

Summer 2012

# der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



NPC/NMA bikini competitor Susan Hill waving the checkered flag at the Stan Parker Memorial BMW CCA Club Race. Page 12

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# Genesee Valley Chapter BMW Car Club of America

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BMW

Another season of warm-weather events and activities is now well under way in the northeast. As always, time seems to pass at twice the usual rate once the weather shapes up and allows for a wider range of outdoor activities, especially those where driving is involved. We've enjoyed our annual Pancake Run and Watkins Glen Opening Day drives, completed three autocross events, held an instructor's seminar, and conducted a Driving School/Club Race/Instructor Training School all before the official start of summer on the calendar.

Our May Ultimate Driving School at Watkins Glen was a complete success from most people's estimation. There were a number of factors that made this a challenging event to pull off, but the driving events and club race committees demonstrated flawless execution of well-laid plans. The fact that this year's BMW CCA O'Fest will take place in nearby Ohio and will include a club race at Mid-Ohio racetrack on the same weekend as our September UDS where we usually host a club race made it necessary to forgo our September race to avoid a conflict with that event. We were then left with the options of either not holding a race at all this year or having it earlier, during our May school. Once John Bulbulia, Mary Pierotti, and the rest of the club race team, affirmed they could manage a club race in May, the driving events committee worked through the adjustments necessary to fit a race into the already hectic schedule of the May school. The first sacrifice made was to eliminate our novice and beginner drivers group, partly since the paddock area where car control exercises are typically held would be needed for racers' paddock. Even with a reduced student population, the school still had to accommodate our ITS program and A-Solo advanced driver group. From the start, it was clear that some amount of compromising would be needed from all sides in order for everyone to get the most out of the weekend school. Based on the positive feedback received, it seems the adjustments worked and most everyone got what they had hoped for and then some.

Our upcoming summer events include a Street Survival teen driving safety school, an autocross event at Hamlin Beach S.P., and our mid-week driving school at Watkins Glen in August. I'm hopeful there will be another social event planned as well, to include some of our members that aren't necessarily looking for high speed thrills. We've had a couple members of our board step down recently and are in need of one or two people that enjoy planning and executing social activities. If you are that kind of person, please contact me or any of our board members and get more involved in bringing car enthusiasts together to drive, show, and talk about the BMWs we all love.

See you at the races.



# AUTOX

The location in Letchworth State Park at the large swimming pool lot was great. The weather was beautiful and the course design was fast and technical. Fifty eight people seemed to agree, the best turnout we have seen for a while.

## 2012 Calendar of Events

### July

14th Saturday – **AutoX** – Hamlin Beach Park  
14th Saturday – **Go-karting** – County Line Raceway, Macedon, NY

### August

8th Wednesday, Car Night at the Log Cabin  
22nd & 23rd Wed & Thurs – **Ultimate Driving School** – Watkins Glen

### September

15th Saturday – **AutoX** – Letchworth State Park  
21st, 22nd & 23rd Fri, Sat, & Sun – **Ultimate Driving School** – Watkins Glen  
29th Saturday – **AutoX** – Cherry Valley Motorsport Park

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It was the best of days. It was the worst of days. The first autocross for 2012 is part of history and it will be one to be remembered. The location in Letchworth State Park at the large swimming pool lot was great. The weather was beautiful and the course design was fast and technical. Fifty eight people seemed to agree, the best turnout we have seen for a while. That was the best part of the day. Sad to say we started having issues with the timing gear just about lunchtime which really tried to spoil the day. But we persevered and, thanks some smart phones and smart owners, we succeeded in getting everyone through five runs.

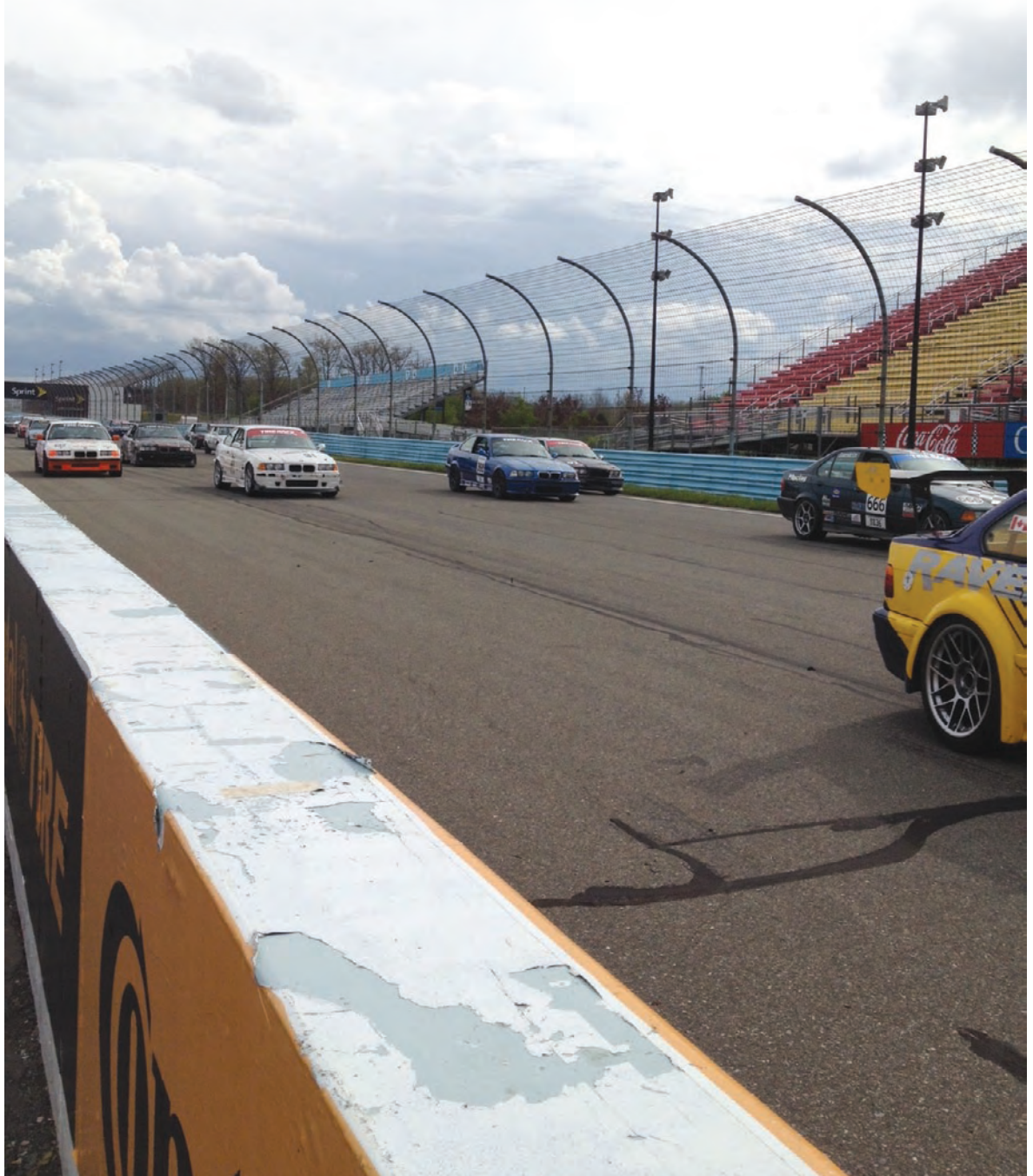
With the timing messed up we soldiered on. In the end familiar names were at the top of the roster for the BMW class. Tim Moriarty knocked of a quick run before the differential in the car decided to start turning itself into easily recycled smaller parts. I had a miserable day with one front rotor throwing a bolt and the car oversteering wildly in the fast transitions. Add in the failure with the timing gear, my mind was not focused on driving.

Lots of familiar faces had a great day in the park and we manage to get five runs in before the day was over.

The second event of the year was held at a location famous in GVC history: the Avon kart track. Again we had a great showing with several participants who came simply because they remembered driving there many years past. Again the timing gear gave us problems, but we now have a complete set of spare parts. After swapping some components things were back up and running. By the end of the day everyone got seven runs in and there were smiles on many faces. Tim Moriarty's car was repaired and as is often the case he was fastest on the course. I decided to up the game and brought a set of slicks for the MINI. Try as I might I could only succeed in getting to within two tenths of a second of Tim. Steve Lawless and Andy Cocilova ran well and filled in the next positions at the end of the day.

That's two in the books. There are four more to go - June 17, July 14, September 15 and 29. Join us soon for a great day of autocross.

# GVC Club Race



*Practice start*





*Sprint race grid*



*Mike Akard and team ACTION Racing. All the way from Tennessee.*

Traditionally the Genesee Valley Stan Parker memorial BMW club race is held in conjunction with our driver education event at Watkins Glen in September. However, this year with BMW's national O'fest festivities held close by in Mid Ohio, we were concerned that two BMW club races held in close proximity, at the same time, could potentially cannibalize many racers that wished to attend our event. Therefore, we made the decision to move our club race to May.

Working with BMW CCA, and with the assistance of club friend Ron Checca, we were able to elevate the Stan Parker club race to a "premier status" race, which means

it is a three-points race event where each race is worth more points than existing events. This is the first time ever that we have had this status - as the BMW CCA club racing schedule only permits just a few premier races nationally. With the knowledge that this would be attractive to many racers, I began marketing every forum, related web site and Facebook.

With 60 plus racers registered, representing 14 classes of race groups, we had a very successful race. The weather cooperated and we had very few accidents – very rare for a race of this scale!

Special thanks to my right hand gal and club race registrar, Mary Pierotti, all my volunteers, the amazing staff from BMW CCA: Roland Neives - timing and scoring; Pat Spikes, tech; Bruce Smith, tech, and Ty Noles, comp steward. Additional thanks to Terry "the Mexican torpedo" Zappia for giving my volunteers rides on the track.

I'm looking forward to next year, and if you are interested in volunteering, feel free to send me an email - bulbulia@aol.com. I assure you will have a blast!

**With 60 plus racers registered, representing 14 classes of race groups, we had a very successful race. The weather cooperated and we had very few accidents – very rare for a race of this scale!**



*Tech inspection completed, now time to celebrate Cinco de Mayo: Matt Cain, Keith JJ Povich, Terry Zappia and Nate Sunseri.*



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# INSTRUCTOR SEMINAR

by John Bulbulia, Genesee Valley BMW Club Race Chair



The Genesee valley BMW chapter conducted its yearly 1-day Instructor Seminar in the off-season to keep its instructors up-to-date in the latest in track safety, performance technology and instruction techniques. This year's sessions were held in Rochester, NY in March, and included John Meek, the head instructor at CMP. His resume consists of tons of experience racing and instructing, including Porsche and AMG Schools.

Additionally, our very own local GVC member, renowned guest speakers, racing coach and author James Tulloch provided coaching as well in the afternoon.

# From the Little Speed Shop: Track Tips



Kevin Van Valkenburgh

This is The Little Speed Shop's second season working as tech support with the GVC BMW CCA at Watkins Glen. Before I started my career as a BMW technician and now shop owner, I was a driver myself. I understand the anxiety of approaching a track event unprepared and undereducated. Now I'm finding it's a nice change of pace being able to provide on track support for other drivers. Through doing this, I have been noticing some trends. Throughout this article I will be highlighting the most common problems I encounter at track events.

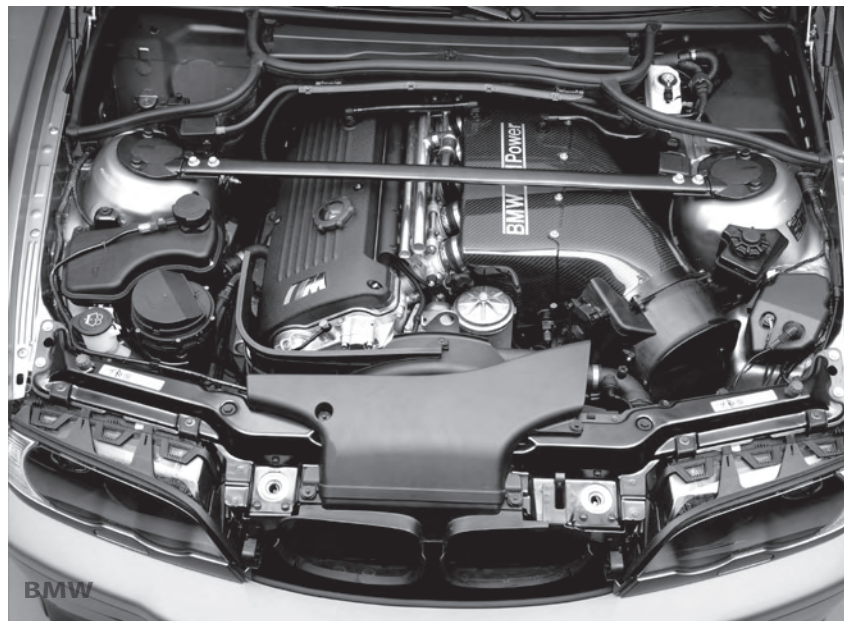
## Tech Inspection

Make sure to get a proper and thorough tech inspection of your vehicle by a reputable repair facility that has experience inspecting cars for high speed driving events. Knowing your car and working on it yourself is wonderful, however there is no substitute for having a second set of trained eyes on it. Be sure to get your car in, in enough time to order parts and get repairs complete. Remember everyone else is doing this as well, so book early.

## Brake Fluid

In my experience this is one of the most commonly overlooked fluids in track cars. Brakes are one of the things you really don't want to fail on the track. Brake fluid is a hygroscopic fluid that will absorb moisture over time. This leads to a lower boiling point and causes brake fade and can end up putting you in a dangerous situation on the track. I have seen many cars show up at the track with your standard DOT 3 or DOT 4 brake fluid. The boiling point for this fluid is between 400-450 degrees F. This fluid will not hold up to a rigorous track weekend without developing brake fade. I highly recommend using a performance fluid.

Performance brake fluids are averaging around 600 to 700 degree F boiling points. These performance fluids are going to be much less susceptible to brake fade and are specifically designed for the high temperatures your brake system is going to incur over a couple days of hard driving. Depending on the number of track events you participate in brake fluid should be changed at a minimum once a year.



## Brake Lines

I have noticed some brake line failures in both new and older cars. The stock brake lines are rubber lines attached to steel compression fittings. The rubber lines (even in new cars) will expand and contract and go through some pretty high temperature changes. Upgrading to stainless steel lines are highly recommended due mainly to the fact that the stainless steel brake line will not expand. The lines hold better pressure because

*continued on page 14*





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# BMW 2013 7 Series

Starting with the July production of the 2013 7 series, the flagship of the line is going through what the marketing people refer to what is called a "Life Cycle" evolution. The already handsome granddaddy of the line is being refreshed with front and rear fascia improvements that add character to the visage that is recognized as superior performance and luxury.

In the front, improvements such as a larger "kidney grill," with wider spacing of the slats, present the 7 to be more a car of consequence. New LED fog lights -- rectangular in design -- complement the new front bumper's air intake. These changes add resolution to the design that displays horizontal chrome blades where there was none before. The overall front fascia improvements convey to the driver



that, "I have arrived and I must be dealt with." In the rear the bumper earns a chrome strip between rear parking lights. The X badge returns to its rightful home on the rear trunk, and taillights show contrasting dark and lighter shades in their composition.

Other improvements worth mentioning occur in the interior: a choice of 2 colors (white & amber) become available for ambient lighting for the footwells and B pillars. Chrome accents in the central display are standard, and the most significant improvement is totally new front seating, re-engineered for greater comfort and support.

These changes might seem frivolous to the enthusiast. So as to spike the interest of the loyalists, BMW did not fall short in the performance and efficiency categories. The current N54 six-cylinder engine is replaced by the improved N55 for the 740 models. The 740Li is now available in X Drive, and the new Active Hybrid 7 becomes available for the first time. A great many features that were optional or not available now become standard in the 2013 lineup. This list includes rear air suspension for short wheel base 740i and 750i. Comfort access and hands-free trunk are now standard on 740s; and to the audiophiles in the group,





# Lifecycle Impulse

satellite radio is standard on all models.

Most significantly the biggest change occurs in the 750s. The updated V8 adds 45 HP to its resume and a 30 lb ft torque boost -- and all of this with improved fuel economy.

Other upgrades in this category are that all 7s come standard with the 8-speed Steptronic. Automatic engine start/stop is standard. And Driving Dynamics Control, standard on all models now, adds ECO PRO to the list of drivers settings, except the 760Li.

On the tech side of improvements, BMW introduces the next generation of GPS. The Navigation Professional upgrade incorporates faster processing and newer features. This upgrade is standard on all models. Bang and Olufsen high end surround sound is added for all models as an option. Parking assistant is available on all rear-wheel versions. Optional lane departure warning adds collision mitigation as a bonus, and enhanced active cruise control adds the improved lane departure package to its safety parameters.

Most everyone including myself must be wondering, "What's all this going to cost?"

Base price on a 750i (RWD & xdrive) increases by \$2000. Base price long wheel base increases by \$1800.



## Base prices for 2013

740i:	73,300
740Li:	77,300
"New"740Li xDrive:	80,300
"New"AHybrid7:	84,000
750i:	86,300
750ixDrive:	89,300
75:	90,000
750Li xDr:	93,000
76:	140,200

Also new for 2013 is an ordering program that consolidates the best options into new packages that help to reduce cost, but increase availability. This is called option harmonization.

One of these new packages is a new "high end" premium package. This package is called the "executive package," which is model specific to 5, 6 and 7 series cars. In all series this package incorporates 5 standalone options into one. Soft close doors, BMW apps, head-up display, and smartphone integration is a partial listing of these options. Model-specific to the 7 series are power sunshades, front ventilated seats, leather instrument panel and multi-contour seats. These options lend credibility to the individual who calls himself, or herself, a leader amongst followers and a forward thinker amongst nervous nellys.

This is an exciting time for brand BMW, voted most valued franchise by dealers and leading the luxury, performance segment in superior technology and engineering. It is no surprise that brand BMW is the *ultimate driving machine*.



of this and will not be as effected by the intense heat given off from the rotors under heavy braking. I have even noticed aged stainless lines starting to break down and weep fluid-out of the fittings. Don't become complacent, even if you have upgraded your brake lines, make sure you are checking them regularly for leaks and wear.

### Flex Disc and Drive Train Mounts

Flex disc and drive train mount failures are easily noticed by an experienced technician. The flex disc (also known as a guibo joint) is made out of rubber to decrease the amount of vibrations transferred through the driveshaft. Due to this it will eventually dry out and fall apart. It is recommended to check guibo joints for cracks before events. I have also seen numerous transmission mounts and engine mounts fail. These failures aren't as easily spotted during an inspection. The way to properly check for this is to lift the engine to see if the mounts are separating. Failed or failing mounts will cause your engine or transmission to move excessively and could cause failure of power steering lines, coolant hoses and even make shifting more difficult from the stresses put on the shift rods.

### Cooling Systems

These systems are made from plastic and aluminum. If you have a car over 10 years old and have never changed the cooling system components, now may be the time to do so. The plastic in the cooling system becomes brittle over time due to the heat. The aluminum and plastic radiators tend to separate which can cause a pretty significant amount of fluid to quickly exit the system and make the track really slippery. If you are planning on doing several track events during the season you should really think about changing the coolant over to water and adding redline water wetter. Changing out the coolant will provide quicker cleanup.

### Power Steering System

The power steering system is another highly worked system that goes unnoticed unless something fails. The degradation of the power steering lines over time can lead to pump failures and poor steering performance. Due to the consistent high pressures and temperature of performance driving there are high failure rates of power steering lines at the track, especially with BMW e36 and e46 models. This is because the lines that come on the car from the manufacturer are designed mainly for street use. These lines are assembled with compression fittings, which are okay but when you put a car on the track for periods of time the compression fittings tend to fail. The fittings are failing especially due to the age of the lines and the extra added heat and stress on the lines. Your engine is moving around more and actually pulling the loose and aged lines apart thus causing fluid to immediately leave the system and dump all over the track, and leave you with no power steering. There have been some recommended fixes for this problem, although I have not found an

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ultimate solution I would recommend for customers. Due to this I have been developing a power steering line system for track use of e36s and e46s. The new system that I have developed has longer lines, eliminated the compression fittings and installed a new power steering cooler to help dissipate the heat.

### Engine Oil

Changing your oil seems like a simple thing, but it can lead to many problems if not done correctly or enough. Engines are built strong these days and most manufactures are recommending longer intervals between oil changes. This does not apply to cars driven on the track! Engines on track cars are under significant stress and need to treat it as such. Driving your car at high rpm ranges (6000-7000+ RPMs) your engine is going to want a nice clean oil filter and fresh fully synthetic oil (depending on your car) every second event or 3000 hard miles before taking it to the track.

Most of the cars used on the track are used as street cars as well. Taking your car on the track requires additional preventative maintenance and additional awareness and sensitivity to the stresses of the track. Much of what I discuss is not that expensive to take care of beforehand and will help to keep you up running at the track. Taking care of a few simple things before leaving for the track will help ease your mind so you can concentrate on driving your car and enjoying the track!



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# It's OK for

# M to come b4 d



Most Fridays around lunchtime I get a phone call at the office. My German colleagues, who are ending their day, like to check in and see how work and life are treating me Stateside. Invariably, the conversation slides to the latest BMW news. I'm asked if I've seen the latest spy photos on the German car blogs, and I counter to ask whether they've been keeping up with the American auto sites (in this fashion, we're forcing each other to continue practicing our non-native tongues; automotive journalism is a great way to practice a foreign language!).

One such Friday involved talk of the new tri-turbo diesel engine found in a variety of new M-cars: M550d xDrive Sedan, Touring, and X5 and X6 variants. We've witnessed a lot of new applications come out of the M-brand in the last several years; SUVs, all-wheel drive, turbocharged engines, and now models that start with 'M' and have more than one number to follow.

But having an M550 is no big deal. We've seen the M535i which helped launch the super-sedans of the brand, the M635CSi, and the 850CSi, whose only non-Motorsport influenced part was its name.

The big deal here, then, is the letter that helps sandwich those numbers after 'M': d.

For European BMW fans, this is a vehicle whose arrival has been a long time coming. In Germany in particular, diesel is the fuel of choice, as its price always undercuts gasoline (the opposite of many places in the USA). BMW is even a little late coming to the sporty, performance diesel segment compared to their domestic competition. Audi sells TTs with compression ignition, and, for several years, Volkswagen has sold a diesel GTI in Germany, aptly called the GTD. The premise is pretty simple: take the GTI, which has sportier seats, suspension, and engine tuning over a Golf, and swap one tweaked two-liter turbo four cylinder for another, trading gasoline for diesel fuel. Voilà!

BMW has come close to this approach, offering M-sport packages on 123d and 125d models, but no oil-burner had ever received the full-fledged M treatment. Now they've taken that final step, and it makes a lot of sense.

One of the most fun cars I drove in Germany was the one I



had for the shortest amount of time: the X6 4.0d. It had monumental torque and traction, and I can only imagine what 545 lb-ft would feel like from the new tri-turbo cars. It's a good thing they're xDrive models, or else, as my colleague put it, you'd need a good connection with your tire dealer.

In this new M550d, BMW has built a car with the performance and characteristics of the M5 (published figures say four tenths of a second difference to 62 mph), but which is thrifter on fuel. In combined European cycles, we're talking 37 mpg versus 24 mpg. If you're going to cruise at over 100 mph on the Autobahn, you might as well do it efficiently.

It's likely that the US will never see this current tri-turbo M-engine on our shores, and this is disappointing. I could go for a car which gives me incredibly satisfying fuel economy numbers for my daily (and necessarily conservative) driving, yet still unleashes ferocious tarmac-destroying performance when called upon. And in an all-wheel-drive touring form, no less!

Just as we are getting used to the M-SUV's, so will M-d's become commonplace. Then will come M-hybrid powertrains, which will make us collectively gasp and spit in disgust, until we experience the combination of monster electric motor torque off the line and mid-30's MPG in a gasoline-powered performance sedan. After that, M-electric, or maybe to keep with the brand, M-i (I can see the ad campaign now: Do, Re, //Mi, as the Austrian hills are alive with the sound of a Motorsport massaged EV).

The guys in Munich have their work cut out on getting that one done.

In the meantime, some of those M-d's will eventually trickle our way, and we can happily motor about in efficient, spark-less performance cars.

story & photos by  
russell LABARCA

The Bimmer Boy



“Most of the time [Americans] drive in a fog.”

# Mario Hit the Nail on the Head

**M**ario Andretti, arguably the best race car driver in the history of the sport – having won every major venue from the 24 Heures of Daytona, to Monaco, – says of American motorists: “Most of the time they drive in a fog.” Actually that is an understatement – most of the time they are not driving at all – they’re just steering.

Having just returned from our annual commute to and from Florida, reminded me of just how bad American drivers are. Florida

is probably the worst state to drive in (although California should run a close second). The combination of impatient, discourteous young drivers (definition of a split second = time elapsed between light turning green and young punk behind blowing his/her horn) coupled with the old geezers (half of which can’t see and the other half who can’t hear) yields a lethal brew. I kid you not; there is a pileup to close Interstate 95 virtually every day (we avoid driving on 95 whenever possible). Our route back and forth also encompasses Interstate 81 – which is almost as bad. As you start climbing into the mountainous terrain in Virginia, another scenario develops. The combination of truckers (don’t fool yourself into thinking they are professional drivers – many are not) and the old geezers driving motor homes as big as a double-wide trailing a boat and a car – presents a deadly challenge. Many are lolling along in the outer lane – oblivious to the world around them. This prompts unsafe passing, which in turn

The combination of truckers... and the old geezers driving motor homes as big as a double-wide trailing a boat and a car – presents a deadly challenge. Many are lolling along in the outer lane – oblivious to the world around them. This prompts unsafe passing, which in turn results in some spectacular pileups.

*continued on page 21*



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**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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results in some spectacular pileups. Consequently, there is a better than a 50/50 chance of encountering a bumper-to-bumper back-up of traffic during a day's stint – which we did during our trip home.

The other half of the problem, literally and figuratively, lies with the crop of young drivers we turn loose on the highways and byways every year – texting, tweeting, and twittering, and completely untrained to handle the high powered machines that mom and dad give them to drive. Approximately half of the 32,885 vehicle fatalities that occurred in 2011 involved young drivers from sixteen to twenty-five years of age.

Europe, for the most part, does not have this problem to deal with. I have driven extensively throughout Europe (five European deliveries over the past 25 years) including stints on the autobahns at triple digit speeds, and have never encountered a problem. Trucks and slow cars always stay in the right lane unless they are passing. The reason for Europe's excellent safety record can be summed up in

Valley Chapter BMW Car Club of America will hold our annual Street Survival driver training course June 30th at Monroe Community College; a second school will be available Nov. 3 at Watkins Glen, NY. This is a terrific event available for any young driver between the ages of 16 to 21. Highly trained instructors will teach defensive driving, emergency maneuvers, car control, driver awareness, and courtesy on the road.

We promise you a fun day with snacks and drinks, a few laughs – and a neat Street Sur-

I have driven extensively throughout Europe (five European deliveries over the past 25 years) including stints on the autobahns at triple digit speeds, and have never encountered a problem. The reason for Europe's excellent safety record can be summed up in two words – *driver training*.



two words – *driver training*. My son hosted an exchange student from Holland a couple of years back – a delightful young lady who told us that her parents invested almost \$2000 dollars for extensive driver training in order for her to get her license.

Fortunately, those of you reading this have a much cheaper alternative. The Genesee

vival polo shirt. My goal is to get every one of my grandchildren through this course.

If you have any questions or need the link to the registration form (the measly price is \$75 dollars) e-mail Seth Berlfein M9seth@rochester.rr.com or visit The Tire Rack Street Survival website at: <http://streetsurvival.org/> Maybe we'll see you there.

# New Members

## March

P. Adams  
Brian Biittner  
Greg Bouleris  
Mike Cahill  
Christopher Chen  
Bentley Hutchings  
Daniel Mack  
Daniel Meise  
Phi Nguyen  
Stephen Robertson  
Robert Rosenblatt  
Felix Sciarratta  
William Yaeger  
Daniel Zerrillo

## April

Joseph Bedford  
Angela Brown  
Jeffrey Brown  
Charlie Elve  
Mitchel Evans  
John Gaunt  
Donald Geist  
Charles Howard  
Steven Kemp

Kent Lorence  
Chad Malone  
James Manno  
Warren McGrail  
Renee Ricco  
Eric Stone  
Roberta Tufts  
Mark Vinci  
Philip Wehrheim  
Collins White

## May

Douglas Avery  
Noah Bast  
Mark Costa  
Chuck Dominick  
Jeffrey Hilton  
Sidney Kremer  
Ryan Lynch  
Greg Ostrander  
Gillian Pielow  
Michael Rade  
John Somers  
David VanDerEems  
David Walworth  
Jonathan White  
Michael Whiting



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[www.countylineraceway.org](http://www.countylineraceway.org)

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