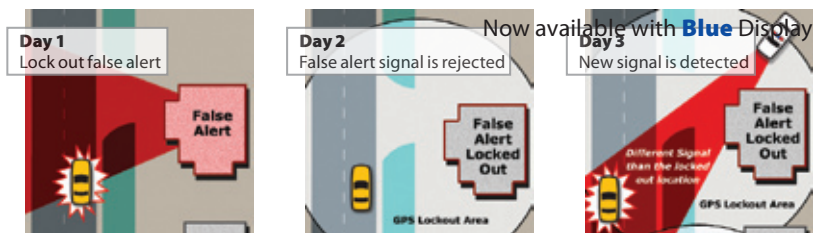
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When Chairman Norbert Reithofer announced BMW's withdrawal from Formula One, he said "This is a step in our company's strategic realignment. Premium will increasingly be defined in terms of sustainability and environmental compatibility." What he meant was, "After years of fighting to maintain our credo of building the ultimate driving machine, we have been compromised by political and marketing considerations."

Not too long ago BMW vowed not to be dragged into building hybrid cars because they were an engineering anathema, and incompatible with performance and handling. They also eschewed electric cars, front wheel drive, turbo charging and downsized engines.

Now their future product planning includes all of the above.

BMW's first ever front-wheel drive car has been released for development. Model UKL1- for Untere Kompaktklasse (lower compact class) will be based on the third generation Mini (they also vowed never to put the Roundel on a Mini chassis). It will go on sale in 2013. Powered by new, three and four cylinder engines, the little pugnacious bugger will be offered in three different body styles: three-door hatch, five-door hatch, and two-seat roadster. No word yet on whether or not it will be exported to America.

The real bombshell, however, centers on the introduction of the radical Vision hybrid – which looks like nothing we Bimmerphiles have ever seen before and, frankly, promises to shake the very foundation of Munich's automotive empire. It will take a lot of getting used to – visually and dynamically.

The marketing mavens tout this deviant car as being the future M3. In reality, a mid-engined 2 + 2 (an unusual layout shared with the Lotus Evora, and a difficult design to make attractive). A hybrid power unit, consisting of a three-cylinder, 1.5 liter diesel engine produces 161 hp, in consort with an electric motor capable of giving another 51 hp for brief periods, combined with an electric motor on the front axle producing a steady 80 hp, and a peak of 139 hp for up to 10 seconds. All this computerized frippery adds up to 351 hp and 590 lb ft of torque. This gives BMW claiming rights for matching the E92 M3's performance of 0-62 mph in 4.8 seconds (as-tested times for the 6-speed manual M3 average about 4.5 seconds).

Driven as a regular hybrid, the vision will average 75.1 mpg. Charge the lithium-polymer cell battery pack for 150 minutes on a domestic charger – and you can run pure electric for 31 miles. Regenerative braking (KERS), and a thermo-electric generator using heat from the exhaust, stretches the electric range, and the 25 liter fuel tank gives another 400 miles of range (extended warranty contract anyone)?

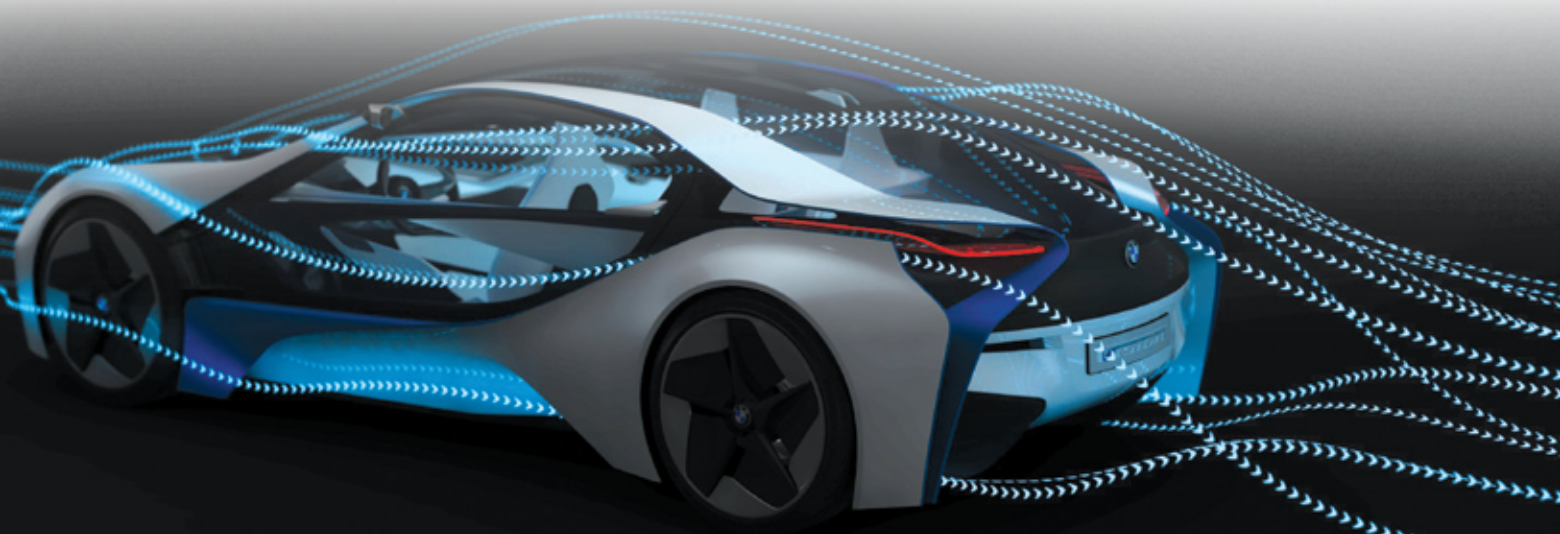
Now, let's take this wunderkar for a virtual reality lap around Watkins Glen International raceway. As you take the green flag (pardon the pun) at the start/finish line you'll need all the poop this thing can give, and you will have used up the KERs (Kinetic Energy Recovery System) before you reach Turn One (Formula One has prohibited the use of KERS for 2010 – not worth the weight and complexity). This means that the Vision will be down on horsepower as it climbs up through the Esses-where it needs maximum power most.

Its real Achilles' heel, however, comes at the Boot and the heel of the Boot. Can you imagine those tall, skinny tires trying to scabble for grip there? (We left that kind of race car design behind a century ago.)

The unkindest cut will come at Turn Eleven as the crowd waits for the bloodcurdling wail of that mighty BMW engine accelerating into the final stretch (all they will get is the distant wheeze of a 3-pot 1.5 liter diesel).

The tragedy of all this is the waste of time, talent, energy, and money, for the world's finest team of automotive engineers to produce this anemic excuse for a performance car (The Hybrid Caper, Perspective, December 2007). New world-wide oil and gas finds reveal that there are unlimited reserves of fossil fuel, and recent climate-science studies challenge the thesis of global warming (we have been in a period of global cooling for the last 10 years). All this points to the fact that we have ample time to develop clean, renewable fuel systems (such as hydrogen) that will finally solve the problem of phasing out fossil fuels.

It is, indeed, a shame to see BMW caught in the web of the bungling bureaucrats.



## Dear Genesee Valley Chapter Members,

Thank you for the hospitality you offered Beverly and me as guests at your second annual Chili and Cookie Bake Off. Although the ride out to Rochester brought us through monsoons and near freezing temperatures, we could not have asked for a nicer day once past Syracuse! We truly enjoyed the great food your chapter provided, and were appreciative of the support you gave our Maple Blueberry Cookies – enough for a rookie second place showing!!! I have shared the idea for this event with several other chapters, and I imagine it will become a standard across the region in a few years.

The primary reason I write is to unabashedly ask for your support in my campaign to become the North Atlantic Regional Vice President. I have been attending all types of chapter and non-chapter BMW events across the Northeast for many years, and I have seen a lot of successful ideas which may benefit other chapters. Some of these ideas have little to no cost and would provide an opportunity for future members to experience what the Genesee Valley Chapter and National have to offer. Some ideas would

be better handled as regional events with support from the larger chapters and National. One of the main focuses of my term would be to get more cooperation and sharing of ideas between our region's many chapters.

Another role I will play is one of support by being your voice on the national board. Serving as our chapter's membership chair, I have fielded all types of questions from members both within our chapter and located in other regions. The support I have provided runs from getting answers about driving school questions to helping locate parts for a 3.0 CS -- with everything else in between. We never know what our next phone call will bring!

When you receive January's Roundel, please take the time to vote in our election. Remember that associate members also have the opportunity to vote, although in the past there has been a different procedure they have to follow. I look forward to the challenges that our region will be facing in the coming years and want to serve our region as your vice president.

Scott J. Stowell, Patron Chapter



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 URENA, DAVID • 05 525i  
 WOODRING, LEE • 07 335i

## July

AREND, KARSTEN  
 BISHOP, MICHAEL  
 BLAIN, BRAD  
 BOWEN, CHARLES 09 335 Convertible  
 BUSCHNER, BEN  
 DECARLIS, ANTHONY • 03 530i  
 GAN, JASON  
 GAY, ROBERT • 99 M3  
 GRENNING, ALEX  
 HEIM, RUSSELL  
 HILL, STEPHEN  
 HOYT, RICHARD  
 KERSTING, CRAIG • 09 135i  
 KOMMETH, KEVIN  
 LEBLANC, PAUL  
 MARKIDIS, JOHN  
 MARTIN, MICHAEL  
 MCCRONE, LINDSAY  
 MORROW, ERNEST • 95 525i  
 MORROW, JASON • 07 Bmw 328i  
 NOWICKI, NICOLAS • 09 Bmw 328i  
 PARRINELLO, GABRIELLA  
 PIETRANTONI, PETER  
 PUTZIG, JENELLE  
 ROBERTS, JANE • 91 325iX  
 ROTTNER, ERIC  
 STENGLEIN, CAITLIN

STODDART, PHILIP  
 WHITING, MARYBETH • 09 X  
 ZASTROW, EDWIN

## August

BRAUN, GREGORY • 05 X5  
 COLES, JOHN • 08 335i  
 DAVE, CHIRAG  
 EIDLIN, MARK • 01 530i  
 HESSE, ROBERT • 91 M5  
 HOLLAND, MARY • 02 M3  
 JONES, JEFFREY • 09 335xi  
 MOOSE, STEVE • 99 Z3 Coupe  
 MOOT, DOUG • 01 Vw Passat  
 SCHOEPFLIN, CHRISTOPHER  
 THOMPSON, DEANNA  
 WELCH, RICKIE • 09 525i  
 WONG, EMILY  
 YACKEL, KURT • 08 335xi coupe

## September

BARKER, KENNETH • 06 325i  
 BEAHON, JOHN  
 BUCELLA, THOMAS • 09 M3  
 COCCA, MARTIN • 98 M  
 CUMMINGS, ROBERT • 06 Z4 M  
 DEJAC, PAUL  
 FARICELLIE, WILLIAM  
 FRANCO, JOHN  
 FRICKE, KIM • 06 325xi  
 GERACE, PETER  
 GIAN, ANITA • 01 330i  
 KELLER, ELIZABETH  
 KELLERMAN, EDWARD  
 KLINGELSMITH, JAMES  
 KUEBLER, SCOTT • 08 328i Coupe  
 LAMATTINA, CHARLES  
 LYNAGH, GILBERT • 01 740i Sport  
 MATTELIANO, ANDREW  
 MUSONE, KENNETH  
 NOLAN, GERALD • 08 128i  
 PALMERTON, DAVID  
 POWELL, HOWARD • 94 325i  
 ROUSSEAU, ELIZABETH • 09 Subaru  
 Impreza WRAx  
 SENFTLEBEN, BRAD • 84 318i  
 THOMPSON, MACK • 92 Bmw 325 I

## October

DEGRAFF, DAVID • 07 328Xi

GAZDA, GREGORY • 00 528i  
 HESS, JOANN • 07 X3  
 JACKSON, DESMOND • 72 2002  
 SCHRYVER, THOMAS • 07 335i  
 TACKETT, GREGG • 76 3.0si  
 WILLIAMS, GREG • 90 325i

## November

ADDICOTT, GREGORY  
 ALBERG, SHAWN • 05 M3 Zcp  
 ANDERSON, ZOE  
 ARCENEUX, SARAH  
 BALDASSARI, PETER • 09 335ix  
 BALL, KEN • 93 M3  
 CIRINGIONE, CHARLES • 92 318i  
 CORPUS, KOREY  
 DAVIS, COLE  
 DAVIS, GAIL • 94 325is  
 ELDREDGE, ASHLEY  
 FARINA-GEIGER, JESSE  
 FLEISCHAUER, CAROLINE  
 FORMANEK, DAVID • 01 330Xi  
 GOPPOLD, BOB • 88 M3  
 HAMM, MICHAEL • 05 530  
 HEPTIG, SAMUEL  
 HOTHKISS-YAGER, ELIZA  
 KAUFLE, MATTHEW • 09 535xi  
 LEWIS, EDWARD  
 MACKNIGHT, BRUCE • 99 528i  
 MCMILLEN, KEITH  
 MURPHY, RYAN  
 NEWMAN, PHILIP  
 PATTON, JAMES • 10 528ix  
 PAUSCH, ANNA  
 PENNELL, KENT • 10 335i  
 PRAETORIUS, ROGER • 90 325i  
 PRITTS, ALYSSA  
 PULEO, JAKE  
 RAHNER, DAVID  
 RANDLE, TUCKER  
 ROBBINS, ALLAN • 08 335  
 SECORD, MARSHALL  
 SKIC, EUGENE • 88 M3  
 TOBIAS, THOMAS  
 TUBBS, ANDREA  
 VANORMAN, SARAH  
 WARNER, DOUG • 86 535i  
 WHITE, ABIGAIL  
 ZIFCHOCK, KYLE

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