

der Bayerische Brief

Fall 2019 | Volume 60 | Issue XII

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



The
Vintage
at Saratoga

10



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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.



Jim Tulloch, President
Genesee Valley Chapter
BMW Car Club of America

EVENTS, ACTIVITIES & CLUB MEMBERS

Hi Folks, another year has almost passed. 2019 has been good for the club. We significantly increased the number of club activities. Notable events included:

- More General Membership Meetings including ones in Syracuse and Buffalo
- A mid-winter Go-Kart Racing Series
- The GVC Hospitality Center for The IMSA Race at the Glen
- A Saturday with Mike Self, Roundel Columnist and 2002 expert
- Four Driver Education Events at Watkins Glen
- Two Autocross Events at Pineview Run Auto and Country Club

As of this writing we have scheduled a Foliage Tour and a Cars and Coffee in October with a Street Survival Program set for early November. The season will conclude with the Holiday Party on November 23rd at The Century Club on East Avenue in Rochester. The club is a very special facility and this will be a night to remember. We are limited to 100, so sign-up before it is too late.

A major reason we had more successful events and greater member participation this year was the Board's move to communicate more effectively and consistently with the membership. The decision to employ Constant Contact as our primary communication tool was a big step forward. Christa Barbagallo spearheaded the effort. She, with input from others, developed the database, designed and sent beautiful professional communications, kept track of responses and made certain the rest of us stayed on task. Christa gets more done in an hour than most of us can accomplish in a full day and never seems to run out of energy. The club owes her a huge thank you.

We developed a process to make it easier for someone to organize a social event. That was based on a one-page request form that asks the organizer/contact person to supply basic information about the proposed event. The information is then used, by Christa, to design an announcement for Constant Contact and the website. Cost estimates should also be included in the proposal along with a request for insurance, if needed. Our Treasurer, Andy Blake, who arranges funding and insurance, reviews the cost info and insurance requests. This is not the first time I have said how grateful I am that Andy continues to serve as Treasurer. We are all better off with him in that important role.

CONTINUED on Page 6...

2019 has been good for the club. We significantly increased the number of club activities.

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Our Vice President, Ian Dickerson, was a man for all seasons this year. Ian organized many of our social events, captained the Tech Crew for our four Driver Schools, and contributed to the Newsletter. Ian is all BMW, from head to toe, and is totally committed to the success of the club. His proudest accomplishment this year is that he received a point-by from a driver in a Porsche GT-3 while driving his BMW wagon at one of our DE events. He says he is retiring the wagon. We will see!

Speaking of the Drivers School, a big “thank you” should go to Bill O’Neill and his Driver School Committee. Year after year they have put out a product envied by other clubs. The complexities of organizing and running a safe successful DE are mind-blowing even without taking into account the inevitable unpredictable challenges. The Fall 2019 event

was the 102nd DE put on by Genesee Valley . There are still participants who remember, and may have driven, in all 102! Bill could be one of them. That’s a lot of T-shirts! The club recognizes and appreciates Bill’s years of dedication and service to the club.

Elaine Lanni, our long-time Newsletter Editor, has decided to step down. Elaine served for many years and was instrumental in the changes made to The Brief several years ago. Thank you Elaine! Fortunately Bill Howard stepped forward to assume the editor position. Thank you Bill! This is his first edition. Bill is a great guy. The club is most fortunate to have him on board.

Many others have pitched in this year; Adam and Diana Gerkin have been very active. Karl Hughes pushes forth in the Syracuse area. Harry Warren remains active in the Buffalo

area and does the classroom for our driving events. Dan Neal continues to be a great help. Gene Skic keeps our newsletter advertisers happy. Tony Barbagallo kept urging us forward with his energy and suggestions. All are committed to the success of the club. Thank you!

In the first issue of 2019 the President’s Message stated the goals of the Board for the year. We have maintained our focus on those goals. In doing so, I believe we took a big step to insure the viability of the club. Our membership numbers are strong and new members are contributing actively. Our management team is a great mix of experience and enthusiasm. Next year we will work to provide continued value to our members. Have a great holiday season! I hope to see you in November at our Holiday Party!



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PREPARING A 2002 FOR THE VINTAGE

Article and photos by Adrian Sultana

Last fall, I purchased a 1976 BMW 2002, and, shortly afterwards, received an email about the 2019 Vintage show in Saratoga Springs. I had been to the show 2 years ago and was excited by the thought of participating with my own vintage BMW. We had just moved, from Long Island, to our new home, in East Aurora, over the summer; the '02 took a back seat for most of the winter so I could concentrate on house projects. When I purchased the car, it was obvious the brake fluid hadn't been changed in a while and the clutch was not disengaging properly. I was able to get the clutch to work by topping off the brake fluid reservoir. The seller gave me new clutch master and slave cylinders and supplied new motor mounts; the mounts were useful because the engine was shaking at idle.

I was able to get a few small trips in, around town, before the snow began to fall and noticed a few other things that needed immediate attention. On my way back from picking up my daughter from gymnastics, the coolant temperature rose close to "the red zone". Turning on the heat prevented the car from boiling over on the short ride home. I pulled the thermostat and dunked it in boiling water; that showed it was opening. So much for the easy fix! As I poked around checking the condition of the hoses, one of the smaller ones running from the head to the intake manifold broke loose and starting spaying coolant. It was time for a cooling system overhaul. That was not a big surprise. I've had to do a full cooling system refresh on every used BMW I have owned.

With house projects behind me (for the time being) and the ground beginning to thaw, it was time to get serious about sorting out the '02 in time for the Vintage show in early July. Like many of you, my time in the garage is squeezed in between family, job, and house responsibilities so I wanted to give myself as much time as possible. I needed to figure out what was needed, do the work, and get some time driving the car around town to build some confidence in it before making the 5-hour trip from East Aurora to Saratoga Springs, NY. With the car up on the QuickJack lift, wheels off, a flashlight, and pencil and paper in hand, I inspected the car and created my to-do list. It took some will power to prevent myself from adding a lot of "while I'm in there" and "that would be a cool upgrade". If I was going to be ready in time for the Vintage event, I couldn't turn this into another project car. My stripped down 1972 Opel GT, in the corner of the garage for the past six years, was a strong reminder of how that story plays out. The goal was to make the car safe and reliable enough to make the journey there and back but the rabbit hole of repairs has a slippery and unpredictable slope.

The upper strut mount rubber was cracked, and the repair involved removing the struts. It made sense to replace the struts too. However, since I was going to have the springs out, was now the time to lower it? I "borrowed" a set of 15x7 wheels that I had picked up for the Opel GT and put them on the '02 (Hey, the GT is not using them now anyway, right?) that

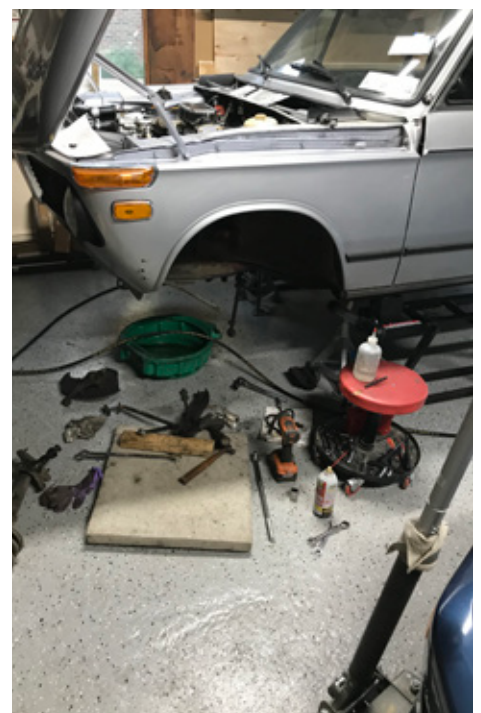
generated concerns with wheel fitment for a lowered car. I started researching options but, sensing the risk of major repairs, I backed away and saved those for another time. In any case, it didn't look like the rear suspension needed any repairs: replacing the rear springs would really be out-of-scope for getting the car ready for the Vintage.

Together. I had a work trip to Southern California the following week and decided I would pay a visit to the leading 2002 performance parts supplier, Ireland Engineering, pick up the calipers, and save some shipping costs. More research into my suspension rebuild led me to think that I really should replace some additional parts while I had it apart. Since I was at Ireland anyway, I could save a few bucks on parts. After all, the car is 43 years old and who knows the last time anyone did anything with the suspension? The work involved adding two ball joints, spring pads, a center link, the left tie rod, left wheel bearing, and a front-end urethane bushing kit. So much for the short list of parts!

As it turns out it was important to have the extra new parts. The repairs were made much easier by not having to save old parts (and not worrying about tearing the boots on the tie rod joints). After I had the suspension apart, it was evident how bad the condition of the old parts was. The left tie rod end had rust where there should have been grease, and the right ball joint had 2 of 3 bolts holding it in place. It appeared that someone snapped off the third bolt in a previous repair and didn't bother extracting the remaining bolt. In addition, the idler arm

was missing a bushing and flopping around when I removed the center link. Fortunately, I was able to get idler arm bushings from the local dealer the next day. I now had all the parts on hand to put the car back together without being constantly interrupted to search for parts online and wait for shipping.

Despite my efforts to minimize repairs, I wound up doing more than originally planned. However, I kept myself in check and avoided add-ons that would have cost me more time and money and put being ready for the show at risk. Often repair "scope creep" is unavoidable, especially with an old car, and, in this case, the condition of the parts warranted the extra work. Fortunately, I had enough time to get everything back together and go for a few test drives around town. Even so, I still loaded my trunk with a spare fuel pump, cap, rotor, voltage regulator, and an assortment of tools before heading out with some other GVC BMW CCA members to caravan to Saratoga Springs. I am happy to say the car made it there and back with no issues, (or the need to use my spare parts). My youngest daughter was with me in the passenger seat reading a book with the window down on the way home. I had a great time hanging out with my family and other GVC members at a great show!



THE VINTAGE



PHOTO CREDIT John Simon



AT SARATOGA

Article by Bill Howard, Photos by as noted

A contingent from GVC attended the BMW Vintage at Saratoga Springs, NY, held on July 13 & 14. Tony, Christa and Isabella Barbagallo, Adrian Sultana, Jim and Alyce Milella, Mike Long and this writer caravanned together from Waterloo to Saratoga. Fellow Thruway travellers must have been impressed by this odd assortment of E30s, E34s and 2002s, several of which were, almost undoubtedly, older than many of the other eastbound drivers.

We enjoyed a beautiful July weekend in Saratoga. The old spa town was buzzing with activity because, for what was, apparently, the first time, the Vintage coincided with the Saratoga Race Meet, a competition for hay-powered vehicles. The Race Meet has drawn moneyed horse racing fans to Saratoga since 1864; on this weekend the proliferation of Rolls, Bentleys and

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PHOTO CREDIT Bill Howard



PHOTO CREDIT John Sinon

S-Class Mercedes seemed to indicate the presence of a class of car owners more genteel than the scraped-knuckle-greasy-fingernail group at our BMW gathering.

The Vintage is held at the Saratoga Automobile Museum on the well-manicured grounds of the Saratoga Spa State Park. It's hard to imagine there could be a more beautiful setting for this eclectic grouping of BMWs.

The 100+ vehicles included oddities such as the Isetta and an air-cooled 700. An elegant 507 convertible was displayed, prominently, in front of the Museum and is pictured on our cover. A BMW/Glas 1600 GT offered another example of a limited production sports car. There were also several examples of the E9 coupe, all beautifully restored. There were numerous 2002s, E30s and examples of E34s, E28s, E12s and E36s.

Jim and Alyce Milella's right-hand-drive E30 Touring "surfmobile" garnered a lot of attention as did Isabella Barbagallo's beautiful 2002 (Thanks, Dad!).

The parking lot at the event lodging, the Roosevelt Inn, offered another opportunity to see a wide assortment of classic BMWs and to compare notes with other similarly obsessed owners. Most of that group shared a great dinner

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and social hour at The Parting Glass. In the village of Saratoga where a silent auction raised over \$2,500 to support the CCA/Tire Rack Street Survival Program.

The Vintage is organized and staffed by the CCA's Patroon Chapter with help

from the Saratoga Automobile Museum. Frank Greppo, who has directed the endeavor since its beginning, was kind enough to offer a perspective on the event's history and future plans. The event is patterned after the annual Vintage event held in Asheville, North

Carolina. Frank, who is the owner of a 1975 2002, an E9 and a Z3M Roadster, drove his 2002 to the gathering. He was impressed and decided the Northeast could support something similar. Obviously, his assumption was correct. Thanks to the efforts of



PHOTO CREDIT John Sinon



PHOTO CREDIT John Sinon



PHOTO CREDIT John Simon

Frank and other volunteers have expended the Saratoga Vintage has been a consistent success since its founding in 2009. The nine events (2018 was skipped) have typically drawn 100-170 cars. The Patroon Chapter has raised over \$15,000 for the Street Survival Program. The Saratoga Automobile Museum also benefits; the \$10 entry fee goes directly to them.

The 2020 Vintage will be the first to shift from a July weekend to early October; the new calendar for the Saratoga Race Meet makes July lodging difficult to find and very expensive. Next year's event will be held October 9-11, 2020. Those of us who participated this year look forward to the next. Hopefully, other GVC members will join us.



PHOTO CREDIT Bill Howard

A VISIT FROM MIKE SELF

Article and photos by Ian Dickerson

In June we had a visit by Mike Self, the noted Roundel columnist and aficionado of vintage Bimmers. Thanks to the hard work of club member Scott Brown, Mike came to hang out with us for the day and to give us a presentation on the history of BMW. The day started at the home of Joe and Gale Ajavon, who graciously hosted a coffee-and-bagels breakfast in their (three!) spectacular garages, where we were able to admire some of their cars, including an E28 M5, an E30 M3, an Alpina 320i, and a vintage Jaguar XKE coupe. We had a terrific turn-out, with about 35 GVC members showing up with their cars, which ranged from a new 530e plug-in hybrid to a 1969 2002 with just 15,000 original miles. The crowd included several "Touring" sport wagons, including variants of the E30, E46, E91, and F31 generations, and a couple of Z3 and Z4 roadsters. A scenic drive followed to The Little Speed Shop which graciously opened for us on Saturday and let us set up a BYOC (Bring Your Own Chair) lecture in their spacious repair bay. A big thanks to owners Kevin and Jill Van Valkenburgh for their hospitality. Mike talked about the history of BMW and regaled us with tales of driving interesting Bimmers as part of his job as a columnist for the Roundel. After Mike's talk, the discussion continued in the parking lot until we finally had to pry Mike away from the 2002s to take him to lunch.







WHERE DO YOU READ THE BRIEF?

Where is the most unusual place you have read The Brief? Send us a picture and a short description. We will publish your picture.

Adrian Sultana found time, during a trip to the United Kingdom, to read The Brief before he got on the London Underground, colloquially known as the "Tube".

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GVC SUMMER HIGH-PERFORMANCE DRIVING SCHOOLS

Article and photos by Ian Dickerson



The summer season for GVC's high performance driving events (HPDE) at Watkins Glen International Raceway got underway the weekend of June 7-9 with a driving school for all skill levels. We had an excellent turnout, with 119 students distributed across four skill-based run groups under the guidance of 75 experienced and highly trained in-car instructors. We also had 8 instructor candidates taking the very rigorous BMW CCA Instructor Training School. We enjoyed some spectacular late spring weather at the historic racetrack. Seen on track were BMW's ranging from vintage 2002's to brand new M2's, as well as Porsches, Mustangs, Corvettes, Camaros, Subaru WRX's, Volkswagens, and MINI's. All marques are welcome to drive with GVC at the Glen!

We were also very eager to use the club's newly acquired AiM Solo II vehicle data logging devices for the first test run of a program called Advanced Data Coaching. We put the new instruments into participants' cars to document objectively how the car is being driven. By analyzing the data, data coaches can make suggestions to help the driver eliminate bad habits and



thereby improve their driving style. We were very encouraged by the experience and intend to offer this new program to students and instructors at our track events next year.



After a two-month summer hiatus, we next offered our mid-week Advanced HPDE lapping event, which is open to Group S (Solo), Advanced, and selected Intermediate students, as well as instructors. We had a good turnout of almost 70 drivers. Bimmerworld was a major sponsor for all our track events this year, and for this open-lapping event owner and pro-racer James Clay personally showed up with three race cars in tow (including a M3 GT4 and M240iR). It was eye-opening to be so rapidly overtaken on track by these dedicated and blisteringly fast race cars! Bimmerworld also kindly provided a fine assortment of German beers for our after-hours Garage Party, where they also handed out Bimmerworld swag. They also brought along some parts orders for participants that were placed too late for regular delivery. Personal delivery by the owner to the Glen? How's that for customer service!



The relaxed schedule and liberal format of this event has proven extremely popular, providing tons of quality track time. In 2020, the Advanced HPDE moves from a two-day midweek event to a full three-day event in the third weekend in August.

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GVC AT THE 6 HOURS OF THE GLEN

Article and photos by Ian Dickerson

The IMSA endurance racing series came to Watkins Glen for 3 days, from June 28th to 30th. Major events included Saturday's Michelin Pilot Challenge race, and the headlining WeatherTech Sahlen's Six Hours at the Glen on Sunday. BMW-backed entrants were in the heat of competition in GTLM, GTD and GT3 classes.

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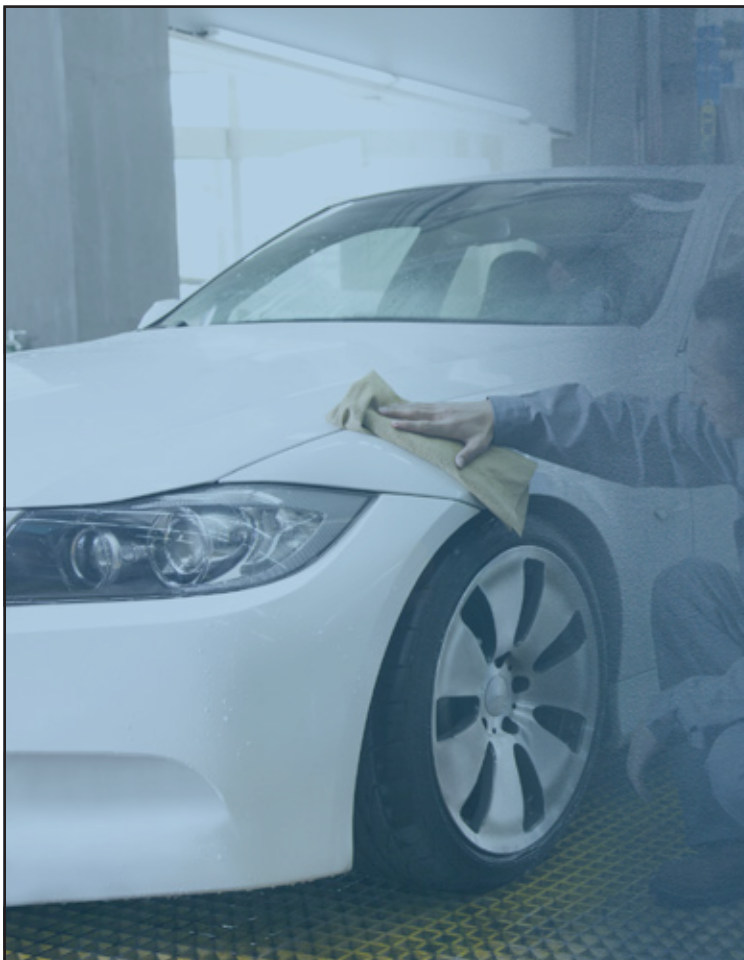


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Thanks to the efforts of Chris Werth, Jim Tulloch, and Joe Ajavon, GVC's outpost at the Bus Stop chicane on the back straight gave club members an opportunity to meet, mingle, and grab a bite to eat over the weekend. Chris brought his motorhome; Jim brought his trailer with a grill and supplies. The addition of a pop-up tent between the two vehicles gave GVC a covered meeting area. Joe and Jim served as chefs for both days, and served up copious quantities of burgers and sausages to hungry GVC members. We were visited by BMW Motorsport on Sunday; they handed out BMW swag and chatted with club members. Also present throughout the weekend was our favorite corner worker, GVC member Bruce Rumsey, who made timely trips in his golf cart to keep us supplied with ice during the hot afternoons.



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Dear Dr. Bimmer,

In the good old days, people sold record albums which were big enough that album cover art was a substantial part of the album experience. Who can forget iconic album art by the Beatles, Pink Floyd, Led Zeppelin or Thomas Dolby and the Lost Toy People? Music that is downloaded lacks this visual punch.

In those same good ol' days, you could open the bonnet of a Jaguar or Corvette and be wowed by a magnificent display of mechanical wizardry. Now that electric cars are starting to take over, I worry that engine art will disappear and be replaced by boring lumps with fake sound effects (or no sound at all), plastic covers, warning labels and a few wires. Opening the front trunk of a Tesla does nothing for me. What should I do?

Signed,

Frazzled by Frunks

Dear FF,

We are all frazzled by the future. Let's get a baseline for what we are talking about. Here is a typical modern combustion engine:



■ 2014 V12 Rolls Royce Phantom Drophead Coupe Waterspeed Collection. <https://www.engine-labs.com/news/is-this-the-most-beautiful-production-engine-bay>

Notice that this Rolls-Royce engine has plastic covers, a few wires and doesn't make any sound because it's a Rolls. Wait a minute, that sounds a lot like an electric motor! Let's try something a bit older like a 1907 V8 airplane engine that ended up in a motorcycle.

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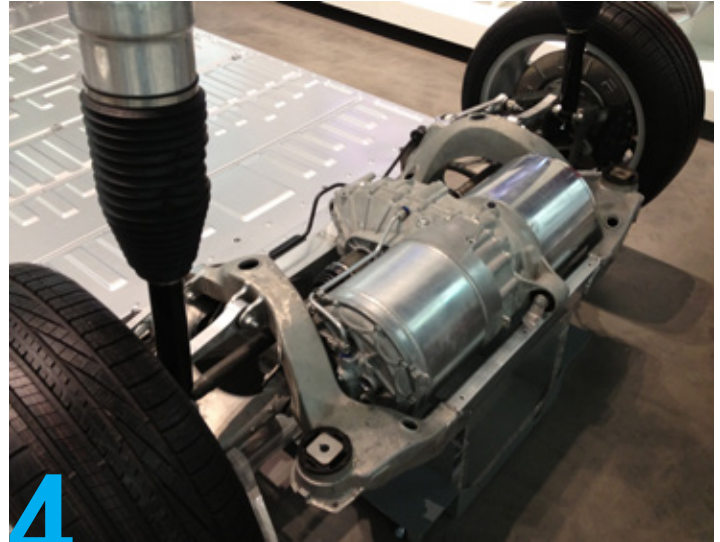
2 ■ 40-hp V8 from the Glen Curtiss speed record motorcycle. It set a speed record of 137mph in 1907 which was faster than any car had gone. <https://www.odd-bike.com/2012/11/curtiss-v8-worlds-fastest-motorcycle.html>

This old V8 is more like it! Bare cylinders, no plastic, high-voltage wires that will kill you and the reliability of a chocolate screwdriver. Perhaps this is a little too vintage for the millennials in the audience, so how about this one:



3 ■ 1966 Jaguar XKE FHC 4.2 liter. <https://i.pinimg.com/originals/17/8e/e4/178ee4b027c0ae494a6904f9fd84cee9.jpg>

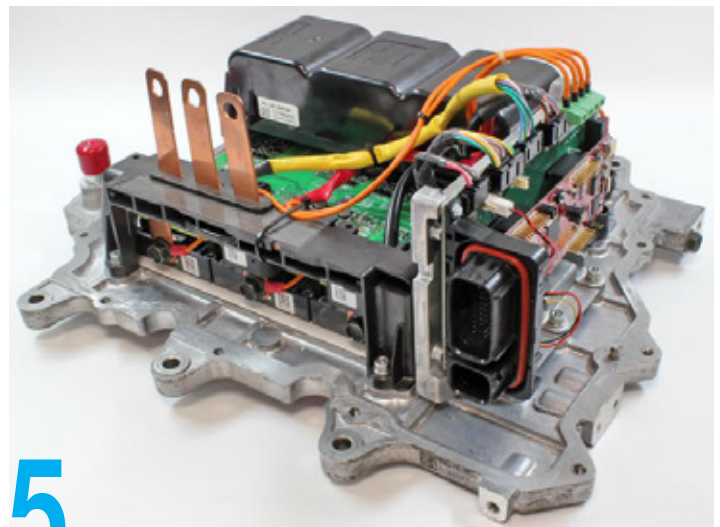
Putting a Jaguar XK engine next to a photo of a Tesla power train might make some heads explode? So, let's do it.



4 ■ Tesla Model S electric motors. <http://evtv.me/2014/07/milling-mire/>

This Model S looks like a slot car chassis from my misspent youth. Of course, if you open the frunk on your Tesla, you won't see this because it's hidden under the bodywork. Maybe the control circuitry in an electric car is more attractive?

Here is the inverter module from a Nissan Leaf:



5 ■ Inverter module from a Leaf. <https://www.diyelectriccar.com/forums/showthread.php/nissan-leaf-drivetrain-2nd-gen-196386.html>

It's more colorful, but not really inspiring. On the other hand you can't see this unit without removing body parts. To fix that problem, this Leaf owner has the right idea:

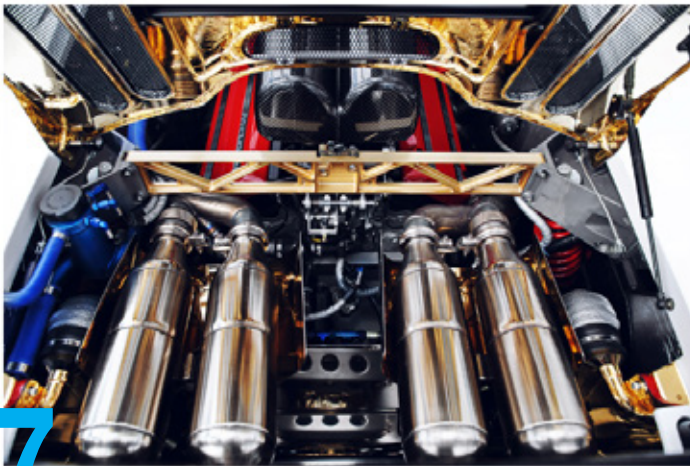


6 ■ Perhaps this Leaf could still be driven, but I wonder about passing tech inspection for track events. <https://www.expertreviews.co.uk/cars/1721/nissan-half-leaf-twice-the-engineering-for-half-the-car-pictures#1>

I'm not sure what's holding up the right strut, but they've already lost the passenger and seat so maybe it doesn't matter. Now for the most beautiful engines ever made (please include the XK in this group)

The BMW V12 that powers a McLaren F1.

1992 McLaren F1



7 ■ <http://www.autospeed.com/beautiful-engine-bays-time/>

The Ford GT-40:



8 ■ <https://www.carthrottle.com/post/20-beautiful-engines-that-will-make-you-question-your-manufacturer-orientation/>

CONTINUED on Page 28...

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Finally, the Lamborghini Miura V12 with lots of “cose confuse”^{*}
to adjust:

1966 Lamborghini Miura



9

<http://www.autospeed.com/beautiful-engine-bays-time/>

Current thinking has it that modern automobiles are comprised of

1. Hardware – Mechanical bits
2. Software – Programming to make it work

This is not exactly true. Modern cars are made from

- Hardware: Parts that break
- Software: Programming that is always in need of updates
- Dinnerware: Ceramic brake rotors

The software and hardware can be, and often are, modified by the following:

- Shareware: Your spouse borrows the car
- Malware: Your children borrow the car
- Ransomware: The Russians borrow your bank account
- Unaware: You sleep while on Autopilot
- Tupperware: Body panels that make ugly lumps look good
- Spyware: So your car can rat you out to the insurance company
- Underware: The “soul” of the car that elicits a positive emotional response

So the real problem with cars, as they zoom off into the future, is the eventual lack of beautiful engines to drool over which translates into a lack of Underware. And that is a future I wouldn't wish on anybody.

That's all for now. Gut Zündfolge!

Dr. Bimmer

*Italian: Confusing things



THE WAYBACK MACHINE TAKES US TO GVC PREHISTORY

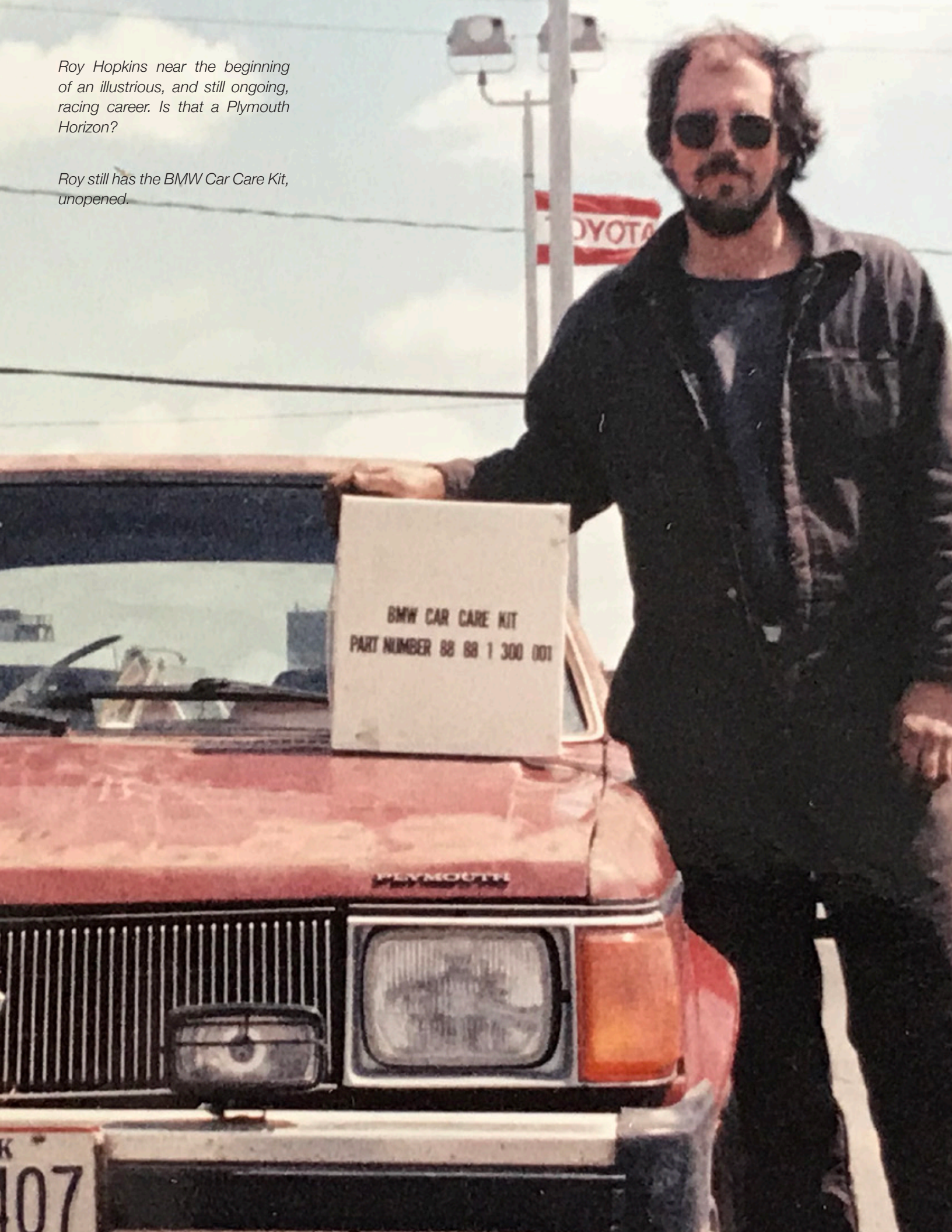
Article by Bill Howard and Photos by Various Sources

We're hoping some of our newer members, who now represent a significant majority, will appreciate these snippets from long ago GVC events. We're not sure of dates for several of the images (Carbon dating doesn't work for photos.) but believe most were taken at least 30 years ago. Members who are Millennials may find the concept difficult to grasp but all of the photographs were taken with film cameras; they even predate the invention of cellular phones.

ABOVE PHOTO: *John Weaver demonstrated the crashworthiness of the BMW 2002 during this 1985 encounter with the barriers at Mosport.*

Roy Hopkins near the beginning of an illustrious, and still ongoing, racing career. Is that a Plymouth Horizon?

Roy still has the BMW Car Care Kit, unopened.





LEFT PHOTO:

Stan Parker at Watkins Glen.

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