

der BAYERISCHE brief

*Karl Hughes' '73 2002
at the 2005 Hershey
Vintage Hillclimb*

see story on pg 6

*Genesee Valley Chapter
BMW Car Club of America*

JUNE 2005



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Spring has sprung, the cars are out of their long winter storage, and summer in upstate New York is almost under way again. As usual, the weather has been entertaining to say the least. But that is what makes living here interesting. I don't know about you but I have been jinxed that every time I the car has been clean enough to start a real detailing effort I have driven someplace only to have it rain briefly. Back to square one.

With summer almost upon us, Genesee Valley CCA has a steady schedule of events for the coming year. The annual pancake run and the first driver's school are already behind us. Both were blessed by good weather and everyone had a great time. The first two autocross events are also history, and again good organization and the charity of the weather gods created great events. Some of you braved the wind chill and showed up at Lancaster Speedway to cheer on the One Lap of America team of GVC members Roy Hopkins,

Adrienne Hughes and Nancy Becker. Looking to the near future, we have the picnic/go kart event, four more autocrosses, two more drivers schools and a car show in conjunction with the Drive for a Cure event at John Holtz. Lots to do and more things are coming up every day.

For those of you looking for a little bigger event OktoberFest is being held on the east coast this fall. Scheduled for September, in Greensboro North Carolina, it's not a long drive for a great week of BMW activities. I have registered already and would love to see Genesee Valley members there. If you like things BMW, I don't think you would be disappointed.

Speaking of lots to do, we are always looking for people to get involved with organizing and staffing the events we put on. It can be as simple as showing up a few minutes early to help set up, creating burnt offerings at the grill, or helping do some small part of the planning and organization for a complex event. This club runs on a lot of volunteers and we are always looking for new people to pass the torch along to. Come on out and volunteer, you might have more fun then you think!

So, mark your calendar, come on out to one of the events and enjoy yourself. There is plenty scheduled, and if opportunity presents itself for a BMW-oriented event, we will make it available for everyone to enjoy.

the president's message

by mel dillon



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GVC Board Meeting – May 18, 2005

Present:

Jim Dresser, Patty Perkins, Amanda Kellogg, Bill Hicks, Gail Davis, Mel Dillon, Adrienne Hughes, Nancy Becker, Gary Matteson, Dan Mack, Chuck DeRoller (taking minutes in Bill's absence).

News from CCA:

Mel reports 13 new GVC members, 16 lost. Typical according to national.

Drivers School:

- (Patty) School went well, some students complained about crowding in paddock.
- (Nancy) Same problem w/ guests showing up; guests/spectators using up parking and milling around (concern for tools, parts, potential theft); also eating free food & drinks at reception; (Mel) also some control issues for riders.
- (Mel) brought up T-shirt royalties: Dan & Chuck will talk to WGI about the issue.
- Also, WGI charged us \$250/day for the press tower and \$1000/day for extra ambulance.
- Chuck suggests \$50 for instructors on Friday to defray costs – for discussion by Drivers School Committee.
- Continuing (Advanced) Instructor Education event at Beaver Run: Mel talked to Weisenberger insurance, waiting to hear back. Mel proposes we put insurance cost in the budget (though it will be a money loser at a cost about \$5K even if we charge \$100/instructor).
- Tech Check area at top of hill worked great!!!! Lots of room, plenty of help.
- When do we start to tech/check instructors' cars?
- Beaver Run (Adrienne/Mel/Dan) we need to make a decision if we want to do this; we can't get a date until somebody with GVC authority commits to Beaver Run. Will NJ do this with us? Somebody needs to negotiate. First we need to budget it, plan it, schedule it. Mel will contact Danny Waynda at Beaver Run.

Newsletter:

- Deadline 31 May
- No mailbox date yet.
- Nancy needs to be listed as registrar for Club Racing.

BMW CCA Membership

Membership cost is only \$40 for one year, \$76 for two years, or \$112 for three 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 63 local chapters 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.

Contact National Office: BMW CCA,
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questions@bmwcca.org or call 864-250-0022

Marketing:

- Who needs business cards? Mel: new, Patty: new Chief Instructor & ITS, Dan Mack, Nancy: update
- Holtz says all contact must go through Patti Giordano and ads must be approved (Mel needs to be invited when we meet with Patti).
- Leo no longer at Gault; Dan & Chuck to visit (also like to visit Towne) to come up with annual plan.
- Check w/ advertisers to see if annual billing is OK.
- Jim has website advertising; so far free to Brief advertisers, though Bimmerparts.com on there now
- Totally Wired (Formanek) didn't get billed for Spring UDS shirt logo.
- HMS wasn't on shirt. Why not?
- This year only advertisers w/ half page or bigger got annual meeting invites.
- This year Holtz declined to sponsor AutoX, but Towne BMW took it over.
- (Mel) Holtz interested in tech session at shop (via Patti Giordano) maybe have some new cars to drive.
- (Mel) has "volunteers" to organize something in Buffalo (at Towne).

Insurance:

- For officers: re-brokered, \$135 annual contract. Mel needs to talk to Vince. Can pay direct or take out of rebate check.
- Event insurance good through 30 June AutoX.

Events:

- Picnic: no one has stepped up to take charge. Whitebrook (Perinton) is booked now. 16 July. "Crisis phase" per Mel. No advertising, no food arranged. GoKarts, Picnic, drop car show part. Dan/Gary volunteer to cook. Amanda will do Brief writeup & ad for website.
- German Marque Auto Show: on the book w/ Holtz BMW; 28 Aug. Can we get Holtz to put ad in Brief (& website) for this?
- (Adrienne) NA contacted her, they want a car corral at GRAND AM, NASCAR, IRL to support Formula BMW will give us \$3000 to cover costs. Will have speaker, tent. NASCAR, IRL not good idea. Grand Am 3 weeks away, but agreed we'll do it. Adrienne will head this up; we will do a mailing.
- (Mel) no UDS until end of August. Do we want a mid-summer meeting? Adrienne: have to satisfy national. Decision: we'll do it, see who shows up.
- Cruise night at Neil Baisch's marina at Sodus Point. no further update. CJD need to ask about Sodus Point convertible cruise? Last year was July 4th.
- AutoX: next event Sunday 29 May at MCC.
- (Nancy) Street Survival course? National wants more to do it, but no structure. Not much interest here.

board
meeting
minutes

by bill
o'neill

Hershey Vintage Hillclimb

by Karl Hughes

From the late 1950's to 1970, the Appalachian Sports Car Club ran a hillclimb on the "old back road" to the Hershey Hotel. In its heyday the event attracted large fields, and the competition was fierce. The course was seven-tenths of a mile long, with a long open section from the start to the first turn, and a series of tight twists and hairpins leading from Turn 1 to the finish. The last event at Hershey was held in the fall of 1970, and for 31 years the hill lay dormant. Enter the Susquehanna Valley Vintage Sports Car Club and a group of dedicated, capable enthusiasts who decided to resurrect the hillclimb as a vintage event. The SVVSCC also enlisted the help of Hershey Entertainment and Resorts (or Herco, as they are called locally.) In 2002 the Hershey Vintage Hillclimb became a reality. The event is held on the last weekend in April.

In 2004, I decided to attend the Hillclimb. My drive was a 1973 BMW 2002, a car prepared for BMW CCA club racing. It had made its club racing debut at Watkins Glen in 2003, and was then ready and waiting for, say, a vintage hillclimb. Fellow Genesee Valley Chapter member Jon Coffin lent a hand with car preparation, and volunteered to come along to crew, spectate and reconnoiter in case he might like to compete at a later date. We arrived in Hershey on Friday afternoon, ran the car through Tech Inspection, and unloaded in the paddock.

After unloading, we took a walk up the hill to check out the pavement and strategize. The road had been patched in a couple of spots, but otherwise was the same pavement last raced on in 1970. For all that it was in decent shape. The start led into a long, quick section that was more or less straight, which we suspected would be good for third gear in the '02. The first turn, a 180° lefthander, had a tricky entry with a fairly good-sized bump on the right edge of the pavement. Turn 2 was also a left-hand hairpin, followed by two rights of roughly 90°, and leading into the Turn 5 lefthander at the finish. From Turn 1 on, we expected that second gear would be all that was needed. The pavement was narrow, and the crown meant that most of the turns were banked on the line, but with serious camber consequences for sloppy driving. Between the right-handers the road ran slightly down hill, which meant the second right would come up quickly indeed. It was also the tightest turn on the hill. There was one spot of pavement at the exit of Turn 2 that we thought looked a little crumbly, and would bear watching, but otherwise the road looked sound.

At the Saturday morning drivers' meeting, it was mentioned that the road was only 13 feet wide. (No problem, that's 2002's wide.) With this came the admonition that this was an exhibition event - and please not to succumb to the dreaded Red Mist. A wonderful variety of cars were present, including the beautiful 1972 BMW 2002tii of Vince Gladfelter that was featured on the event poster and program. Formula Fords and Formula Vees, MGs, Minis, Loti, two-stroke SAABs, an XK-120 Jaguar, a Sunbeam Alpine and a Tiger, an Abarth, Porsches and an actual Yenko Stinger. There was even an early Corvair Spider made into an A Sports Racer (in 7/8 scale fiberglass, if you can picture that). A couple of Datsun 510s and a Volvo 544 were there to duke it out with the two BMWs. An MG pitted next to us was driven by a guy who had competed in the original hillclimbs. He mentioned that they attracted as many as 300 cars, and that two timed runs was all you got.

The weather threatened showers on Saturday, thunderstorms on Sunday. However, the hillclimb weather god must have



John Coffin

1. Karl Hughes on the start line in 2004. **2.** The Nittany Bimmers hospitality center. **3.** The car in the foreground was beaten by a couple of BMWs. Behind it, Vince Gladfelter's '72 tii, and Pete Bauer's 510 Datsun.

4. Karl Hughes rounds turn one with the tail slightly out.



Bob Pergason

been smiling because Saturday was warm and sunny. Cars were lined up for familiarization or "touring" runs immediately after the drivers' meeting. The first couple of touring runs were kept fairly leisurely by the pace car. Drivers made three or four touring runs before the timers were switched on.

As a Hershey novice, I was displaying three stripes on both sides of the car. My goal was to enjoy the event, keep the car on the paved part, and be invited back to future events without the stripes. The first timed run I took fairly carefully, and found that the banks in the turns worked as I had hoped. The car had plenty of grip and the bumps weren't upsetting the balance. The time was in the low-59 second range, which seemed to stack up well against other posted times. I looked for other cars with similar times, and compared my progress to theirs as the event went on. By the end of Saturday's timed runs I had worked my way down to a 57.6 (a mere 4.4 seconds behind Gladfelter's time, if you must ask.)

Saturday evening was a buffet and reception at Hershey's Giant Center. The hillclimb is an "exhibition" event, so cars are timed but no trophies are awarded based on position. All drivers received plaques, watched videos of the day's runs, and enjoyed excellent food and conversation.

The Sunday forecast was for rain showers and thunder-boomers, so some drivers opted not to come out to play. The clouds moved in, but the rain held off. The event officials announced that we should expect track conditions to be a little different, partly due to the dew and moisture, partly due to the fresh (that morning) pavement patches at the exit of Turn 2. I decided to be reasonably cautious on my first run, and found that traction remained good, and the patches felt fine as the car went over them. I concentrated on incremental improvements - carrying speed a little longer, braking a little later wherever I thought there was a little more speed to be had. I found that it was indeed



2
K. Hughes



3
K. Hughes

possible to stay on the throttle until the entry to Turn 1, although the bumps were starting to feel pretty big. On one run I carried just a little too much speed into Turn 2, the second left hand hairpin, and the car pushed a little. It was enough to force me to wait to get on the throttle, but, although the right side tires were up and over the crown, not quite enough to get scary. Still, I resolved to brake just the teensiest bit earlier on the next run. No need to get hasty and throw the car off the road.

The rain kept holding off, and we kept taking more runs. By 1:30 pm all the cars had completed 6 timed runs, and I had worked my way down to a 55.7, quick enough to end up 13th out of 55 drivers. Vince had managed a 52.7 (6th overall) in the tii, so I had closed the gap to 3 seconds. The event organizers, armed with hourly Doppler radar weather reports courtesy of Hershey Park's weather service, opted to call it at six runs so that everyone could get loaded up before the rain arrived.

Returning in 2005, I made the trip solo, as Jon was unable to attend. As a returning driver the novice stripes were gone, and it was fun to attend as a "veteran." The weather forecast for the weekend was similar to that for the previous year, but the actual weather was entirely different. Friday's Tech Inspection went precipitation-free, but the rain started overnight and the area was quite wet by Saturday morning. I returned to the paddock to find things pretty soggy. A number of drivers opted to keep their vintage machinery on or in their trailers, so the grid was fairly empty when touring runs started. The reduced size of the field made for plenty of runs, and I completed 4 touring runs and 4 timed runs before the noon lunch break.

Herco had paved parts of the road since the previous year, which had changed the character of the road somewhat. The crumbling pavement areas were gone, and the crown was much reduced in several key spots. Because all the Saturday runs were made in conditions gradually improving from very wet to still pretty damp, it was not immediately obvious whether the new pavement would mean faster times as expected.

My car was still shod with the Kumho Victoracers that it had worn

for a club race at the Glen, the 2004 hillclimb, a vintage race in Pittsburgh, and several autocrosses. Not the world's best rain tires when worn this much, so the car was skittering a bit when I encountered standing water. The rain slowly let up as the day went on, and traction gradually improved, but it wasn't until late in the day that I was able to maintain full throttle all the way from the start to turn 1. In all I made more than 16 runs on Saturday (I lost count so I'm not sure of the exact number.) The quickest car up the hill on Saturday was a nicely-prepared FIAT X1/9, driven by an experienced autocrosser. Not far behind was Vince Gladfelter in his tii.

While sitting in line to make my runs, I could see the sports car corral where spectators were parking for the day. As the morning went on I saw a number of BMWs showing up, in spite of the rain. A canopy appeared, with a banner from the Nittany Bimmers Chapter. I stopped by and said hello, and was treated to wonderful hospitality, including lunch and souvenir "Mazing" candy bars to bring home for the enjoyment of a four-year old who happens to like M&Ms.

The Saturday-night banquet was again superb. Excellent food, great venue, and wonderful company. It's hard to say enough good things about the quality of the event.

Sunday morning brought drying weather, but the road was still damp. A much greater percentage of the 63 entrants were present for the Sunday morning drivers' meeting, and the grid was nice and full. We were reminded to behave ourselves as the pavement was still wet. As it turned out, a couple of drivers probably weren't listening as closely as they might have been.

I made the optional touring runs to see how wet the pavement was, and indeed it was damp in most spots, but with very little remaining standing water. I decided to take the it easy on the first timed run or two. Good plan, as the grip hadn't changed all that much from the previous afternoon. I made a slight bobble on the entry to turn 1 but was able to recover without too much drama. Not so for the X1/9. The driver had the same problem in the same place, but went off on driver's right (the uphill side) and tapped a tree just inboard of his left headlight. The damage was primarily cosmetic, and after a careful inspection he was able to make more runs. He did mention that it was the first event after a complete repaint. Ouch. Vince's tii also came back down the hill with muddy tires, but had gone off without hitting anything. I took note, and continued to be very careful about slowly working up my speeds.

At the lunch break I visited with the Nittany Bimmers members again, and enjoyed seeing the additional BMWs that had come out with the sunny weather. Several beautiful 2002s were there, an M3 convertible, and others.

I was keeping an eye on the times of Vince's tii, a 510 Datsun, and a Volvo 544 which I considered to be well-prepared and well-driven, and cars that should be similar in performance to mine. Oh, and all of these drivers had been faster than I was in 2004. By the end of the day, after nine or ten runs, I finally managed a 55.162, which put me just ahead of the Volvo and the second driver in Vince's tii, and within two seconds of the Datsun, Vince, and the X1/9. The pavement was still slightly slippery in turn 1 at the end of the day, so I suspect dry weather and fresh tires might make next year quicker yet.

The Hershey Vintage Hillclimb left me with a big grin on my face, for the fun competition, the excellent venue, and the friendly people (spectators, competitors and event officials alike). There were as many interesting cars in the spectators' sports car corral as were entered in the event. A number of BMW CCA members and BMW owners stopped to say hello in the pits, and cheer on the BMWs. CCA members Bob and Joanie Purgason said hello last year, and returned this year, and later e-mailed excellent digital photos of the car on the hill. Advice, anecdotes and adventure stories were freely traded. The event officials were friendly, helpful and capable. What more can I say? If you have a vintage car, which for the HVH is defined as 25 years old or older, bring it out. There are timed runs for cars with rollbars or cages, and "Touring" runs for those without. You can find the rules and event information at <http://www.svsvcc.org/hillclimb.htm>.

Ask the Scribe Who Owns One

BMW produced a poster in conjunction with the introduction of the new 5 Series that shows each of the models starting with the E12 through the current E60.

The poster not only depicts the dramatic increase in size of the current model, but it also happens to be an exact replica of each of the 5 Series we have owned.

Each model has been an evolutionary change – except the E60 – which is a *revolutionary* change. Therein lies the rub. This car has been the butt (literally) of more bad press than any other, with the possible exception of the new 7 Series and the Pontiac Aztec. Most of the auto journalists report that the styling is awkward, the ergonomics a disaster and the handling flawed.

perspektive

by hal miller

On the other hand, to my knowledge, none of the scribes owns an E60 nor have any wrung it out as we have. Our extended test drive started at the 2003 Frankfurt Auto Show where we ran one through the Alps, over the autobahns and at the Nurburgring! European delivery followed with a two-week stint through Germany, Italy and France. To date we have put over 10,000 miles on this wonderful machine, on every kind of road and every kind of driving condition. As a result, I feel qualified to give a more in-depth and possibly a more objective evaluation of this thoroughly-changed automobile.

First – a theory about resistance to change among the faithful. Many who own BMWs also own Porsches. As a matter of fact, there is a Porsche/BMW Owners Club. It seems that there are two similarities between Bimmerphiles and Porschephiles.

- They like to drive fast.
- They resist change with a passion!

When the Porsche 996 model 911 (which we own) hit the market in 1998, a cry went up from the faithful. They loathed the “fried egg” headlights, did not like the cheap interior and longed for the old air-cooled engine whine. (Ironically the new 997 series features the old round headlights and a more aggressive engine sound, but many consider it “too conservative.”) When the E60 broke cover, the BMW faithful didn’t like the “Dame Edna” headlights, thought the interior too plain and most *definitely* did not like i-Drive.

Is there a pattern here? The styling issue is best stated by Robert Cumberford, styling analyst for Automobile Magazine, who sums it up by saying, “This is not a pretty car, but it is both interesting and distinctive.” So the E60 is not pretty. Was the 2002 (which put BMW on the map) pretty? Was our E12 pretty? (One of my friends said the grille looked like an Edsel sucking on a lemon.) Even so, the public apparently does not pay much heed to the scribes. Of all the 5 Series we have owned, this one garners more admiring glances, positive comments and thumbs up than any other. Admittedly there are elements of the design I do not care for. There is also a dramatic difference in appearance between the base model and the sports model

with 18” wheels and lowered suspension. We were able to further improve the looks, in our opinion, by adding pin striping (helps to break up the expanse of sheet metal on the sides) and replacing the standard tail lights with European clear lens units (Bavarian Autosports-bavauto.com) which mitigates the ‘slant eyed’ look.

Even the most severe critics of this new icon begrudgingly admit that it continues to be the best sports sedan in the world. It was hard to imagine that the engineers could improve the ride and handling of our E39 – but they have.

The prime criticism of the new 5 Series is i-Drive. Admittedly there are times when I can’t remember to push, pull or pivot the knob and some functions are overcooked. However, after you learn (it takes some time) i-drive is easy to live with. Consider:

- Most programs are set-and-forget, with factory set default values.
- After initial set-up it is not necessary to use i-Drive for climate control, audio or telephone.
- Most of the info needed to drive the car is repeated on the instrument cluster with audio and telephone controls on the multi-function steering wheel.
- For those who are computer challenged, the dealer can set up everything so that you need not enter the ‘infernal regions’ unless you have the Nav System.

There is also much to like about i-Drive:

- A big screen and a large knob replace a myriad of small buttons and displays of conventional controls, cleaning up the dash.
- The large screen, within the driver’s peripheral vision, is much easier to monitor than conventional controls.

All this said – *it’s the driving stupid*. Even the most severe critics of this new icon begrudgingly admit that it continues to be the best sports sedan in the world. It was hard to imagine that the engineers could improve the ride and handling of our E39 – *but they have*. Nothing – but nothing on wheels – can handle 5 people and their luggage and yet carve up the roads as this one can. We were leery about ordering active steering, but I have never detected the “twitchiness” some of the experts report. One of the most frequent complaints is the harsh ride of the run-flat tires, standard with the sports suspension. One Roundel reporter called the ride “brittle.” The bad news is that he is *right*. The good news is that this is easily corrected. On the advice of our friends at Tire Rack, we replaced the factory tires with a set of Michelin Sport All Season tires – problem solved. If you opt for this change, work closely with the guys at Tire Rack (they know more than BMW techs) to avoid problems with the tire pressure monitoring system. It will also be necessary to add an emergency tire repair kit available from your dealer or auto supply store.

If you want all this driving nirvana but still can’t hack the styling, just think of the guy who married a homely woman with a beautiful singing voice. One night as the moon shone on her countenance, he nudged her and said, “Dear, could you sing something?”

BMW CCA CLUB RACING SCHOOLS: An Introduction to FUN!

The BMW CCA Club Racing School is specifically designed to transition the intermediate-to-advanced high-performance driving school driver from high-performance driving to club-level racing. Students are introduced to traffic, passing, and driving lines that they won't get in the typical high-performance driving school. The racing school goes beyond a high-performance driving school in the areas of driver development and track experience.

Like driving schools, **safety is the first priority.** The BMW CCA Club Racing School is similar to a high-performance driving school with a two-day event. You drive your own car, and track sessions are alternated with classroom sessions. However, while the instructors are ever vigilant, they don't ride in the car with you. They make observations from key points around the track as well as in the extensive classroom sessions which typically run three to four hours per day. The on-track exercises and lessons go far beyond anything you've experienced at a

The BMW CCA Club Racing School isn't just for the driver who thinks he is ready to hit the club racing circuit. It allows those drivers who want to advance their skill level beyond the driving school level, or those who are simply curious to learn about what's involved in being a racecar driver. It's an opportunity to do so in a safe, controlled environment without making the full investment in racing safety equipment.

high-performance driving school. The training includes vehicle preparation, driver development, rolling starts, restarts, passing, on-track space management and driving lines that don't resemble that perfect driving school line. After each on-track session, the instructors and students review what transpired on the track. Sharing problems, making observations and reviewing mistakes as a group allows for different perspectives and enhances the learning environment. A considerable amount of effort is aimed at the mental aspects of racing and not just the mechanics of moving the car around the pavement.

The BMW CCA Club Racing School isn't just for the driver who thinks he is ready to hit the club racing circuit. It allows those drivers who want to advance their skill level beyond the driving school level, or those who are simply curious to learn

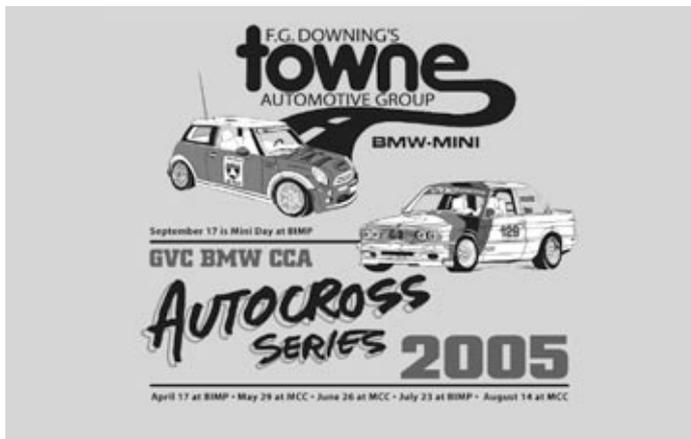
about what's involved in being a racecar driver. It's an opportunity to do so in a safe, controlled environment without making the full investment in racing safety equipment. The school teaches skills for an environment where the driving conditions are very different from the usual driving school situations. The school teaches you how to cope with congestion and traffic considerations unseen in driving school and how to drive your car on less than that "perfect" driving school line. The school develops situational awareness judgement skills in dealing with what the cars around you may be about to do.

Unlike the large variety of professional race schools, the BMW CCA Club Racing School offers the opportunity to drive your own car. The experience is less expensive and more relevant to your actual driving situation. The school is designed as a learning experience and not a speed contest. The emphasis is on driver development, so race-prepared cars are not required and neither are driving suits, racing seats or harnesses. Only a driving school-level helmet is required, and a desire to learn.

Students at the school are observed on the track and monitored in the classroom for skill and awareness. Attitude plays a significant role in determining who graduates. Graduation from the BMW CCA Club Racing school does not automatically qualify you for a BMW CCA Club Racing license. However, if you meet the experience and other requirements, you will be eligible for a rookie license and the opportunity to join the ranks of BMW CCA Club Racing - which many consider to have the finest club racing level drivers in North America.

We welcome your participation! Contact Scott Hughes at shughesbmw@aol.com for further information. See YOU at the track soon!





Towne BMW-MINI Autocross Report

by Tim Moriarty

At this writing, the first two events of our six-event schedule are in the books. Our first event, April 17th, had me very nervous. Would people have their cars ready yet? Would they come out this early? Would it snow? Well, yes, yes and fortunately, no.

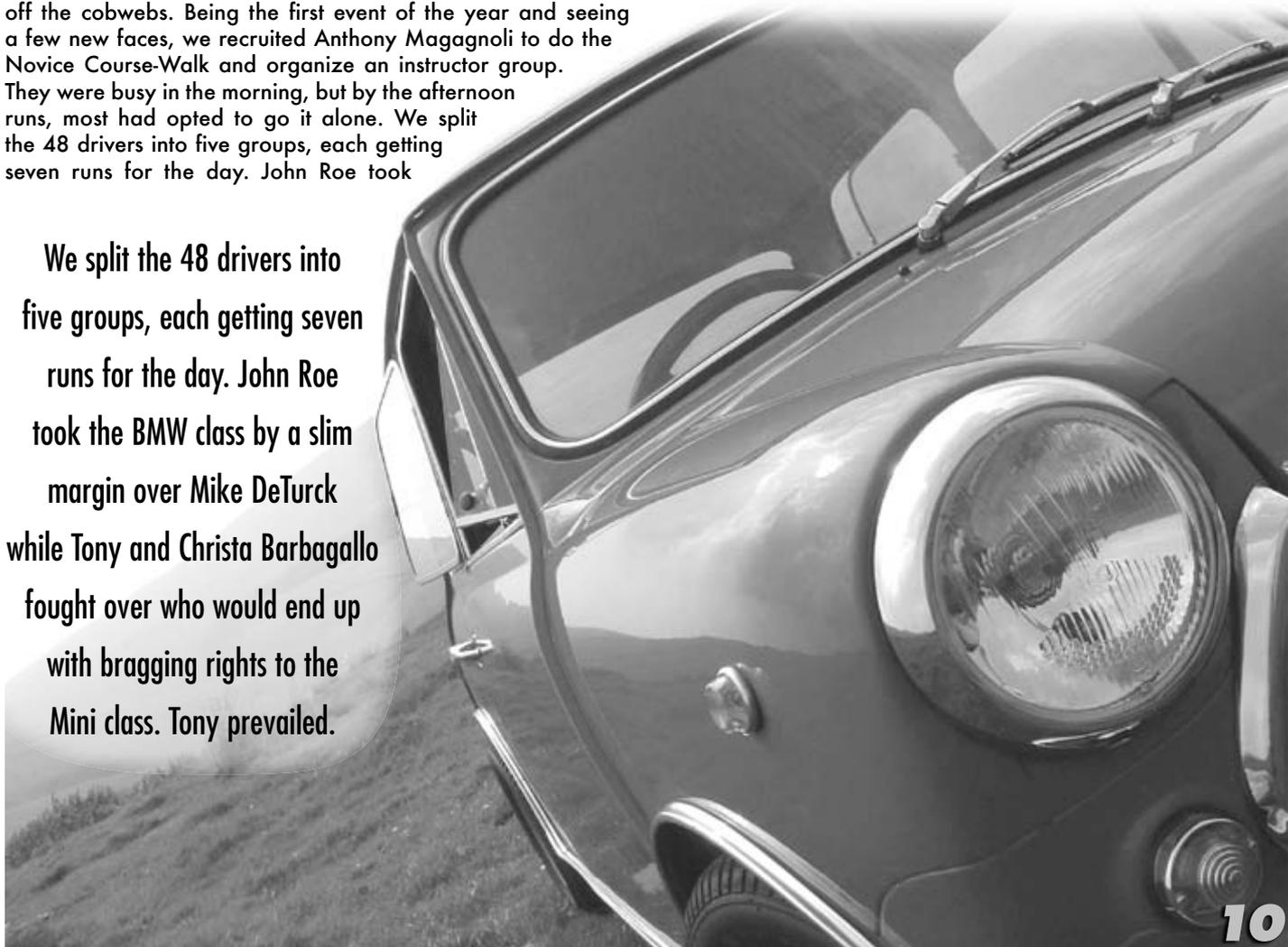
Opening day of the **2005 Towne BMW-MINI Autocross Series** was at Batavia International Motorsport Park on a beautiful 70-degree day. Forty-eight competitors came out to dust off the cobwebs. Being the first event of the year and seeing a few new faces, we recruited Anthony Magagnoli to do the Novice Course-Walk and organize an instructor group. They were busy in the morning, but by the afternoon runs, most had opted to go it alone. We split the 48 drivers into five groups, each getting seven runs for the day. John Roe took

We split the 48 drivers into five groups, each getting seven runs for the day. John Roe took the BMW class by a slim margin over Mike DeTurck while Tony and Christa Barbagallo fought over who would end up with bragging rights to the Mini class. Tony prevailed.

the BMW class by a slim margin over Mike DeTurck while Tony and Christa Barbagallo fought over who would end up with bragging rights to the Mini class. Tony prevailed. I managed to keep in front of the prepared class pursued by my partner in crime, Bill Hicks. In honor of our ex-newsletter editor and the work he has done promoting the series, we ran an \$2000 class. Jeff Guerdat took the win in this five-car class. The Others class ended up with a Honda, a Lotus and a Mazda at the top of the 19 car heap, piloted by John Swapceinski, Dan Viola and Anthony Magagnoli, respectively.

Event number two was held at Monroe Community College on Memorial Day weekend. With no other local autocross scheduled, we ended up with one of our largest crowds, 56 drivers coming out to play. The day started out sunny and clear but turned a little wet in the afternoon. Everyone made six runs. Andy Blake lead the 12-car BMW class while Tony and Christa battled it out again in the Mini class. The Prepared class was a battle between Sean Caron and Brian Reeves, with Sean on top by less than .05 seconds. Mike Tedesche, BMW CCA and Corvette Club member, has been pushing to get some Vette buddies out to give it a try. Five of them showed up with Chris Morton leading the pack and taking FTD in his Z06. The 32 driver Others class had Eric Hobron in a WRX STI out in front of Owen Devivo in an Mazda RX7 powered by a Corvette V8 engine.

For a complete listing of the results, please visit the GVC web site. Our schedule is also listed there. Take a look and come on out and give it a try. You might like it!



Attention Z3, Z4, M Roadster, 3 Series Convertibles and Z8 Owners Announcing the Knapp Vineyards Sporting Roadsters Tour

Are you a vintage race fan or just enjoy hanging out with other drop tops? Well here is an activity for you.

On Friday, September 9, come take a glorious road trip between Knapp Vineyards, Glenora Vineyards and Watkins Glen. Not only will you hang out with some extraordinary convertibles and roadsters, but you will also get two laps on the original Watkins Glen Road Course - something you will not soon forget.

This package includes a lunch on Friday for both driver and co-pilot, a bottle of Knapp wine, a commemorative dash plaque, a visit to both vineyards and reserved parking in downtown Watkins Glen for Friday night's activities. You can also get advanced ticket sales to the Watkins Glen Int'l. Zippo U.S. Vintage Grand Prix on September, 10 & 11, which includes infield parking. This event is limited to the first 100 roadsters registered.

For more information, check out the website www.grandprixfestival.com/roadster.html or call Watkins Glen Promotions at 607-535-3003. For more specific information, call or write: Douglas Hood at 585-727-1198, dhood@partnersandnapier.com.



Annual Pancake Run

by Bill O'Neill

The annual Pancake Run was originally scheduled for April 3. We made it later than usual to avoid another cancellation/postponement from a blizzard. Guess what? We got rained out instead. Forecasts were grim all week, and by Friday the outlook was for monsoon-like conditions. I knew I had to make an executive decision early, gambling that the weather service would get it wrong and make me look wimpy. Nevertheless, I decided to pull the plug and reschedule. Then I sweated out Sunday waiting to see whether the forecast was correct.

Well, for once they got it right. I was perversely happy that I made the right call, for once.

So we tried again the following Sunday, and for our wait we were rewarded by one of the more beautiful days of our rather long and cold spring. Nine cars showed up at the Run Park-n-Ride by my count, including Karl Hutchinson, Dave Dill, and Holly McReynolds (a Pancake Run veteran) from the Buffalo area. We formed up the caravan and motored briskly down I-390S to the Mt. Morris exit, then along the narrow and winding back roads to the lovely hamlet of Short Tract, home of the famous Cartwright's Maple Tree Inn. Amazingly, no one got lost or arrested. We arrived early on what turned out to be the last day they were open for the season (wow, another bullet dodged!), and only waited about 10 minutes to be seated (that has to be a record).

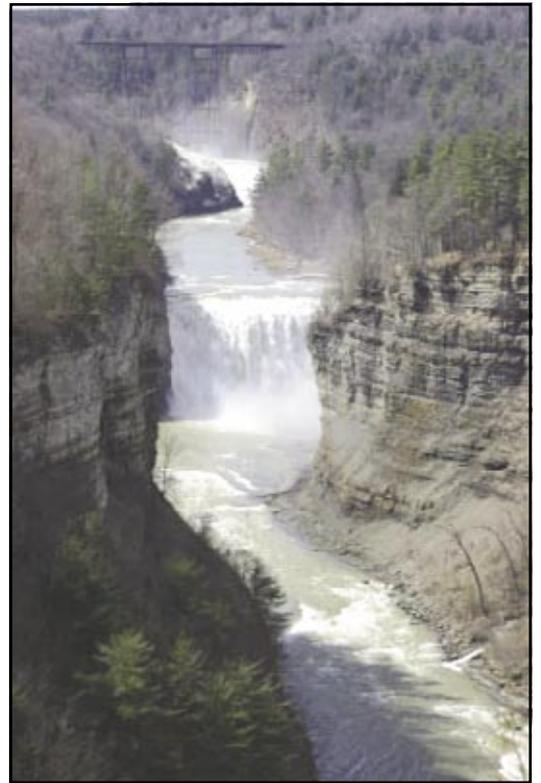
We spent the next hour wolfing down plate after plate of pancakes, sausage, and ham all drenched in freshly distilled maple syrup (all you can eat for about \$5.00!). 9-year-old Claire Dickerson was a particularly enthusiastic and prodigious pancake consumer (she certainly got more than her dad's money's worth). Afterwards, we all staggered back to the cars for the traditional drive home back through nearby Letchworth State Park. The drive to the park from the Short Tract includes some really fun and scenic roads, crossing over some big hills, and then running down the Genesee River valley along SR 19a from Fowlerville to the Portageville entrance. We made our way to our first stop at the Glen Iris Inn, where we stopped to stroll down for a close-up and misty view of the spectacular Middle Falls during the peak of the spring run-off. We then made our way up to catch the views from Inspiration Point, Big Bend, and finally the Mt. Morris dam, which had backed up an impressive lake of water behind it that seemed to go halfway up the gorge walls.

I think that everyone who came along would agree that this was one of our best Pancake Runs ever. Bright sunshine, warm temperatures, great pancakes, spectacular early spring scenery. Best of all, the company of very well fed people, all out for a great Sunday drive in the country.

The rest of you all missed out. Maybe next year?

Participants (by car) included: Alice, Kyla and Mel Dillon (Scottsville), Margaret and Henryk Lotyczewska (Palmyra), Karl Hutchinson (Williamsville), Ian Dickerson and daughter Claire (Pittsford), Gary Matteson and Dan Mack (Rochester and Webster), Holly McReynolds and Dave Dill (Buffalo), Vivian and John Bulbulia (Rochester), Amanda Kellogg (Fairport), Martha Zettell and Bill O'Neill (Rush)





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Mini Autocross at BIMP in Batavia

Towne Mini is a sponsor of our Autocross season. As a special event, they are paving the way for lots of Mini Coopers to attend the last BIMP Autocross of the season, on September 17th. All Mini Coopers will be admitted FREE to this event. This would be a good time to try something you are not familiar with (if you have never done an autocross before), as there will be a lot of other Minis to compare notes with. We will have loaner helmets and experienced instructors to get you started having fun on the track. If you are still not sure, you can come for the fun of hanging out with, watching and having lunch with other Mini owners who love their cars. Towne will also provide a Mini from their dealership for test drives on the track for non-Mini owners.

So, drive on out to Batavia on Saturday, September 17th first thing in the morning and plan on a day of fun. Guaranteed, or your money back!!

More info, including directions, is on our website, www.gvc-bmwcca.org.



John Holtz Sponsors **Gute Marken** German Car Show

in Conjunction with Local Car Clubs
to benefit **Susan G. Komen Breast Cancer Foundation**



August 28th, 2005 12:00 - 3:00PM
John Holtz BMW
4250 West Henrietta Road
Rochester, NY 14623

Please join us for our second Annual John Holtz German Car Show, Gute Marken (Good Brands). In conjunction with the Genesee Valley Chapter BMW Car Club of America, the Niagara Region Porsche Club of America, and the Finger Lakes Chapter of Mercedes-Benz Club of America, the John Holtz dealerships bring you a day of fun and fabulous cars on August 28th, 2005. Last year we had over 60 entries, 300 plus spectators, and raised over \$3500 for charity.

This year we plan to make the day even better. We are excited to have the BMW Susan G. Komen fleet at the show conducting the Drive for the Cure from 11am to 6pm. Gute Marken attendees will have the opportunity to 'drive' one of the BMW cars for the cure, with BMW donating a dollar for each mile that they drive to the Susan G. Komen Foundation Breast Cancer Foundation.

If you have a car that you would like to show, we are accepting BMW, Mercedes-Benz, Porsche, and Audi. There is a \$20.00 pre-registration fee to enter, and pre-registration is needed by August 5th. There will be several categories in each marque, as well as Best in Show! Grounds open at 10:00AM, and cars must be ready for judging at 11:30AM. Judging ends at 2:00pm, with winners announced at 2:30pm.

The event is open to spectators from 12:00 - 3:00PM and there is no admission charge. See racecars, show cars, and antique cars! A fun event for the whole family! Don't miss this exciting day! Show off your special car and Drive for the Cure to support breast cancer research. Contact Patti Giordano 585-359-7373 X 3124 or pgiordano@johnholtz.com for details.

Application to Show

Name _____

Address _____

City _____ State _____ Zip _____

Day Phone _____ Eve Phone _____

E-mail: _____

Year _____ Make _____ Model _____ Color _____

The Classes (Please circle the class that you wish to enter.)

Mercedes-Benz

New Sedans and Station Wagons 1998/newer
Old Sedans and Station Wagons 1997/older
SL's and SLK's 1998/newer
SL's and SLK's 1997/older
All ML's
All 2 Door Coupes & Convertibles
Antiques and Classics/Any model 25 Years
Best Tuner (Modified)

BMW

Pre-war all 1929 - 1962 BMWs
1962-1976 1600,1800,2000,2002,2500,2800,
Bavaria,3.0
1975-1991 3,5,7 series
1992-2005 3,5,7 series
Coupes 2000cs, 2800cs,3.0cs, 6 series, 8 series
Z's All Z3, coupes, roadsters and Z4
Race Cars All
Dead, Dirty and Last All

Porsche

356
924-944-968
928
65-83 Porsche 911
84-89 Porsche 911
90-98 Porsche 911
99-2005 Porsche 911
Boxter-914

Audi

Best A-4
Best A-6
Best A-8
Best TT
Best 'S'
Best Turbo
Best Non-Turbo
Best Tuner

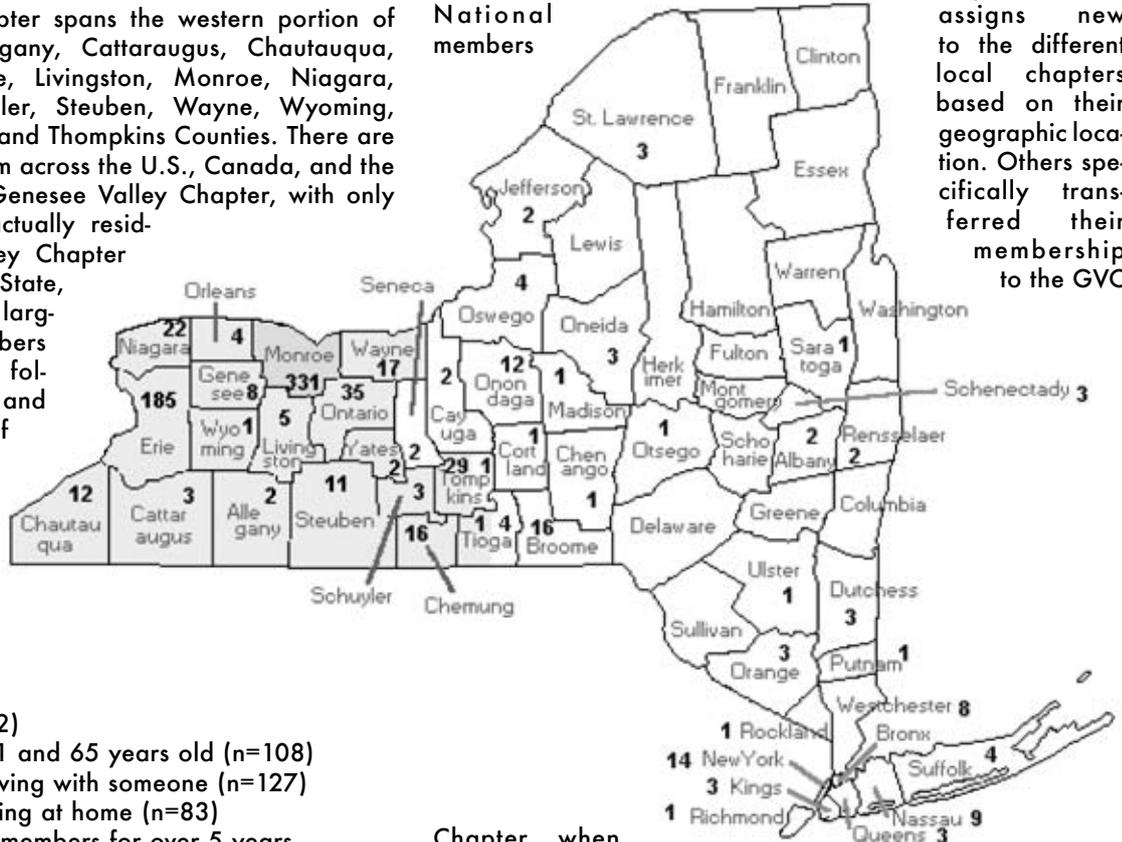
Please enclose a check or money order for \$20.00 for each vehicle that you would like to enter, payable to Susan G Komen Foundation. Enter by August 5th to Gute Marken/Patti Giordano 4250 West Henrietta Road, Rochester NY 14623.
or \$25.00 entry day of show.

Call 585-359-7373X3124 for info. Event is rain or shine. No 'For Sale' signs / No alcohol.

2005 GVC Survey Results

In January of 2005, the GVC chapter conducted a survey of its local members to assess satisfaction with past club events and better understand the level of interest in future / proposed activities. All GVC members in NYS and Canada, and extended board members, were invited to participate in the online survey. Close to 20% of the invitees (167 of 859) responded to the survey request.

The Genesee Valley Chapter spans the western portion of NYS, and includes Allegany, Cattaraugus, Chautauqua, Chemung, Erie, Genesee, Livingston, Monroe, Niagara, Ontario, Orleans, Schuyler, Steuben, Wayne, Wyoming, Yates, and parts of Tioga and Thompsons Counties. There are currently 1045 people from across the U.S., Canada, and the U.K. that belong to the Genesee Valley Chapter, with only 718 of these members actually residing in the Genesee Valley Chapter Region. Within New York State, Monroe County has the largest number of GVC members with 331. Erie County follows with 185 members, and then the numbers drop-off quickly with Ontario County next with 35, Thompsons with 29, and Niagara with 22 members...



Of the 167 people who responded to the survey...

- ...91% were men (n=152)
- ...65% were between 41 and 65 years old (n=108)
- ...76% are married or living with someone (n=127)
- ...50% have children living at home (n=83)
- ...49% have been GVC members for over 5 years... (n=82)
- ...47% belong to other car clubs in addition to the GVC BMW CCA. (n=79)

Why GVC?

Respondents decided to become members of the Genesee Valley Chapter of the BMW CCA for a variety of reasons. Most people joined the GVC Chapter to improve their chances of being accepted to one of our "Ultimate Driving Schools" at Watkins Glen (87 mentions). Others wanted to participate in fun BMW car-related activities including driving, social, and charity events (37 mentions). Some people wanted an opportunity to meet other car enthusiasts that share a common interest in BMW cars (34 mentions). Participation in autocrosses was also cited as a reason for joining the GVC Chapter (14 mentions.)

Some respondents look to the local club as a source of information, contacts and technical advice (28 mentions). They want to learn more about cars they are considering buying. They want to discuss issues they currently have with their cars, get answers to questions, and get help with their problems. They want to know more about how to best operate, maintain, service, repair, restore, and purchase their BMWs. Others

are looking for sources of parts and service, or places to rent tools (4 mentions). First time owners were particularly interested in learning more about their vehicles. Others joined for rebates and / or discounts on cars, parts, service and events. (14 mentions)

Some respondents became members of the GVC Chapter based upon their location. They became members when they signed up with the National BMWCCA to receive a subscription to the national Roundel or join organization. assigns new to the different local chapters based on their geographic location. Others specifically transferred their membership to the GVC

Chapter when they moved into the area. (22 mentions)

Others became GVC members on the recommendation of friends and/or family (16 mentions) and many have made close friends since joining the club. In other cases, dealerships recommended joining the club, or provided a complimentary club membership as a perk for purchasing a new BMW (6 mentions).

Past Events

In 2004, 60% of the survey respondents participated in at least one GVC event. Most people enjoyed the events that they attended. They appreciated the variety and the balance between driving and social events that the club had to offer.

Many new members were enthusiastic about the club, though some just haven't made it to an event yet... A number of respondents said that they wanted to attend events but had other priorities or scheduling conflicts that prevented participation. Some work on weekends, when many of the events are held. Others felt that the GVC Chapter is a Rochester-

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BMW CCA

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or pick them up at the TSX trailer at your next driving school!

All profits from clothing sales goes to club charities.



All cotton low profile baseball cap, logo on front, navy and black. One size fits all, \$18.50

Heavyweight fleece, logo on front, navy only. Small-3XL, \$44.00

All cotton full zip jacket, logos front and back, navy only. Small-2XL, \$130.00

All cotton pique' short sleeve sport shirts, multiple colors. Small-3XL, \$35.00

based club and that most events were too far away from where they live.

Driving schools were the most popular event among respondents, with close to half of them participating in at least one driving school in 2004. Many thought the Drivers Schools were great, well organized, and the best in the Northeast... The club race, Instructor Training School (ITS), and ITS seminar were also acknowledged. Many respondents also enjoyed the Autocross Series, particularly those events held at

Congratulations Ed Lindsay of Buffalo!

Ed was randomly selected as the sweepstakes winner of the GVC jacket!

Batavia International Motorsports Park. Participants appreciated the amount of course time they got and again felt that the events were very well run. People also liked the pancake tour to the Maple Tree Restaurant, family go-karts, summer picnic, and holiday party.

Future Events

Over 50% of GVC respondents said that they would probably or definitely attend Driving Schools held at Watkins Glen, Car Clinics, Spectator Events, How-To Sessions, Winter Driving Skill Courses, Wine Tours, Car Care Clinics, Technical Sessions, and Driving Schools at other tracks.

Events in which fewer than 25% of the GVC respondents expressed interest included... Ice Racing, European Travel, Ski Party, Drag Racing, and Scavenger Hunt.

Of the 117 people interested in attending driving schools at Watkins Glen, close to half thought that their spouse or significant other would be interested in participating in some kind of social activity along Seneca Lake while they were at the track.

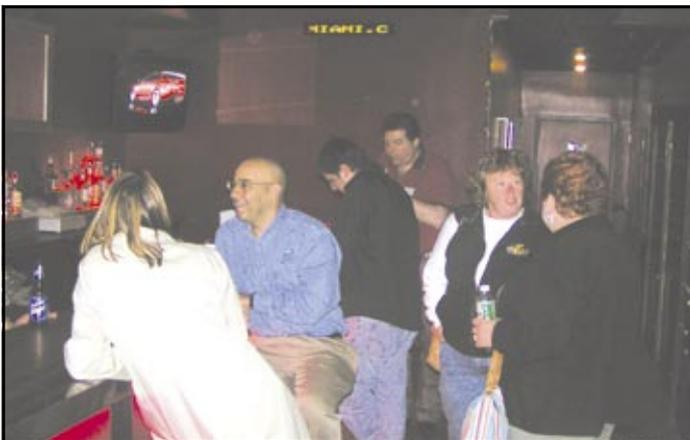
93% of the respondents read their "Bayerishe Brief" within a week of receipt!

Moving forward...

The survey provided a lot of food for thought and will help the GVC board improve existing events, as well as initiate new events of interest to GVC region members. The board is discussing ways to increase the geographic reach of events and create a more welcoming environment for new and old members alike. Other things being considered include additional venues for sharing technical information, coordinating / co-hosting events with other clubs, and additional ways to get the word out on upcoming events in a more timely manner.

The GVC board would like to thank all that participated in the study for taking time from your busy schedules to provide feedback and share your thoughts!

Photos from the Members Meeting on April 20.



JULY

16, Saturday. GVC Annual Picnic: White Brook Park, 250 Aldrich road in Perinton

17, Sunday. BMW Team PTG: BMW Team PTG has a very special one for you. We will celebrate our 10th year of racing the BMW M3 in a grand way on July 17th at Summit Point Raceway in Summit Point, West Virginia. Only a few miles from PTG's Winchester, Virginia shops, the party at Summit Point will be one-day celebration of everything BMW Team PTG. Many special events are planned, including a country barbeque, as well as, the opportunity to see few quite a few BMW M3s doing what they do best - racing.

23, Saturday. Autocross at BIMP: See web site for details

AUGUST

14, Sunday. Autocross at Monroe Community College: See web site for details

31 - Sept. 1, Ultimate Driving School at Watkins Glen: See web site for details

SEPTEMBER

17, Saturday. Autocross at BIMP: See web site for details

OCTOBER

1st - 2nd, Sat & Sun. Ultimate Driving School at Watkins Glen: See web site for details

Annual GVC Summer Picnic and Go-Karts Saturday, July 16, 2005

Bring the whole family to the annual GVC Summer Picnic!! The fun starts at 9 AM at the County Line Raceway go-kart track! Around 11 AM, when the gang starts to get hungry from all that friendly competition, the cooks will fire up the grills for a great picnic lunch at the White Brook Nature Area.

Where: Go-karts: County Line Raceway, Rt. 31 in Macedon (just over the Fairport border)

Picnic: **New Location** White Brook Nature Area, 250 Aldrich Rd., off Rt. 31, in Perinton

When: Go-karts: 9 - 11 AM

Picnic: Immediately following go-karts

Bring: A dish to share

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Cost: FREE

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Balance Sheet

ASSETS	12/31/2004	12/31/2003
Cash in bank accounts	\$83,208.66	\$72,304.45
Inventory		
Equipment		
Accounts receivable	0	0
Prepaid Expenses/deposits		
Other		
TOTAL ASSETS	\$83,208.66	\$72,304.45
LIABILITIES & EQUITY		
Accounts Payable	0	0
Other		
Equity/Retained Earnings	\$83,208.66	\$72,304.45
TOTAL LIABILITIES & EQUITY	\$83,208.66	\$72,304.45

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Welcome New Members

Welcome to the following new Genesee Valley Chapter BMW CCA members:

new
member
welcome
by amanda
kellogg

William Bauman • '97 328i
Louis Beato • '95 325i
Kevin Beckford • '03 530i
Dennis Bubel • '00 328ia
Tony Cariffe • '96 328is
Andrew Carozza
Steve Carozza
David Carrier • '03 X5
Gery Chalker • '99 528i
Andy Clark
Bruce Coleman • '88 M3
James Dresser • '88 M3
Chris Dunstan
Zan Ervin • '05 X5
Jeff Farmer • '99 323i
Robert Fine
Velio Fratangelo
Gilbert Fuhrman • '02 330ci
Collin Gaffney • '95 318i
Kenneth Gardner • '94 325i
Marie Gizzi • '03 745Li
William Goetzmann
Vaughan Graham • '01 325xi
Neil Halin • '98 M3
Michael Hamm • '05 530
Jared Harrison • '05 330i
Christopher Hesse • '91 M5
Robert Holzhauser • '04 323

Karl Hughes
Robert Jae • '02 325i
Frank Kemeny • '97 M3
Steven Kwiat • '99 M3
Charles Lannon
Richard Lattin
Michael Lewandowski • '05 745i
George Little
Halina Lotyczewski • '95 325is
Mirjana Lovrincecic • '05 330xi
Keith Magnant
Scott McIlvain • '02 M3
David Messinger • '98 328i
William Middlebrook • '99 540i
Jay Miller • '00 M Roadster
Robert Mischler • '91 325i
Frederick Mleczko • '00 528i
Pablo Ortiz • '05 325i
Frank Pagano
Tom Parker • '92 M5
Kristine Pedley
John Peragine
Joseph Priselac • '05 545i
Ken Robinson
William Ruthman • '84 733i
Andre Sadoff • '88 325i
Frank Sanford
Brian Schankat • '00 328i
Jed Sheckler
Richard Singer
Vincent Smoral • '04 325xi
Linda Steeb • '02 Mini Cooper
Scott Stein • '98 M3
Eve Strella
Scott Tobey
Van Travis
Rick Wambach
Daniel Williford • '98 M3

I hope everyone is enjoying spring... But as I sit here writing this, it feels more like mid-summer. I've decided to add some color pages to this issue - seems we have a few shutterbugs in our midst, and the pictures will look great in color. The deadline for the September issue is August 31st; any member can submit an article or photos. It doesn't necessarily need to be automotive related. If you think our members would be interested please send it in. Also, any pictures must be taken in high resolution, 1200 dpi or greater. Please let me know if you like the color section, and any improvements you'd like to see. Send your ideas and submissions to me at m6seth@frontiernet.net. If you don't have email, please call me daytime at 585-423-2698 and we'll make arrangements.

As I mentioned in the last issue of the Brief, I've been wrestling with the idea of building a "track" car. The wear and tear on my daily driver, a 2002 BMW 330Ci, was starting to show. Tire wear and stress on the suspension was getting to be too much. My choices were to keep modifying the 330Ci, and kill the ride - or do nothing and continue to be passed by quicker better handling cars, or build a race car... Then it hit me; in about 3 years the new M3 will be out, V8 engine, 400 horsepower... Probably 60 thousand dollars! Well that brought me back to reality fast! Then as I thought it through, would I really be happy with the new M3? Yes 400 horsepower is nice, and the M suspension is great, but would I be content, or would I still need to modify the car? That led me to consider building a track car. I've seen many E30's and E36's modified for track use, well, why not me?

I started putting pen to paper and came up with a budget. If I could find a car for about \$15 thousand, and figuring I would need about another \$15 to 20 thousand to make it track worthy, I could have a better handling car than the M3 and almost as much horsepower, for about half the price of a V8 M3. My only problem was, it seems everybody has either a E30 or E36 track car. Given that I must be different and can't seem to do things the easy way, I started thinking about other older BMW models. I remembered as a kid always liking the E24 6 series, especially the M6. Question is, could I find one for around \$15K? And what would the condition be? I started checking out all the various web sites for used car prices and found the range to be between \$13 and \$19 thousand depending on condition. So that made my decision real easy; an M6 track car I would build, "IF" I can find one for my price.

Now the hunt was on. I searched eBay, Autotrader.com, Cars.com, any web site that sold used cars. I found some real garage queens. One listing had an '87 M6 with 23,000 miles and the owner was asking \$43 thousand! Other M6's had well over 100,000 miles but they were within my price range. Then one night on eBay, I found a 1988 M6, Cinnabar Red exterior and Lotus White interior, 45,500 miles, original owner car from Texas. The body and engine were in excellent condition; but the interior needing some work. I didn't care because the interior would be replaced anyway. So after calling the seller, who turned out not to be the owner (he was selling the car for a friend), and grilling him for over an hour, I did something I swore I'd never do, I bought a car on eBay! And for the price I had budgeted!

Yes! I am now the proud owner of a 1988 BMW M6. Now the real work, I mean fun, begins. Finding parts and deciding what to do first. We'll go down that road in the next issue.

my
two
cents
by seth
berlfein



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Please visit our web site at www.gvc-bmwcca.org. Click on "Forums" then "Classified Ad Forums."

Susan G. Komen Annual Drive for the Cure August 28th

Once again, Holtz BMW is hosting the annual fundraiser, Drive for the Cure, to raise money for breast cancer research. BMWNA travels around the country providing new BMW's for fun drives; and, for each mile driven, they donate toward the cause.

This year, I am again seeking volunteers to drive these new cars from Holtz to Towne BMW in Williamsville. The event will be held on Sunday, August 28th during the day. (Note: GVC will be a part of another event at the same time, the 2nd Annual Concours, also being held at Holtz BMW.) At the end of the day, around 6 PM, the volunteers will be fed a light supper, asked to select which car they want to drive [tough choices] and head out for Towne. We will then be transported back to Holtz in a passenger van with snacks and movies. Arrival time back in Rochester is around 9 PM. You must be a licensed driver, over 21. There is limited room in the return van for extra passengers, but we can usually fit in a couple. First priority goes to BMW Chapter members. We will fill in with friends and relatives if we don't get enough car club people.

Please let me know if you are interested in helping out.

E-mail: gddavis@frontiernet.net
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Thanks!
Gail Davis

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