

Summer 2011

Under the BAYERISCHE briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



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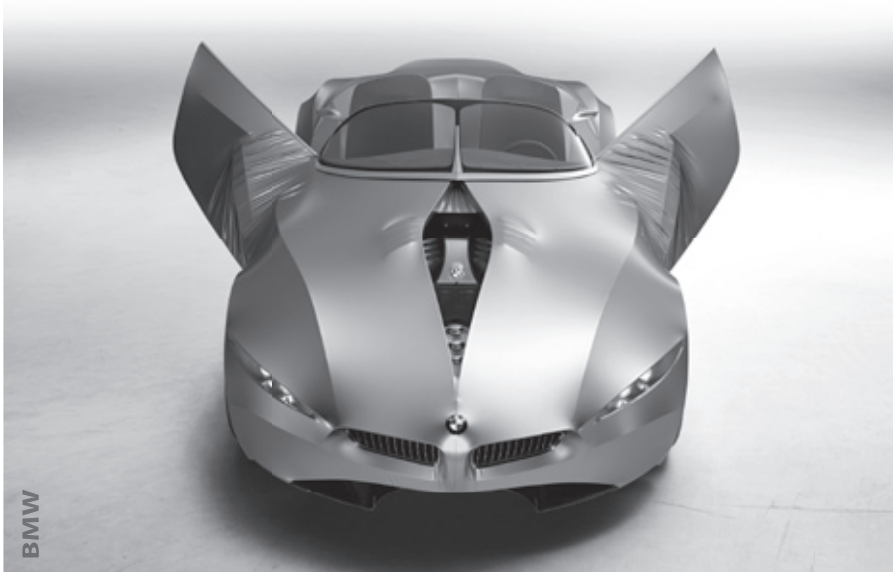
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We're well into the driving season now with a few track events and autocross days under our belt as well as a Street Survival school we hosted last June. Watching and participating in the planning and execution of these events demonstrates what a talented and dedicated group of people we have in our chapter. Putting on events where the participants leave with smiles on their faces takes a concerted effort from the organizers and those who help in running things. The level of quality we've achieved this year shows we are among the best at what we do.

In the past couple years there have been leadership transitions in some of our program areas. The fact that we continue to see well-run events is as much a statement of the ability of the person stepping into a new role as it is a testament to the commitment made by the person transitioning out. Our Street Survival program was put on firm footing by Dan Mack during the first several years after its inception. Last year Rick Zimmerman took over the reins and has continued to manage the preparation and delivery of this important training we offer, helping young drivers develop skills that may very well save their lives some day. Our Instructor Training School for high performance driving instructors sets the benchmark for other chapters, helping ensure well trained instructors are in the passenger seats for students at all driving levels at our Ultimate Driving Schools. Looking back, Patty Perkins did a great deal to establish this program and set the standards for quality. In recent years Dan Mack stepped in and ran the program with

the same level of dedication he gave to the Street Survival program. This year, Ken Buschner has stepped up to the leadership role and has already proven that the program is in very capable hands.

Another transition this year had Mel Dillon taking over the autocross program. I know from experience how much effort it takes to organize and put on a well-run autocross event. Mel has risen to the challenge and has kept the program healthy and growing. Among the constants in our chapter is the hard work and dedication given by Bill O'Neill and Dave Lanni in planning and running our High Performance Driver Education program. The driving schools we host at Watkins Glen and Mosport are without a doubt among the best offered by anyone. We consistently receive high praise for our schools from instructors and students alike. This is a reflection on the commitment and attention to detail that goes into this flagship GVC program.

There are many others who have stepped up to lead chapter activities including club racing and social events. There are even more people who help organize and work behind the scenes to ensure the activities we present are fun and enjoyable for everyone involved. As the year goes on I look forward to a broad mix of activities for our chapter and hope to see a lot of our usual group of enthusiasts as well as many new faces that have come to love their BMWs and all that goes with them.

See you at the races.

2011 Calendar of Events

August

28th Sunday – **Autocross at Seneca Army Depot**

September

14th Wednesday – **Log Cabin night**

17th Saturday – **Autocross at Cherry Valley**

24th & 25th Sat & Sun – **Ultimate Driving School** – Watkins Glen

October

1st Saturday – **Finger Lakes Wine Tour**

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Service – Randy Ames & Tom Abbott

Randy - 30 years experience on all makes/years of European cars. Owned Phoenix Imports in East Rochester. 3 years as race mechanic for BMW team.

Tom - an experienced machinist, NASCAR Sprint Car mechanic, and has worked several years on everything from an E-Type Jag to a Lancia Fulvia.

Restoration – Justin Raymer

A young guy with years of experience doing show quality body restoration. His work has won major shows. He restored my E-Type and Alfa Giulietta and is now working on a Jag Mk2, a 67-427SS Impala, and 2 Mustangs.

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Check our web site for cars for sale and to get to know us. We are always interested in buying good cars in need of some clean-up/fix-up and adoption by a new owner.

Hal Miller loves to run in the rain at the Glen.



High Performance Driver Training

Perspektive
hal MILLER

Most of us club members have a little racing blood flowing through our veins – otherwise most would not be club members. Also, it is an accepted fact that Bimmerphiles love to drive fast. European Autobahn lore states that, “The left lane is for BMWs – the right lane is for all others.” Fortunately, we have Watkins Glen International – one of the world’s greatest and most challenging racetracks – within a little more than an hour from home. Beyond all this, The Glen offers the best high performance driver training schools to be found anywhere – including GVC’s own, and Trackmasters. Our beloved editor, Seth Berlfein, is an instructor for both schools. The price is right, with a day’s session including classroom instruction and track time costing less than \$300. Most sessions are run even in the rain (except for standing water) – but lest you fret about wast-

If nothing else think of it as a safety issue. Mario Andretti says that most people drive in a fog (talking or texting on their cell phones or powdering their noses) and they are not paying attention. How many times have you had to maneuver quickly to avoid an accident? High performance driver training will not only unleash the performance of your ultimate driving machine, but it will enable you to defend against the idiots encountered out there on the road every day.

The predominate sports/track car at the Glen is the M3 – of all vintages (Seth Berlfein has an M3 and an M6). The reason is simple. Not only does it yield the best bang-for-the-buck, but it is designed and built for racing. Also – nothing beats it for reliability on the road and the track. At the end of a race session you will see many Corvettes and other race cars in the paddock with their hoods up to cool their engines,

Virtual Lap

Let’s take a virtual lap of the Glen once you’ve been properly trained to untap the power and performance of your BMW:

- After exiting the pits you will come up to speed quickly as you enter the ‘Esses’ – a long steep curving climb (Turns 3 & 4) of nearly 1000 feet. As you approach the Bus Stop Chicane (Turn 5), your speed will approach 130 MPH*
- Brake hard and flick the steering wheel right and left as you glance off the curbing of the chicane.

- Exiting Turn 5 will bring you to a sweeping fast downhill run (Turns 6 & 7) and hard braking into the toe of the boot (the most challenging part of the track).
- Hard on the gas as you climb through the heel of the boot (turn 8) and brake again for Turn 9 (difficult because it is not banked). You have just descended and climbed back up the height of a ten story building in less than a minute and at an average speed in

excess of 75 MPH.* (The boot is bypassed for NASCAR Races).

- Turns 10 & 11 can be taken flat out as you approach the front straight and cross the finish line at about 140 MPH* and brake again to prepare for Turn One and a fast downhill approach to re-enter the ‘Esses’ (At this juncture it is advisable to take a deep breath and relax your muscles).

*Indicated speeds are for amateur racers

ing your money – be advised that it is good training to run on a wet track. Your car with street tires has amazing grip and running in the rain will teach you smoothness (Jackie Stewart says that smoothness comes before speed).

Your BMW is designed for high performance right out of the box, but, in order to enjoy the thrill of driving it under those conditions, you need to be trained.

but rarely will you see a Bimmer.

Of course the best M3 is the current vintage E92, which I am proud to possess. With its dual dry-sump lubrication, downforce diffusers, high-revving engine, carbon fiber roof, and electronic track settings for acceleration and suspension – it simply blows the competition away.

Oh – by the way, I love to race my M3 in the rain.

Kyle Petty

Charity Ride

On Saturday of our May driver's school at Watkins Glen, we were delighted to welcome none other than Kyle Petty (Richard Petty's son) as he stopped by the track with a few friends on motorcycles (>175 of them!). This was the first stop of their ride that began at Lake Placid, NY, early that morning.

The Kyle Petty Charity ride, built in honor of Adam Petty, supports the Victory Junction camp, an organization which provides summer camping opportunities for gravely ill children across the country. The Genesee Valley Chapter donated \$2,000 to this great cause, and another \$700 was generously donated by participants of our spring drivers school! Kyle stopped in the pits to say hello and thank us for these donations. He chatted as long as he could before being pulled away to "tweet" to his followers and continue the day's jaunt to Corning, NY.

Thanks to everyone who donated to the Victory Junction camp! Visit the website at victoryjunction.org to learn more.



Dr. Laura Bartels-Peculis



Kevin Kane Photography



Dr. Laura Bartels-Peculis



Dr. Laura Bartels-Peculis



Kevin Kane Photography

Wine TOUR Weekend

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the Premier GVC

Join us for a weekend to celebrate the wines of Cayuga Lake wineries as we get to know Ithaca, New York.

Saturday morning October 1, we'll meet in Ithaca at the Meadow Court Inn, where we'll board our chauffeured bus at 10 am for a Cayuga Lake wine tour led by a local oenophile. (He led the Oktoberfest 2008 Seneca Lake winery tour from Watkins Glen.) We'll visit at least four premium wineries, including a stop for lunch. Then our bus will drop us off at the motel where we started our day, where we have reserved a block of rooms.

Later we can dine at Ithaca's famous supper club and oyster bar – Maxi's – www.maxies.com – just a short walk from the conveniently located Meadow Court Inn. Other dining choices include: www.moosewoodrestaurant.com, www.joesithaca.com and the www.boatyardgrill.com.



On Sunday we can carpool to the Ithaca farmer's market at Steamboat Landing, where an eclectic assortment of goodies awaits – from purple potatoes to locally produced meats and cheeses, Hawaiian-style shirts, local wines, flowers, prepared food, and more! On your way back home, stop and check out one of Ithaca's gorgeous gorges! nyfalls.com/taughannock.html

Contact Elaine at dealanni@rochester.rr.com to express interest at this time. Then stay tuned for more details to be posted on our web site as we approach the wine-making season in the Finger Lakes of New York State!

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ALL-NEW BMW M5 and 328 HOMAGE CONCEPT MAKE NORTH AMERICAN DEBUT AT ROLEX MONTEREY MOTORSPORTS REUNION & PEBBLE BEACH CONCOURS

Woodcliff Lake, NJ – August 18, 2011... The celebration of the 75th anniversary of the BMW 328 continues with the North American debut of the BMW 328 Homage Concept at the 2011 Rolex Monterey Motorsports Reunion and the Pebble Beach Concours. The all-new BMW 650i Coupe and Z4 sDrive28i will also be featured this weekend.

BMW 328 Homage

The BMW 328 Homage concept was created in honor of the 75th anniversary of the venerable BMW 328, considered by many to be not only the best looking sport cars of the 1930s but also one of the most successful on the track. The BMW 328 was the embodiment of what the BMW brand still stands for today – dynamics, aesthetics and a high level of innovation.

In its day, the BMW 328 was noted for its lightweight design, powerful inline six-cylinder engine and responsive handling. The expressive exterior design of the BMW 328 Homage depicts the modern interpretation of a highly emotional and dynamic two-seater Roadster – just like the BMW 328 75 years ago.

The BMW 328 Homage is the modern embodiment of those attributes. Translating the idea of lightweight construction into this day and age, most of the exterior and interior of the BMW 328 Homage are made of carbon fiber reinforced plastic. Today CFRP offers the best balance between weight and strength. In order to highlight the use of this cutting-edge material, the CFRP used on the BMW 328 Homage is visible to the eye. The



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THE BMW 328 HOMAGE CONCEPT WAS CREATED IN HONOR OF THE 75TH ANNIVERSARY OF THE VENERABLE BMW 328, CONSIDERED BY MANY TO BE NOT ONLY THE BEST LOOKING SPORT CARS OF THE 1930S BUT ALSO ONE OF THE MOST SUCCESSFUL ON THE TRACK.



BMW

THE EXPRESSIVE EXTERIOR DESIGN OF THE BMW 328 HOMMAGE DEPICTS THE MODERN INTERPRETATION OF A HIGHLY EMOTIONAL AND DYNAMIC TWO-SEATER ROADSTER – JUST LIKE THE BMW 328 75 YEARS AGO.



entire interior structure is also made of CFRP.

In order to highlight the use of this cutting edge material, wherever it is employed it is visible to the eye. The instrument panel is fitted with two iPhones located in special holders which offer additional display functions for the driver and co-driver. The iPhones function as stopwatches for measuring lap times as well as digital roadbooks. Using two iPhones, both functions can be operated at the same time.

As did its predecessor, the 328 Homage uses BMW's most powerful inline six-cylinder engine, continuing another longstanding BMW tradition.

BMW M5 Sedan

Since the "M5" badge was first placed on the deck lid of a BMW back in 1988, this iconic model has exemplified the luxury and daily usability of a BMW sedan combined with true super-car performance. When it arrives in 2012, the all-new 5th generation BMW M5 will again redefine the performance envelope possible in a luxury sedan.

Under the hood lies a new, high-revving V8 engine with M TwinPow-

erTurbo Technology. This includes Twin Scroll Twin Turbos, a cross-bank exhaust manifold, High Precision direct injection and VALVETRONIC fully variable valve control. Maximum output of 560 hp (US preliminary figure) and peak torque of 500 lb-ft results in a 0-60 mph times well under 4.5 seconds.

The improved balance between the performance-focused M experience and fuel consumption is due to the efficiency of the new V8 and from leading-edge BMW EfficientDynamics technology, including Auto Start-Stop, in conjunction with the standard seven-speed M Double Clutch Transmission with Drivelogic. The M DCT with Drivelogic, developed especially for the new M5, has been tuned to the performance characteristics of this engine.

Getting and keeping the power down is made easier with the Active M Differential, an electronically controlled multi-plate limited-slip differential programmed to optimize traction and stability.

Substantial compound, cross-drill brakes will ensure that the new BMW M5 will stop as well as it goes.



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THE INSTRUMENT PANEL IS FITTED WITH TWO IPHONES LOCATED IN SPECIAL HOLDERS WHICH OFFER ADDITIONAL DISPLAY FUNCTIONS FOR THE DRIVER AND CO-DRIVER. THE IPHONES FUNCTION AS STOPWATCHES FOR MEASURING LAP TIMES AS WELL AS DIGITAL ROADBOOKS.



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I'm a collector.

When I was younger, I would collect hats, key chains, and coins. Then I moved into music, and today next to my wall of CDs are my books (novels, reference, textbooks). Marrying a well-read English teacher meant that this collection grew substantially two years ago, too.

I've used this last year in Germany as a great excuse to help further my collections: beer steins, coasters from visited cities, more reference books, more novels (helps to stay occupied and to learn a new language!), and of course, a huge addition to the already sizeable photo collection (which in turn, today, means a collection of hard drives).

The other collection, which perhaps my wife initially did not know about, is magazines. I like to try and lump these in the same category as my reference books, because to me they're a historical record: car magazines not only keep track of automotive history, but also the culture of the time. My ten years' worth of Roundels can attest to this (no one had a problem with an X5 with a V12 tearing up the Nürburgring; everyone seemed to have a problem with an X5 M). I have 12 or so years of Car

US BMWs, Audis, and Volkswagens. So I have a good sized one box of brochures to ship back, too. Anyone want to know the specs on diesel X1's?

My last shopping spree was in a bookstore at the Stockholm airport. Since my Swedish is only as good as knowing it contains some almost-English here and some nearly-German there, I thought I would hold back and not add a magazine to my carry-on. But then, I spotted *Automobil* on the rack, with a bright picture of a 1er M Coupe adorning the cover. Surely with something like that car, I could figure out enough Swedish to get by? Plus this way I would know what the Swedes thought of the new car, compared to the US press, compared to the German press. And compared to the British, because since *evo* also had an M Coupe on the cover, I bought that at the airport too (reasoning: at the end of my trip I still had lots of Swedish krona left; with no place to use it; why not spend it on car magazines?).

So, European impressions: The main thing that's interesting to me is the cars to which they are comparing the 1er. The Cayman R was the biggest surprise, because, in the US, I don't think of a 1M Coupe being in the same category as the top-end Cayman. The price difference in Germany is significant too – 22,000 euros separates them, which is roughly \$31,000, a little larger than the US price difference. The Audi TTRS and RS3 are more along the same lines of the 1er, to

Car magazines not only keep track of automotive history, but also the culture of the time.



and Driver on hand to look things up; a few years of Bimmer, Aviation Week, etc., etc. So far as long as I can find the house space, and keep them out of sight of my better half, I can keep the collection growing. We may need to move soon.

My magazine-collecting ways did not stay state-side when I came overseas. Here, I can't help but pick up the weekly *AutoBILD* – it's informative, covers lots of topics, and is cheap. It isn't my fault it comes out weekly, I say. My German is good enough that I'm getting the gist of everything. And the information is always current. Several weeks passed between reading in *AutoBILD* about BMW 4-series designations and possible 3-stage M3 turbochargers and when I finally read about it in an online US publication.

So, the collection grows. And as it does, it helps develop my German language skills.

This does not explain the magazines I bought which are written in Italian, Spanish, and Swedish. I nearly bought one in the Czech Republic, and was only stopped in Greece by the lack of car magazines available. When I travel, as much as I like to take photos to remember the scenes, I also like to grab a car-mag to remember the current automotive events. The collection grows.

The other attraction for me is information on cars we can't get in the US. Here, it's much too easy to order brochures online about non-

me, and the RS3 is especially attractive as a 5-door hatchback with all-wheel drive and the same power as the M Coupe.

In general the Germans prefer the Audis and the Porsche more than the 1er. The Cayman has the balance; the Audis have the traction laid down. The Brits, though, love the 1er, going as far as saying it's better than a used E92 M3. Both of these outcomes are driving forces for good things to come from BMW: a great new M3, and the next 1M to fight the Audis and Cayman. The outcomes also highlight the cultural differences between what the German automotive press likes in a car and what their British counterparts are looking for: rear vs. all-wheel drive, manual vs. sequential gearboxes, luxury vs. Spartan, race-car interiors.

The Swedes like it for the most part. It may not be the E30 M3 incarnated, but it's a fun car that will be bought. They too, though, have high hopes for the next 1er M.

Rest assured, when that one arrives, I will have the historical reference material on hand to take a look back and compare what everyone was saying way back when.

1M Magazines: http://rlabarca.smugmug.com/Cars/Misc/11370888_a2jq9#1377213161_HJVcxRT

World Car Magazines: http://rlabarca.smugmug.com/Cars/Misc/11370888_a2jq9#1377198241_g64tj2v

Autocross

by Mel Dillon

One-half of our autocross series has been run and the results have been interesting. Before we get into the seasons history, let's make the first official announcement of a sixth autocross added to the schedule and a new location.

On September 10th we will be holding our first event at Letchworth State Park!

Let's hope this becomes a regular location for Genesee Valley BMW CCA autocross events. More information will follow as the details become concrete; keep checking the website and our Facebook page. Save the date!

The first event at Seneca Army depot saw cool weather in the morning but some hot competition as the day progressed. A good size crowd was in attendance and all had fun as twenty-two BMW drivers challenged the course over seven runs. The BMW group saw some new faces and lots of competition amongst the usual people. Steve Lawless was hot despite the overcast and succeeded in knocking Tim Moriarty out of his usual

The first event at Seneca Army depot saw cool weather in the morning but some hot competition as the day progressed. A good size crowd was in attendance and all had fun as twenty-two BMW drivers challenged the course over seven runs.

fastest time slot. Andy Cocilova borrowed a ride after selling his Corvette and put down a very respectable third place. He beat the car's owner, which may not bode well for his chances of borrowing a ride in the future!

It was a light turnout for the MINI and Porsche classes with Greg Turner taking top time in his white MINI and Chris England in a Porsche turning his fastest run on his last run of the day.

The second event at Cherry Valley saw beautiful weather and seventeen BMW drivers in attendance to enjoy the day. It also saw some new faces at the top of the podium when the times were posted at the end of the day. Paul Smith may have taken offense to being bested by Andy Cocilova at the first event



Photo by Mark Mangicaro

as he laid down the fastest time of the day with a margin of three tenths over Steve Lawless in second place. Tom Arter in his new M3 showed us just how important that V8 grunt is with a final run effort that earned him third overall in the BMW class and bumped me down to fourth. Well done Tom!

Another light turnout for the MINI group, and this time Dan Wilcox came out on top in his Cooper S convertible. The Porsche class saw two new drivers with Philip Pepper driving a nice 914 to the fastest time for the class.

The third event of the season saw us back at Seneca and it was a nice warm day. Of course, that depends on your definition of warm. The course was a technical challenge, but the eighteen BMW drivers seemed to like it. Seven runs were put on the books and the results were interesting. Steve Lawless was back on top after Andy Blake came forward after the event and reported a cone on his fastest time

the put him back in second. That's a pretty good effort for the vintage 318is that Andy was driving. Tim Moriarty ended up in third place in his supercharged 318is. These were the only two non-M3s in the top five finishers. Proof that you don't need the latest car to do well at an autocross.

The MINI's had the best turnout of the year with five entries. Andy Cocilova took the top honors over the car's owner Greg Turner. Dan Wilcox put in some good runs in his car, but, with Greg's car on slicks, third was the final position for Dan. Andy has put in some great drives so far this year in borrowed rides.

Only one Porsche driven by Joshua Vince made the trip to the Seneca Depot.

So, at this point in the season Steve Lawless is ahead with a healthy points lead to Paul Smith in second. These two guys have shown real improvement in their driving this year and deserve the points lead. The rest of us need to bring our A game to the next event if we want to finish ahead of these two guys.

The last item I have is to make an appeal for assistance with the autocross program for next year. We have John Werner and Garrett Briggs who have stepped forward and started learning the timing gear. That is a big help, but the club is going to need more people to step forward and serve as the autocross staff if we want to keep this program going. Qualifications are a love of the sport and the willingness to arrive early in the morning and be the last one to leave. If you are interested contact me (or Andy Blake) to find out more. We have a successful program but it needs workers to keep it going.

August and September are going to be busy months! Check the website or Facebook for details. See you around the pylons!



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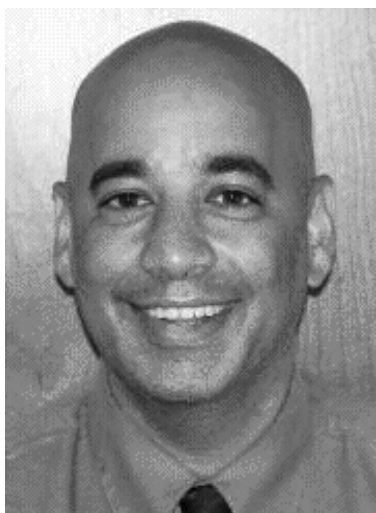
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