

Spring 2015

der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

GVC Election
Special

See page 9



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Genesee Valley Chapter BMW Car Club of America

Contents

Spring 2015 Volume 59 • Issue 1

- 4 • AutoX** New rules for 2015
- 4 • Bimmer Boy** Crossing Paths
- 7 • Das Tech** The Future of Automotive lighting is almost here
- 9 • Elections** It's not Nov. 2016, but for GVC it's time to elect new officers and By Laws
- 10 • Calendar of Events** See how 2015 is shaping up
- 14 • Perspektive** The Hybrid Caper: Sequel #3
- 18 • Move Night** Lots of "adrenaline" flowing at The Little Speed Shop
- 20 • Street Survival** Saving Lives!
- 21 • President's Paddock** Building Momentum

Sponsors

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The Little Speed Shop	2
Mini of Rochester	11
Joel Ajavon Memorial Scholarship	14
Turner Motor Sport	16
Towne BMW	17
Eksten Autoworks	20
Bavarian Autosport	22
Gault Auto Sport BMW	23

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Auto

New rules for 2015

Written by: Sean Grant

CROSS

This year we have changes coming for the new season and a brand new classing system. The Top Gun Challenge will remain with the addition of two new classes: Genesee Valley Championship and Test & Tune. The winner of the Genesee Valley Championship will be awarded a discounted driving school. A first for our series! Head on over to the web site for further information regarding the season. We look forward to seeing the old friends and new faces this year! Need more information? Feel free to contact an autocross chair for information.

Congratulations to Steve Lawless for winning the 2014 Genesee Valley Chapter Autocross Series sponsored by Towne BMW-Mini. The points for Top Gun came down to the final event where Steve edged out the competition to secure his 2nd Top Gun championship.

With winter coming to a close and spring just around the corner it is time for the GVC to introduce the 2015 Autocross Series. With events at Cherry Valley and MCC, we look forward to another successful and exciting season.

Autocross Events:

- May 31st MCC
- June 27th Cherry Valley
- July 12th MCC (co-event with the SCCA)
- August 16th MCC
- September 26th Cherry Valley
- *6th event is TBD @ MCC*

Mark your calendars and get ready for an exciting season!



THE BIMMER BOY story by RUSSELL LABARCA



Crossing Paths

I'm continually amazed at how different aspects of life can intersect as time passes. As a Croatian BMW salesman in Germany, whose uncle lived in Buffalo, once told me, "The world is small."

This story begins in 2009 (at least I at first thought it did; turns out it really starts a few years earlier than that), when I was reviewing some old information pamphlets and books at work. My company's history goes back to the late 1800's in the US, and since that time it's been

through two takeovers and four name changes before finally settling as it is today. As a result, there are a lot of historical documents and ideas floating around.

One report caught my eye at the time, but I don't remember the content or what happened to the report itself; I don't seem have it any more, and the company has been cleaning out paper files since then to free up some warehouse storage space. But one of the contributing authors caught my eye, named Goetz Pfafflin.

Bimmer Boy *cont'd on page 5*

Bimmer Boy *cont'd from page 4*

Now, working for a German company, I'm familiar with a lot of common names of German colleagues, like Armin, Bernhard, Johannes, Klaus, und Markus, with varying last names like Schuh, Schmid, Schmidt, and Schmitz. So this contributing author's name stuck with me firstly because of its uniqueness, and secondly because the report was from a time when the company was not German owned: most of the managers and directors at the time were Americans with very American-sounding names, so this seemed out of place.

Then in October of 2009, I was reading the cover story in Roundel about the Pittsburgh Vintage Grand Prix - and suddenly I was seeing the name Goetz Pfafflin everywhere. It seemed somewhat likely to me that this could be the same Pfafflin from my company's past, now appearing in the BMW world. I asked a couple of my bosses about Mr. Pfafflin, whether he was a known BMW aficionado, and what his whereabouts might be presently.

The first manager didn't know answers to either question, only that Pfafflin had had a pretty good career at our company, with several different high-level positions throughout the company's various iterations. The second manager I asked had worked a bit more closely with Pfafflin and recalled him maybe having an E30 at one point, but didn't know anything about him having any vintage Bimmers, nor what he was up to currently. Additionally, he regaled me with some other automotive tales from working and traveling with Mr. Pfafflin, which I cannot accurately nor appropriately relay in this text, so I won't try. I showed Manager #2 the Roundel article, but sadly there wasn't a captioned photo for verification.

Several Roundels followed with mentions to Mr. Pfafflin, but still no photo. One came so close as to have a big group picture of some early and prominent CCA members, and Goetz's name was attached to the article. But again he was listed under the

Bimmer Boy *cont'd on page 6*



"The world is small."



Bimmer Boy *cont'd from page 5*

“not pictured” caption with several other members. He was proving to be not only uniquely named but also elusive.

At that time I was preparing for my temporary move to Germany, so my “free” time was filled with packing and planning, and my mystery hunt took lower priority.

The following July, in 2010, I was living and working in Germany, and had e-mailed Manager #2 back in the USA about some work items. At the end of one conversation he noted that I missed a good Pittsburgh Grand Prix that year. I had a bit of a salt-in-the-wound reaction at first; here I was freshly in a new country with my wife, missing family events and weddings, as well as BMW events. I knew I'd miss the following year's PVGP too. But I quickly reminded myself that I was living in Germany, which was an amazing opportunity, and completely worth missing out on a few things Stateside.

Roundels arrived a little delayed to me in Germany, but when the July issue did come to my post-box, there was finally a captioned picture of Goetz Pfafflin, man and machine, sitting by his silver E31. I made a scan, sent it to Manager #2, and we finally had confirmation: Goetz Pfafflin from the hydro industry was now known as vintage BMW guru Goetz Pfafflin.

I kept Manager #2 up to date with the occasional Pfafflin “sighting,” as he really enjoyed working with Goetz and was happy to see that he was doing well and enjoying retirement. In the fall of 2012, by complete surprise and coincidence, I finally had the chance to meet Mr. Pfafflin in person at an event in Mechanicsburg, PA. Local car dealer Ed Ullom was being honored with the Friend of the Marque BMW award by the BMW Club International Council. Goetz was on hand to bestow the award and say a few words about the recipient.

After the award presentation, and after taking in the excellent Ullom collection of cars, I introduced myself to Mr. Pfafflin, and explained how I had come across his name from my work. He was thrilled, and began listing off colleagues in the USA and Germany who he wondered about, provided quick stories about his adventures around the world, and explained how all the BMW-ness fit in. The following week at work I e-mailed out the greetings from Goetz to our colleagues, and received nothing but happy replies about what great times they had had with him.

I kept Pfafflin-spotting in Roundel, seeing his various cars and times spent at BMW events, leading up to his beautiful 502 convertible featured at the 2014 Oktoberfest. In the February 2015 Roundel, he appeared receiving yet another award, and I mentioned it to Manager #2, by now a dues-paying BMW CCA member. He said he decided to dig on the internet a bit about Goetz, and sent me a link from the BMW Vintage and Classic CCA website with an article Goetz penned called “The Joy of Restoring Older BMWs.” Here he writes about his very early introduction

to the marque (makes me wonder whether we know for sure he wasn't BORN in a BMW), his early cars in Germany, and those that he had while globe-trotting for work, including the 327/328 coupe that appeared at the 2004 Vintage BMW rally, which went through Hershey, PA.

Wait, I thought. I was at that event, and I remember that car. I remember almost all of those cars as there were so many notable and rare vehicles attending. Typically I think of that event as a path-crosser because of one car: a 2002 Turbo brought in from Germany specifically for the rally. After starting my job here in York in 2007, I was looking back through the pictures from the Hershey event, and the German license plate on the Turbo jumped out like it never had before: the registration city code, “HDH,” stands for Heidenheim, which is where my company is headquartered. In 2004 I had never even heard of Heidenheim, but there it was, my first exposure to the city (in a very tangential form), three years before I would actually hear its name. (Quick side track: the entire time I lived in Heidenheim, I looked long and hard for both the 2002 Turbo and its owner, but came up empty. I haven't given up on that treasure hunt yet).

So I took another look at the pictures recently to check out Pfafflin's green 327/328 coupe again - an exquisite looking car. It's hard to say it stood out at that event, since every car stood out in some way. But I did get a couple of good pictures. (In those days, camera memory wasn't as cheap as it is today, so there was a bit of an upper limit on the number of pictures I could take).

Not only the car, I also managed to get a picture of its owner standing next to it; there, upon further review, was a smiling Goetz Pfafflin. Our paths had crossed eight years before our first formal meeting.

If vintage BMWs interest you, be sure to visit the BMW VCCCA website, and have a look at the wonderful pictures and articles. Goetz has an excellent history on East German EMWs built by the Soviet Union after World War II, and some great pictures of his 502 touring during Oktoberfest.

I keep telling Manager #2 how great it would be to see the Pfafflin 502 in the flesh, and he reminded me that Oktoberfest will be close by in New Jersey this year, and he's planning to attend.

We could reach out to Mr. Pfafflin to find out if he's attending with the 502. But stumbling upon it by coincidence seems much more of an adventure.

**The Vintage club website for reference:
www.bmwvcca.com**



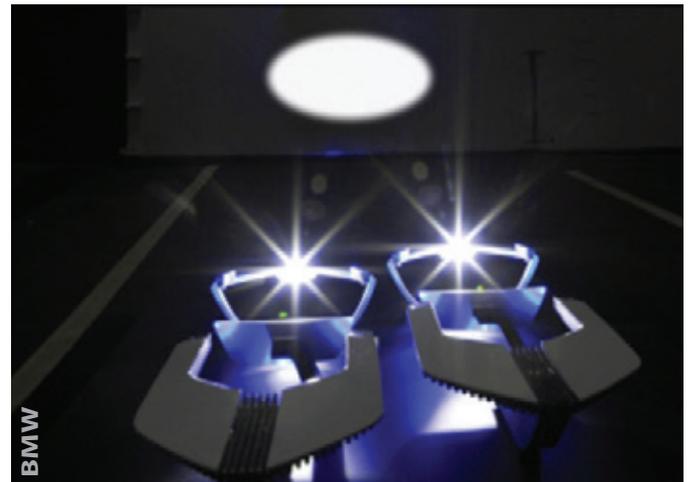
BMW LASERLIGHT
650 YARDS
RANGE

650 YARDS

THE FUTURE OF AUTOMOTIVE LIGHTING IS ALMOST HERE

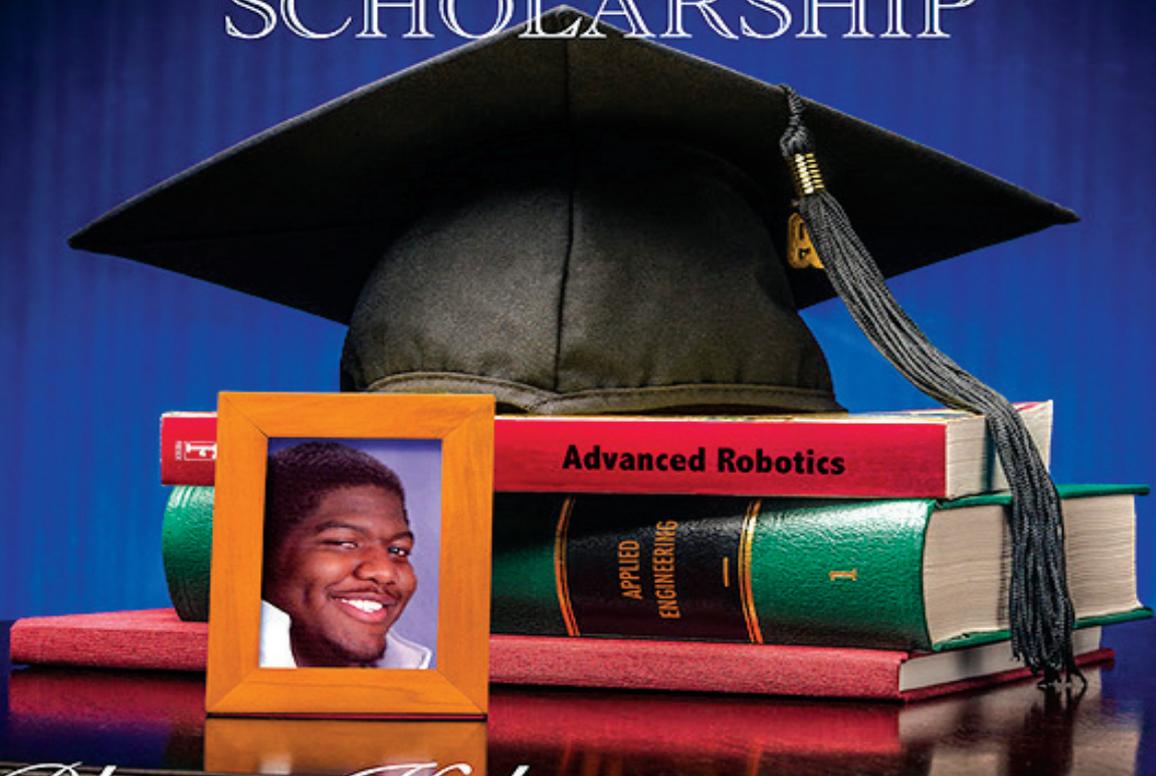
Your once advanced, self-leveling, dynamic bright Xenons and LEDs are now going to be replaced by even more intelligent laser lighting in the very near future. Just introduced at the CES show in Vegas, BMW demonstrated the new lighting systems and just how advanced they are. In the current years and years past BMW has moved from halogen to Xenon and to LEDs, making the lights more intelligent along the way. In the most recent years, driving at night changes dramatically with advanced lighting having the capability to move up and down and right and left. If you have a BMW with this lighting system, you know and appreciate how nice it actually is. With the introduction of laser lighting and advanced electronics, BMWs will make the advanced lighting look ancient. Using a camera and a computer, the new lights will be able to decipher the difference between cars and pedestrians and adapt the light around them. No longer do you have to worry about the blinding lights coming at you. The new smarter lights will possibly even be able to show you the width of the car for a tight passage between vehicles, snowbanks, etc. They will even be able to spotlight an existing hazard while illuminating the road. These lights are actually 1,000 times brighter than conventional lighting, making them able to broadcast light up to 650 yards away. They work by sending three laser beams towards small mirrors, then to yellow phosphorous, which then broadcasts the white light to the road. This way you are not directly looking at lasers. The light housings are now going to be smaller than ever and also use less energy, thus saving on fuel and making them a perfect candidate for hybrid and electric

vehicles. I imagine these lights are going to be really expensive to replace, and I can guess that if there is a failure there will be an entire light housing to swap out. Currently the lighting is available in Germany and it's taking quite some time as usual to pass all of the strict laws and regulations before it actually is available. I am sure we will be seeing it soon.



BMW

JOEL AJAVON MEMORIAL SCHOLARSHIP



Please Help...

Our community is joining together to create a permanent memorial to honor the life of Joel Ajavon. His wonderful spirit and giving nature brings us together to honor his memory. The rules and regulations governing scholarships are complex and we have enlisted the help of a special advisor at the Rochester Area Foundation who will assist with administration, guidance, IRS filings, etc. The concept is to award an annual scholarship to a worthy student studying Robotics or Engineering, which were Joel's educational choices. If you would like to contribute to this most worthy cause, visit www.racf.org/Donate, or your tax deductible check, with "Joel Ajavon Memorial" in the memo line, should be made out to:

The Community Foundation
500 East Ave
Rochester, NY 14607

Genesee Valley Chapter of the BMW Car Club of America

Bylaws

Article 1. Name

BMW Car Club of America Genesee Valley Chapter (Herein after referred to as "The Club.")

Article 2. Purpose

Insofar as permitted to corporations under laws of State of New York, without profit, to engage in any lawful activity, in particular to promote interest in motoring, touring activities, and to encourage safe and skillful driving classes, publications and activities related to motor touring, including the purchase, rental and leasing of all kinds of property, real and mixed for carrying out such activities.

Article 3. Location

Meetings will be held at a location chosen by the President or the Board of Directors. For corporate matters, the address of the Club shall be that of the statutory agent.

Article 4. Membership

Section 1. Active members, limited to BMW CCA members in good standing. This requirement pertains to the month of application for membership and not for the renewal of same.

Section 2. An active member may request that a member of his immediate family, residing with him, be designated as an associate club member.

Section 3. The above provision notwithstanding, the Board of Directors may provide for special types of membership, such as honorary, life or charter, but not restricted thereto.

Section 4. Voting rights shall be limited to full members in good standing.

Article 5. Elections

Section 1. Any member may nominate a member in good standing by submitting a petition in writing, countersigned by the nominee.

Section 2. The Board of Directors may appoint a nominating committee (consisting of voting members), which may nominate any candidates for office. The report of the nominating committee will be made to the membership at least thirty (30) days before the annual meeting. All nominees for office must have been members in good standing for at least six months prior to the annual meeting.

Section 3. Election of officers will be held by secret ballot either on line or at the annual meeting. Ballots may be mailed to the membership if requested and if so must be postmarked at least 21 days prior to the date of the annual meeting. Ballots returned by mail must be received at the Club headquarters no later than the date of the annual meeting.

Section 4. If a vacancy occurs between elections, the vacancy shall be filled by a voting member appointed by the Board of Directors. The Board of Directors may, at its discretion, appoint a voting member to assume the duties of any officer who is absent or incapacitated or otherwise unable to perform the duties of his office.

Article 6. Officers

Section 1. The Corporation shall have a President, Vice President, Secretary, Treasurer, and at least two and not more than four Officers at Large, all of which shall be members of the Board of Directors (herein after referred to as the Board).

Section 2. All officers shall hold office for a period of two years and each officer is limited to two terms in a given office.

Section 3. Any officer shall have the right to resign by submitting his resignation in writing to the Board.

Section 4. The President shall officiate at all meetings. The Vice President shall officiate in the absence of the President. The Secretary shall maintain minutes of all meetings, carry on all correspondence, keep all current Club records, and perform other duties assigned by the Board. The Board may assign voting members to assist the Secretary as necessary. The Secretary shall have available at all meetings a copy of the Bylaws. The Treasurer shall be responsible for all funds, making expenditures which are authorized by the Board, and is required to submit a report of the treasury at the annual meeting, such report to have been previously audited by a committee appointed by the Board. No person shall incur an obligation to, nor commit the credit of the Club, except as specifically authorized by the Board. The Officers at Large shall perform such duties as deemed necessary by the Board.

Article 7. Meetings

Section 1. Except as otherwise provided, meetings will be called by the President a minimum of 4 times per year or as necessary or suitable to the activities of the Club.

Section 2. The Board shall meet at such times as they may by vote determine or at the call of the President.

Section 3. The Secretary or his appointee shall notify all members of all General Meetings of the Club by written notice on the club website at a minimum of 4 times per year or more as needed.

Section 4. One percent (1%) of the voting members of record but not fewer than 12 such members shall constitute a quorum.

Section 5. The annual meeting shall be held in the last three months of the year.

Bylaws cont'd on page 10

der bayerische brief

Bylaws cont'd from page 9

Article 8. Corporation Powers

Section 1. Except as herein otherwise provided, the Board shall exercise all powers of management of the corporation.

Section 2. The Board may name a membership or other such committee as it sees fit, or may act as a committee of the whole. It may delegate to the President the power to appoint any committee. Section 3. It shall be the policy of the Board to consult the members on any matters involving the general welfare and conduct of the Club. Failure to do so shall not affect any vote of the Board.

Article 9. Dues

Section 1. All active members of the Club shall pay dues in the amount set by the National Office of the BMW Car Club of America. The dues are payable annually as set by the national organization.

Article 10. Personal Liability

Section 1. All persons or corporation extending credit to, contracting with or having any claim against the Club or Board shall look only to the funds and the property of the Club for the payment of any debt, damages or judgment or decree or any other money that may become due and payable to them from the Club or the Board so that neither the members of the Club or its Board are personally liable therefore. All Insurances will be maintained by the national organization.

Article 11. Amendments

These Bylaws may only be amended by a two-thirds vote of the voting members present at any meeting, with a minimum of 20 members. The Board or any two voting members may cause the Secretary to include such information in the notice to members. *These Bylaws were accepted by the members voting on March 28, 2015.*

2015 Calendar of Events

March

28 Saturday,
Annual Meeting
Country Club of Rochester

May

1 Friday,
taste of the Track – WGI

2 & 3 Saturday, Sunday
Ultimate Driving School –
WGI

30 Saturday
Street Survival – MCC

31 Sunday
AutoX – MCC

June

13 & 14 Saturday,
Sunday Ultimate Driving
School – WGI

27 Saturday
AutoX – Cherry Valley
Motosports Park

July

12 Sunday
AutoX – MCC

August

5 Wednesday
Log Cabin Car Night - Log
Cabin Family Restraint

16 Sunday
AutoX – MCC

September

26 Saturday,
AutoX – Cherry Valley
Motosports Park

PLEASE VISIT OUR WEB SITE AT
gvc-bmwcca.org

FOR LATE BREAKING
NEWS AND UPDATES!



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

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Meet the Genesee Valley Chapter BMW CCA Board Candidates for 2015



My name is Jim Tulloch and I have been nominated for the office of President of the Genesee Valley Chapter of BMWCCA. It is indeed an honor to be so nominated and a challenge to maintain the efforts of past leadership, while moving ahead with the development of programs and services that better serve our diverse membership. The nominating committee has selected an outstanding team of candidates to fill the offices as designated in the current by-laws. What follows is a brief description of the candidates for each office.



Thomas "Ike" Neilson, a 25-year BMW Club member, has been nominated for Vice President. Ike moved from the Philadelphia area to Rochester about 20 years ago and quickly became involved with the GVC. An educator by training, he has always been interested in helping kids. Starting in 2003 Ike has been a tutor and tutor coordinator at #35 School in the Rochester City School District. He is also the co-coordinator and classroom instructor for the GVC Street Survival program, authorized by BMW CCA Foundation, and sponsored by TireRack.com. This nationally sponsored program is held several times each year, giving new drivers the opportunity to explore the limits of a car in a controlled environment. Ike is also one of our on-track high performance driving instructors and a very successful BMW club racer.



Ken Buschner has been nominated for club secretary. This is an office that requires someone who is focused and task oriented. Ken is just that kind of guy. He is a professional photographer by trade and specializes in advertising. He is a partner in Studio 2B and also Digital Lightning. Whenever something needs to get done, Ken is the first to volunteer. He is currently coordinating the High Performance Instructor Training Program for GVC and is also one of our on-track high performance driving instructors. He is also a club racer, although the car he drives in club racing is manufactured by another German company that starts with the letter P. Because his wife Michelle is our club's social director, Ken is also very involved with the club's social activities. So, it's a family thing.



Vince Leo has been nominated for treasurer. Vince is a CPA and partner with Insero & Company. That makes him a perfect fit as treasurer. Vince has been actively involved with the club for many years and is a past club president. As president he made a substantial difference in how the club operated. He has been an on-track driving instructor for GVC and a BMW club racer. At one time he owned a track record at Watkins Glen (only because he forgot to brake for turn 11). Recently Vince has been devoting his time to family and career, but has graciously agreed to serve as treasurer. Because his time is limited, Pat Golder our current vice president, will be assisting Vince in the daily operations.

The current chapter by-laws state that “the Corporation shall have a President, Vice President, Secretary, Treasurer and at least two and not more than six Officers at Large, all of which shall be members of the Board of Directors.” There are four members who have been nominated as members-at-large. They are:



Adrienne Hughes has been an active member of the club for many years. She is a past president and very active in the auto service industry. She is one of the pillars of our club’s Ultimate Driver’s School at Watkins Glen and seems to be able to keep everyone else busy and focused. Adrienne is one of our on-track high performance driving instructors and an active racer on both road circuits and ice. She and Roy Hopkins, another GVC Club member, have the distinction of winning the Targa Newfoundland rally three years in a row.



Bill O’Neill is Professor Emeritus of the Department of Neurobiology and Anatomy at the University of Rochester. He is currently the club’s secretary. Bill also serves as the Chief Instructor of GVC’s Ultimate Driver’s School at Watkins Glen. We have three schools each year and the driver’s schools are the major source of funding for all club activities. Bill is one of the founding fathers of the GVC BMW Club and continues to be unselfish with his time when it comes to serving the club and its members. His willingness to serve as member at-large reflects his continued commitment to the club.



Andy Blake is a pretty talented software guy specializing on the development, implementation and support of business application software. He is the current club president and general good guy. He will be very instrumental in helping to make a smooth transition to a new board. During Andy’s term as president, his leadership has maintained a steady course with an eye toward the future needs of the club. Andy is also an on-track high performance driving instructor for our driving schools.



Paul Smith is the youngest of the nominees by a long shot and reflects the committees’ recognition that GVC must get newer members involved in the club management. Paul is currently chairman of our very successful autocross program. He recently became an on-track high performance driving instructor and is a product of our driver’s education program and instructor training program. He has clearly shown that he is committed to assuming a leadership role within our club.

So there you have it. Believe me, it’s a very powerful and committed group. But I feel you need to know the rest of the story. There are other members who work behind the scenes. Some have served quietly for years, while others are recent additions having an interest in improving certain aspects of the organization. Although not part of the election they will be perhaps the most important contributors to our future success. So, thanks to:

Jim Dresser.....Webmaster

Jeff Gabel.....Communications/webasite

Seth Berlfein.....Newsletter

Gene Skic.....Sponsorship

Michelle Buschner.....Social events

Mel Dillon.....Facebook and lots of other important things

Pat Golder.....Helping with the treasurer responsibilities

The club is in good hands. With all those highly qualified nominees on the board and the supporting cast listed above in place, we should be good to go.

You can vote on our web site from March 1 to March 28 or at the Annual Meeting and Casino Night scheduled for March 28th at the Country Club of Rochester. More information about the evening is on our web site. Casino Night is loads of fun and all proceeds will benefit Alternatives for Battered Women. Registration for Casino Night will close on 3/21/15. Hope to see you on the 28th.

Best regards,
Jim Tulloch



PERSPEKTIVE HAL MILLER

THE HYBRID CAPER: SEQUEL # 3



THE HYBRID CAPER :

SEQUEL # 3



I have been tracking the development of the hybrid car in this column for the last eight years and counting. Hybrids are not new. Dr. Porsche developed a horseless carriage with a small engine driving electric motors at the wheel hubs before the turn of the twentieth century. This was but one of many developments of emerging motorcars including gas, diesel, electric, and steam engines as the motorcar market emerged. Soon the gasoline and diesel engines won the overall market because of their efficiency and reliability.

At this juncture, in the early part of the 21st century – nothing has changed. In order to understand the engineering charade that drives this hybrid caper, it is important to understand the overriding politics of the environmentalists who are holding governments and the uninformed public in their clutches. The stage was set in 2011 when President Obama announced aggressive fuel economy and greenhouse gas standards (virtually unattainable with existing auto technology). The goal of our present government administration is to drive gasoline and diesel vehicles from the marketplace.

U.S. fuel-mileage standards pose particular challenges to BMW, Mercedes Benz, and VW. Why? Because those German manufacturers sell mostly their powerful luxury cars in America, and this hurts because the government regulators calculate their fuel economy according to sales. In order to stack the deck even more, our federal government subsidizes hybrid/electric car buyers up to \$7500. Additionally, more than 5.5 billion in federal grants and loans have gone directly to battery and

electric car manufacturers like California-based Fisker and Tesla Motors. Still these 'green' manufacturers can't make a dent in the automobile market here in America. Tesla has recently come back to the well for another handout from our government.

Since the U.S. is still the largest market for BMW, their engineers were charged with the task of designing hybrid automobiles that would sell in America. BMW has missed fuel economy standards in the past and consequently paid stiff fines. Under the EPA's present greenhouse gas rules, less efficient automakers must buy carbon "credits" from greener competitors – that is to hand over cash to rivals. BMW had to do that in 2012.

Munich's quest to develop hybrids is based on politics – not engineering ideology. When all is said and done, the hybrid automobile does not save energy nor measurable pollution. The batteries that provide most of the power for hybrid and electric vehicles are overwhelmingly produced by the use of fossil fuels – as are the recharging stations. The weight of a battery pack requires more energy to drive the car and adds measurably to the owning and operating cost. Most hybrids on the market today do not offer much better fuel mileage than the new clean diesels, and the significant drop in gas prices is scrapping any owning and operation cost advantage (if there ever was one).

Back to BMW's problems in the U.S. market. To their credit they have developed a beautifully designed hybrid sports car. Of course we're talking about the i8. Our winter home, in South Florida, happens to be one of

BMW's biggest markets in this country. Braman Motors in West Palm Beach and Miami is, I believe, BMW's biggest dealer in the world. I can get a good perspective on their best-selling models just by walking through their giant showroom in WPB. Recently they displayed an i8 on the floor. It looks more impressive in the flesh than it does in photos; still it sat there for a few weeks without a buyer and now is relegated to the back lot – still without an apparent buyer.

But the mavens in Munich haven't given up on the i8 yet. The new project i team – led by an engineering recruit from Ferrari, Roberto Fedeli – is intent on pumping life into the i8 in order to make it a real sports car (instead of a skinny-tired, tepid performance, showroom queen).

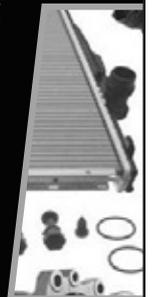
The new i8S (code-named M100) will get an injection of 'M' performance genes. Out goes the i8's legless rear seats, along with the gutless 1.5 litre three-pot petrol engine, and in comes a 500 HP/516 lb ft. powertrain with 0-62 acceleration of 3.5 seconds (all performance figures are estimated at this point). Additionally, the suspension will be overhauled, brakes will be beefed up, and wider tires mounted. Also expect a much stiffer chassis and downforce dynamics. The selling price will be north of \$200,000.

Some day we will look back at the hybrid caper as just another half-baked idea (perpetrated by dreamy environmentalists and ill-informed politicians) which didn't fly. Perhaps then BMW will get back to the business of building Ultimate Driving Machines.

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MOVIE NIGHT

Lots of "adrenaline" flowing at The Little Speed Shop

Written by: Ian Dickerson

There was adrenaline at The Little Speed Shop in Rochester recently. Not the usual sort of adrenaline that might accompany a customer taking delivery of a newly-fabricated race car, or of a street car that has received some performance enhancements at the hands of Kevin VanValkenburgh and his band of merry mechanics and fabricators. No, this snowy night in February Kevin and Jillian VanValkenburgh, owners of The Little Speed Shop, hosted a pre-release showing of the new movie "Adrenalin," a film by Tim and Nick Hahne about the early days of BMW touring car racing. For the event The Little Speed Shop cleared out their main service bay and set up a movie screen above a race car. Appropriately enough, the race car was Joe Ajavon's gorgeous replica of the mid-'70's CSL race car, which was featured heavily in "Adrenalin." Joe has been building this car for many years and the level of detail and finish are stunning. It is a fitting tribute to one of the great BMW race cars, and was a stunning addition to the movie night. About 50 hardy souls braved the cold and snowy night to make the trek to The Little Speed Shop for this BYOC (Bring Your Own Chair) event, and set up camp in front of the CSL movie screen. The GVC chapter provided pizza, and The Little Speed Shop provided a popcorn machine and soft drinks. The event was also BYOB, and made for a great evening.

If were not able to attend the showing, but enjoy touring car racing, "Adrenalin" is worth searching out. Do you enjoy BMW CCA club racing, or following BMW in DTM, LeMans, Tudor, Continental, ALMS or Rolex? Ever wonder how it all got

started? "Adrenalin" is a fascinating documentary on the origins of BMW touring car racing, starting from the Neu Class, and extending through the 2002s and CSLs of the 1960's and 1970's, through the 635, M1 Procars and the Art Cars, to the mighty e30 M3 in DTM in the '80's, to BMW's foray into International Touring Cars and eventually to BMW's triumphant return to DTM in 2012. Featuring great original race footage, and interviews with the race drivers and engineers, "Adrenalin" offers a fascinating look behind the scenes at the origins of BMW Motorsports. And if you didn't know what the Neu Class was, don't you think it's time to update your cache of Bimmer knowledge? And wouldn't you like to see some real drifting? Not a tire-shredding monster inside a stadium course. Instead, how about Hubert Hahne all the way back in 1966 drifting one of the aforementioned Neu Class BMW's around the Nurburgring, with no power, no trick suspension, just an overwhelming desire to beat Audi, and the knowledge that in his momentum car he could not afford to slow down for any corner. And how about the BMW Junior Team, with their car-destroying shenanigans in the outrageous 320i race cars. Not the 2 liter 320i of the 2000's, this was the old e21 from the 1970's. When have you heard of an e21 called outrageous? Of course, the Group 5 iteration of the e21 did generate almost 400 hp from its 2 liter engine, so perhaps outrageous was not hyperbole. Car dynamics were "entertaining" when you shoved that much power into the short wheelbase e21!

a The interviews are entertaining and informative, featur-

ing classic drivers such as Hans Stuck, Joachim Winkelhock, Johnny Ceccoto, Roberto Ravaglia, to drivers of the modern era like Andy Priaulx and Bruno Spengler. The men behind the machines emerge as well, including famed engine builder Paul Rosche who designed engines for everything from the M1, the S14, to the mighty V12 of the McLaren F1, team manager Jochen Neerpasch, who revolutionized BMW Motorsports in the 1970's, or Charley Lamm, the team manager from Schnitzer who became one of the most successful race team managers for BMW, and who orchestrated BMW's overpowering return to DTM in 2012.

"Adrenalin" is a fitting tribute to BMW touring car racing. The movie combines historical documentation with great race footage that results in a very entertaining experience. You can catch some of that experience yourself down at Watkins Glen raceway, which hosts plenty of vintage races during the summer -- and the Tudor series visits the Glen at the end of June. And for those that want to experience a little on-track adrenaline of their own, start prepping your own car for the GVC Driving Schools at the Glen this May and June.

SEE YOU ON TRACK!



Street Survival

Written by: Ike Neilson

Since 2006 the Genesee Valley Chapter of the BMW CCA has held Tire Rack Street Survival programs. To date we have hosted 18 schools -- both at Monroe County Community College and Watkins Glen International (in the parking lot; not on the track). These one-day schools provide young drivers (16-21) with real world hands-on experience for potential emergency driving situations. Think of the Tire Rack Street Survival as graduate level drivers' education.

"But my son or daughter has already participated in Drivers Ed," you say. That is great. Drivers Ed is important to teach new drivers the rules of the road. Racer and coach Ross Bentley put the reason for the Tire Rack Street Survival School quite simply: "No one ever died doing a three-point turn." Tire Rack Street Survival teaches skid control, proper brake application (so you don't engage the ABS), emergency lane -change procedures and much more.

The problem that new drivers face that many of us "old folks" did not, when we learned to drive, is that cars today are so powerful. In 1985 a BMW 325es produced 121 bhp.

Today a BMW 328i produces twice that: 240 bhp. A V6 Honda Accord has more horsepower than a V8 Ferrari in 1986! Today cars come with an alphabet soup of electronic nannies designed to keep us safe -- from air bags coming out of every conceivable surface, to anti-lock brakes, electronic stability control, traction control, blind spot detection, lane departure sensors, night vision, and back-up cameras. Despite all these protective systems, 5,000 teens are killed in car accidents each year.

Tire Rack Street Survival is designed to teach young drivers how and what to do in emergency situations. Better they know how to subconsciously "just do it," because if they have to think through all the steps required to pull a car out of a skid, it will be too late.

From an organizer standpoint what really impresses me about these schools is that approximately forty-five volunteers come together to put on a school. All these people take time out of their busy lives to help kids become better drivers. The only pay they receive is a grin a mile wide on the students' faces at the end of the day.

Students who have participated in the program have said, "It is a fun and engaging way to learn how to operate a car in situations that a normal Driver's Education class would not be able to do. By taking the Street Survival course, I learned the limits of my car, and now, genuinely feel more equipped for emergencies and car trouble. It is fun and I learned a lot of things I did not expect to learn."

If you have a young driver in your home, we are hosting two schools this year: May 30 at MCC and October 10 at WGI. Come out and join us; you will be amazed!



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PRESIDENT'S PADDOCK ANDY BLAKE

See you at the races.

Momentum is a word that gets used a lot in competitive sports. As teams vie for dominance, oftentimes one or the other gains an edge, then more and more things start going their way, snowballing, turning them into an unstoppable force. When driving at the track, momentum also becomes an important ally. I've spent many sessions piloting my E30 318is, with its whopping 114 HP at the wheels, amongst many other more powerful cars. You learn to jealously guard every mile-per-hour gained going down a straightaway and carry as much of that speed as possible into and through the next turn. Driving a circuit becomes a series of connected maneuvers, and a steadily increasing rhythm builds, and lap times diminish. Another driver overtaking you at the end of a straight can really throw a wrench into the works since there's a good chance it will be a heftier car that brakes heavily before the apex, forcing you to scrub precious speed and come out of the turn at a slower pace, left only to watch the other driver stab the throttle and launch away while you begin the gradual process of building momentum all over again.

I can't help looking at our club in a similar light. During my four years as Chapter President (has it really been that long?), we as a club have worked hard to continue the momentum built up over the past 30+ years as a chapter of BMW CCA. I'm proud of the dedication shown by our members in organizing and running events that encompass a wide range of motoring and social activities. We've made good progress in expanding the number and variety of activities offered to our membership distributed over a wide geographic area. At the same time, there is much more to be done to build on this progress and increase both the frequency and participation levels for our events, to include a more diverse cross-section of our membership. I am certain the incoming chapter leadership will maintain this momentum and increase the level of enjoyment we all get from being members of a great car club.

There are certainly many people to thank for all of the time and energy that goes into running a dynamic organization like ours. The most challenging task has to be coordinating our Driving Events Committee, and we are very fortunate to have a dedicated leader in Bill O'Neill, tirelessly keeping the events well planned and executed to perfection. His right-hand man, Dave Lanni is always working behind the scenes as well. Our Instructor Training program is recognized nationally as a benchmark for others to follow, and Ken Buschner has been instrumental in continuing the quality of this program. BMW Club Racing continues to be the pinnacle of performance driving for BMW enthusiasts, and John Bulbulia has worked diligently to keep our program in the forefront of top tier racing events. At the grassroots level, we continue to attract a dedicated cadre of autocross drivers that love to toss their bimmers around cones and on kart tracks. Paul Smith, Steve Lawless, and Sean Grant deserve the credit for keeping this program healthy in times of decreasing venues and increasing costs, creating fun, inexpensive, and easy to enjoy events for drivers of all abilities. One of the most significant ways we give back to the greater community is by conducting Street Survival teen driving safety seminars two or three times a year. We have helped educate hundreds of young drivers in the importance of safety and car control under the leadership and tutelage of Ike Neilson.

On the social side of things, everyone must have noticed how the quality

and class of our holiday party and annual meeting events have risen under the dedicated direction of Michelle Buschner. Our web site and newsletter continue to keep our membership up to date on what's planned in the coming months and give our sponsors an effective way to directly reach a very specialized audience of motoring enthusiasts. Jim Dresser, our webmaster, and Seth Berfein, our newsletter editor, deserve our thanks for their ongoing efforts. Thanks also to Elaine Lanni for her behind-the-scenes newsletter contributions. One of our newer contributors has taken on the position of Marketing Communications for GVC. Jeff Gabel has taken hold of the reins after longstanding contributions from Karla Kuzawinski, and has already had a significant impact in the design and content of our club communications. Gene Skic continues to play a critical role working with our fabulous sponsors, making sure their needs are met with creative approaches to engaging our membership in meaningful ways.

I also want to thank my right-hand man, our Vice President, Pat Golder, who also stepped up as interim treasurer this year, learning the intricacies of handling our books and finances. Our past treasurer, Joe Burke, deserves a great deal of thanks for his years of dedication and the tremendous level of effort he put in, keeping us on a firm financial footing. There are many others that continue to give freely of their time and talents for the benefit of this club and our membership. Some of the names that come to mind are Mel Dillon, updating our Facebook page regularly; Adrienne Hughes, ever-present at our driving schools at the Glen, keeping things running smoothly; and Roy Hopkins and Joe Ajavon, giving freely of their seemingly unlimited technical knowledge of all things BMW.

One of the things of which I am most proud from my tenure as president is how we have brought in different people who have stepped up to contribute, and have taken on active roles in our club. Many of the people mentioned above were not involved in our operations when I first took over the reins from Vince Leo at the beginning of 2011 and now are part of our core leadership. One person that set the perfect example of what I think makes our club strong is Ian Dickerson. Last year Ian conceived a social driving event in the fall. He took the initiative to map out a route (and to pre-drive it ... twice!) on interesting roads through the Finger Lakes region ending at the NY Culinary Institute in Canandaigua. This is exactly the type of event that attracts a wider swath of BMW drivers, not just the ones seeking high speed excitement. Then, in January, in the middle of a very long, very cold winter in upstate NY, Ian again came up with an idea to screen a movie he had a copy of on DVD. Before we knew it, we had about sixty people on a zero degree snowy night sharing pizza, soda, and camaraderie at The Little Speed Shop, watching a movie with great footage from the early days of BMW touring car racing, and getting a close-up look at Joe Ajaavon's gorgeous CSL project car. This is just the kind of gathering I would love to see proliferate in the coming months and years in the Genesee Valley Chapter of BMW CCA.

As we prepare for elections of a new slate of officers for GVC, I am confident we are a healthy car club and have excellent momentum in the form of talented and dedicated people with a passion for enjoying the things that make BMWs great. We will continue to build on this momentum and bring in more members and gain greater involvement so others can share in the enjoyment and discover that BMW owners really are a fun bunch of people to be around.

NEW MEMBERS

December

Alex Cacciotti
Richard Jurasek
Peter Moneferrante
Cynthia Wilson
James Wilson

January

John Addiego
Sharon Badenhop
Roger Baldwin
Bruce Bell
Paul Bermel
Cristina Bevia
Douglas Binder
Henry Clapp
Leah Cooney
Kate Costanza

Genevieve Decarlo
James Dix
Evan Dolphin
Fingar Erin
Aubrey Franks
Daniel Gilhenev
Michael Gilhenev
Kevin Glazer
Karen Greco
William Harper
Matt Hovey
Edward Kellerman
Margaret King
Bailey Lambert
Kent Lorence
Phillip Louisos
Ryan Lynch
James Mack
Henry Maglente

Anthony Mangieri
Jasmine Moussa
Blake Neilson
Matt Pedrosa
Nicole Pope
Ken Potter
Brendan Printup
Frank Randolph
William Riedlinger
Deborah Ryan
Alana Smetaniuk
Spencer Somes
David Sweeney
Matthew Thom
Brian Ursino
David Vawter
El Volpe
Ethan White

February

Audrey Carr
William DiPasquale
Greg Donnan
Paul Doyle
Dave Enyedy
Richard Evans
Brent Foster
Patrick Govern
Dennis Jacoby
Dillon Joseph
Mark Lewis
Gary Madar
Brian Mader
Kevin McMahon
Mark Morabito
Chris Muzykowski
Tyrone Noles
Matt Nowak
Adam Reisdorf
Scott Silberstein
Deepak Singh
David Struss
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