

# der BAYERISCHE brief

*Fantasy Drive.  
Mel Dillon gets the  
drive of a lifetime.*

*story on pg. 6*

*Genesee Valley Chapter  
BMW Car Club of America  
MARCH 2006*





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March 2006

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BMW Car Club of America

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I always find winter a time for reflection and at the same time, I start getting excited about the opportunities the new year can bring. Let me share some of my reflections and start by saying that 2005 was another successful year for the Genesee Valley Chapter.

We again hosted three great driver's schools at Watkins Glen International and I am proud to say that our Driving Events Committee continues to prove that we are the Ultimate Driving School in more than name alone. Our May driver school included our often copied but never duplicated, Instructor Training School (ITS). Our ITS program continues to be not only one of the best in the Country, but the one that BMW CCA uses as the benchmark and the basis to measure other the chapters' program.

We hosted two BMW Club Races at Watkins Glen during 2005. The first was in conjunction with Historic Sportscar Racing (HSR). As you may remember, our first ever Club Race was only a few years ago and was in conjunction with HSR. Our second race of the year was held in conjunction with our fall school and was the North

American Challenge race. We had a full field of BMWs with club racers coming from all regions of the Country!

Our chapter continued to show the importance of our philanthropic efforts as we supported such charities as Galisano Children's Hospital, Susan G. Komen Breast Cancer Foundation, Ronald McDonald House, Salvation Army and Katrina relief to name a few. This is an area where we can do more in coming years - not only in the dollars we donate, but as a group we have the ability to raise the public's awareness of the issues and the needs.

The autocross season was another wild success as we continued to alternate our six events between Batavia International Motorsports Park (BIMP) and Monroe Community College (MCC). BIMP is like a mini Watkins Glen while MCC is the traditional parking lot cone fest. We also had our first annual Mini Cooper day at BIMP which was sponsored by Towne Mini.

Finally, we had our usual GVC get together's including picnics, the holiday party and the annual meeting. The casual settings allowed everyone to catch up with some old friends and meet our newest members.

However, with 2005 in the history books, it's time to look to the new year and our new opportunities. One of the things I am most excited about is our first international driving school. As you have probably already heard, for the first time in history, GVC is leaving the friendly and familiar confines of WGI and heading north of the border to Mosport International Raceway - located just north of Bowmansville, Ontario. It's a nice, short road trip and if you have never been to Mosport, then you have missed out on one of the best tracks in the north-

east. While it might not have all the amenities of tracks like WGI or Mid-Ohio Sports Car Course, the technical and exciting road course more than compensates. I have done both driving schools and BMW Club Races at Mosport and it has always been one of my favorites. Trust me; this is one school you will not to miss.

The dates for the Mosport school as well as our other three schools at Watkins Glen are listed on the website. Pre-registration is now open, so log in and sign up.

This new school is an opportunity to not only visit a new track but also an opportunity for our Chapter to continue to be a leader by not resting on our laurels, but rather taking on new challenges.

I would also love to see 2006 be the year of the new member. We started 2006 by having more meetings on location. We held a meeting in February at John Holtz BMW where we not only invited our members, but the dealership also invited their customers. By all accounts, it was a success. We are planning meetings for March and April also on location - including a meeting in Buffalo. Towne BMW and Mini has asked to host a meeting to facilitate us in reaching our members in Buffalo and Niagara Falls. I am excited for that meeting as it will give us a chance to introduce ourselves to the Mini crowd. As I have stated previously, I believe the biggest opportunity for growth in the BMW club is with the Mini crowd - both locally and Nationally. While we do have some cross over with current BMW CCA members, I think the Mini faithful can still provide us with new blood! At the time of this letter, we are still firming up dates for the Buffalo meeting but we are shooting for late April which should provide us with decent weather and an excuse for a road trip.

I also want to do the unthinkable... visit with other marques. What do you think about fieldtrips to see the new Porsche Cayman or 997 Turbo? What about a trip to see the C6 Corvette Z06? Most of us are car nuts, so why not feed our disease?

We also need to reach out to our members to raise participation in our existing events. For example, in preparation for the Holtz meeting, I zipped out email messages and made phone calls to the "car people" on my address list. I plan to do the same for future meetings and I encourage everyone else to do the same.

If you have not been to a GVC event in a while, please consider joining in on the fun. If you have never been to a meeting, come see what they are about - since they all tend to have food and drink, if nothing else, you'll get a free meal!

If you have never been to an autocross, stop out and meet the coneheads. My guess is you'll be a participant before long - we even have a helmet you can borrow.

Take the lovely drive to Watkins Glen or Mosport during one of our schools. Make sure you have shoes and a pair of long pants in the car, and I am sure we can get you out for a ride. If nothing else, you'll get to spend a few hours in that car you love. But more realistically, you'll probably sign up for the next school.

For our more active members, imagine the possibilities if we all invited one or two friends to every event. My guess is you won't have to invite them to the next event as they will sign up before you do!

I encourage you to take advantage your membership. Remember, this is our club and it's up to each of us to make 2006 the year of the new member.

# the president's message

by vince Leo

# UPCOMING EVENTS

## May

13th & 14th, Saturday & Sunday. Ultimate Driving Schools at Watkins Glen

20th, Saturday. Autocross at BIMP

## June

4th, Sunday. Autocross at MCC

4th, Sunday. Gute Marken German car show & Susan G. Komen Drive for the Cure

25th, Sunday. Autocross at MCC

## July

15th, Saturday. Autocross at BIMP

25th & 26th, Tuesday & Wednesday. Ultimate Driving School at Mosport Canada. That's correct! For the first time ever, GVC is going international, hosting a 2 day Driving School at Mosport, in Canada. Start making plans now; we expect this new and exciting school to fill up quickly.

## August

20th, Sunday. Autocross at MCC

30th & 31st, Wednesday & Thursday, Ultimate Driving School at Watkins Glen

## September & October

23rd, Saturday. Autocross at BIMP

30th & 1st, Saturday & Sunday, Ultimate Driving School at Watkins Glen



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# Fantasy Drive

by Mel Dillon

photos by Michael Mitchell, CCA Librarian

We've all done it. Yes, I'm sure we have. You buy that ticket for the big car raffle, the theater-sized TV or the vacation in Tahiti. You allow yourself a little delusional state and spend time thinking about how much fun that will be once you've won. But somewhere in the back of your mind the adult rational part of your personality is assuring you that you just made a donation and some other lucky so-and-so is going to have the time of their life when they win. If you are a real masochist, you make note someplace to look up the winner after the drawing takes place.

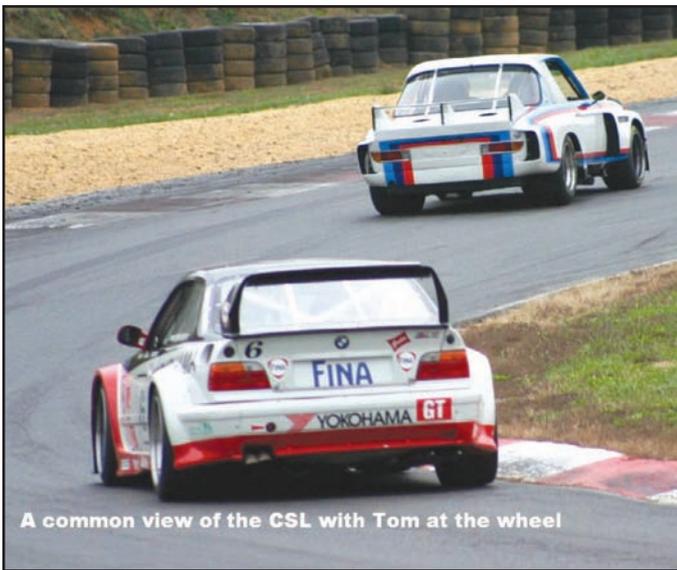
That's the scenario that ensued when I bought a ticket in the BMW CCA Foundations Fantasy Drive contest last spring. There were a lot of delusional brain waves produced, and a slightly masochistic tilt as I noted the drawing date in the PDA and that was the end of it. Then one day the PDA reminded me someone else was having a really great day. I was just foolish enough that evening to go to the web site to see who won. Guess what, they did not have any announcement up. So I divorced the whole thing from my mind and settled down to the more mundane tasks of daily life for the next couple of weeks.

Then one Saturday afternoon, after I had returned from riding lessons, I decided to check my email. The email read "CONGRATULATION, Fantasy Drive Winners." Yeah right! I

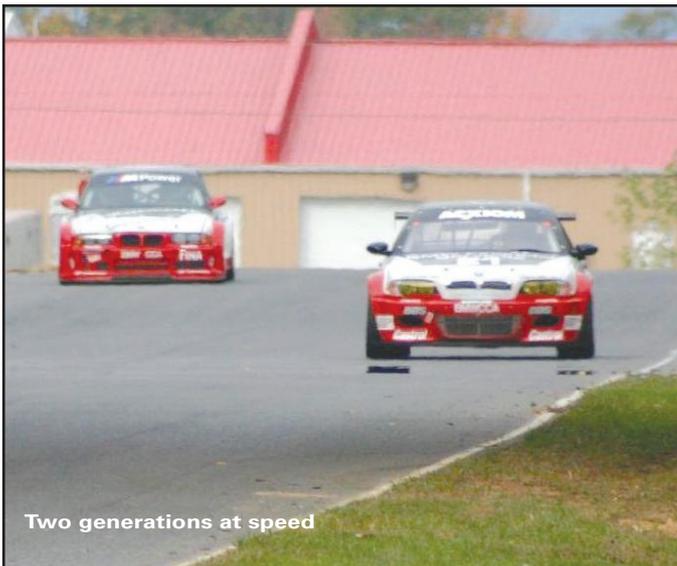
almost filed it along with the one about my being named as the sole recipient of the millions looted by some third world official. I opened the message and there was my name. Being a doubting Thomas I opened the header and traced the message to see if everything looked valid. Then I went to the web site and clicked on the contest link. And there it was - I had won the fantasy - one day's use of the PTG racecar and team. Damn! I was pretty much without words and kept repeating "No Way." Alice and Kyla came in to see what might be wrong, as I was pretty much non-communicative for a couple of minutes.

That message started a long process of setting a date to actually drive the car. As some of you are aware, the team was having a costly season in terms of equipment repairs, so setting the date was dependent on them not wrecking the equipment while they were racing. Eventually the date of October 20th was set and it was off to Summit Point to meet the team and have some fun.

The day dawned a little cold, but clear, and the forecast was for a good day with rain late. When we arrived at the track, there was the transporter, an E46 M3, E36 M3 and a CSL racecar. Like a kid in a candy shop, I was looking at all this hardware and trying to decide which one I wanted to drive first - the E46 or the E36 car. Well, that decision was made for us as PTG has just sold the E46 cars to another team and they were getting



A common view of the CSL with Tom at the wheel



Two generations at speed



acclimatized to the new cars. Still, a day with the E36 racecar was more than enough of a fantasy, so let's have at it. While the team prepared the car, it was time for pictures and the handing out of a box of prizes. Then it was into the trailer and on with the Nomex and a full dose of adrenalin. Frank Benvenga got the first session with Tom Milner Jr driving; then my turn came. After a quick session in the passenger seat seeing how it was done, it was into the driver's seat.

The next surprise of the day was that the driver's seat is adjustable! I was worried about fitting the car and it turned out to be no problem. A quick rehearsal on starting the car and it was off. Well, about two feet. The car is fitted with a multi-disc clutch, and the chief mechanic had versed me in the launch procedure earlier. It seemed simple enough. Clutch all the way to the stop, start the car, ease up on the clutch until it starts to drag, hold that position, add some gas and as soon as the car starts to roll get off the clutch. Considering that the most infinitesimal reduction in pedal pressure caused the clutch to lock up tight, it took three tries to finally get out of the pits. Not the best of shows in front of the crew, and with Tom setting in the passenger seat! Once it was rolling, the next challenge struck. The E36 transmission has a pawl gearbox (hope I got that term right). What it means as a driver, is that the changes are direct and immediate. It also means you have to be 100% on the clutch pedal or it crunches

on each downshift. Suffice it to say I probably dropped more downshifts in that first session than I have since I started driving. Once I got somewhat familiar, the pace picked up and I started to experience the rest of the car. Way too early it was time bring the car in and turn it over to Frank for a session.

The second session arrived and this time Erik Wensberg, former M Brand Manager, was in the passenger seat. This time I only took two tries to get the car out of the pits – so I was learning slowly. Also this session I really got a chance to learn something about the car's handling. The car was stable in a straight line and turned in almost on a thought. I never really found the limits of the brakes, but they were formidable. Balance entering a corner was whatever you wanted it to be – neutral, under steer or over steer. Rotation was amazing and could be brought about by brakes or throttle and was never a "surprise." Of course with that type of power available, a little too much exuberance leaving a couple of corners early on lead to some counter steer and a few momentary thoughts of Roundel headlines reading, "Mel Dillon trashes PTG race car." Erik was in the passenger seat to hopefully prevent those interesting headlines. He did react a couple of times to my exuberance and motioned to ease up. That was the watchword for the day and restricted fully exploring the capabilities of



the car.

A third session followed, and, while I don't believe my name made it into Tom Milner's note book of future driver candidates, I did get compliments from Erik Wensberg about it being an enjoyable session. An interesting conversation ensued as we cooled off. Erik was very pleased with my listening and adapting as requested. Seems in his tenure with BMW there were too many times he explained to different drivers that this is the only car in existence, you need to work up to finding the limits only to see a cloud of dust in the distance at the first fast corner and some real fears about the integrity of a one-off car.

Now the CSL was pulled onto pit lane and Tim Milner Jr. was donning his helmet. I was stuck in the M3 for a solo session. And just like a real driver, the man writing the checks leaned in with several admonishments to follow Tom and not get into trouble. This session I was to watch the temps on water and oil as the sun was trying to come out. Well, following Tom was enough trouble by itself. He took off and quickly got up to speed in the old car. I had my work cut out to just stay with him and pull good clean gear changes. The session was made more interesting as I had to keep checking the mirrors for the E46 which was running at full race speed now. Again, way too soon it was over and into the pits. I changed places with Frank and got to experience the batmobile for a few laps. It was even noisier than the E36 and all those stories you have heard about heat coming through the floorboards are true. After about three laps, I had to start watching where I put my feet as the racing shoes were in danger of a melt down if I left them in one place too long. The fun ended and we broke for lunch under the transporter awning. That was good because my ears were ringing after twenty minutes in the CSL passenger seat.

Then it started to rain. We were supposed to get a chance to drive the CSL after lunch, but as we ate it really started to rain. The batmobile did not have rain tires available, so it was rolled back to the transporter and was off the list. But, the E36 did not have rains either, so we sat. And sat and sat. And paced around while the other team did laps in the E46 which had rain tires. One of the crew was finally dispatched to get some intermediate tires from the shop, as it did not look like the rain was going to stop. Once the tires arrived I jumped into the passenger seat with Tom Milner Jr. driving to get a feel for the car in the rain.

Ok, where in the hell did they find this car? It was no longer the fine poised racecar it had been in the morning, but was now an evil creature that wanted to throw the rear end off the track at a moment's notice. I was wondering if maybe Tom was putting

on a show, but after about three laps we came in and Tom Milner leaned in the window and asked how it was. Tom Jr. rattled off a list of issues and the crew went to work. It's novel to sit in the car as it goes up on the air jacks, the shocks and roll bars are softened and the rear wing is cranked up as far as it will go. After about five minutes the car came down and we were off again. It was a little better, but Tom was using all his skills as I could feel the car working all the time. In we came. We piled out and someone yelled - get in! I was in the driver's seat and more apprehensive than I was on my first session. Another quick discussion with the organizer leaning in the window suggested that I take it easy. I did not need that reminder! Once I was out on the track the car showed its dark side. The first couple of laps were pretty amateurish looking; I was braking early and real soft on the throttle as any thoughts about acceleration brought the rear end around. Going down the straights now, the car danced all over the place until I got up enough speed, above 120 mph, to create some down force. The session ended uneventfully and I turned the car over to Frank. Erik was actually pleased and said he really enjoyed the last few laps as I had found just how far it could be pushed on a cold wet track and had started to get a rhythm working. I exchanged a few notes with Frank about just how slippery it was and waited to see his session - which only went two laps before he dropped off the track. Ok, now change the name on the headlines. Turned out he used a little too much throttle coming out of the carousel and swapped ends. I had the car loose there once or twice myself. No damage done and he went out and finished his session.

Finally it was the end of the driving. Some more pictures and the last act of the fantasy started. I got to walk away from the work - changing the tires, brakes and packing up the car. There was a team to do that! Damn, I was starting to get used to this. The whole experience was mind blowing. Having people on call to adjust the belts, see to the car without my lifting a finger was incredible.

It was a fantasy but a real shame that the rain came earlier than forecasted and cut off access to the CSL and a couple of hours of track time. As a side note I tried to use my chatterbox during one session on track but the noise level was too high and you could not hear the other person. That was too bad as there were a couple times that just hand signals left something lacking between driver and passenger.

Next day my right hip was bruised, my shoulders were sore and I wanted to go back and do it again. Next Fantasy Drive drawing I'm buying two tickets instead of just one! Because like Oliver Twist all I can keep thinking is - "Please sir, can I have some more?"

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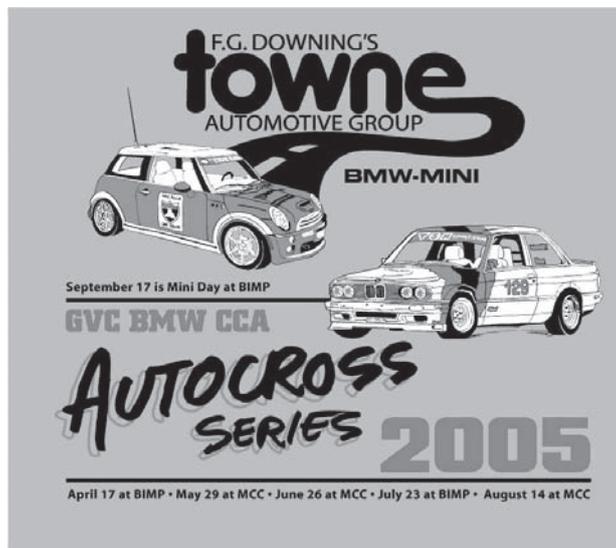
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## Towne BMW-MINI Autocross Report

by Tim Moriarty

The 2006 Autocross season is fast approaching and promises to be another outstanding one. Three events are scheduled for Batavia International Motorsport Park (BIMP) and three are scheduled for Monroe Community College (MCC). These two very different sites should allow a varied and challenging season. BIMP is a closed-course go-kart circuit with lots of turns and elevation changes. As the BIMP course does not change from event to event, we can compare our driving performance over the course of the year. MCC is a fairly large parking lot where we can lay out some quite challenging (and fun) traditional autocross courses. Both sites are spectator-friendly, with lawn areas and shade available.

If you have not run an autocross on a closed course like BIMP, you should try it. We have the track for the whole day for each event, so we are not planning on limiting the number of entries this year. As always, it's a good idea to get to the event early so you have plenty of time to walk the course, get through tech, and get prepared.

The objective in an autocross is to drive as fast as possible around the course without driving off course or knocking over

any cones. The driver with the lowest time wins. If you knock over cones, you will be penalized two seconds for each cone. The top drivers are often separated by only fractions of a second. When participants are not driving, they help with various tasks such as working the timing station, staging, or flagging. We all pitch in to make the day go smoothly.

Come on out and see what you can do against the clock, your friends, and fellow club members! As a competitor, you will receive a great Towne BMW-MINI Autocross Series T-shirt. Entry fees for all events will be \$25 for club members and \$30 for non-members.

As always, we can use your help. Programs like this take a huge effort to put on and run smoothly. Simple things like picking up cones at the end of the day or helping with setup in the morning make the day more enjoyable for everyone. Anyone who is planning to be at a majority of the events and would like to become one of the Chiefs of Specialties (Registration, Timing, Tech, Course Work...), please contact Tim Moriarty At 585-723-4617 [tgbsm@frontiernet.net](mailto:tgbsm@frontiernet.net) or Bill Hicks at 585-594-1622 [whicks2@rochester.rr.com](mailto:whicks2@rochester.rr.com).

### 2006 Schedule

Date	Location
May 20th	BIMP
June 4th	MCC
June 25th	MCC
July 15th	BIMP
August 20th	MCC
September 23rd	BIMP

### Typical Day

7:00-9:00	Course Setup
8:00-9:30	Tech & Registration
9:30-9:45	Drivers Meeting
10:00-12:00	Timed Runs
12:00-1:00	Lunch Break
1:00-3:30	Timed Runs
3:30-4:00	Clean up

# Meeting at John Holtz BMW

photos by Mel Dillon



# Genesee Valley Chapter BMW CCA

presents

The Inaugural International

# Ultimate Drivers School

Mosport International Speedway



## Turn 1 at Mosport



## The "A" Ride begins!



For the first time, GVC BMW CCA heads north of the border for its Ultimate Drivers School, at Mosport International Speedway. Drive Canada's premier road race track, with america's best driver education school. As usual, entries are limited and we expect this school to fill up as fast as our other schools at Watkins Glen. So, get the word out that we're going International and plan on joining in on the fun.

Instructors should contact Dave Lanni [dealanni@rochester.rr.com](mailto:dealanni@rochester.rr.com) for event availability. Students can now register at [www.gvc-bmwcca.org](http://www.gvc-bmwcca.org) for this event. You can also contact these people for current information, as it becomes available. Gary Matteson [gmatteso@rochester.rr.com](mailto:gmatteso@rochester.rr.com) or Seth Berlfein [m6seth@frontiernet.net](mailto:m6seth@frontiernet.net)

Plans are also being made to book blocks of rooms in an area towards Toronto, where there'll be plenty of places to eat and sleep to meet everyones life styles. Contact Nancy Becker [nbecker@rochester.rr.com](mailto:nbecker@rochester.rr.com) for this information.



by Dr. Stu Sacks

# Iron Horse Bicycle Classic

So, after competing in the Cannonball One Lap of America for 7 years in a variety of different cars, I decided to try some different stuff in 2005. I had already converted the ex-Hopkins 325/M3 known by many as the 'Back in Black' car to be club race legal and done a couple club races in 2004 and planned on doing a few more in 2005. I planned on continuing my fund raising activities as 'Donor Recovery Racing' with some new activities.

A good friend and colleague, Dr. Jason Batley, orthopedic surgeon extraordinaire, managed to convince me to come out to Colorado to participate in a bicycle race called the Iron Horse Bicycle Classic.

So, I decided to skip the One Lap and do the Iron Horse in its place. Yes, I have done a fair amount of cycling in the past and I try to stay in shape, but this thing was serious! Jason is at least 5 or 6 years younger than me, is in great shape, and has legs that reach up to my chin. I made sure all my life insurance was up to date. We also convinced a physician assistant from our hospital to join us for the ride - he was in his mid-twenties.

The Iron Horse began in 1972 when 2 brothers decided to take the highway through the mountains from Durango to Silverton - 2 small mining towns in the Colorado Rockies to race the old steam train - the Iron Horse - which ran along the valley floor between Durango and Silverton. Durango sits at about 6000 feet elevation and Silverton at 9000 feet.

So, we trained as best we could in the limited amount of time when the snow cleared off our Rochester roads before the Memorial Day race.

Jason and I and our wives flew out to Albuquerque and drove to Durango. Thanks for all the support Jodi!! What a cool little town!! Great shops, restaurants and people!!

The day before the race we drove the road we would be riding in order to leave one of our rental SUV's in Silverton for an easier way back to Durango with our bikes. As I saw the road for the first time, I cried. It just kept going up.....Yup, I figured I was gonna die on this stupid mountain. The ride was only 48 miles, but there were 3 climbs - the first was 7 miles long, and then a small pe-

riod of respite. The next climb was also 7 miles and peaked at 10,600 feet at Coal Bank Pass. (Yes, even though it was late May, there was still over 5 feet of snow on the ground). Then there was a nice descent and the start of the final 3 mile climb to Molas Pass at 10,941 feet. Then a long descent into Silverton to the finish.



We had a beautiful dinner and turned in early the night before the race. For race day, our wives rode the steam train to Silverton to meet us. We left in a crowd of over a thousand cyclists and our plan was to NOT try to ride together, but to go at our own pace. Dan, the twenty-something PA took off and then soon Jason left me as well. As I went up that first 7 mile climb, I never thought I would be able to finish this event. But, somehow I found Jason and we did most of the first climb together and then split again. On the 2 following climbs, I had tremendous leg cramping problems and kept stopping to get off the bike. But, once I saw the top of Coal Bank Pass, I knew I would make it to the finish. It wouldn't be pretty. It wouldn't be a particularly fast time, either. But, all I wanted to do was to finish.

And I did finish - only about 20 or 30 minutes behind Jason, who also was slowed down with cramps. Dan finished well ahead of the both of us. I guess youth is worth a lot.

We discussed at dinner that night that it was enough pain to suffer ONLY ONCE in a lifetime, but then we were talking about the 2006 Iron Horse the next day.

Also of note, we did finish ahead of the guy on the hand cycle (you should have seen his arms - glad I didn't have to arm-wrestle him!!) and the guy on the unicycle (yeah, I'm serious).

What's up for 'Donor Recovery Racing' in '06 ???  
Stay tuned.....

# The Cruellest Time Spring Fever / Racing Fever

perspektive

by hal  
miller

hmillerm@com

The actual quotation by T.C. Eliot goes, "April is the cruellest month with lilacs springing forth from hard ground." We are sick of gloomy days, dirty snow and dormant racing. (Okay - so I'm writing this from Florida, but it's winter down here too). We stare at our helmets and long to hear the sound of the engines. This year we're gonna do better and learn from those dumb mistakes we made last year.

The 24 hours of Daytona signals the start of the racing season, although there is still a long time to go before we can fire up our machines (unless they are daily drivers). I go to Daytona every year to kick the tires, talk to the drivers and watch the opening hours. The Daytona Prototypes are butt-ugly but so are most of the purpose-built race cars today. The beautiful shapes of the past have been sacrificed at the altar of downforce and aerodynamics. All this is forgiven, however, when you see a gaggle of DP's three wide diving into turn one at

Daytona's road course. This year marked a radical change in the complexion of this icon event. It has become a Hollywood production featuring the stars of the other major racing series including NASCAR, IRL, and Champ Car. The race was won by the Lexus Riley 02 driven by Scott Dixon and Dan Wheldon of IRL fame, plus Nextel Cup driver Casey Mears - talk about a democracy! Once again, there wasn't much for us BMW fans. The only BMW-powered DP entries, the Southard Motorsports / BMW Riley and the Tuttle Team Racing / SAMAX / BMW Riley, finished 38th and 42nd respectively. BMW has effectively abandoned the Grand Am series in a snit about the V8 powered M3's in the GT class. It's kind of sad to see the two M3s soldiering around and finishing 28th and 32nd in class. However, there is hope. Rumor has it that the new M-powered Z4 Coupe is being groomed for the Grand Am series as well as other road racing venues - maybe even Le Mans

Of course the racing series that means most to us country boys is GVC's own Club Racing, Autocross and 'Drivers School' programs. We will be in the thick of it. I am partnering with my grandson Matt Kremers, who is a junior GVC member, to build a racecar for GVC racing. Matt, a freshman at RIT, is also a member of the Formula SAE Club that designs, builds and races open-wheel race cars. This is a tremendous help in our endeavor. Our car is being created much like the Frankenstein Monster with cars purchased from the junkyard and cannibalized for their useful parts. The rest is being supplied from the internet. 'Old 69' (numbered for the year I started racing) should be ready for the opening events (are you reading this Matt?). Also, our racing Kart is garaged at BIMP. We play two Bingo cards in the Autocross events held at BIMP. Last year Matt brought home all the marbles with our Kart at the July Autocross. The future of GVC as well as BMW lies in our future generations.



If anyone raises an eyebrow when you tell them you race, then tell them of all the ways it makes you a better driver. Not only does racing quicken reflexes and sharpen hand-eye coordination, it also trains for emergency situations (wet skid pad, panic braking, emergency maneuvers, etc.). On my way to Oktoberfest last year, traveling the Blue Ridge Mountain Parkway, I rounded a blind curve as a woman was pulling out of a side road. She panicked and stopped dead in front of me. I had a split second to execute an emergency maneuver which allowed me to skirt behind her into a shallow ditch on the side road she had just exited. No injuries, no damage. Chalk it up to race training and experience on the track.

General George Patton said of war, "God help me - I do love it so." Most of us think the same about our addiction to 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

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**June 4<sup>th</sup> 2006, 12:00 - 3:00PM**  
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Please join us for our third 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 June 4th, 2006. Last year we had over 40 entries, 600 plus spectators, and raised over \$4000 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 5pm. 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 May 19th. 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 X3124 or [pgiordano@johnholtz.com](mailto:pgiordano@johnholtz.com) for details.

Please join us for our third Annual John Holtz German Car Show, Gute Marken

# Gute Marken

German Car Show : Sunday, June 4th, 2006 : 12 - 3PM

## 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

### 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 May 19th to Gute Marken/Patti Giordano 4250 West Henrietta Road, Rochester NY 14623 or \$25.00 entry day of show. Call 585-359-7373 x3124 for info. Event is rain or shine. No 'For Sale' signs / No alcohol.

the  
bimmer  
boy  
by russell  
labarca

My BMW encounters have been rather limited since last writing, due mainly to busyness on the part of both my uncles and me. However, I heard from both of them a few days after spring turned to windy, cold winter again. Bob called to let me know the 2002 was out and chasing trains, running strong on fresh but slow-moving oil, and most importantly, was pumping out lots of heat. Tom emailed me pictures of his Z3 (top down) next to an M Roadster (top up), and assured me with the windows up and the screen in place, it's quite livable. And most importantly, it pumps out lots of heat.

To keep my car hunger in check in the mean time, it seems everything I've been looking at lately has to do with forced induction, namely, turbo charging. I have great affection for Volkswagen's 1.8T, and am looking forward to the chance to experience the new 2.0T direct injection GTI. But their newest engine marvel is something not available to us: the twincharger.

Also incorporated into a direct injection gasoline engine (FSI), VW has added a Roots supercharger and a turbo charger, working in series, to their 1.4L 4-cylinder in the Golf GT in Europe. Its peak torque of 177 lb/ft is available from 1250 RPM, which makes for brisk acceleration, and it returns 23% better fuel economy than an equally powered 2.3L engine. Whether or not it will last is uncertain, and the extra booster adds an extra degree of service to be done. But if the technology intrigues you, you might be interested in working on it anyway.

The other big news in the turbo field comes from the latest 911, which uses Variable Turbine Geometry, basically to change your turbo size. Instead of having a small turbo charger for low load duties and a big turbo charger for high-end power,

electronically controlled movable guide vanes on the exhaust side of the turbo change the inner diameter to change how quickly the air moves through. When the vanes create a more narrow passage, when there's not much exhaust gas present, the air moves more quickly to turn the compressor more quickly and force air into the engine faster. As the revs build, the vanes make a wider passage to allow the larger volume of exhaust gas that has built up to go through, keeping the induction high and power up (480hp, up to 505 lb/ft from 1950 rpm).

BMW uses the two-sized turbo in series approach in the 535d, another very cool engine that we don't get. The small turbo gives quick boost on the low end; the large turbo takes over at high RPM to sustain the power. In this case the important power is torque: 295 lb/ft from idle, 413 lb/ft at 2000 RPM - which is 30 more than the M5. I'd drive a diesel that could outspurt an M5, and BMW's not the only one interested in fast diesels. Audi's new R10 Le Mans engine is a turbo diesel V12 that makes 811 lb/ft, enough to justify redesigning their dyno just to measure it.

And it's the fuel economy of the diesel that's really the best part, aside from having the rattling 6 cylinder beating the F1 V10. BMW's latest delve into fuel economy technology is the Turbosteamer, an add-on device that increases efficiency by 15% - for free. Free, as in no more energy put in during the combustion process (don't worry thermodynamicists, we're not out to violate the Second Law here). By using 80% of the exhaust heat that otherwise is used only to heat up your engine bay, steam is created and drives an expansion unit that is hooked directly to the crank shaft. Presto! Fourteen more horsepower, fifteen extra pound-feet, and no extra input on the engine's part. I wish it was this technology that BMW directed most of their research attention to, rather than, say, High Beam Assist. This 'technological leap' simply caters to the driver who is lazy or doesn't know any better, and allows him to think just a little bit less about driving since the car will work the high beams for him. And at night, inattentive drivers are no good for anyone.

So here's to hoping BMW keeps up the good work on making great engines, and incorporating some very cool technology - if for nothing else than to give me one more thing to distract me from homework!

## THE BMW CCA MEMBERSHIP DRIVE

Beginning September 1, 2005 through July 15, 2006. This membership drive is open to three categories of participants: Current BMW CCA members, current BMW CCA members who work for a BMW dealer or independent BMW shop, and BMW CCA chapters.

To be eligible, BMW CCA members must be paid members; (that is, they may not be members by virtue of being "comped" by BMW CCA or a BMW CCA chapter).

There are three reward categories of this incentive program that corresponds to the three categories of participants: rewards for current BMW CCA members who refer new members; rewards for BMW dealer or independent BMW shop employees who refer new members; and 3. rewards for chapters that achieve a designated level of new member activity.

BMW CCA members who refer new members, will be eligible for drawings for a variety of additional prizes at the end of the membership drive. These drawings will take place at Oktoberfest 2006. Winners need not be present at Oktoberfest to win. The prize list will be published on the web site as prizes are added.

Please visit National BMW CCA web site for more details. [www.bmwcca.org/members](http://www.bmwcca.org/members)



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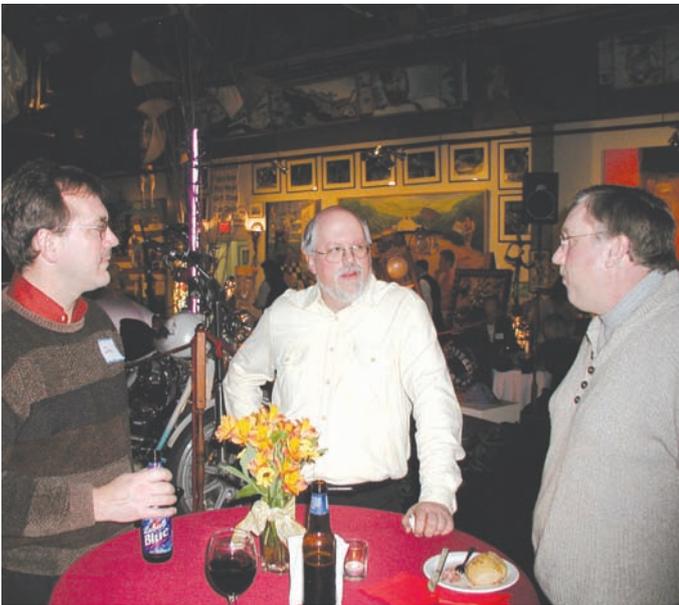
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# Post Holiday Party



"This place is just dripping with art," I overheard someone say. About 70 club members and friends learned where art truly lives in Rochester when they attended our "post-holiday" party on January 21 at Artisan Works. This huge facility is home to the Elizabeth Collection – a unique and diverse art collection consisting of paintings, photography, 3-dimensional and kinetic art.

Both tall and short tables were placed in and around this complex for ease in grazing and conversing amidst the myriad of artwork. Tasty hors d'oeuvres were followed by pasta and roast beef (done perfectly to my spouse's liking). I had my second course in what we called the Marilyn Monroe room – a room filled with photos of Marilyn. It also housed a number of wooden sculptures by Wendell Castle and some incredible carved wooden clocks

by. Dessert was served from a cart in a corridor flanked with some huge hanging mobiles.

Tours were provided which took us through a number of theme-decorated dining rooms. My favorite was the Frank Lloyd Wright dining room, complete with stained glass windows and Craftsman-style dining room furniture, all created by local artisans. Not only are you welcome to touch everything and sit in the furniture, but you can rent any of the dining rooms for a private dinner party! Hmmm, must think of an occasion.

Thanks to all who showed up and brought donations of warm, new clothing for the Open Door Mission. A special thanks to Gail Davis and Kurt Baum for suggesting this and delivering 3 sizeable boxes to the Mission!



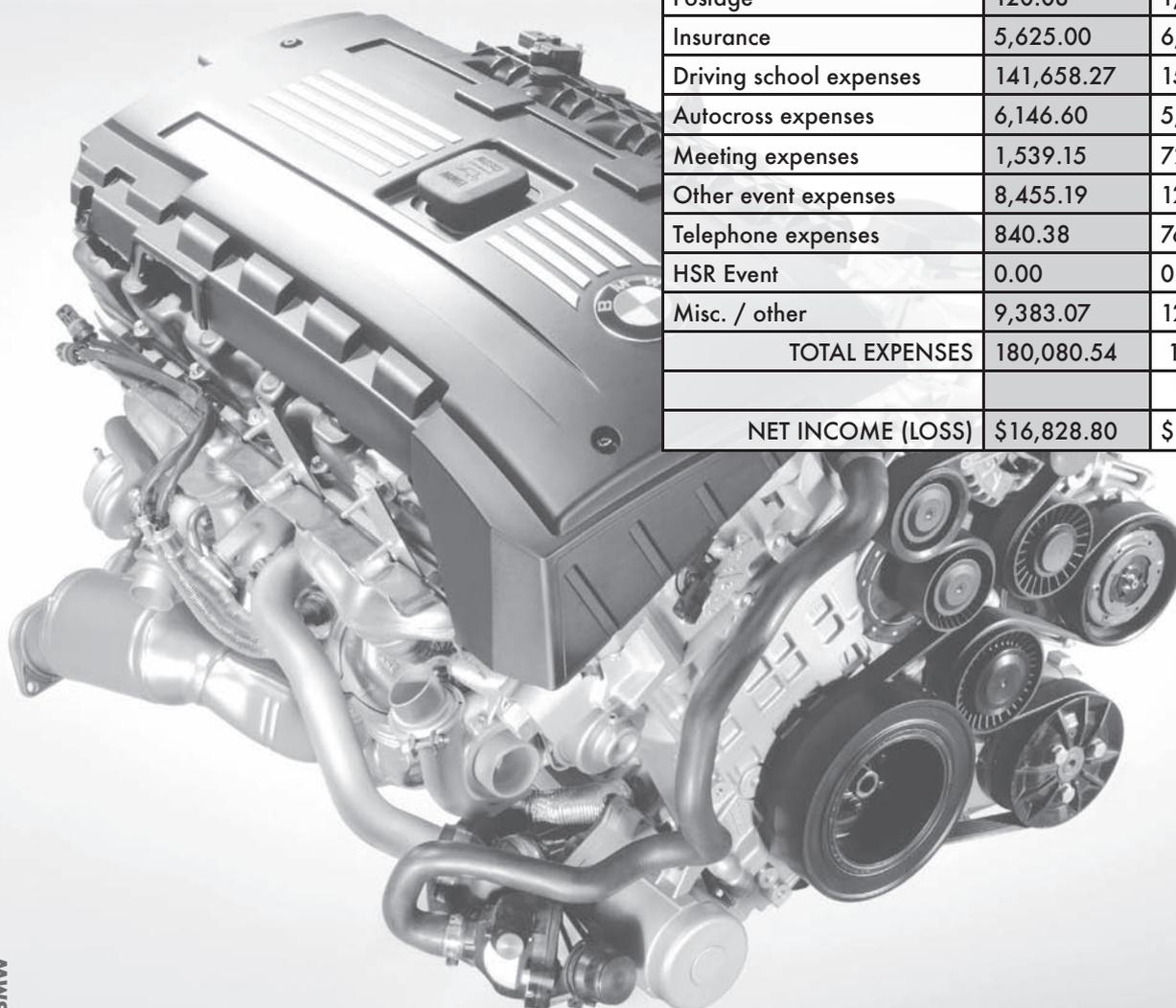
# BMW CCA GVC Financial Statements II December 31, 2005

## BALANCE SHEET

	12/31/05	12/31/04
<b>ASSETS</b>		
Cash in bank accounts	\$100,037.46	\$83,208.66
Inventory		
Equipment		
Accounts receivable	0.00	0.00
Prepaid expenses/deposits		
Other		
<b>TOTAL ASSETS</b>	<b>\$100,037.46</b>	<b>\$83,208.66</b>
<b>LIABILITIES &amp; EQUITY</b>		
Accounts Payable	\$0.00	\$0.00
Other		
Equity/Retained Earnings	100,037.46	83,208.66
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>\$100,037.46</b>	<b>\$83,208.66</b>

## INCOME STATEMENT

	12/31/05	12/31/04
<b>INCOME</b>		
Membership dues	\$14,780.76	\$15,515.80
Rebates from National	0.00	240.00
Advertising Revenue	5,798.00	3,526.00
Driving School fees	164,250.00	172,952.00
Autocross fees	6,205.00	7,512.50
Other event fees	2,630.00	5,864.00
HSR revenue	0.00	322.12
Merchandise sales	2,650.00	0.00
Interest	189.48	279.57
Misc. / other	406.10	1,358.50
<b>TOTAL INCOME</b>	<b>196,909.34</b>	<b>207,570.49</b>
<b>EXPENSES</b>		
Newsletter costs	\$6,312.80	\$4,001.98
Postage	120.08	1,361.10
Insurance	5,625.00	6,960.00
Driving school expenses	141,658.27	152,505.27
Autocross expenses	6,146.60	5,322.35
Meeting expenses	1,539.15	725.26
Other event expenses	8,455.19	12,442.49
Telephone expenses	840.38	761.17
HSR Event	0.00	0.00
Misc. / other	9,383.07	12,586.66
<b>TOTAL EXPENSES</b>	<b>180,080.54</b>	<b>196,666.28</b>
<b>NET INCOME (LOSS)</b>	<b>\$16,828.80</b>	<b>\$10,904.21</b>



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

Abrams, Ron • 93 325i

Amuso, John

Arcara, Richard • 05 320i

Arena, Ron • 97 328i

Arendt, Jim

Aschman, Melinda • 05 Z4

Axelrod, Ronald • 04 330i

Bray Miller, Howard • 05 Z4

Burger, Joel • 87 735i

Chen, Kuan-Ting • 05 M3

Chung, Arvin • 73 2002tii

Csubak, Stephen • 01 530i

Deroller, Dinah • 97 M3 Coupe

Dryjski, Maceu

Erickson, Steven • 99 328is

Fenster, D.D.

Franks, Geoff

French, Kiernan • 96 328i

Fuller, Hans • 01 330ci

Geyer, Michael • 98 M3

Guinness, Michael • 05 530i

Hirsh, Fredric

Kendall, Gwen • 00 323i

Lanni, David • 95 M3

Laipple, Michael

Lockhart, John • 01 330Ci

Menon, Vijayan • 06 530xi

Murphy, Michael • 06 530

Nichols, KEen • 96 328i

Olaverri, Alex

Palermo, Karna • 97 Z3 2.8

Peck, John

Rosenswie, Jack

Schillinger, Jon

Snyder, Linda

Sonner, Greg • 98 528i

Sorman, Peter • 04 M3

Walter, David

Zeien, Russell • 01 325i

new  
member

welcome

by amanda  
kellogg

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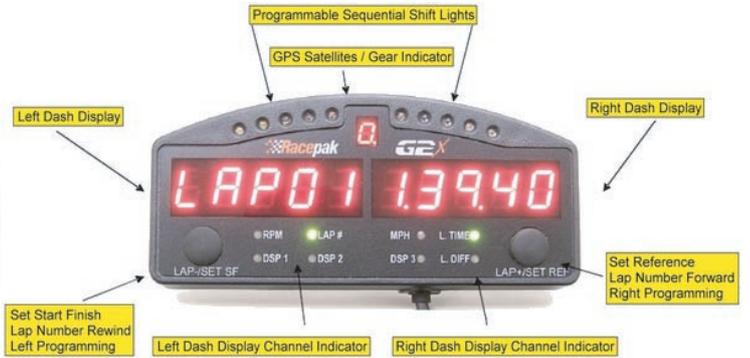
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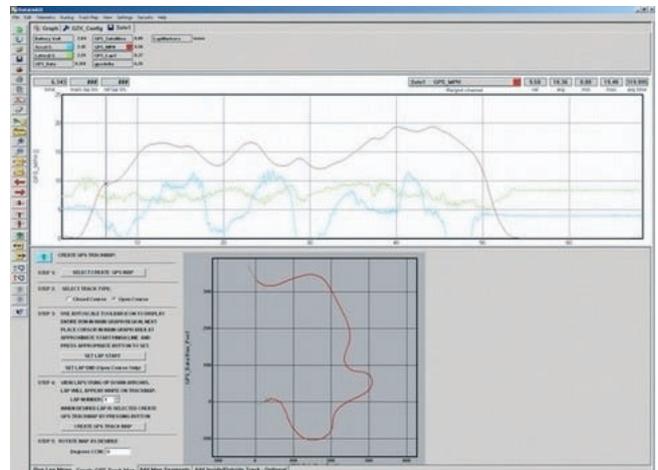
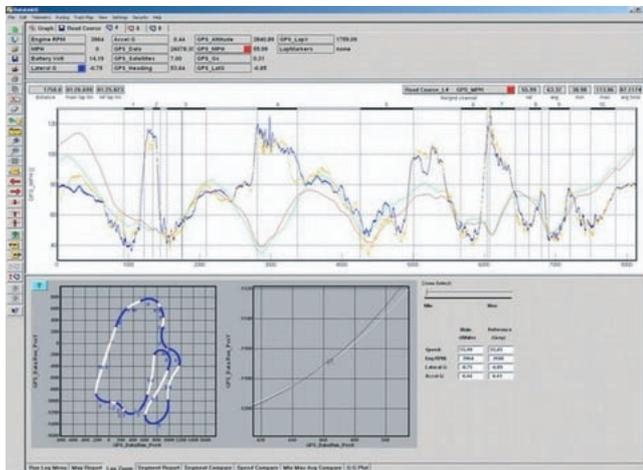
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