

Winter 2012

der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

Should Your Next Bimmer Be a Diesel?

See Perspektive
page 4.



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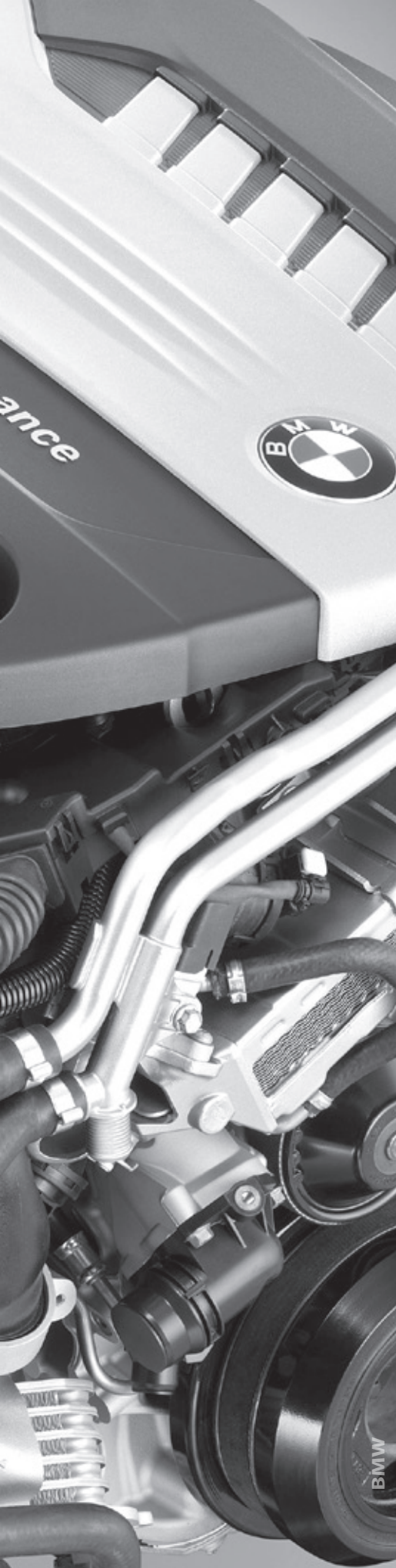
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PERSPEKTIVE HAL MILLER

Should Your Next Bimmer be a Diesel?



Way back in the mid 1970s when the Arabs stopped the oil barges from coming to our shores for about 30 days – America panicked. Our government reacted by imposing gas rationing, 55 MPH speed limits on our super highways, and the vow that we would achieve energy independence in the near future so that we could not be blackmailed by Middle Eastern powers.

General Motors (“What’s good for Detroit is good for America – etc.”) reacted by slapping a diesel cylinder head on some of its Oldsmobile sedans in 1975. I had the pleasure (?) of traveling in one of them owned by a fellow sales rep. It clattered, it smoked, and it wouldn’t start on cold mornings. I later learned that its engine failed soon after our trip.

From that day to this, American motorists have rejected diesel engines in passenger cars.

However, the times they are a changing. The gas mileage standards being imposed by our government (54.5 MPG by 2025) – in order to achieve the energy independence goal which still eludes us – will gut petrol engines from anything resembling high performance. Hybrid (gas/electric) cars are overcomplicated, too expensive, and violate every precept of good automobile design. So what is the solution within the bounds of known technology? The answer is simple for us Bimmerphiles – and that is to follow the example of their European brethren and partake of the new and exciting group of clean, efficient, high mileage, turbo diesel sedans coming our way starting in 2013.

The new diesels are not your father’s Oldsmobile. From the passenger compartment you can’t hear any engine clatter; the exhaust has no black smoke – as a matter of fact it is much cleaner than a gas engine, and fuel mileage is far greater than petrol engines.

Europeans have been taking advantage of diesel passenger cars for many years by more than two to one over standard gasoline models. It’s time that Americans shake off the stigma of the noisy, dirty oil burners and join the reality of the twenty-first century.

One of the first of the new diesels coming our way in the early part of 2013 will be the 335d – voted “Diesel Car of the Year” by Diesel Drivers Magazine. Incidentally, the ‘M’ in BMW still stands for motor. Not all

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of the diesel imports invading our shores will be clean, quiet, and efficient (particularly those from the Asian rim). The 335d beat out twelve other brands of cars and SUVs available in the U.S. according to Paul Ferraiolo BMW’s Manager of Product Planning & Strategy. He invites us to, “Share our passion for the great performance and efficiency of BMW’s advanced diesels. They are the embodiment of BMW Efficient Dynamics.”

Following the landing of the 335d on our shores will be the 5d in the third quarter of 2013, and the X5d will follow before the end of the year. Starting in 2014 (according to present planning), virtually every sedan and SUV diesel model will follow, including the 7-Series and all of the X-Series SUVs.

Munich is making a significant investment to export practically its entire line of diesel powered cars to America. BMW-GmbH is gambling that, once we compare their new diesels to the watered down gasoline models they have been forced to produce, that we will follow Europe in embracing BMW’s new diesel alternative.

Finally, Germany’s automotive engineers (the best in the world) realize that the best solution to any problem is the simplest. Doctor Porsche invented the first diesel automobile engine at the turn of the 20th century. It even ran on vegetable oil. To this day most of the cars, trucks, and busses in Europe are diesels. Virtually all taxi fleets are also – and they will travel 250,000 miles in punishing stop-and-go traffic usually without turning a wrench on the engine. Paul Ferraiolo, BMW’s Manager of Product Planning and Strategy, undoubtedly realizes that ultimately diesel engines will prevail for passenger cars, and ultimately Americans will accept the new clean, quiet, and efficient diesels as their main mode of transportation – until hydrogen fuel cells become affordable, available, and practical.



THE BIMMER BOY

story & photos by
RUSSELL LABARCA



Ed Ullom und der „Bullenstall“

I wasn't quite sure where the Bullenstall was located in Mechanicsburg; I knew it was behind the VW dealer on the auto-mall strip, and my GPS was guiding me there. Once the Inka 2002 appeared in front of me in traffic, though, I knew I wouldn't need my GPS any longer.

Mechanicsburg and its surrounding portion of central Pennsylvania has a bit of a car-culture feel to it, with Carlisle and its various car shows not too far down the road. Running into a late-model 2002 is not an everyday occurrence, but neither is walking into a garage with 16 BMWs. The Bullenstall, literally a bull stable in German, takes its name from a vintage car service garage and collection in Kiel, Germany, featuring German and American cars from the 1930s to the 1970s.

Ed Ullom's collection is a little different, and it's different from what many might expect of a classic BMW dream garage: his cars are driven, they proudly show signs of wear, and a few might be described as FrankenBimmers. Every BMW in Ed's collection had its key sitting in a cup holder or on the shift boot, inspections and registrations were up to date, and all looked ready to drive. Some had flattening tires (OK, almost ready to drive), others had non-original badging, but all had touches which made them uniquely Ed's own, just the way he wanted them.

Take, for example, possibly his most controversial piece, because it is most uniquely his own, a 1974 2002 Turbo. These cars are well sought after due to their rarity and performance; this one brings with it a full restoration costing over \$60,000. Enthusiasts know '02 Turbos came in two flavors: Chamonix white and Polaris blue; Ed's car wears its own stand-out pearlescent white. Purists may choke at the thought of re-spraying a classic in something other than an original available color, but there's no denying it's a well-restored car.

Diligent members may recall reading about the Ullom collection in Roundel in 1999. Back then, 15 Bimmers were assembled under Ed's roof: a slew of '02s, a couple of E9s, and two modern classics – an E36 M3 sedan and an E39 540i sport (Mr. and Mrs. Ullom's daily drivers, respectively), to name a few. Many of these cars came off the lot new at Cumberland Valley Motors, the dealership Ed founded in 1971.

Since that article, a few 2002s have gone, a second E24 joined, an M1 came and went, an E30 M3 here, a Z1 there, a pair of Zs (one silver on black, one black with a beautiful black and tan interior), and the M3 sedan gained a Dinan supercharger. The Turbo still sits in sparkling condition, but it isn't the only non-original Bimmer to be seen.



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There's a Fjord E9 whose rear badge says 3.3CSi, but the engine bay plate gives it away as being originally a 3.0CS. A Euro-spec 3.3L six fills that engine bay. There are round-light '02's (pre-1974 models) with post-1974 interior bits, making it frustratingly difficult to correctly identify the model year. (One thing I still sorely miss about living in New York State is car registration stickers clearly showing model years to passersby; no such luck in Pennsylvania!) And there sits what left the Baur factory as a 1600 convertible, but is now wearing a 2002tii badge, a sign of its current power plant.

But they're Ed's cars, and that's how he chose to modify them, and no one paid to get inside the Bullenstall, so who are we to complain? Plus, this day was about more than Ed's cars; it was about honoring Ed himself.

Goetz Pfafflin, a vintage BMW aficionado, was on hand to surprise Ed with the Friend of the Marque award, presented by the BMW Club International Council. At most, this award is bestowed ten times annually around the world – and it's usually far fewer times than that. Ed received a framed copy of the award and announcement letter, as well as congratulations from Frank Patek, who was unable to attend. Ed was humbled and happy to be recognized for his passion. If only all of our jobs and hobbies intersected so well!

■ Bimmer Boy *cont'd.* page 9

CASINO NIGHT

& ANNUAL MEETING



CASINO

Casa Larga Winery

February 23, 2013 • 6:00-11:00 pm

\$35 per person

Casino Organization: Upstate Vegas Events

Grazing Stations Dinner: Appetizers, Dinner, Desert, Coffee

Full open bar 6:30-8:30pm

Cash bar available before and after these times.

Proceeds from Gambling with "Play Money" will go to charity. Every \$100 earned at Casino Night buys you a raffle ticket for door prizes. **Annual meeting to follow at the end of the event at 9:45pm.**

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Hampton Inn Victor - 7637 New York 96, Victor, NY 14564 • (585) 924-4400

Homewood suites Victor - 575 Fishers Station Drive, Victor, NY 14564 • (585) 869-7500

Check our website for registration and late breaking news.



■ Bimmer Boy from page 6

The Bullenstall, which as far as I can tell might be in a constant state of flux, also holds some non-BMW pieces. Some are generally interesting ('62 Studebaker Hawk GT supercharged); some show Ed's history of selling cars at CVM (a super-clean Subaru DL which looks like it was driven from the dealership lot into the garage and parked there, even managing to collect and preserve an avian mark on the rear windshield in the process); some are just classics, period, (a '53 Dodge that could have swallowed one or two 2002s); and some which must hold a simple sentimental value (2002 VW Cabrio). It's an interesting cross-section, painting a picture of Ed Ullom.

When conversation strikes up in central PA, about clean '02s, or the rare 2002 Turbo, or 2000 Touring, it's always fun to see the reaction when it's revealed that an example of each of those, and more, sit in a garage behind a VW dealership in Mechanicsburg. Because of the surprises the collection holds, stumbling upon it is just as fun as is looking over the cars, as Roundel discovered by chance back in 1999.

Pulling that article out of my archive gave me reason to browse through and recall what else was going on in the CCA world in the spring of '99 (back when Roundel spines changed colors and the End Piece was actually at the end of the magazine). The biggest complaints in the letters section? The recent BMW-Rover blunder, and fears that BMW was going to be sold to GM or Ford.

Oh how times change. But I'm glad as the Bullenstall's contents change, the theme stays the same.



2013 National Elections

John Sullivan is a candidate for North Atlantic Region Vice President

As a 26 year BMW CCA member, John Sullivan has held Board positions as President, Vice President and Director of Activities for the Boston Chapter, been the National Membership Coordinator for 7 years, and for the past 7 years served as your North Atlantic Region VP. As a retired manager, from a National Communications Company, now without the demands of a career and time constraints companies place on their employees, I have brought my dedication and enthusiasm to the NA RVP position. The amount of paperwork, dedication and travel commitments involved with the position keeps one very busy.

There is no requirement, in the RVP Job Description in the BMW CCA Operations Manual, that requires an RVP to visit all their Chapters. In a perfect world, that may be ideal and I would enjoy doing that, but the reality is that I have a limited travel budget. I attend all the NA Regional Chapter Events in order to reach a larger audience of members.

I wanted to review with you some of the behind the scenes work that I have done this year in 2012 that many people are not aware of so one can gain a better perspective about what an RVP's work commitments are:

- **Attended 4 BMW CCA National Board Meetings:** Each meeting requires a Pre-Meeting Report from the RVP, a 3 day weekend time commitment and travel required to various locations around the US.
- **Participated in 10 BMW CCA BOD Conference Calls:** These multi-hour Conference Calls require one to be prepared and informed about the various subjects or issues that are being discussed.
- **Attended the following National Events, Regional & Local Chapter Events:** BMW CCA National Chapter Congress in Dallas, TX February 24-26; NJ Chapter Show & Shine June 8; Patroon Chapter Vintage at Saratoga, NY July 13-15; Allegheny Chapter Pittsburgh Vintage Grand Prix Festival July 20-23 in Pittsburgh, PA; Boston Chapter Concours August 12; Boston Chapter RI Show & Shine Narragansett, RI; and annually attend NY Chapters Car Show on Long Island

NY but was unable to do so this year due to a schedule conflict with O'Fest. BMW CCA O'Fest in Columbus, OH September 17-23; Green Mountain Chapter Oktober-FAST Show & Shine October 5-6 Grafton, VT; Recruiting for BMW CCA at Bavarian Autosport Car Show in Portsmouth, NH October 7; and the NA Region Driving Events Committee Meeting in Albany NY November 30-December 1.

- **Published 4 NA Regional Newsletters, in multi page format, to all Chapter Officers to communicate what is happening at the National Club level:** February, May, August, and October.
- **Hosted & Arranged for Speakers for 3 NA Region Conference Calls and sent the Call minutes out to each Chapter Officer:** These calls are with specific chapter officers on selected topics such as Chapter Concerns, Management Issues, Street Survival Schools, Chapter Growth and Retention, as well as receiving input from chapter officers regarding National issues during the Calls.
- **Diligently worked on the NA Region Forum hosted on the BMW CCA website to make it the success that it is.**

As the North Atlantic Region VP, I have dedicated a substantial amount of time to the Club and Chapters.

I would be honored to continue to represent the Region in this role, and I ask for your vote. Thank you.

The National Election or Regional Ballot will be attached inside the January Roundel inside the plastic sleeve with a mail label. This label needs to be affixed to the post card ballot to verify your voting status. A label will be included for associates in the January issue as well.

Voting will commence on Wednesday, January 2, 2013 and close Thursday, February 28, 2013 to be received at the National Office by noon EST. **There is no electronic voting and you must be a member in good standing as of December 15, 2012 to vote in this election.**

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DAS FAHRERSITZ

story & photos by
MARC M. MINNICK



Mckinley Morgenfield,
a.k.a. Muddy Waters,
once sang, “Well the
blues had a baby and
they named the baby
“Rock and Roll.”

In the late 70's BMW's racing division (soon to be referred to as Motorsport Technik) had an extra-marital affair with an Italian automobile manufacturer (Lamborghini), and they had a baby. The baby was named "M1." M stood for Motorsport division, and of course "1" would be the first of its kind in this new branch of BMW.

Lamborghini backed out of the deal because of early financial problems: fuhgeddaboutit! So

BMW resumed the nurturing of the "Bambina Machina," and a new breed of Sports class of BMW automobiles was born in 1978. BMW would only build 456 of these mid-engine cars between 1978 and 1981. As the old saying goes, "The rest is history."

The "baby car" has grown up and has had several mutations stretching over the next 35 years of BMW M series. The M series (not available in all models) has evolved to designate any BMW as the sportiest of the brand and the most on the edge of the complete line. Now available as an optional "Msport package," the BMW driver can reap some of the benefits of Msport without the hefty price tag that goes along with any M3, M5 or M6.

New for 2013 is the very limited edition M3 Coupe, the "Lime Rock Edition."

As BMW has been a proud sponsor of Lime Rock Park, it was only fitting that BMW badge a limited edition M3 in a street legal race car as the "Lime Rock Edition." BMW has limited the manufacture of the Lime Rock Edition to just 200 units. This places this car in the realm of "collector cars" and would complement any garage that houses any Italian interlopers.

So.....How much and what does it get *me*?

A little voice in my head says, "Always point out the benefits before you quote the price." But the other voice says, "Give it to 'em straight and you'll be appreciated for your no frills directness."

If a carbon-fiber roof, cross drilled compound disc brakes with floating brake rotors, Dynamic Damper Control, 19" Competition Y-spoke alloy wheels and competition tuned drive and suspension begin to make you salivate, then I'm about to give it to you straight. An extra \$10,000 USD on top of the manufacturer's suggested retail price of \$60,100 will get you all of these things, and more, not to mention the most salubrious orange paint that would make any haters of the orange change their allegiance from "Jet Schwarz" to Fire Orange.

Standard on the M3 is the 32-valve, double-VANOS variable valve timed V8. Track times show that the 6-speed manual will accelerate the car to 60 MPH in 4.7 seconds. Vacuum-assisted ventilated cross drilled brakes bring it to one of the shortest stopping distances recorded: 60 to 0 in just under 100 feet.

Mdrive is standard to the M3, previously referred to as the tech-

So BMW resumed the nurturing of the "Bambina Machina," and a new breed of Sports class of BMW automobiles was born in 1978. BMW would only build 456 of these mid-engine cars between 1978 and 1981. As the old saying goes, "The rest is history."

nology package. Mdrive offers up to 279 combinations of control settings to choose from. Any one of these combinations can be accessed through the Mdrive button on the steering wheel.

Settings included are throttle response (sport and normal), electronic damping control (3 settings, normal, comfort and sport), dynamic stability control (normal, dynamic mode and deactivated).

Other distinguishing features of the "LRE" are "Inconel -Titanium exhaust muffler, carbon fiber front chin splitters, optional carbon fiber rear deck spoiler, anthracite Alcantara steering wheel (flat bottom design) and Carbon leather trim to complement the Black cloth and Napa leather manually adjusted sport seats.

It was a well-known fact that Muddy became obsessed with fancy cars when he finally began to earn extra money performing in the blues clubs in Chicago. His first major purchase was a gold Cadillac. He thought it would bring him good luck - or as they said back in the day - Mojo.

If Muddy was alive today, he would place his hand on the Lime Rock Edition M3 and he would sing.

"It has its Mojo working and it does work on me!!"



2013 Calendar of Events

January

16 • Wednesday, Board Meeting, all welcome – Back Nine Grill

February

20 • Wednesday, Board Meeting, all welcome – Back Nine Grill

23 • Friday, Annual Meeting – Casa Larga

March

20 • Wednesday, Board Meeting, all welcome – Back Nine Grill

April

6 • Saturday, GVC/PCA Instructors Meeting – Burgundy Basin Inn

7 • Sunday, Pancake Run – Cartwrights' Maple Tree Inn

17 • Wednesday, Board Meeting, all welcome – Back Nine Grill

May

3, 4 & 5 • Friday, Saturday, Sunday, Ultimate Driving School & ITS – WGI

11 • Saturday, GVC AutoCross – TBD*

16 • Thursday, Board Meeting, all welcome – Back Nine Grill

25 • Sunday, GVC AutoCross – TBD*

June

9 • Sunday, Street Survival School – Monroe Community College

15 • Saturday, GVC AutoCross – TBD*

20 • Thursday, Board Meeting, all welcome – Back Nine Grill

July

13 • Saturday, GVC AutoCross – TBD*

18 • Thursday, Board Meeting, all welcome – Back Nine Grill

August

8 • Wednesday, Car Night at the Log Cabin – Log Cabin Restaurant

21 & 22 • Ultimate Driving School – WGI

29 • Thursday, Board Meeting, all welcome – Back Nine Grill

September

14 • Saturday, GVC AutoCross – TBD*

18 • Wednesday, Board Meeting, all welcome – Back Nine Grill

20, 21 & 22 • Ultimate Driving School & Stan Parker Memorial Club Race – WGI

28 • Saturday, GVC AutoCross – TBD*

October

16 • Wednesday, Board Meeting, all welcome – Back Nine Grill

19 • Saturday, Chili Cook Off – TBD

November

2 • Saturday, Street Survival School – Watkins Glen

20 • Wednesday, Board Meeting, all welcome – Back Nine Grill

December

7 • Saturday, Holiday Party – TBD

18 • Wednesday, Board Meeting, all welcome – Back Nine Grill

*AutoX dates are tentative

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*Acceleration claim based on BMW AG test results. Figures based on 23 mpg city/33 mpg hwy for 328i Auto Transmission. May change as a result of EPA testing.
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BMW turbo charging

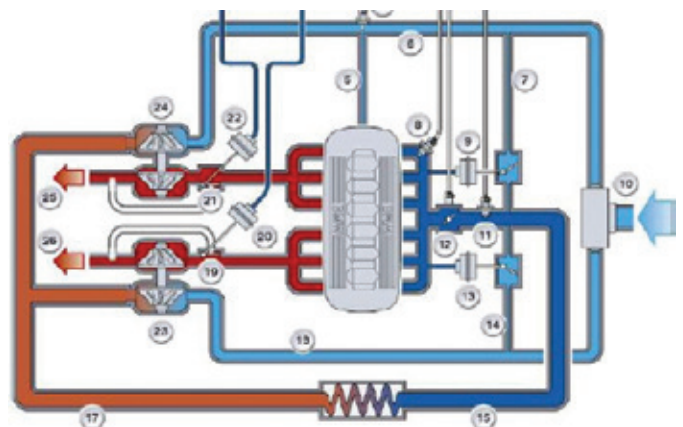
BMW started turbo charging cars before most of this current generation of BMW drivers are aware. Starting back with the famous 2002 introduced in 1973, BMW became the first European production car that was turbocharged followed by the e23 745 in 1980. BMW became well known for turbo charging in the early 80s during f1 racing where they produced over 1000 hp in a turbocharged four cylinder.

Recently many people are aware that BMW is turbo charging most of its current lineup from v8s, 6 cylinders all diesel cars and a new three-cylinder turbo. Even the new Motorsport cars are turbocharged.

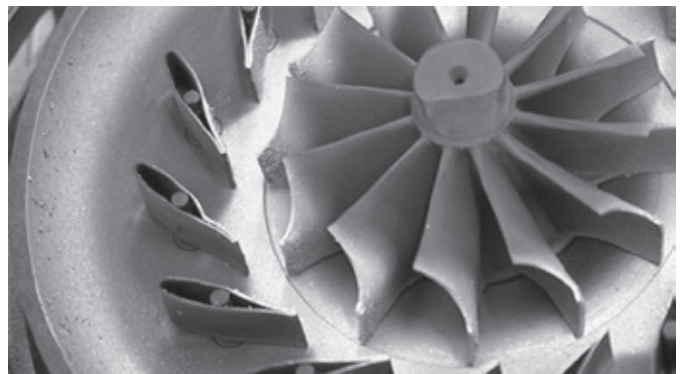
What exactly is a turbocharger? A turbocharger takes wasted exhaust gases and utilizes them to spin a small turbine (in some cases two small turbines). The turbine compresses and forces fresh air into the motor. This processes is based on the speed of the exhaust gasses (the more exhaust gasses, the more air goes into the motor). The flow from the spinning turbine pressurizes the combustion chamber multiple times more than a naturally aspirated motor. This will atomize the fuel better, thus increasing the efficiency of the burn in each cylinder. Consequently increasing the efficiency of the motor, giving the motor more power and better fuel mileage.

There are many benefits to turbochargers and this is why BMW is moving away from their trademark naturally aspirated engines to turbochargers. While this processes is happening it also reduces co2 emissions, which helps BMW reduce their overall carbon footprint as a manufacturer. As in true BMW fashion, the engineers couldn't leave this system alone. BMW turbochargers actually have the ability to change shape internally to better compensate for the speed of the air spinning the turbo to help eliminate "turbo lag". "Turbo lag" is usually noticed by the driver as a delay in power upon throttle changes. This happens due to the time it takes to spin the turbo fast enough to create enough power to get the air back into the engine. Internally the turbo has small vanes, which move based on engine vacuum. These little vanes will direct air into the main turbine

spinning it faster to better optimize airflow. While the engine is at low RPM's the vanes are almost closed. When engine gets into higher RPM's, the vanes slowly open creating a sharp flow of air to spin the main turbine faster. The system recycles air internally and eliminates the need for traditional blow off valves.



This picture demonstrates the general flow of movement of air through the turbocharger system. Without going into all the specifics, the turbochargers are fed from the (red) exhaust gasses from the engine pictured in center, which spin the turbines (23) and (24) to draw in more fresh air (light blue) compressing that air (brown) and pushing it through a cooler and then into the engine (dark blue). Seems pretty simple in a little picture!



A close up of the variable vanes that open and close to help direct airflow to the main turbine.

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The 2012 autocross season is done and ready for the fork test. It was fun, competitive, well attended -- and in the early stages a little frustrating. We started the year off in May with two events.

The first was at Letchworth State Park in the swimming pool parking lot. The event was well attended and could have been a great day, but we experienced some technical difficulties with the timing gear. However, thanks to several smartphone owners and their stopwatch apps we soldiered on for the day. For me, the equipment problems extended to the MINI with a bolt backing out of a front caliper. In the end, Steve Lawless took the honors with Paul Smith coming in second. Tim Moriarty took third fastest before problems with the car took him out of the run list.

The second event of the season saw the GVC road show return to a historical location at the Genesee Valley Kart Club in Avon. Being the first time an autocross has been held there in 20 years, there was a big turnout for the event. Several drivers that I spoke with during the day only came out to drive because it was Avon and they remembered driving there in years past. Tim Moriarty and I swapped fastest times with Tim taking the day and finishing two-tenths faster in the BMW than I could make the MINI go. Steve Lawless finished in third with Paul Smith coming in fourth. It was a great day and everyone left with smiles.

June saw the autocross circus move to the infield at Watkins Glen International as part of the Niagara Region PCA 50th anniversary celebration. Tim again finished the day with the fastest run as I chased him in the MINI.

Paul Smith brought his M3 home in third, with Andy Blake finishing fourth.



There was a month-long break before the next event at Hamlin Beach State Park. It was a nice location with the lake shore close to the lot but the lot had so much dirt that the event was more of a rally than a traditional autocross. Tim and I traded faster times, but I finally managed to get the 330i pointed in the right direction and took first place away from him. The competitive secret of the day was all-wheel drive and Gillian Pielow put in an impressive run for fourth fastest time of the day.

After a long break to escape the summer heat we returned to Letchworth State Park and the small lot. Like the spring event several new faces showed up, but, unlike the spring event, the timing gear ran faultlessly all day long. Tim was back in form and Steve Lawless rejoined the road circus and put in an impressive run for second. Andy Cecilia brought out the 'Merican iron' and put in a well earned third fastest time.

The last event of the series was at Cherry Valley Motorsport Park south of Syracuse. A very small number of participants attended which was a shame as it was a beautiful fall day. We took 10 runs during the day and closed up by 3pm. Fastest Time of the Day went to Mel Dillon in the MINI after which several participants picked up some fried apple fritters at a local farm before the trip back to Rochester.

Final standings in the Top Gun Challenge for 2012: Tim Moriarty in his well set up 318i BMW is first in the points for 2012, Mel Dillon finishes in second place 15 points back with Steve Lawless in third place. 45 drivers scored points in the series this year.

For 2013 a new team will be leading the autocross program and there will be some new locations added in and possibly some lost. We are looking to hold one event at Ralph Wilson Stadium in Buffalo. It has nice large lots and the pavement is new and has plenty of grip. We are also working on gaining access to a college lot in Rochester. While small, it is in a prime location. Avon kart track is looking iffy for a return to the schedule as cost, scheduling and engine restrictions from the track are making it a less than desirable location. We will return to Hamlin Beach State Park, but need to rent a sweeper to clean the lot before the next event there. Overall it promises to be another good year and we look forward to seeing you at an event.

by Mel Dillon

autocross

New Members

September

Nilo Ayuyao
John Black
Ralph Brasacchio
Caleb Cook
Jeffrey Cooney
Greg D'Vileskis
Steve Dash
Gregory Finch
Robert Fischer
Michael Harriff
Daniel Hathaway
Kai Kao
Brian Kresge
Tara Lundgren
Bruce McLearn
Daniel Miller
Joel O'Neil
David Porter
Tim Renzoni

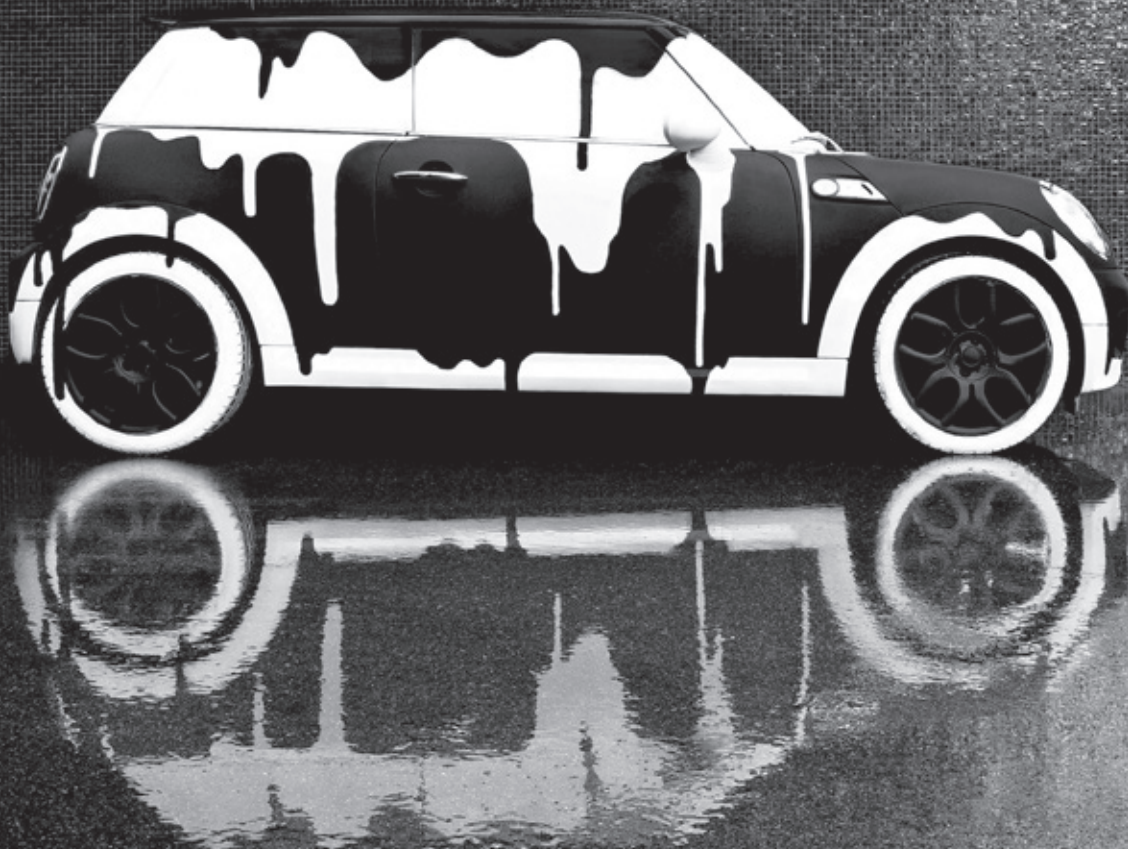
October

Chris Adams
Kathryn Adams
Alexander Blake
Tyler Brant
John Canna
Thomas Capodicasa
David Churchill
Paula Churchill
Dana Dziedzic
Mark Eksten
William Griffith
Morgan Humes
Freeman Hwang
Laurie Leo
John Maguire
Thomas Merrick
Michael Miller
Vinnie Polito
Kenneth Riedl

Jacquelyn Smith
Stephen Smith
Daniel Tavan
Cole Williams

November

Ronald Axelrod
Douglas Binder
Ken D'Arcy
David Dombroski
Danielle Hautaniemi
Derek Meixell
Jamie Nadler



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