

Summer 2010

der **BAYERISCHE** **briet**

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



GVC's Roy Hopkins
and Adrienne Hughes

3 peat at Targa Newfoundland! Page 6

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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

Joe Burke
burkejoe@frontiernet.net

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

John Bulbulia
jbulbulia@aol.com

MARKETING

Karla Kuzawinski
kmk@karlamar.com

AD REP

Gene Skic
gskic@frontiernet.net

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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Happy summer! I Hope you're all enjoying this wonderful weather by getting out with friends and family in addition to participating in some of our many club activities! For me, it's been much more of a two wheel summer having sold the 330i ZHP and getting back into biking after being away for too many years. I have to admit, rowing through the six speed on the ZHP was a bit easier than peddling my bike up the hills of Perinton and Victor – somehow I seem to always be going uphill and into the -- wind no matter which way I turn???

Thanks to all who helped to make the Street Survival a success on June 13 at MCC. Once again our members pulled off a very smoothly-run and well-attended event! And special thanks to Holtz BMW for their generous sponsorship of this worthwhile event. Speaking of safe and common-sense driving, I heard a tip from one of the graduates

from our very first Street Survival school the other day. Fed up with tailgating vehicles, she has learned to de-stress her long commutes by simply signaling and pulling over to the side of the road in a safe spot and allowing them to pass. Your ego will survive!

By now the Mosport school is behind us; thanks to everyone who helped support this event with marketing efforts and the many hours of behind-the-scenes work needed make this a unique experience for intermediate and advanced students. Hope to see you all at the family go-kart and picnic on August 7 and at the BMW Ultimate Drive Event at John Holtz BMW on August 11!

As always, keep checking our web site for updates and details for our exciting calendar of events: autocrosses, drivers schools, and social gatherings! And, be careful out there. We're into that terrifying season of "fresh oil and loose stone!"

2010 Calendar of Events

August	7th Saturday 8th Sunday 25th – 26th Wednesday – Thursday	Family Go-Kart and picnic event - Macedon/Fairport Autocross at Seneca Army Depot Ultimate Driving School at Watkins Glen
September	4th Saturday 15th Wednesday 19th Sunday 25th – 26th Saturday & Sunday	Autocross at Cherry Valley Motorsports Park Social gathering at Flaherty's, Macedon Autocross at Seneca Army Depot Ultimate Driving School at Watkins Glen
October	9th – 10th Saturday & Sunday 16th Saturday	Wine Tour and overnight in Ithaca Chili and cookie bake-off, Perinton Park, Fairport
November	6th Saturday	Street Survival School Watkins Glen
December	11th Saturday	Holiday Party

Please visit our web site for late breaking news and updates!

www.gvc-bmwcca.org

Project: New Member



Prizes!

BMW CCA Bucks:

- Refer a member, get \$5 in "BMW CCA Bucks"
- Three grand prizes will be awarded to the top referring Category 1 members.
(No limit to "BMW CCA Bucks" a member may receive for referrals.)

Grand prizes:

- **1st Prize:** One-day M School at the BMW Performance Center, plus two nights lodging for one, not including transportation. Minimum of 50 referrals to qualify. Must be redeemed by December 31, 2011.
- **2nd Prize:** 2011 Oktoberfest Registration, not including transportation. Minimum of 30 referrals to qualify.
- **3rd Prize:** Valentine 1 radar detector. Minimum of 15 referrals to qualify.

Questions?

Email frank_patek@bmwcca.org

Membership applications/BMW CCA brochures: (864) 250-0022, stevens@bmwcca.org

Refer a new member, earn BMW CCA Bucks or even a grand prize!

Timeline: February 18, 2010 to December 16, 2010

Tell a friend—or even a total stranger!—about the benefits of being a BMW CCA member. We know it's the cars that bring us together, but it's the people who keep us here year after year... let's increase our ranks with the 2010 Membership Drive!

To receive credit for signing up a new member, make sure the person adds your name and member ID to their telephone, paper, or online application.

BMW CCA Bucks:

- Are applied as a credit in the membership record of the awardee.
- Usable for the purchase of anything sold by BMW CCA, except for raffle tickets.
- Expire 1 year from the date of issue (December 17, 2010); have no cash-surrender value.

BMW CCA Membership Contest rules

This is a summary of the official rules. Full legal details of the rules can be found at <http://bmwcca.org/index.php?pageid=mbrdrive>.

Membership-drive is open to three categories of participants:

Category 1: Current BMW CCA members

Category 2: Current BMW CCA members employed with a BMW dealer or independent BMW shop
(Please note: memberships purchased by dealers for their customers are not eligible. This exclusion is in effect even if a current BMW CCA member is listed on the application as a referrer.)

Category 3: BMW CCA chapters

Eligibility:

To be eligible, current BMW CCA members must be paid-up (not comped) members in good standing through December 31, 2010.

Rewards for Category 1 and 2:

- ◇ For each new member you refer, receive \$5 in "BMW CCA Bucks."
- ◇ Three grand prizes will be awarded to the top referring **Category 1** members.

(There is no limit to the amount of "BMW CCA Bucks" a member may receive for referrals.)

Rewards for Category 3:

Chapters are eligible for rewards based on an overall increase in

their total membership and their renewal rate. See online rules for chapter rewards.

New-Membership Definition: a membership for an individual who has not previously belonged to BMW CCA, or whose BMW CCA membership lapsed at least six months prior to the date of the new membership. A new membership with a corresponding associate membership counts as one new membership.

How new members can apply for membership:

Call (800) 878-9292 during business hours (8:30 a.m. to 5:00 p.m. EST)

Apply online at www.bmwcca.org

Mail membership application to the National Office

Important Deadline, Procedures and Restrictions:

To be counted, the National Office must receive all new-member applications no later than December 16, 2010 end of business day.

The referring member's name and BMW CCA member number must be provided at the time the membership application is made. Credit may not be applied retroactively. If a new member cancels their membership within three months after joining, the referring individual will lose credit for that membership. If a new member is referred by a current asso-

ciate member, the associate member will receive the "BMW CCA Bucks."

"BMW CCA Bucks" will be awarded at the end of the program only to those who are members in good standing at that time.

BMW CCA members who are members of the National Board of Directors, paid employees of BMW CCA, *Roundel* senior staff, and members of their immediate families or households are eligible for referral reward incentives, but are not eligible for the grand prizes.

Track your referrals by accessing your online account through the BMW CCA website. "BMW CCA Bucks" awarded under this program will be mailed to members within 45 days of the end of the Membership Drive.

Create a quicklink for referrals:

Use the following link in all your emails, forum, and website postings. When a potential member uses the link to join the Club, your membership number will automatically fill in on the join form! Delete "Your ID" from the end of this link, replacing it with your membership number.

http://bmwcca.org/index.php?pageid=club_join&ref_by=YOUR_ID

(Or create a shorter URL address by converting this to a custom-URL at sites like shortURL.com.)



A Miserable Day to Win

Normally I don't check the weather. Doesn't matter; it is what it is. Friday, a heavy rain storm was predicted. Weather in Newfoundland is just as it is here. Don't like it? Wait ten minutes, it will change. There is rain and then there is the torrential downpour. Racing in the hurricane in '06 was easier.

We started the day at Boat Harbor, a new stage, one we hadn't seen before. It is an in and out stage. Run it one way then turn around and run it the other. With an average speed of 115 km/ph for the stage, it should be a "gimme" for most of the competitors. A forty-year-old car leaks. The floor plugs in the rear footwell are oozing as we transit 40 km to the start. Small puddles begin to form. It is drizzling, the posted condition is 2, giving us a 6% reduction in average speed for the damp conditions. The road is smooth and flowing with a lot of bends and sweeping turns. There is a wooden deck bridge, just after a 90 right. Ice is less slippery than wet wood. Roy touches the throttle and the rear wheels spin. The bridge is only damp. The yellow '69 Camaro catches us, follows in to the finish, since we are ahead of base time and have backed off. We have both zeroed with time to spare. Then it really starts to rain. We go to the little community center where a fine hot breakfast is served. It rains harder as we eat. Sloshing back to the car we get wet; we have light water resistant jackets over our driver suits, and driver's shoes are not exactly galoshes. Wetness seeps in, around and under. Woodstock has no defrost, no heat, and the windows are Lexan held in by magnets. They are not weather proof. Gaps abound. My feet are soaking wet and the dampness is creeping up to my ankles.

Petit Fort is Boat Harbor in the opposite direction. It is absolutely pouring now. Condition 3 is posted, a 12% reduction in speed. The way out is terrifying, the rear wheels are slipping uphill! Water is coming in everywhere, with the small puddles turning into ponds. Even though we have new RA 1's on the front (the better to steer with) Woodstock is slipping and sliding all over the road. At every corner, every kink, every slight bend in the road, I yell "careful!" The car is noisy inside -- even with a communication system I have to yell to be heard. I just

want this to end; I have a death grip on the route book (the only thing I have to hold on to). Roy's hands are clenched to the wheel, I might need to pry them off when we finish this forever stage. The yellow Camaro catches us and follows. (How did they do that?) As we come up to the bridge, I'm telling Roy to slow down, more, more, more. We creep across the bridge, it feels like walking speed, turn the corner, OK you can go now. We zero the stage, shaking, not elated, just relieved it is over.

The rest of the day will be condition 3 as the rain doesn't abate. There are now puddles in the front footwells, the wetness is climbing to my knees, and we each have one damp shoulder. On the Trans Canada Highway there are two rivers where the truck ruts used to be.

Osprey Trail is next on the hit list. In the dry, it is a very fast stage where we need to be careful of exceeding top speed limits. It is still very wet, lots of broken pavement. When we are up 20 seconds (ahead of the necessary time) I begin the "slow down" mantra. "But I don't know what is ahead" says Roy, "I do, SLOW DOWN!" I want to risk nothing at this point. Just zeroing is good enough. We do.

On to Grace Harbor, which is canceled. A wonderful event in my mind. Being a new stage we had never run it before, a tight, twisty, reminiscent of a cow path, gaping pot holes and small lakes for 12 km. We get wetter and wetter. The Rain-x on the outside and shaving cream on the inside is holding up well.

A quick transit to Brigus, a quaint little town with lots of picket fences lining the road -- daring you not to hit them -- and another wooden deck bridge. Though we are to run it twice, the 1st run is canceled as the whole day is running late. The bridge is no problem, since we are in the air most of the way across. Many arrows are not placed, and there is one big moment when a right is called that is really a left, but we recover with only a second or two lost. We cross the finish with two seconds to spare. The current leader, a Porsche, one second in front of us, has a dent in the left rear fender. Hmm, wonder what he hit and did he take any time penalties? Our engine fan has quit on us once again. But have I mentioned it's raining? And cold. It is only needed at idle, so we give up trying to fix it and keep stopping and restarting the engine while in line.

Our crew follows us to the next stage. On the TCH we are driving below the speed limit when Woodstock hydroplanes. Suddenly I am looking at the grassy, wet median lined with posts. The crew, behind us, can see my face. All of a sudden we are straight again. I don't know how Roy caught it.

Marysvalle is a big Z sort of route with squiggles and a big triple caution jump in the middle. In the dry, not a great challenge for Woodstock. It is still raining, with intermittent moments of respite. There is condensation inside of the car, the shaving cream is washing off in little rivulets as water collects. I feel drips on my head, and looking up, see that the whole roof is covered with droplets just waiting to slide down the back of my neck, wet and cold. We push hard to make our time. The following stage is much the same. The windshield is starting to fog, but it is so wet that re-applying shaving cream seems futile.

Newfoundland



Photos by Gordon Sleight

We have no idea we are now in the lead as the Porsche has taken 14 seconds.

Marine Drive is the last stage of a very long day. It is only a drizzle now. We are still soggy wet people. The windshield is now opaque. Just prior to start we rub it dry, hoping it will last this one last stage. All we have to do is finish, zero, and we win.

We tiptoe through the wet corners, and get every bit of acceleration Woodstock can manage on the straights. Only in the last half kilometer does the rally computer show we are ahead of the required time. Suddenly it's over and we're done. Soggy, wet, exhausted, drained, cold and wet winners!





Announcing
the Premier GVC

Wine TOUR Weekend

Join us Saturday morning October 9 in Ithaca, New York, where we'll board our chauffeured bus, limo or van (depending on the size of our group) for a Cayuga Lake wine tour led by a professional, local oenophile. (He led the Oktoberfest 2008 Seneca Lake winery tour from Watkins Glen!) We'll visit four premium wineries, including a stop for lunch. Later we can dine at Ithaca's famous supper club and oyster bar -- Maxi's -- just a short walk from the conveniently located Meadow Court Inn in downtown Ithaca where we have reserved a block of rooms.

On Sunday, follow us in your own vehicle to the Ithaca farmer's market at Steamboat Landing, where an eclectic assortment of goodies awaits – from purple potatoes to farm-raised meats and cheeses, Hawaiian-style shirts, local wines, flowers, and more!



Stay tuned for more details soon to be posted on our web site!

Mission drift is the current buzz-phrase these days for the boys inside the beltway; it covers a multitude of Washington's sins. Unfortunately, Munich has also fallen victim to the same bureaucratic disease.

Before continuing with this tirade, let me say that BMW still builds the best performance luxury cars in the world. However, if they continue on the present course of downsized-blown engines, hybrids, electric cars, and electronic gizzy's that do everything but wipe your nose while you're driving (betcha the engineers are working on the project as you read this), they could lose their edge.

Consider the silly new "Joy" ad campaign. The Marketing Department has fallen victim to the swishy ad men (betcha none have ever raced an M3) and subsequently is expending more marketing \$\$\$ selling "Joy" than cars. The most powerful advertising slogan in the automobile industry is "The Ultimate Driving Machine" and if it ain't broke – don't fix it! BMW invented the sports sedan and it is still their core market. The typical buyer is not motivated by joy (although it is a by-product); they are motivated by performance – it's the performance stupid.

My last column in the spring issue featured the new F10 5-Series. I was swayed by reading Satch's poetic prose ("it's a driving fool," etc.) and I gushed with praise, reiterating the factory claim that the F10 "outhandles the 3 Series." Then we drove a new F10 550.

There is no denying that the new funfer is a notch up in size and sophistication. The interior is beautifully

done with richer woods, leather, and chrome accents. The exterior is, -- well let's quote from the syrupy description in the BMW Magazine (not to be confused with Roundel) "Classic, inspiring contours give way to subtle but unmistakable character lines," etc. I think that means it's good looking and I'd go along with that.

I was taken by its beauty and seriously considered trading my E60 545 6-speed until putting the pedal to the metal on some of our favorite twisty back country roads that connects home with office. The handling is worlds apart from the 545 6-Speed. The F10 has a smaller V8, which is turbo-charged, has electric steering, and weighs in at over 4000 lbs. All this has taken its toll on handling; it is no longer nimble and athletic. Thus, the F10 moves from a true sports sedan to a 7/8ths iteration of the 7-Series.

Even the prowess of BMW engineering cannot alter the laws of physics. True sports cars need naturally aspirated engines, hydraulic steering, rear-wheel drive and relatively light weight in order to maximize performance.

Apparently BMW has reached the zenith of their trade. Albeit increasing government mileage standards have forced all automobile manufacturers to compromise design, it is a downright shame to see it happen to our favorite marque. We fear that Bimmer's magical stew of motors, drivetrains, suspensions, and

performance-oriented engineering is approaching its twilight.

I plan to hold on to our E60 545-6 Speed and E92 M3 for the foreseeable future.

We fear that Bimmer's magical stew of motors, drivetrains, suspensions, and performance-oriented engineering is approaching its twilight.

Mission

DRIFT

Volunteer Spotlight

Hmm, I thought, it's time to recognize long-time GVC member Roy Hopkins. But, will we have enough room in the brief to list all of his many vehicles through the years? Will he even remember them all? Will he want to "forget" some?

Roy's affiliation with our club began around 1983, after purchasing his high school chemistry teacher's 2002 BMW. He recalls meeting Joe Ajavon at an Autocross at the Avon Go Kart track where Joe was pounding away on the fenders of his 6 series, trying to eliminate tire rub. Roy had a question on the ignition of his 2002, and someone said, "Ask Joe." A week later he was in his garage talking "BMW" and was hopelessly drawn in!

Over the years Roy has been Autocross chair, rally chair, and a wonderful technical resource for club members.

Roy has probably done the most varied and exciting driving of anyone involved with GVC. Whether it's AutoX, drivers schools, winter rallies, One Lap, Targa Newfoundland, BMW Club Racing, hill climbs or ice racing, he has made history there. He's been competitive in all of these venues, and is truly that driver who can jump into any vehicle and drive it to its limit! He has run at over 60 different race tracks around the US.

His One Lap experience consists of 17 runs, with 8 class wins -- placing as high as 4th overall. This occurred while driving a BMW 318i with a Euro motor, accompanied by co-drivers Nancy Becker and Danielle Salley. For a number of years Roy drove

the One Lap BMWs provided by Gault Autosport, including M5's and an M3. His Targa Newfoundland experience includes 7 runs with 3 overall wins.

Roy maintains a stable in Spencerport where you might find him working on anything from a Fire Arrow to Woodstock (his '68 2002 Targa winner), often with assistance from Joe Ajavon. He's the go-to guy if you have a specific parts need or an engineering question. He has owned a range of vehicles including a Bavaria, 635, 323i, countless 2002's, and 320i's, 528's, 535's, Arrows, Horizons, Darts, Ambassadors, Neons, 325i's, E30 M3's, VW Rabbits, a Corvette-powered Tahoe, and Dodge trucks just to name a select few! (Many are still available -- either complete or in pieces -- and for sale!)

When the mild-mannered and softspoken Roy is not driving or turning a wrench, he may be found at his paying job, which is either IMR Test Labs in Ithaca or consulting at Arnprior Aerospace (formerly Kodak Labs) where he is a "metallurgist." There he performs failure analysis and materials engineering for a wide variety of components -- to make them not break and work better!

Roy resides in Spencerport with a patient woman who shares many of his automotive interests. I'm running out of room, so stay tuned for a future volunteer spotlight on Adrienne Hughes.

Membership in BMW Car Club of America

Membership cost is only \$48 for one year, \$91 for two years, or \$134 for three years! You will receive the monthly *Roundel*, our informative 140 page magazine, which many consider to be the world's best car club publication. You'll become a member in one of our 67 local chapters which publish newsletters, conduct driving schools, tech sessions, social events, and assist you in servicing and enjoying your BMW. In addition, BMW CCA offers a long list of additional benefits & services.

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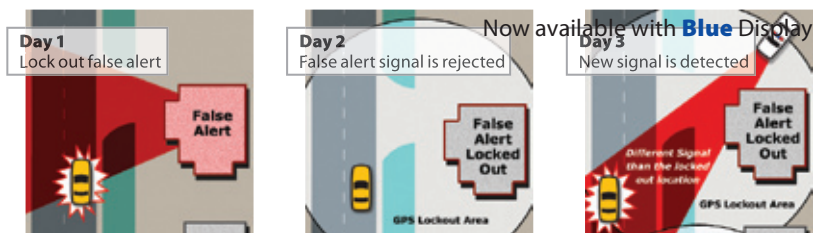
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When I first started writing for der Brief, I was residing in Rochester. From there I attended school in central PA, and then moved to southern PA, all the while continuing to report on my experiences with all things BMW. I daydreamed once in high school about working for BMW and living in Germany; it seemed like such a lofty and far away goal. But now, I'm halfway there!

Through great fortune my employer offered me the opportunity to take an assignment living and working at our company headquarters in Heidenheim (HDH), Germany, so now I can add that to the list of locations from which I reported for GVC. (As for the other half of my daydream, any desire to work in the auto industry has waned considerably). My employer's goal is for an exchange of both technical and cultural experience (I've swapped places with my counterpart from Germany, so we're both on assignments to learn about our new homes), and happily car culture falls well into the cultural exchange subset. Here I have a leg up on my counterpart: he left his GTI and R1100 behind in Germany, and is now forced to drive a Ford. I already visited BMW Welt and took the manufacturing tour in Munich (where the tour guide said twice, excluding Mini, "BMW does not make front-wheel drive cars ... yet."), and went through the car buying process. My priorities are in order.

The car-buying experience started out being a little saddening. The used car market is not so good here, a result of both the economy and the German version of Cash for Clunkers. Looking at what I wanted to spend (especially considering the dollar to euro exchange), my choices were narrowed to cars that had one of the following attributes: too small, too old, too many kilometers, or too underpowered. On the last point I did not want to be overly American-piggish and insist on driving a car with gobs of power (my R32 in the US has 240 hp, but gas costs \$6/gal here), but I also have driven rental cars here with ~100 hp - which is perfectly fine around town, but it makes you have to plan 1-2 kilometers in advance of what moves you want to make on the autobahn. Not so much fun.

So all of these factors, coupled with the prospect of trying to sell a used car at the end of my assignment, did not provide a great outlook. I was looking at VWs with my boss here (who drives a Fiat 500, a VW Touran MPV, and a Vespa), and it was coming down to a Golf -- older than 2004 with 120 hp, or a newer Polo (smaller) with sub-decent power and pretty high asking price. I mentioned 1-series cars to him, and he shared his BMW philosophy with me: "BMWs are great for the driver, but I think that the rest of the passengers tend to suffer." No argument here; I pictured myself blasting through the countryside, slinging a BMW to its limits, with my wife





clinging for dear life in the passenger seat. All I could do was smile, nod and say, "And?" Clearly he was not the one to help me acquire a BMW to drive.

Enter Andi, my co-worker with a 118d. He turned me to BMW's great leasing plans here in Germany. A quick search of the local BMW dealer found exactly what I was looking for: a 5-door 120d. The lease rate was great, as was the term (15 months, since that's approximately the length of my assignment), and it even had some decent options: leather, sport package, heated seats, rear PDC. American-opulence stereotype be damned! I worked with a great sales consultant, who graciously conversed in English for me, and helped take care of all the details. When I arrived to pick up the car, Mr. Kaucic told me it was upstairs - the dealer was like a mini-Welt! He was especially proud that he got me a license plate with my initials on it - HDH RL 500 - and even said when the lease was up he could probably send me the plates. We got to chatting, and I found out he has an uncle living in Buffalo. "The world is small," he remarked. Indeed.



And how can I sum up my Sonora metallic 120d? It PULLS. My only diesel experience in the US came in the form of an F-350 Super Duty with duallies in back, a 5th-wheel trailer mount, and a manual transmission (in which 1st gear was useless until I had 1,000 lbs of concrete in the back). That truck had torque, CB radios, and very little refinement. The 120, much to my amazement, has more torque than my R32 (which has S52-type numbers): almost 260 ft-lbs. Just about none of which you can use around HDH, small town that it is, and I can't go above 3rd without the engine bogging because it's geared for economy. But on the highway, I can pass at will in 6th with no problem, while getting 40+ mpg. And of course, it drives like a typical BMW. What a car!

"Normal" drivers here raise their eyebrows at you when you tell them you drive a car with 160 HP. At first I did feel a little badly because I thought that you paid the car tax based on engine output. But as it turns out, you pay it based on engine displacement. So since BMW's 2.0L diesel is used in various forms from low HP (x16d) to high HP (x23d), everyone is paying the same yearly tax. Having the second highest output iteration of the engine really does give me the best bang for my buck! Plus it means I can keep up pretty well on the autobahn.

So road trips are being planned, and my wife and I are having fun exploring Germany and beyond in our little 1'er. My Mom already asked me if I plan to bring it back to the US with me...probably too much of a process/hassle for me to want to handle.

But then, that was my first reaction to moving to Germany, and here I am.



Woodstock Preparation

What do you do to get ready for Targa 2009 after winning the two previous years? Work on the car of course. With limited time and a limited budget, a lot of thought went into what modifications could be done to make the 1969 BMW 2002 faster for the 2009 event. Every year the competition ramps up; and if you don't make improvements, you are going backwards.

Power, weight, and handling are the items a builder can address. For power, we obtained and tested several different exhaust headers. Testing showed the Ireland race header was about as good as it gets, but it hung a little low for Targa. After a weekend of hammering, cutting, and brazing, it was snug against the transmission -- almost 2 inches higher. After the header work we might as well make a whole new system, so a 2.5 inch 'cut and weld' system was also fabricated from the merge collector to a 'Hush Power' muffler.

After three years of Targa, it was time to check the valve springs. The 'Chevy'

springs proved to be weakened, so a set of proper Schrick springs went in. Experiments with cam timing and fuel injection tweaks yielded useful power at the top rpms. Once again, many thanks to Eksten's and Steve Hauer for the dyno tuning.

To address weight, an Ebay score of a carbon fiber hood dropped many pounds off the front of the car. The hood presented a tricky problem; what about the vintage art-car paint? Ewing Lettering and Graphics solved the dilemma by photographing and wrapping the new hood. Most folks didn't even notice the swap. An ultra-light battery (and packing less tools and spares) dropped similar weight from the rear of the car.

Suspension was the area where I thought we could make the biggest gains. HotBits is an established name in Rally suspensions, and has provided 'at Targa' support for competitors. After installing a HotBits suspension in the E30 M3 we prepared for Targa, I wanted one for our 2002. I was a little late in ordering the custom suspen-

sion and getting it installed. The week before the event I discovered I had used 2000 Neu Klasse struts as donors for build, not 2002 tii, and my brakes did not clear the 13 inch wheels. A frantic call went to Willowood, who had the proper size aluminum front calipers. Some creative engineering and machining by a local shop (Bud Labs) solved the mounting issues. Another 16 lbs dropped helped!

Car improvements are one thing, but what about the driver/navigator? We tackled improving our performance; the method was both fun and simple. We arrived in Newfoundland a little early, and enjoyed time with some friends we had made there. It just happened that a little relaxation in small towns that Targa passed through was just the ticket to better understand the roads and learn where to go faster when it counted!

-Roy Hopkins



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How I Spent My Targa Vacation

I have been listening to Adrienne and Roy's stories about Targa for what seems like forever (years). Well, this year I finally got to go! I am always up for a new racing adventure, but first I needed to clear it with the bosses: my wife Mary Lou and Larry Eksten. Fortunately, Eksten's, where I am employed, is a race shop and Mary Lou has lived with my obsession for 20 years. I got the green flag. Summer went by really fast, faster than most. The shop was busy with cars, and the family always had something going on. Next thing I knew school was starting and it was Targa time. Friday morning I picked up Mark Laitenberger, fellow traveler and Navigator for car #811 and we drove to the airport in Toronto. The whole way, I thought, "What am I getting myself into?"

The border was no trouble and our flight was on time. By 11:30 pm we were in St. John, Newfoundland, by far the farthest north or east I had ever been. Saturday morning we got to the hockey arena aka "home" for the next week. The arenas in each of the towns are where the event ended each night and we got to work on the cars. I was nervous about how the week would go, getting signed in took what seemed like forever. I needed to get tools in my hand to feel at home. I tease Roy, who at times appears unorganized, but Woodstock is a very well prepped car where it counts. Roy made a lot of late summer changes to Woodstock's suspension, which led to a brake change only three days before departure as they didn't clear the wheels. Also some final tweaks to the air intake and mega squirt (thanks to Ian Dickerson, Steve Hauer, and Steve Budinski). It was time for a good nut and bolt check! We made some adjustments to the intake, adjusted the valves and tightened everything. Later that day Roy and Adrienne left for a mileage check, giving me time to meet the rest of the team.

We had six cars on our Open Road Motorsports team: Woodstock, Willy (also a 69' 2002), Princess (88' M3), a 69' Escort (what a car), an Audi Quattro, and Glen Clarke's 911. Glen is a past overall winner of Targa and the founder of Open Road Motorsports. I already knew Jason Byrne, past Targa competitor and Eksten customer. Jason hauled the Escort and Princess to Newfoundland and crewed for Willy. Jason was elected crew chief, whether he liked it or not. Next we had Bert who had been to Targa in '08. Bert works in a shop like Eksten's and was my new best friend (I didn't know this yet)! Bert would be working on Princess for the week. Clive was there to help on the Escort. To say he kept us laughing is an understatement. Clive is a racer as well, so he knew what to do on the Escort and was always there to help. Andrew was the youngster on the team. He was a big part of putting the 911 together and was the "go to" guy on the Audi -- also, the only one to bring a camera. Finally, we had Chris Kirby, the engine builder for the 911 and the main crew guy for that car. He was also the guy I went looking for when I had questions.

Woodstock is back! Time to get to work. Roy said that he felt a new vibration in the drive train. It's about 4 pm and we find a bad rear U-joint. In Newfoundland most everything is

closed, and finding a U-joint for a 40 year old BMW was not going well. Roy located a rear drive shaft in Montreal from Lee Vuong (he and Adrienne know everyone) and it was on a plane for Sunday morning pickup. We still kept our eyes out for a U-joint. We saw the Browne's Auto parts trailer in the parking lot right outside. We were able to locate the owner of the trailer and we asked him to help us out. Its about 9 pm by now and he takes us back to his store, takes one look at the joint and says, "Hang on.". He never even looked in a book or on a computer; just walks in the back and a moment later returned placing a box on the counter saying, "Is this the one?" On the very first try we nailed it! We pressed the new joint in on the floor of the store and bought some new wiper blades for the truck. That night when I hit the pillow, Sunday had already started (which means Targa had started)! Sunday is prologue for the racers and a final shakedown for Woodstock. Roy said the drive shaft felt good with no vibration. Woodstock was as ready as ever! I spent time helping the other guys on the team with their cars. The Audi was having a drive shaft issue and they replaced a control arm as well. A quick string alignment and it seemed good to go.

Monday morning brought some light rain. We fabricated a water block for the intake on Woodstock. Little did we know how much we would need it. Now Targa really starts! I was fortunate enough to get in the same truck as Bert. I, at this point, have no idea what to expect. We have to find our way out of St. John and get on the TCH to find a little speck on the map where the first stage will start. The rest of our crew was off to another location somewhere else on the TCH. When the cars returned from the first stage, Willy the '02, is having alternator problems. With a spare in the truck, we had it replaced in about 10 minutes; it was like we had been working together forever. The alternator is on and a new ground cable is built. Willy is back on the road. A good start and we seemed to know what each other was thinking. Woodstock had a good day; we got a handle on fuel consumption and the new suspension and brakes worked well too. The Audi had a rough day, having had a big off. We would see the car that night at the arena. The driver and co-driver (broken hand) were able to continue, but the Audi was not. They rented a car and finished the event in touring class. It had been a long day of driving and waiting, and I was ready to spend some time fixing cars. Woodstock's nightly routine was pretty easy. I had to check fluids, nut and bolt check everything, and keep an eye on tire wear. What I was not ready for was the amount of people from the town who came out to see the cars. I consider myself a fairly sociable person, so stopping to talk to them came easily. The people could not have been friendlier, and, as it turns out, Woodstock is a bit of a celebrity. The rest of the cars also had a good day and we got our fuel supplies ready for Tuesday. When we turned in for bed that night around 11 pm; not bad I thought.

Tuesday was a beautiful morning, but a little early for my liking (5:30am). It was a bit cold, but thankfully no rain. All the

cars were full of fuel and it was off for another day of driving. Bert and I were working the start of the second stage. We had time to look around a little, while we waited to refuel multiple cars. The town we were in was beautiful; I needed to make sure I was taking in the whole Targa experience. Again, Woodstock had a good day mechanically and he would need very little service that night. But Willy was not so good: a lost rod bearing on the stage into the lunch stop (the names of the towns were not important at that point and, I had no idea where I was anyway). We had a spare motor in the truck, though it was carbureted not fuel injected. Now we would have some conversion work to do! Andy Proudfoot, Glen's navigator and Gander native, found us a garage in Gander where we could use some floor space. Willy arrived around 8p.m. I did some exhaust tweaks to try and quiet the rattles on Woodstock at the arena, then off to the motor swap. Bert and Jason were already there, as were two other teams. The owner of the business was also a competitor. We had the motor out and were swapping parts fairly early, but there were unanticipated problems. Nothing was quite the same, yet we were determined to get the motor back together by midnight. You get a little punchy when you have been up as long as we had though; we were having fun and all was good. By 2 am the motor was in and ready to crank. I struggled with the throttle linkage, not getting full throttle using the fuel injection linkage. I had a plan, but no Home Depot race department to tap into. At 3 am we called it quits, began to clean up our tools and put Roy's truck back together, which was where the motor had been stored. The motor had been the first thing packed in the truck when they left Rochester. The owner of the shop had long since left and we were the last team there. By the time we had their shop back together and locked up, it was four am (so much for an "early night").

Wednesday was to be an early start again, with a 5:30 am wakeup. I was running on empty, but I felt ok! Andrew would be my co-driver today and he was great with a map -- as well as "Edna" the GPS. My mind was still going crazy thinking about the linkage. I think it kept me going all day. We hustled from stop to stop fueling cars, finding our way around and a few minor repairs along the way (even found a McDonald's). I was disappointed we did not get Willy going for Wednesday, but the other four cars were in the top ten and we needed to keep them there. When we got to the next arena, we had located parts to make Willy run. It wasn't until Thursday morning that we had Willy ready, getting the linkage complete, timing set and, carbs adjusted. Bert jumped in the driver's seat at about 2 am to let her rip, and we were ready. It was 3 am by the time we crashed that night. We started telling stories when we got back to the camper (sorry Kathleen); we all know how that goes. It was the first time since arriving that we had the chance to unwind.

Thursday started off early as well. The rest of the guys had done a great job of keeping up with all the little things. The trucks were full of fuel, our maps for the day were ready, and by now I actually had an idea of what was going on. As I said earlier, Woodstock may not be the prettiest car in the field, but he is very well prepared. During the day while on one of

the transits, I encountered my first moose! It was just off to the side and heading into the woods. Overall Thursday went well; however, Roy thought the fuel pump sounded "different." When we took the pump apart we found it packed with foam from the fuel cell (not good). Roy and I cleaned all the lines and replaced the fuel filter with the one we bought, after much searching at Canadian Tire. With Woodstock back together and the fuel pressure up, the pump sounded good. We only had one day left and they were calling for rain!

It rained and it rained ALL day! I felt like the rain was going to work in our favor. It may even give us a chance to move up. Our route today would take us back to St. John. Long transits on the TCH would be treacherous for the race cars. I was white knuckled in the tow vehicle the whole way and I was not riding on well used Toyo Ra1's. Andrew and I followed Woodstock on the TCH with only 2 stages left to go. By this point, we have moved from 6th to 1st. We look up and Woodstock is sideways at 90 KPH in front of us. I can see Adrienne through the side window, and in an instant Woodstock is back straight. What a save! We finish the last stages with zeros. I then remembered the last thing Adrienne said to me when we left Friday morning. "Don't forget the Mikes Hard Lemonade from the motor home for the finish!" Well I forgot -- so we made a quick pit stop for beer and Mikes; they never tasted so good!

So to wrap this story up, I want to thank Adrienne and Roy for asking me to come along! It was a great racing experience -- an even better life experience. I met friends on our team that I hope I will have forever. We were also fortunate to have Catherine and Kathleen who cooked for us. Otherwise I would most surely have been eating out of a can for the week!

I know this story probably rambles on at times but, so does Targa. You never know what is coming next and it just seems to keep on moving along. I know other teams worked as hard and as long as our team. Some even did more! You start the week as competitors, but at the end we all seemed like a big family moving from town to town like a sideshow. Helping each other -- sharing parts, tools, and experience. So, it may not sound like a vacation to most, but if you love to race and be around other people who are just as passionate as you are about racing...then Targa is a great vacation!

-Rick Hoyt





AUTOCROSS AUTOCROSS AUTOCROSS AUTOCROSS

The 2010 GVC autocross season is now in full swing. We've had three fun-filled events with excellent weather as an added bonus. Our first event was held at Seneca Army Depot on the eastern side of Seneca Lake south of Geneva. The air strip on this decommissioned Army base provides one of the best autocross sites in the Northeast, with plenty of room to create a course that offers a mix of fast open parts and tighter technical sections. There is a side area that had been used as a plane refueling pad that's connected to the main runway by two access strips. This makes the layout resemble the letter 'P' flipped lengthwise.

At our first event in early May there were an even dozen BMW drivers, five in Minis, one Porsche, a handful of Corvettes, as well as an assortment of other cars to fill out the field. The fastest times at the event were had by Jeff and Stefan Colegrove in their open-wheeled formula SAE car. Next fastest was Chris Morton in his Subaru STI. Among the BMWs, I managed to hold off Tim Moriarty, Steve Lawless and the others in my white E30 318is. At the end of the day it was clear that Tim's tires had been kept in service for one too many events, as they were worn down to the steel belts and he was having serious grip issues. This event was held the week before our first drivers school at the Glen and turned out to be the last chance for me to drive my E30 at speed for a while.

While torquing my wheels before the first track day at WGI, I spotted a puddle of coolant in front of the car. The nickname I gave this car a while back was "Puddles," and here she was providing more evidence of incontinence. What I came to find out is that, having put a low mileage version of an early M42 engine in this car a couple years ago, I opened myself up for a common failure point. It has an internal gasket called the

profile gasket that was made of poor materials in the early years of the engine's production in 1991 and 1992. The repair for this failure requires removing the head from the block, so it is a fairly involved job. I was able to drive the car home without a problem, but now was left only to my daily driver, an E46 325Ci, as the running car to take to the track. Even though it's an automatic, it worked out just fine and I had a lot of fun driving it, although I certainly wasn't pushing it as hard as I would have if I didn't need it to get to work on Monday.

The gasket failure in my E30 provided the motivation I needed to address the coolant leaks in my black E36 M3 that had developed problems at the end of last year. I spent the time before our next autocross putting in an aluminum radiator, shroud, and expansion tank and wiring up an electric fan to it, as well as a few other tweaks I had been planning. The M3 was ready for our second event at Cherry Valley Motorsports Park in Lafayette, NY. This is a mini-road course with a tight layout that requires precise braking and rewards early throttle application.

In my first run I wound up carrying a lot of speed along the front straight and got caught a bit off guard when the elevation dropped off over a slight bend halfway along. I almost recovered from the back end getting light, but hit a spot where some rain and silt had run off across the track and that was enough to put me into a spin. I went off the track on the right and then around and down into the infield. It is especially embarrassing to be the event chair and to have told everyone at the drivers meeting to keep the wheels on the paved surface -- and then have something like this happen! My driving didn't improve much over the next couple runs, and I decided to penalize myself and sat out for the fourth run of the morn-

ing session. In the afternoon I started making mental errors as well and really began to wonder if I'd be able to complete a clean run. In a way it was fortunate that the event was lightly attended because it allowed everyone to take eight runs (seven for me) and, by the last two, I managed to get it together for some decent times.

Roy Hopkins in Woodstock, his multi-year Targa Newfoundland winning 2002, was the fastest of the BMWs followed closely by Karl Hughes in his E30 325is.

Our third event at Seneca Army Depot brought out our best turnout so far this year. Out of fifty-six drivers, eighteen were in BMWs, three in Minis, three Porsches, six Corvettes and a large assortment of others. The Colegroves again turned the fastest times followed by Chris Morton. This event was used as a tune-up for several SCCA members preparing for a National Tour Solo event that was coming up the following week at SEAD. Once again I managed to edge out Tim Moriarty with

my M3 against his 1991 318is, this time with fresh rubber. Tim put down his fastest time in the last run but had a slight bumble in one of the tight sections that cost him a winning time. Paul Smith, in another 1995 E36 M3, took third place among the BMWs.

With three more events still to go, there's plenty of time for more club members to give autocross a try. Recent news has it that the air strip at Seneca Army Depot will be put into active service again next year, so I strongly encourage our members to make an effort to attend an event there before we lose use of the site. As I've said before, autocross is an excellent way for drivers at all skill levels to learn more about vehicle dynamics, car control, and their own abilities in a safe, controlled environment.

See you at the races.

GVC Autocross

AUTOCROSS AUTOCROSS AUTOCROSS AUTOCROSS

by Andy Blake



As the Genesee Valley Chapter has grown, the venues of activities also have expanded to include and accommodate members' interests. With the lead of Bill O'Neill and Adrienne Hughes, on June 9th, the Chapter hosted a gathering at the Custom BrewCrafters located in Honeoye Falls, NY.

It was not much of a surprise that there was an excellent turn out -- come on, the opportunity to drink beer with your mates on a school night? The gathering included samplings of their numerous microbrews in their special tasting room. I have engraved to memory the ones I preferred:

- English Pale Ale
- Scotch Ale
- Bulbulweizen
- Raspberry Wheat Ale
- Oktoberfest lager

Rick Hoyt was the first to discover that, for liability purposes, the limit was 6 samples per person (Good stuff, particularly because I write commercial insurance at Paris Kirwan and was curious to know the brewery's policy on this.) Unfortunately for me I was done with the samples within the first 5 minutes of being there. That was ok because soon after we were provided a tour of this fully operational battle station (Star Wars reference), I mean operational brewery. It was extremely interesting to learn how the different types of beer were made and the level of sophistication that's involved in the process.

After the tour the remaining samples were tasted and, somehow, conversations of BMWs dominated much of the room.

Special thanks to Adrienne and Bill for their efforts and I am certain it will be on the calendar for next year.

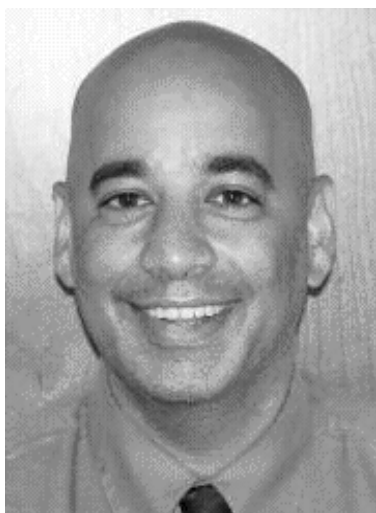


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