

# der Bayerische Brief

Fall 2017 | Volume 60 | Issue VII

**Genesee Valley  
Chapter BMW Car  
Club of America**

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# 14







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# MISSION STATEMENT

Der Bayerische Brief highlights activities of the Genesee Valley Chapter BMW CCA, including member contributions and automotive-related information, as we promote membership for aficionados of the marque



# PRESIDENT'S MESSAGE.



Ike Neilson, President  
Genesee Valley Chapter  
BMW Car Club of America

## GIVING THANKS

As I look back on another year with the BMW CCA in Western New York, I can say it was a pretty good year. As President I have the easy job. I do my best to help inspire people to get involved with a great club and help produce quality products for our members. I would say that without all of the people who work to help make things look so easy and run so seamlessly I would just be a guy with a bunch of ideas running around like a chicken with its head cut off. But people answer the call, step up and get involved, and we have some great events. I would like to take a moment to look back and highlight some of the great events we did this year.

Tony Barbagallo does a wonderful job keeping us entertained in the winter months with his Car Talk and a Beer sessions. The highlight for many of us was a great talk by Pamela Yates, widow of Brock Yates of "Car and Driver" and "Cannon Ball Run" fame. She regaled us with story after story of the life of a man who really lived it to the fullest. A big "Thanks" to Tony for helping to make our wonderful winters seem not quite as long.

Our Syracuse members, led by Karl Hughes and Jon Coffin, had a movie night where they screened "24 Hours, One Team One Target." Buffalo members Harry Warren, Bob Kraus, and Rod and Adam Reisdorf hosted a movie night at "Mr. Best Wrench," (Rod and Adam's shop on Grand Island) where they screened "Rush" by Ron Howard. Our chapter's territory is very large and it is great to get members across the region hosting events.

The GVC autocross season met with fits and starts, many out of our control, but its many years of success are thanks to the efforts of Mel Dillon, Steve Lawless, Sean Grant, Andy Blake, Paul Smith, Tim Moriarty, and Bill Hicks. We were able to have our Cars and Coffee and joint Autocross with SCCA to remember Joel Ajavon. Sadly, due to circumstances beyond our control, that was the last Autocross we could hold at Monroe Community College.

Ken Buschner and our good friends in the Niagara Region Porsche Club hosted another great Pistons & Pigs car show and barbecue at the Granger Homestead in Canandaigua. For those who have not attended this event yet, it

...as I look  
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is a great day hanging out with friends, looking at cool cars, and eating some really great barbecue. Think about bringing your car out next year.

We hosted Tire Rack Street Survival Teen Driving Program twice this year at Watkins Glen International. We are grateful for the support of the Watkins Glen International administration who really value the program. These schools are always a sell-out thanks to everyone involved, including Mel Dillon, Seth Berfein, Steve Lawless, Andy Blake, Dave Lanni, Sean Grant, Tim Moriarty, and the dedicated TRSS instructors who freely donate their time to this great program.

Our driving school committee, Bill O'Neill, Dave Lanni, Adrienne Hughes, Jeff Gabel, Tim O'Brien, Jim Dresser, Mel Dillon, Ian Dickerson, Jay Sofianek, Dave Palermo, Harry Warren, Gene Skic, and of course our excellent corps of HPDE instructors, make our Ultimate Driving Schools at Watkins Glen International a huge success, thank you all. These people make the entire program look effortless, but the tremendous amount of preparation they do for each event is what makes it so.

I want to also recognize Jill and Kevin VanValkenburgh and the crew from The Little Speed Shop, as well as Larry and Mark Eksten, Rick Hoyt, and Adrienne Hughes at Eksten Autoworks, who support our club in countless ways, and are always ready to help our driving programs. Without those shops, we would all have a bunch of broken

cars and busted knuckles.

Then there's our newsletter crew Joe Ajavon, Jim Tulloch, Elaine Lanni, and our web people Jim Dresser and Jeffery Gabel. These folks have done a fantastic job getting this newsletter and our website modernized, useful, and relevant to the chapter membership. The re-designs now set a high bar for excellence within the BMW CCA.

I want to thank Misty Neilson and Liz Gabel for taking on the task of organizing and hosting our end-of-season party at the New York Wine and Culinary Center in Canandaigua. We asked our members what they would like out of a party and I think that everyone who attends this will find that these ladies have delivered in spades!

Last, but by no means least, I want to recognize Gene Skic and all of our fantastic advertisers and sponsors. Without your support we would have fewer and less exciting events. Thank you all, each and every one.

So, as I look back at this incredible list of great people doing wonderful things for our club, I think we all have much to be proud of. Thanks for great 2017! I am humbled to be your president and look forward to 2018 when we'll be celebrating our 100th Ultimate Driving School.

Happy Holidays, and see ya' on the road. I'll be the blue E90 M3 flashing his lights in your mirrors.

Ike

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# AUGUST HDPE AT WATKINS GLEN

Photos by Weston Brainerd





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# 2017 JOEL AYITE AJAVON SCHOLARSHIP WINNER

By Jim Tulloch

The winner of the Joel Ayite Ajavon Scholarship for 2017 is Ajeeta Jandkami. She and her family immigrated from Nepal and have been in the United States for four years. She attended Rochester Early College International High School where she maintained a 3.87 unweighted cumulative average while earning 21.50 credits. Because she completed all her high school requirements early, she was able to take some courses at Monroe Community College during her senior year.

Her college entrance counselor wrote, "She is a vibrant, hard working and trustworthy student. She cares for others, takes initiative and holds herself accountable to the highest standards." Home responsibilities include caring for her younger sister and her grandmother. As a Nepali refugee she has sought to preserve

her culture by organizing dances for Hindu festivals so her family and the Nepali community can participate.

This fall Ajeeta is attending Monroe Community College and majoring in Health Sciences. She will be working towards an Associate's Degree with radiology as her specific major.

She is a vibrant, hard working and trustworthy student.





# THE JOEL AYITE AJAVON MEMORIAL CAR SHOW

By Jim Tulloch | Photos by Isabella Barbagallo

Joel Ajavon made a significant impact on anyone he met. In his memory, the Joel Ayite Ajavon Memorial Scholarship Fund was established. To support the fund, Joel's friends planned a car show at Exit 11 Auto on West Henrietta Rd. in Rush, NY. All proceeds were to go to the scholarship fund. Five years later, on July 22 of this year, the 5th Annual Joel Ajavon Memorial Car Show took place.

Each year the show has attracted more exhibitors--old and young--and new sponsors. The collection of cars exhibited are as eclectic as their owners. BMW, Ferrari, turbocharged VWs and Hondas, Cadillac, Porsche, Audi, Toyotas and various pickups. It

is amazing what some of the young "gearheads" are building these days.

These photos, taken by Isabella Barbagallo, include just some of the cars exhibited at the July 22nd show. Sincere thanks must be extended to Joel's friends who have persisted in planning the show and donating all proceeds to the scholarship fund.

The managers of the fund have awarded a single scholarship each of the last five years, but would like to grow the fund to be able to award two per year. If you would like to contribute to the Joel Ayite Ajavon Memorial Scholarship Fund, donations can be sent to The Community Foundation, 500 East Ave., Rochester, NY 14607.



# TOTALLY TOURING

By Ian Dickerson

I'm not sure where my affinity for wagons (or Tourings, as the Germans call them) comes from. Certainly not from my youth; growing up in Southern California during the Sixties muscle cars and drag racing were king, not utilitarian adaptations of the sedan. Sure, my family had the ubiquitous station wagon, a big Mercury Montego with a fold-up third seat in the cargo area. But with five kids in the family, a wagon was more of a necessity than a conscious choice in those years before the advent of SUVs and minivans. And my folks weren't car people, so the wagon was more an appliance to get somewhere rather than a lifestyle choice. In fact, I didn't even own a car until I was 28 and finishing grad school at Purdue, when my thesis advisor sold me his five-year old Toyota Corolla wagon with a 5-speed manual transmission. That first wagon moved me and all my stuff from grad school in Indiana to my post-doctoral job in Baltimore, MD, and then later from Baltimore down to my first faculty position in Miami, FL. When the wagon was about 10 years old, the red paint started to fade, and a friend in Miami helped me paint the car in his driveway. I can still remember wet-sanding the car during a drought, and having the police roll up to question our illicit use of water during the middle of the day. Fortunately, they must have been car buffs because they let us keep working. That wagon soldiered on for two more years before it was stolen out



of a parking lot in Miami.

My introduction to BMWs came while I was looking for a car to replace that Toyota wagon. I had a good friend from Baltimore named Dwight Derr who was a member of the National Capitol chapter of BMW CCA. Dwight found a pristine 4-year old 1988 535is for me for less than the price of a used Honda Accord. Combined with the allure of the BMW driving schools, I was hooked, and I drove that car as a daily driver for 10 years. I also started my track days with the 535is at the 1992 Oktoberfest in West Palm Beach, FL with the track days at Sebring International Raceway. That experience pretty much cemented my devotion to the marque.

In 2003 we moved to Rochester. Our family had expanded to include two young daughters and I thought we needed more hauling capacity. So with great reluctance I sold the '88 535is and started looking for a replacement. I didn't care for SUVs or minivans, so I focused on BMW wagons. Or Tourings, to use the correct parlance. Furthermore, I wanted a manual transmission, and thought I might need the all-wheel drive capability in upstate NY winters. It took a month of hunting on the Internet, but I finally found three used AWD Tourings on the east coast with manual transmissions. The best candidate looked like a 2001 325xiT in Hartford, CT, which was a CPO car with 27,000 miles. After a bit of haggling with the dealer, I agreed to buy the car

and I flew out to Hartford to pick up the car and drive home. The next day I drove the Touring back to Rochester, and it has been an excellent vehicle.

Tourings are only a little heavier than their sedan siblings, and retain much of the sporty characteristics of the sedan. The increased storage area is perfect for hauling sleds, skis, dogs, and welding tanks for my increasingly involved car projects. And the all-wheel drive took us through snowstorms with aplomb. However, the AWD does have some drawbacks. The cars are about 300 lb. heavier than comparable RWD versions, and maintenance does increase with the transfer case and the additional differential. And the e46 version of AWD tends to chew up front drive axles, ripping CV boots with regularity. They say practice makes perfect, and I became fairly proficient at replacing front drive axles on our 325xiT. Additionally, the xiT versions sit up higher than their RWD counterparts, and lowering them tends to increase their appetite for front axles. So there are a few functional and stylistic drawbacks to the AWD. Also, we had a dedicated set of winter wheels with snow tires for the car and, after living in upstate NY for a few years, I began to think that the snow tires alone would have been sufficient for the winter months. There have really only been a couple of days each winter where I was consciously glad to have the AWD. The **CONTINUED** on Page 12...





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rest of the time RWD with good snows would have been sufficient, and I began to wish I had bought a RWD Touring instead of the AWD. But our car kept plugging along, and with 146,000 miles on the clock I was mostly chasing rust after 13 years of salty Rochester winter driving. And then life let me hit the rewind button. After it hit me first.

I was driving to work last January and, as I went through an intersection, a car coming from the opposite direction turned left into traffic, and misjudged their timing. And I was the traffic. The impact hit the drivers' side fender, front and rear doors, and drove me like a pool ball diagonally out of the street, up the curb, where I caromed off the guard rail, smashing the passenger-side front fender. Thankfully, nobody in either car was hurt, and my airbags did not deploy. I initially thought I'd just get some body panels replaced, but the car suffered significant structural damage, and, given its 16-year age, the insurance company totaled the car. My insurance company was a little low with their initial replacement estimate for a 16 year-old e46. But I compiled a list of recent online sales for similar vintage Tourings with manual transmissions, which were significantly higher than the insurance company's initial offer. I argued that I had a rare car that would be difficult to replace with their initial offer, and to their credit the insurance company agreed and increased my payment proportionally. I also bought the salvage rights to the car and stashed it in my garage, thinking I could scavenge some parts off the car since I had installed a lot of known good parts recently.

I now had money to look for a replacement, but what to buy? I wanted another Touring, I wanted a manual transmission, and I wanted to give RWD a try. BMW's current 3-series aren't offered with manual transmissions, are mostly AWD, and they are getting a little rotund, so I looked to the used market. I narrowed it down to the e46 Touring (1999-2005) or the later e91 Touring (2005-2012). In both of these iterations



of Touring the combination of manual transmission and RWD were quite rare. I decided to focus on the e46 version, since I already knew how to work on the car, had the Bentley manual, and had a good parts car now sitting in my garage. But finding a good RWD e46 Touring with manual transmission did not prove to be easy. I searched on Craigslist, eBay, and the Roundel, but always seemed to find the car just a few minutes after it had been sold. I briefly thought of buying an automatic and converting it to manual transmission using the parts from our old car, but that was really more of a job than I wanted at the time. And so I started every morning with a cup of coffee and SearchTempest, and scoured all the Craigslist listings in the country, looking for the elusive manual transmission RWD Touring.

And after a week I found my car. I stumbled on a 1 day-old listing for a 2002 325iT in Columbia, Missouri from a young couple who had recently moved from Southern California. They were advertising a high-mileage (200,000 mile) rust-free California car that was always garaged and had never seen snow or salt. It was

a simple car, without the premium package or any options. It sounded perfect, so I contacted the seller. It was behind on maintenance, but at least they had changed the oil every 5000 miles and repaired things as they broke down. And it was rust free, and priced very reasonably. I figured it was worth a gamble, and, if it needed some attention to get it back into shape, the price was low enough to warrant putting in the extra money after I got it back to Rochester. And I did have a garage full of spare parts, including an engine in excellent shape, in the form of our old car. So I had a pre-purchase inspection done by an independent repair shop in Missouri, and they came back with the report that there was indeed no rust, that the compression was good, and the only obvious problems were tires that were worn to the cords, and worn out lower control arm bushings, which probably contributed to the tire wear. I negotiated with the seller to discount their initial price based on needing control arm bushings and tires, and agreed to buy the car. We signed a bill of sale contingent upon final inspection, I sent a deposit by PayPal, and had the shop



replace the control arm bushings. I also ordered tires and had them shipped to the shop for mounting. Conveniently, the car came with 16" stock e46 wheels, the same size we had been using for our winter snow tires on our first Touring. I had my 17" wheels with summer tires stored in the garage, so I had snow tires for the 16" wheels shipped to Missouri for the new car.

My wife Anne acted as travel agent supreme, and found a cheap flight to Columbia, MO, so I packed two suitcases, one with clothes and one with tools for the trip back. I packed about every tool I could think of: screwdrivers, 3/8" and 1/4" ratcheting socket sets, a hammer, a torque wrench, and even an aluminum floor jack. In the end I had to ditch the floor jack because the suitcase weighed over 50 lbs., but I still had about every tool I thought I might need, including a laptop with diagnostic software to pull any OBD codes. So I flew out on an early flight to Missouri, landing at noon. I was picked up by the sellers' father, who drove me and my two heavy suitcases to the shop to look at the car. It looked just as advertised, and a test drive didn't turn up any glaring problems. The only drawback was that I couldn't scan the OBD plug for any diagnostic codes, as the plug for my laptop software had started to fail before the trip, and it seemed to completely give up the ghost in the February chill air in Missouri. The seller offered to read the codes, and they came up clean, so I assumed all was well and set out for home.

My plan was to drive as far as Indianapolis, IN, where I was going to spend the night with an old friend. Brian Bloomquist and I had been roommates in grad school just up the road at Purdue, and I had not seen Brian in 25 years and had never met his wife, so I was excited to get together after so many years. About an hour in to the drive to Indianapolis, the check engine light came on; so much for trusting somebody else's code reader. Actually, most hobbyist code readers won't be able to tell if a code has been permanently cleared after a



repair has been made, since the ecu holds the code in memory waiting for a variable amount of time to see if the sensor stops sending the error code. Since there was no obvious change to the engine sound or performance, I pushed on to Indianapolis. And after all, I still had a good engine in my garage back in Rochester. It was about a five and a half hour drive from Columbia to Indianapolis, and I didn't leave Columbia until after 3:00 pm. I arrived in Indianapolis around 8:30 in the evening, and thanks to GPS in the phone I had no trouble finding Brian's house in the dark. Brian and his lovely wife Angela arranged a late dinner of pizza and beer, and we stayed up until 2:00 am drinking single malt whiskey and catching up on 25 years of life. Ironically, back in 2001 my enthusiasm for BMW had rubbed off on Brian in email exchanges, and as a result he had a silver 2002 e46 sedan with a manual transmission in his garage. And Angela had an X3, so we had a BMW reunion of sorts. Brian also had a Peak code reader for BMWs, and he pulled codes from my car indicating a lean condition in my car. I can live with lean, so I continued with my plan.

Morning came much too soon, but I had one more special meeting to attend while in Indianapolis. When I was a professor in Miami I had a young high school student named Lake Paul

come work for me one summer. He was a little rough around the edges, but a great kid and really interested in science. Lake ended up attending the University of Miami on a scholastic scholarship, did undergraduate research in my lab, and then went on to get a PhD at Purdue University. Lake was now working for a biotech company in West Lafayette, about an hour up the road from Indianapolis, so he drove down to Indianapolis for an early breakfast with me. It was such a pleasure to see Lake after almost 15 years. I remember when he called me after defending his PhD thesis as if it was yesterday, but I had not actually met "Dr. Paul" in person, and I was proud of any small part I had contributed to his success. What a fabulous breakfast, despite the lack of sleep!

Rochester was an eight and a half hour drive from Indianapolis, and I set out around 9 am. I had hoped to stop to visit with Mike Self, a Roundel columnist who lives just outside Dayton, Ohio, and had given me tons of advice on 2002's and e30's over the years. But alas, Mike was on vacation when I was passing by, so our friendship had to remain virtual. The closest I got to visiting Mike was stopping in Dayton to buy some oil for the trip. While I was at the auto parts store I had them pull

**CONTINUED** on Page 14...



the codes for the CEL. They came up with oxygen sensor errors, which could be consistent with a lean condition, so I soldiered on. And I always had that spare engine in the garage.

The drive back to Rochester was mostly uneventful, with a few stops to refuel the car with premium, and one to refuel the driver with Taco Bell. However, a snowstorm was heading from Detroit over Lake Erie to Buffalo that afternoon. As I drove up I90 on the south side of Lake Erie I could see an ominous wall of dark clouds to the north, and as I got within an hour of Buffalo it started to snow. I gassed up so I would not have to stop once I entered the storm. Armed with Hakkapeliitta snow tires on the car, a full tank of gas, and a stick of beef jerky, I headed north for Buffalo and entered the storm at 8:00 pm. There I discovered that the windshield wipers didn't work worth a darn. I later discovered that they had replaced the motor for the washer fluid, but when reinstalling the washer tank they pinched the feed hose, so even though the motor worked no fluid was delivered. The wiper blades were old and sun baked, and were no more effective than a plastic butter knife for clearing the salt spray off the windshield. The end result was a hole

about 1 foot square in about the middle of the windshield that gave some visibility, and the rest of the windshield was a greasy smear from about the time I joined the toll way in Buffalo until I got off I90 in Rochester. That was definitely the scariest part of the adventure, and I was very conservative with my driving for that leg of the trip.

I arrived back in Rochester Friday evening, and the next morning The Little Speed Shop was hosting a Cars & Coffee. I drove over and the owner, Kevin VanValkenburgh, graciously agreed to use his shop OBD reader to pull the codes for my car. Kevin found a lean condition for both banks, which suggested a general intake leak, probably in the rubber elbow that feeds the throttle body. So I drove home and had a look. Most shops will look for vacuum leaks with a smoke machine, which generates smoke with an air supply to push the smoke out a tube. If you inject smoke into a closed system, you shouldn't see any smoke unless you have a leak. I had a low-budget smoke machine that consisted of a reservoir of baby oil, a heating element, and a regulator to supply a low pressure from my compressor. I removed the mass airflow sensor and stuck a latex glove over the intake boot, fired up my smoke machine, and inserted the

tubing into one of the fingers of the glove. Smoke poured out of the rubber intake boot which had such a large rip that it looked like it had a mishap with a guillotine. Not something that would have spontaneously popped up on the drive home, if you know what I mean. Points deducted from the shop for the inspection, but not a deal breaker, as these parts are cheap and easy to replace. I replaced the intake boot, retested with the smoke machine and found no further leaks, and put everything back together. I then put the car up on jack stands and replaced all the fluids (oil, transmission, differential, brake, and coolant). Working on this rust-free California car, I discovered two amazing facts: (1) It is possible to remove bolts from underneath a car without using a torch to first burn off the rust. (2) You get salt crystals that rival the structures observed in Mono Lake if you use tap water in your cooling system. Fifteen years of tap water had left a 1" thick layer of crystal on the bottom of the expansion tank, so I replaced the salt encrusted coolant expansion tank with the one from my old car. After flushing the cooling system three times with distilled water, I filled with coolant and got the car inspected and licensed. I kept the same plates as our old car. Since this



new car has the same silver with black interior color scheme as our old car, you'd be hard pressed to notice the difference other than an "x" missing from the hatch lid. The old car turned into quite a useful donor; in addition to the expansions tank I discovered that the window motor in the driver's door was failing. Since I had recently replaced the driver's window motor in the old car, my daughter Emma helped me with a transplant operation into the new car. While we were in there we also took the midranges out of the two front doors and replaced damaged speakers in the new car. The old car also helped out my friend Michael Schrlau, a club member and fellow aficionado of manual transmission Tourings. Michael dropped by with his Touring, an e39, with a vacuum leak. We smoke-tested Michael's e39 and discovered a similar rip in the engine intake boot. Fortunately, the M52TU engine in Michael's 5-series is very similar to the M54 in my old 3-series,

and we liberated the intake boot off my old car and used it to get Michael's car going again.

Was it worth it? So far the RWD replacement car has been a blast to drive. It does feel significantly more nimble and sporty than the AWD version it replaced, possibly due to the lighter weight, the lack of drive axles in the steering assembly, and the higher ratio differential that the RWD cars came equipped with. A few more details had to be sorted out: most of the rubber bushings and hoses were original, and the years in the southwest had baked most of them into submission. And there were a bunch of oil leaks from similarly aged gaskets, and the shocks and springs were original and DOA. Fortunately, I was able to recruit help from my GVC buddies Bill O'Neil, Matt Cain, Michael Schrlau, Stephen Smeenk, and Krishnan Padmanabhan, and over two weekends we got the wagon back in shape.

All in all this was a great adventure. From an unfortunate accident we managed to get a replacement car in a desirable configuration, use the old car to keep the replacement car going, and I got to catch up with some old friends on the way. Cars and good friends, what's not to like? Proof that a car can be more than an appliance. It can be a time machine as well.



# BUYING A NEW MINI: 2005 vs. 2017

Story and photos by Charles V. Stancampiano



Even the emblems have gotten bigger.

## 2005

So it's 2005 and time for a new car! My wife (at the time) says something like, "This is the last car you're ever going to buy, so you can get anything you want." So I checked the calendar and calculated that I was 57 years old. Does she know something I don't? Last car ever? Not "last NEW car," but "LAST CAR." That sounds pretty ominous. Better check the house for rat poison... [Update: I am now with someone who doesn't keep reminding me that my life insurance is paid up.]

But back to the choice of car. I wanted something LIGHT with good handling. I remembered that my first BMW, a 1969 BMW 1600 2-door, weighed 2068 lbs. and cost \$3099.60. Let that sink in for a minute. Think how many cars these days weigh merely a ton. Even a 2018 Miata weighs 2300lbs

or so. A 2008 335i convertible weighs more than a 1984 733i. A 1975 3-series weighed 2315 lbs., about the same as a new Miata.

The "New MINI" was introduced in the US as a 2002 model and had many appealing features. A 2005 MINI Cooper S weighs 2600 lbs. compared to a 1969 Austin Mini Cooper MkII at 1433 lbs. Sigh. So the newer car must have 1200 lbs. of safety equipment. OK then.

In 2005 you had to be a brave person to buy a MINI. The brand new design is manufactured in Britain in a brand new factory. That's three strikes right there. What could possibly go wrong with this?

Well lots of things. Windshields cracked for no reason. Coolant reservoirs leaked. The French-made

CVT was a nightmare. Water pumps leaked coolant in to the supercharger gears. My favorite story was about someone who had trouble with his heating and air-conditioning system. When he brought to car in for service, it was found that the ventilation system ductwork had never been installed. Another person thought the window switches were a "painful distraction." One thing I noticed was that many new MINI owners had never owned any car before. Owning a MINI as your first car could be a shocking experience.

This is all scary stuff, but then I drove one at Towne MINI and that was that. Yes it is quirky and British. I got over it. But how to get over my prejudice about British car reliability? I still remember the episode of Mad Men where one of the executives tries to kill himself by breathing the exhaust of a new Jag XKE. I thought to myself, "The car is not going to start...". And, sure enough, the car doesn't start! We have all seen the bumper stickers: "The parts falling off this car are of the finest British manufacture."

"Lucas: The Prince of Darkness"

"The British drink warm beer because they have Lucas refrigerators." Etc. etc. I need a car that will start in the winter and when it's raining. I know that sounds like a Volvo, but the 1997 Volvo experiment ended badly (850 wagon was unreliable). Yes I did briefly consider a Subaru WRX, but at



that time they came with a mandatory ridiculous rear wing and the interior was a little too boy racer for me.

The choice of color was initially a problem, but I solved this by copying the color scheme of a car I always wanted but never owned: a Polaris (silver metallic) 1972 2002tii with black interior.

So I ended up buying a new 2005 MINI Cooper S hardtop and I still have it. I found that ESL would not finance the car because they said it was "too exotic" so I went elsewhere.

They have since come to their senses.

Things that have fallen off: Nothing

#### Things that have broken that did not break on my Prius:

- Motor mount
- Brake line rusted
- Another brake line rusted
- Exhaust system rusted through at 40k
- Rear wiper motor failed.
- One horn doesn't work.
- Battery replaced (normal stuff)
- Supercharger bypass valve repaired under warranty
- Brake rotors corroded prematurely (replaced free)
- The tire pressure warning system is useless.

OK, so it's not a Toyota. These things are annoying. On the other hand, I have never been stuck by the side of the road, and the thing is a blast to drive. Dealer service at Towne was great the few times I went there and Eksten has handled all other repairs. [Special thanks to Joe Ajavon for helping Rick Hoyt manhandle a Borla exhaust into a "perfect fit".]

The first time I tried to start it in 3-degree winter weather, I was shocked and amazed that it fired up in less than a second. It even starts in the rain. The only feature that might be questionable as a convenience is the automatic opening of the sunroof and windows if you press and hold the key fob buttons for 5 seconds. Unfortunately, this can happen if you sit on the key (in your pocket) while the car is outside. In the rain. Or in a snowstorm. If it rains with the roof open, water runs down the headliner and falls into the key remote electronics located above the rear view mirror. Then it stops working. After drying out it started working again. Fun fact: If rain gets into the steering wheel hub, it causes the horn to blow every once in a while at random intervals. Twice I have had to shovel snow out of the interior. Not fun. Keep your MINI in a garage or disable this feature.

## 2017

So it's 2017 and time for a new car! The Prius with 145k miles is wearing a bit thin on my significant other, Janice. She says she misses the acceleration of her 200k-mile Toyota Corolla. Something must be done! Say what you will about the Prius, but it is practical and reliable and is referred to as the Space Pod in our household. It gets great mileage and is able to carry lots of stuff. The solution is a new 6-speed MINI Clubman. Yes it weighs 3600lbs. Yes it's a wagon. It's not called that because "wagon" is not an allowed word these days in automotive marketing. Everything has to be an SUV, SAV or crossover. The Jag wagon is a Shooting Brake. The Panamera wagon is a Sport Turismo. The BMW wagons are called "touring." Only VW actually calls their wagon by the wagon name. There's a Golf SportWagon and the Golf Alltrack. Not too exciting compared to a MINI, but cheaper. I've always wanted a sporty wagon--even dating back to the 70s--but every time I went into a dealer and asked for a wagon with a manual transmission, a sunroof, a tach and bucket seats, there were only blank stares in response.

Now the problem is sorting through 10 million MINI option combinations. The first thing you must do is deal

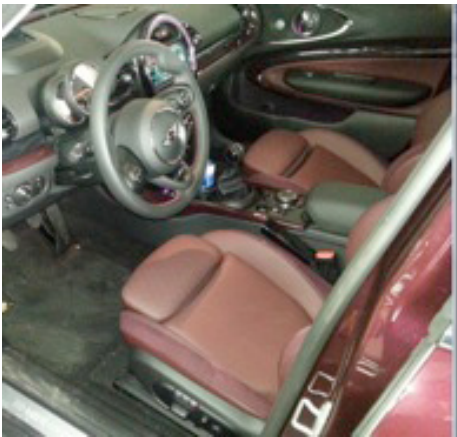


Make sure no one is behind you when you open the rear doors.

**CONTINUED** on Page 18...



Navigation and sport seats with a JCW wheel.



with the color choice. Despair and Agony! No, those are not paint colors, but they should be. So now you are faced with the issue of colors that cost various amounts. Moonwalk Grey is free, but all the other colors are \$500 extra except LapisLuxury Blue which is \$1000. Anyone who has bought a car before will scratch their head at the paint pricing. Metallic Pure Burgundy is \$500, while non-metallic LapisLuxury Blue is \$1000. This makes no sense and it calls into question the entire options pricing approach. Of course, you can always go to Mercedes for Designo Magno paint for \$4000 extra. The choice of colors varies as you move from the base Clubman on up to the John Cooper Works All4 Clubman adding more confusion. We decided that Pure Burgundy would be good on a Cooper S All4, but when we went to the dealer to look at real car paint colors, the burgundy appeared too brown. Janice liked Digital Blue and I liked green. Black, white, gray or silver were rejected; we wanted an actual color. I built many Clubmans on the MINI web site without resolving the color issue (all were too expensive).

But then Karma struck. Karma doesn't usually strike because karma is like yoga without the exercise. We visited the dealer again to look at more paint colors. I thought for sure the sales associate Chris Heininger would lose patience with us. Months have gone by. While we were looking at various cars in the inventory of MINI of Rochester, Chris pointed out a Pure Burgundy 2018 Clubman S All4. He said that this car had been ordered with a manual transmission BY MISTAKE! The person who ordered it did not want it, so the

dealer was "stuck" with it. As the price came down the color became more attractive. We looked over the car and its options and decided to buy it. It is missing the Driver Assistance package which includes automatic braking, but is otherwise what we wanted.

Janice wanted hood stripes, which are normally a factory option, and silver wheels instead of black, but Chris had these mods installed at the dealer. On 10/11/2017 we went to the dealer to pick up the car.

It was a dark and stormy night.

One thing you don't want is to have to learn about all the menus, sub-menus and sub-sub-menus on a fully loaded MINI while sitting in the car on a miserable night outside in the dealer's lot. One nice feature about the delivery process is the option to have a "second date." You can choose to come back for another round of tutorials on how to operate your MINI and we may take advantage of this. After 150 miles we are happy Clubman owners. Except that the MINI Connected app for my cell phone will not run on my old Galaxy SIII, so now I need a new phone because I bought a new car.

**2029:** So it's 2029 and time for a new car! I thought about what I wanted and an hour later a vehicle meeting that description drove itself up to the nursing home. I started to get in, but my guard said I had already been to Wegman's Casino once this month and I had to wait before I could go again. As I waved goodbye, the car took my picture and posted it to my FaceBlock account as it returned to its spot at Jay Leno's Uber Garage. Just as well; new 2029 MINIs weigh 5000 lbs.



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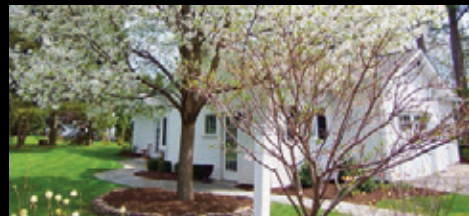
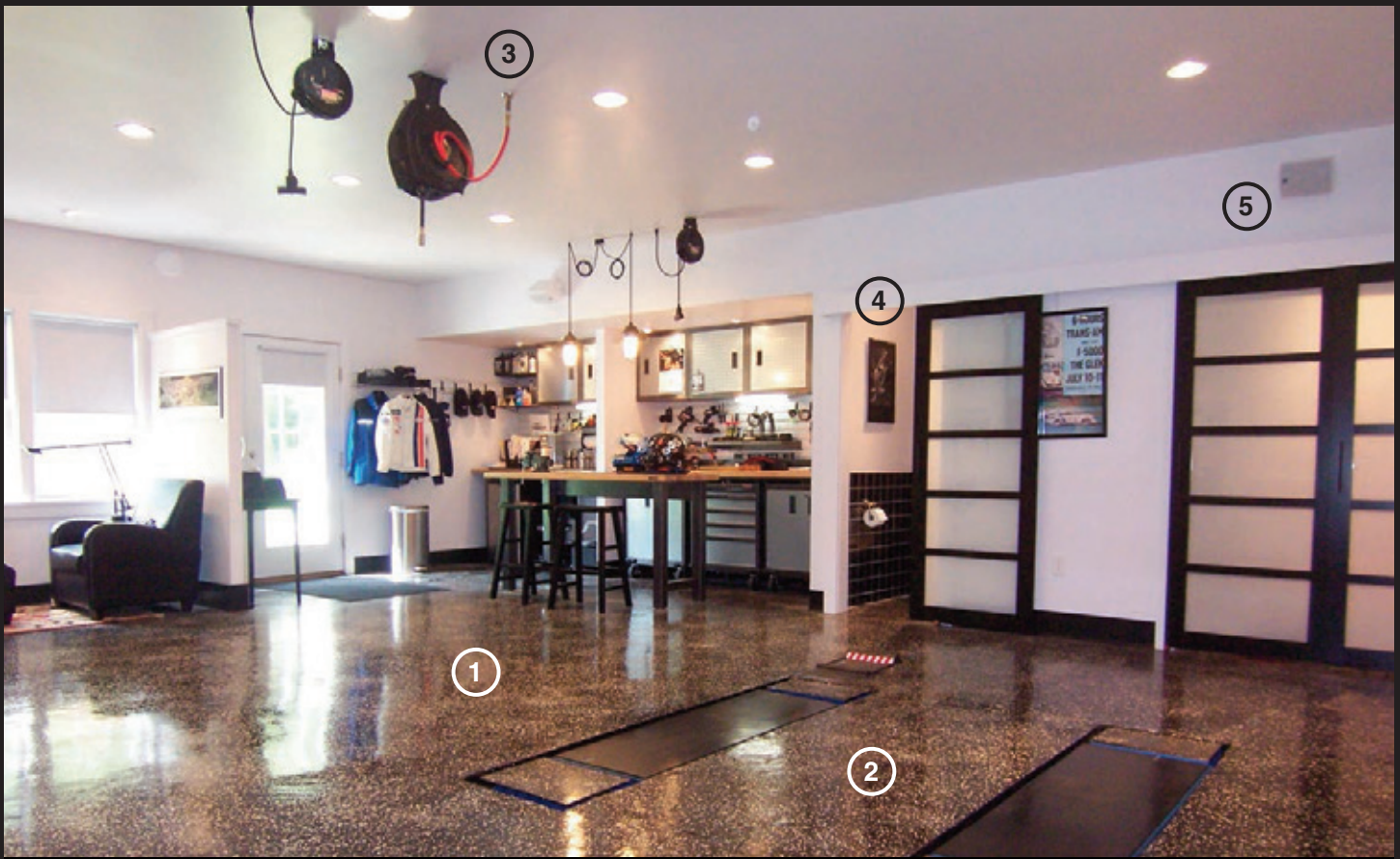
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# MHouse Garages of the Genesee Valley Chapter Tour #1 - The M House

GVC member Jeff Gabel razed and rebuilt a detached carriage house style garage in 2008 to serve as a “house” for his M3 track car. The new structure needed to be architecturally sympathetic to an 1880s historic farmhouse. The result is part retreat, part showroom, part functional service center, and part - a “cars only” garage for the daily drivers.

**1 - Epoxy Floor:** 4000 psi concrete, 6” to 8” in depth, 806 sq. feet of epoxy coating, black base color with white

and grey flecks, anti slip additive, and UGloss-AF clear coat. All epoxy “U-Coat It” brand.

**2 - Heating:** In-floor radiant heating, rear garage only, natural gas fired boiler, stainless steel - roof vented, 2 zone.

**3 - Hose Reels:** Craftsman Professional 3.5-hp shop compressor, 25 gallon tank, 175 psi copper extension pipes routed to one of two ceiling mounted Griot’s Garage reels with in-line moisture control. There are also two 30 ft. retractable

ceiling mounted extension cord reels.

**4 - Bathroom:** Because there’s a beer fridge, there’s a bathroom.

**5 - Speakers:** 4 wall mounted B&Ws.

**6 - “Braaly”:** A Shetland Sheepdog.

**7 - Context:** The detached garage sits behind an 1880’s farmhouse. The total visible front span is only 37’ wide so as to not overwhelm the house. The depth of the structure is 51’10”, with two “wings” for a total of roughly 1800 covered sq. feet, - 800 sq. ft. heated.





9



10



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12



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15

**8 - Lift:** Bend Pack P-6-F hydraulic in floor, flush mount, mid rise lift, with a capacity of 6,000 lbs., 10 sec. lift time.  
**9 - Seating:** Cable TV, WiFi, phone, car books, back issues of magazines, and a big club chair outfit what turns out to be a very pleasant place watch a race, or just hang out on a Sunday morning.  
**10 - Tandem Garage Door:** A secondary interior insulated garage door opens into the front garage that houses the daily driver 335i M Sport. The garage door closes to form the "4th wall" of the rear garage space, with large car murals which retract with the garage door wall.

**11 - Beer:** The all important beer fridge is located below a sink and coffee maker. A natural gas-fired 15 gallon hot water heater provides hot water to two separate garage sinks and a hose bibb.  
**12 - Storage:** Gladiator 24" wall cabinets, 2- 6' maple topped work tables, and 1- 8' maple work table with power strip, Gladiator 3/4" x 1' tongue and groove slat-wall "Gear Wall" systems line the walls behind the workbench and the interior of 3 closet walls.  
**13 - Bikes and Toys:** A separate bike and toy storage wing - 11" wide x 18"4" deep, as well as a separate 12' wide,

14'-4" deep gardening wing are off the main structure. A design requirement was to keep all bikes, garden tools, and lawn furniture storage away from the cars.  
**14 - Tire storage:** A floor to ceiling storage system accommodates 16 - 18 tires on rims, away from UV light. The bottom section houses 8 tires on rollable pallets.  
**15 - Murals:** The garage door acts as a gallery wall for three 40" wide vintage Monaco murals illuminated by recessed ceiling spotlights, as well as a few of my favorite "art car" posters.





# THE MOSPORT CURSE

By Rod Reisdorf

This story starts about 7 years ago with a trip to the then-called Mosport Park Race Track with the Genesee Valley BMW group in union with the BMW Club of Canada. At that time I was running my Camaro (yes it's not a BMW, but you don't need a certain type of car to have fun) and thought I was going to have a great weekend. Well things went bad early when my transmissions' 5th gear decided to self-destruct the first day out. Fortunately I had a trailer to take it home, but then I had problems with my trailer brakes on the way (discovered that a wire was shorting out).

The next year I returned with the GVC with a new transmission and plans to have yet another weekend of track fun. Little did I know that such a thing as the Mosport Curse was on me from the past, as I had major camshaft





problems. To make thing worse, my father passed away the same day that my car broke. Once again I trailered it home and vowed to never return to this track because of the curse. Well this year for the June track school Scott Mcilvain said that he, Dan Summers, Rich Lathrop, Scott's brother Tim, and Gene Skic were planning a trip to the now named Canadian Tire Motorsports Park, and asked if I wanted to go. At first I remembered the curse, but then I thought I have to break the spell, and also it would help my son Adam to learn a different track. So on September 8th we loaded up and headed north again, hoping to have good weekend. This time we took the Panoz race car

since the Camaro might be part of the curse and the Corvette's engine blew last time at Watkins Glen. Well I thought I was home free with perfect weather and no problems at the border. But on the very first lap out on Friday the car died with a lack of fuel pressure. After being towed in we fixed a bad connection at the fuel pump switch. Then about an hour later I was taking Adam out to show him the driving line when the car got very loose in the rear. Thinking that I had broken something in the back, I pulled off the track to get towed in again, only to discover a left rear tire was shredded. The clubs rules are if you have to be towed twice, you are done for the weekend. So after a

serious talk with the head instructor we were able to get back on track. After putting on the rain tires (that's all I had) I soon discovered that because the tire size was a bit different, the front tires were rubbing on the wheel wells. With a little modification, we made it all work to complete a successful weekend, bring the car home in one piece, and to break the Mosport Curse.

As I said earlier, I don't have a BMW. The reason I joined the GVC club is because of the people, not so much the cars. These club members are some of the most friendly people I know--always willing to help you out with any problem!



# O'FEST 2018 PITTSBURGH VINTAGE GRAND PRIX, TIME TO CELEBRATE!

By Roy Hopkins

The 50th anniversary of the BMW 2002 is in 2018. The model that created the sports sedan category and started the rise of BMW as the 'Ultimate Driving Machine' will be honored at BMW CCA Octoberfest and the Pittsburgh Vintage Grand Prix (PVGP). Historic racers will be at Pitt Race July 5, 6, 7 & 8. O'fest will follow the week after with driver schools and a full roster of activities. Pitt Race has a new 2.8 mile road course, on a hilltop, with lots of elevation change. Definitely a track to add to your resume.

Pittsburgh and the surrounding Western PA area are a jewel less than a 5 hour drive away. World class museums, architecture, and tourist activities abound. Ride an incline, take a paddle boat on the three rivers, or tour the town in a Duck boat.

The races at Schenley Park PVGP follow O'fest July 14 & 15. You can view (or participate if you have a vintage race car) the only vintage road race on public roads in the US. Experience a trip back in time to the spirit that was created in Watkins Glen in 1948. The Allegheny

Chapter hosts a large pavilion on the side of the course and other activities to welcome BMW CCA members. If you can only spare but one weekend, make this the event to go to.

Adrienne and I have been racing at PVGP for many years in our 2002's. We cannot speak highly enough of the hospitality of the Grand Prix folks and our many friends at the Allegheny Chapter BMW CCA.

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# WELCOME TO THE CLASSROOM?



By Harry Warren

If you are an instructor at GVC HPDE events, do you remember what being in the classroom was like? How many times did you want to skip it because you just could not sit through another discussion of slip angles or flag stations or the rain line? Did you find the overheated room conducive to a quick nap?

If you are like me, you did your duty and attended the "lecture," dutifully trying to absorb the words of wisdom from someone who has said the same thing countless times to countless students. I think classroom instructors hope you retain at least 5% of what they are saying. The flipchart, the overhead  
**CONTINUED** on Page 26...

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CONTINUED from Page 25...



projector, the BIG map of the circuit on the wall, the colored markers, and now the computer and big screen TV, all the tools of the trade. I experienced all these things in my thirtyish years of attending classroom sessions on track days.

One day earlier this year I was wondering how many laps I have done of the Glen. It's an interesting exercise... If I attended a BMW club event at 2 days, four times a year for, let's say 20 years. Let's say 4 sessions each day of 10 laps each... now we have 40 laps per day times 8 days a year giving us 320 laps a year! 320 times 20 years equals 6,400 laps. But, as you are saying to yourself, there are all those 3-day weekends and Trackmasters schools each summer, so I would say conservatively, I should be at about 8000 laps, just of the Glen. So, I have been here quite a lot to say the least!

Well after those 8000 laps, I was wondering to myself if I am headed to 8000 more or is there something more I can do to expand my horizons in addition to laps? So, one day I was filling up my tires with air in front of the garage and Bill O'Neill approaches me asking, "Would you be interested in teaching the classroom?" For better or worse, I said "Yes, I'd love to..." So here we are with me being "that guy" standing in front of you telling you everything you wanted to know (and didn't want to know) about driving rapidly and safely! Serendipity struck.

I must firstly thank Jim Tulloch for all his help and access to his secret notebooks about everything driving, for his encouragement, advice and mentorship. And just recently, the sage himself, Derek Hanson gave me several ideas and tales to help. I've done two weekends now and I think I might be getting the hang of it. I teach Architecture and Urban Design at the University at Buffalo, so teaching in general is something I have experience with. However, standing up in front of the WGI classroom for the first time made me sweat! All those eager faces waiting for useful information, information which can make



the difference between a very good day at the track and a very bad day at the track. I do feel the responsibility, similar to when I instruct in car, but in a wholly different way now. It is as if I had three students in one day, each at a different level of experience with the novice being a "never-never." I find in my university teaching that humor and a casual approach can go a long way (that's why Derek is so good) along with engaging students in discussions, not lecturing. And of course, always using my history of personal driving mistakes as the source of tales about what NOT to do.

Things I would like to do to hopefully improve the classroom are twofold: First, work closer with the instructors and group leaders so that we are on the same page and understand what each other is doing per session. Knowing the student exercises and discussing them in class before the session is one key point. Secondly, getting timely feedback from the instructor groups so that I can reinforce what they are working on in a more immediate way. That can be very helpful in providing an integrated experience for the students. I am going to be using more video examples and

a bit less of the abstract technical diagrams in presenting information, along with the important back-and-forth dialog between myself and the students.

In summary, so far so good. I hope the classroom becomes more interesting and informative for all. It would be great for those, not necessarily whose class it is, to join us and participate at any time. If you have ideas, examples, or personal videos that you think would be helpful, please let me know. The best reward is having students attend more schools!

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# SEPTEMBER HDPE AT WATKINS GLEN

Photos by Weston Brainerd





# BMW MOVIE NIGHT IN SYRACUSE

By Karl Hughes

Nine fans of racing, several BMWs, and good food and company met at Aster in Syracuse's Armory Square this past June for dinner and a viewing of "24 Hours – One Team, one Target," the documentary of BMW's 2011 attempt to win the 24 hours of Nurburgring.

This famous race on the iconic Nurburgring (or is it iconic race on the famous Nurburgring?) made for great entertainment. The movie chronicled the season leading up to the race, the

testing and development of the cars, and the drivers who would make the attempt. BMW had won the previous year, and wanted to repeat the win. It's a fascinating look at BMW's motorsport program, the people on the team, and what's involved in making an endurance racing effort successful. It's also great coverage of the race itself, and the most challenging road racing circuit on the planet.

Aster provided a private room,

excellent food, and a large screen for viewing. The classic BMW short films from 15 years ago provided a fun backdrop during pre-movie conversation and dinner. Before the movie, we talked briefly about the history of the Nurburgring and the annual 24-hour race (considered by many to be at least the equal of the more famous 24 Hours of Le Mans). Fun was had by all, and we hope to do more events like this in the Syracuse area.

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# MY FIRST BMW

By Betsy Kubiak

When Isabella Barbagallo told the story of her first car, the now infamous 1976 BMW 2002, in the Summer 2017 issue of Brief, I couldn't help but think back and contemplate how many cars I have been privileged to own and drive in my lifetime. I read her words and felt her passion. Most of all, I admired her commitment to that car.

My very first car was a used, mustard yellow Ford Pinto. I don't recall the model year, but does it really matter? It was old and anyone could start it because it could be started without a key--merely by moving the little lever on the dash! My father loaned me the money to purchase it outright and I learned very quickly what it meant to have car payments--paid back to my Dad on time!

Fast forward many years to today and I am the proud owner of my first BMW--just like Isabella. And my love for this car is genuine as well. The saga of coming to find it began innocently enough, by most car standards. Truth is, I wasn't even looking. An event called Pistons and Pigs brought car aficionados and fans of Porsches and BMWs together with some classic cars bridging the gap between rows, one or more row of each brand. I walked around this annual event at Sonnenberg Gardens in Canandaigua, NY visiting with friends and admiring the gleaming specimens of horse power. You see, cars are the horse power of another nature to me. I breed, raise and train Arabian and half-Arabian show horses.



So my attraction to cars makes perfect sense to me. Both species are pretty, go fast with a rider or driver in control! In my opinion it is an awesome feeling to be a member of a horsepower team of either kind!

My first glimpse of the white BMW in the front row drew me closer to find out more about this striking vehicle! I was clueless about both the make and the model. I immediately attempted to find the owner so I could have a closer look. He was generous and accommodating, allowing me to sit in it. We chatted about each of us having a "bad back." And he noted that this was his "daily driver." I was taken in by the comfortable seats and was immediately smitten.

Under the guidance of those "BMW guys" in the know, my husband and I were "steered" in the right direction to source this vehicle. You know, some things are meant to be. Because when I went online, searching the selected dealership inventory, there it was just waiting for me. I wondered if it had my name on it already.

My car mentors advised that THE place to go was Towne BMW in Williamsville, New York, specifically into the very capable hands of Mr. Rich Singer. His business card says Client Advisor, but I must say that he is much more. I have never experienced a more informative vehicle review, including financing options explained in detail. Conversations discussed future options for trade-in or up, should that

be my wish. My husband and I both drove the car and because I have done some high performance driving on the track, I was admonished for not having stepped on it during the test drive. I stated that I was being conservative because it wasn't my car--yet!

One of the most attractive features of doing business with Rich Singer and this dealer organization is attention to detail. Together with a complimentary membership in the BMW Car Club of America, from Rich personally, the get-acquainted guidance via the Encore Delivery Genius makes the learning curve easy. This vehicle offers many features new to me, so having this team of knowledgeable professionals at my service is comforting. They will even travel to me in Victor from the Buffalo area as necessary. What impressive customer service! I highly recommend you take your business their way. You won't be disappointed.

The best thing about this car is that my back no longer bothers me when I drive. The car is powerful and heavy. I feel secure in it and I can feel all four corners of the vehicle touching the road. Oh, did I fail to mention that my new vehicle is a white, 2017 BMW 650iDrive convertible? I sincerely love this car. I smile when I look at it and it is now my daily driver too! Unlike Isabella's 2002, this car is stock, and I wouldn't change a thing! I am a very satisfied convert to BMW with Rich Singer of Towne BMW!



# RICH SINGER AND TOWNE BMW GIVE GVC MEMBERSHIPS

By Jim Tulloch

As Betsy Kubiak mentions in her article, Rich Singer was the client advisor she worked with at Towne BMW. Betsy was impressed with how Rich helped her select a car, and she remarked that she received from Rich a three-year membership in our club.

Rich has been giving three-year GVC Chapter BMW memberships to his clients since 2012. For the past six years he estimates he has given about 600 memberships to new and repeat customers. It is his personal gift to each client. He considers it an investment in the future.

Most of Rich's clients lease their vehicles. A three-year membership stays with them until they are ready for a new car. At the time of next purchase, they are eligible for membership

benefits. It is no wonder Rich estimates 99% of his business is repeat. Also Rich continues to maintain contact with his clients by sending them his own newsletter. He sends about 1500 out with each mailing.

Rich shared that he and Towne BMW co-purchase each membership, with Towne sharing 75% of the cost. Thanks Rich and Towne BMW for supporting our club and introducing new BMW owners to the benefits of membership.



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# TAKING A LAP AROUND SCHENLEY PARK IN “WOODSTOCK”

By Roy Hopkins and Photos by Bill Stoler Photography

What is it like to drive a lap around Schenley Park in “Woodstock,” our Targa Newfoundland 2002 model BMW that is now serving a second career as a Vintage car? The ‘start straight’ is shady, and not very long. The starter stand is on the left at the bottom of a slope. At speed, you are maxing out 3rd or short shifting the close ratio gearbox into 4th just past start/finish. Breaking into the sunlight, a jersey barrier looms ahead protecting pit out. Ignore the stop light, and apex the 90 degree right just off the sidewalk curb. If you get the speed correct, the car drifts out to the end of the Jersey barrier. The road widens to a generous two-lane and climbs uphill in a gentle left arc in the longest ‘straight.’ As you pass the corner station on the right at the top of the hill, the car is well over 100 mph, in 5th. As you descend the road is narrowed into a single lane entry to the hay bale chicane. How late do you stay on the throttle and off the brakes is the question you struggle with every lap. The chicane is extremely tight,

maybe 25 mph in second gear. You are glad there are good Hawk pads in the, car but also worried about fluids on the pavement--having experienced brake lockup at other events. Out of the chicane you upshift to third then fourth as you take a hard right, preferably flat out between the curb and Jersey barrier, onto the Panther Hollow Bridge (only about 200 ft. over the gorge). There is a hump right after turn-in (right) at the end of the bridge requiring a careful selection of line and speed. A sweeping left follows, apex next to the corner worker standing next to the oak trees. Into the right hand fountain turn, heavy trail braking down to 3rd. Arc in from the left or straight in from the right side if protecting the line. Note the only low curb that can be touched on the entire course. A slight S turn follows into a devilish left that sets up the high speed (4th) ‘Land of the Lefts’. The road through the entire area is heavily crowned, forcing an unnatural line. On both sides are imposing stone walls. A steep drop off is beyond the right

*The colorful “Woodstock” of Roy Hopkins and Adrienne Hughes at the start of Schenley Park race.*

hand wall. The corner workers on the left peer down over the car as you go by feet away. Breaking into the sunlight you approach the golf course. The turn is a sharp right, with a hay bale protecting the storm grate and curb on the right. On the left, up on the hill is the Allegheny Chapter Pavilion. The slopes of the golf course with 1000’s of spectators are ahead. A high speed climb up hill requires a careful apex at an oak tree on the right and a 3rd-4th shift. Don’t track out, there are concrete stairs on the exit. Once again the crown of the road requires a unique line. Cresting the hill, drop to 3rd and prepare for a left-right combination descending into the twin 180 degree 2nd gear hairpins. The stone walls are lightly protected with a few hay bales. The road winds down (blind corners, check the flaggers) to a decreasing radius right onto the start finish straight. Remember to take a breath and repeat. I have not been on a more challenging road course in North America!





**Please visit our web site:**

[www.gvc-bmwcca.org](http://www.gvc-bmwcca.org) for late breaking news and updates!

**Like us on Facebook:**

<https://www.facebook.com/pages/Genesee-Valley-Chapter-of-the-BMW-Car-Club-of-America/149495871785439>



## GENESEE VALLEY CHAPTER BMW CCA

### Events for 2017

Below are the GVC events scheduled as of this date. Please consult the club's website for an up-to-date listing off all events, to find additional information about a specific event and/or to sign up.

#### November:

**November 18** - GVC End of Season Celebration and Annual Meeting, New York State Wine and Culinary Center, 800 S. Main St., Canandaigua, NY. See GVC Website for more information and to sign up.

### Events of 2018

#### May:

**May 27-29** - GVC Ultimate Driver Education @ Watkins Glen International. Information and sign up will be on the website by January 2018.

#### June:

**June 8-10** - GVC Ultimate Driver Education @ Watkins Glen International.

#### September:

**September 29-30** - GVC Ultimate Driver Education @ Watkins Glen International.

#### October:

**October 17-18** - GVC Open Track Lapping Days @ Watkins Glen International

### Other non-club Events of interest to our Members. Please view the website for more information.

**March 1-4** - Rochester International Auto Show, Riverside Convention Center

**March 29-31** - Buffalo Motorama, Buffalo Niagara Convention Center...hot rods and other interesting vehicles.

**April 13-15** - Opening Weekend at Watkins Glen International

**June 29-July 1** - Sahlen's Six Hours at the Glen. See WG International for more Information and tickets

**July 6-8** - Pittsburgh Vintage Grand Prix @ Pitt Race. Historic Car Racing at An outstanding race track just North of Pittsburgh. See Website for more info.

**July 7-15** - BMW O'Fest in Pittsburgh. 2002 50th Anniversary Celebration. Don't miss out on the fun. Register early. See Roundel and BMWCCA website for more information

**July 12-15** - Pittsburgh Grand Prix. In coordination with BMW O'Fest, BMW is the celebrated marque this year. Vintage Racing through the streets. A vintage racecar lovers dream. Hugh display of cars of all makes. See website for info and schedule.

**July 13-15** - Finger Lakes Wine Festival at Watkins Glen International

**July 20-22** - Syracuse Nationals at the New York State Fairgrounds. The largest car show in the Northeast. 8,000 hot rods and customs, classic, muscle and antique cars. 400 vendors. See website or Facebook page.

**August 2-5** - NASCAR at the Glen...see WG International website for more info

**September 7-9** - United States Vintage Grand Prix, one of the largest vintage races in the country. Mini Cooper is the vintage marque for this event. See WG International for more information.

# WELCOME OUR NEW MEMBERS.

## June

Jacob Agan  
Bill Alsibai  
Amanda Andersen  
Mike Benson  
Rebecca Cole  
Brandon Comella  
Joshua Cornish  
Cameron Decook  
Hugh French  
Frank Fruce  
Matthew Xonis Fuino  
Madelyn Haywood  
Marcia Heaney  
Jules Hoepting  
Leah Hughes  
Tyler Junge  
James Anthony Karam  
Alexandra Kostakis  
Brooke LeVesque  
Logan Lock  
Felix Martinez  
Nick Matteson  
Todd Mayer  
Marc McKenica  
Jacob McKinney  
Giancarlo Meneses  
Tyler J Merrit  
Marilynn Militello  
Philip Milligan  
Lauren Morris  
Christopher Michael Navin  
Michael Okhravi  
Timothy A Robideau  
Stephen Rossini  
Frederick Schmidlin  
Maxwell Seymour  
Mary Sheeser  
Evan Julian Sherman  
Stuart Singer  
Panagiotis Skaltsas  
James Smith  
Liam Smith  
Paul M Smith  
Bryan Spokane  
Ryan Straub  
Maxcy Streeter  
Michael A Trost  
Emily Valle  
Michel Vanderlinden  
Christopher J Welsh  
Ralph E Wheeland  
Skip Wilday  
Kevin Wilson

## July

Randy Bachmeyer  
Karen Bentley  
DC Cantwell  
R Scott Chubon  
Odean Dyer  
Gabor Foti  
Veronica Foti  
Diana Gerken  
James A Gommenginger  
Leon Gossin  
Donald Joseph Masterson  
Clayton Osborne  
David Lawrence Osolkowski  
Ray Pleasance  
Kevin Prosser  
Steven Prosser  
William Prosser  
Christopher Trent  
Joseph Venuti  
Mark Walter Weisbeck

## August

Walter Bukowski  
Sean Cawley  
Benjamin Paul Doyle  
George Fricke  
Donald A Keddie  
Oliver Law  
John Ragan Schleigh

## September

Elissa Brady-Sheehan  
Tony Cariffe  
Mark Castner  
Bruce Coleman  
Tina Crowley  
Steve Eberhard  
Leonard Fike  
D.H. Goodall  
Fitz-James Graham  
David Griffin  
Antonio F Humphrey  
Allan Osborne  
Joe Pechacek  
John Plow  
Jennifer Rester  
Charles Rock  
Diane Rock  
Robert Roll  
Michel Tellier  
Jack Weber

## October

Reza Banifatemi  
Ryan Brady  
Joseph Cooper  
Raymond Costa  
Fred Deuel  
Caleb DiNatale  
John P Enright

Ethan S Fogg  
Charles Jeffrey Garrison  
Bard Helmetsie  
Joseph A Hradil  
Serguei Izvoztchikov  
Lisa Jackson  
Lois Locurcio  
Mark Locurcio  
Robert Longo  
Garrick Owens Loveria  
Mark P Maloney  
John Mansfield  
Ryan C Mays  
Thomas Moorhoff  
Kristian Mroczo  
David Richard Neish  
Nicolas J Mowicki  
Mike Roddy  
Kathryn T Scahill  
Evan Tinder  
Evan Weaver  
Michael Wilson  
Paul Woods

## Membership

### in BMW Car Club of America

Membership cost is only \$48 for one year, \$91 for two years, \$134 for three years, \$178 for four years, or \$220 for five 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 or 14 Special Interest Groups (SIG's) 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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BMW Car Club of America

640 S. Main Street, Suite 201 • Greenville, SC 29601

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\*0-60 time based on BMW AG test results for the X5M and X6M.  
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