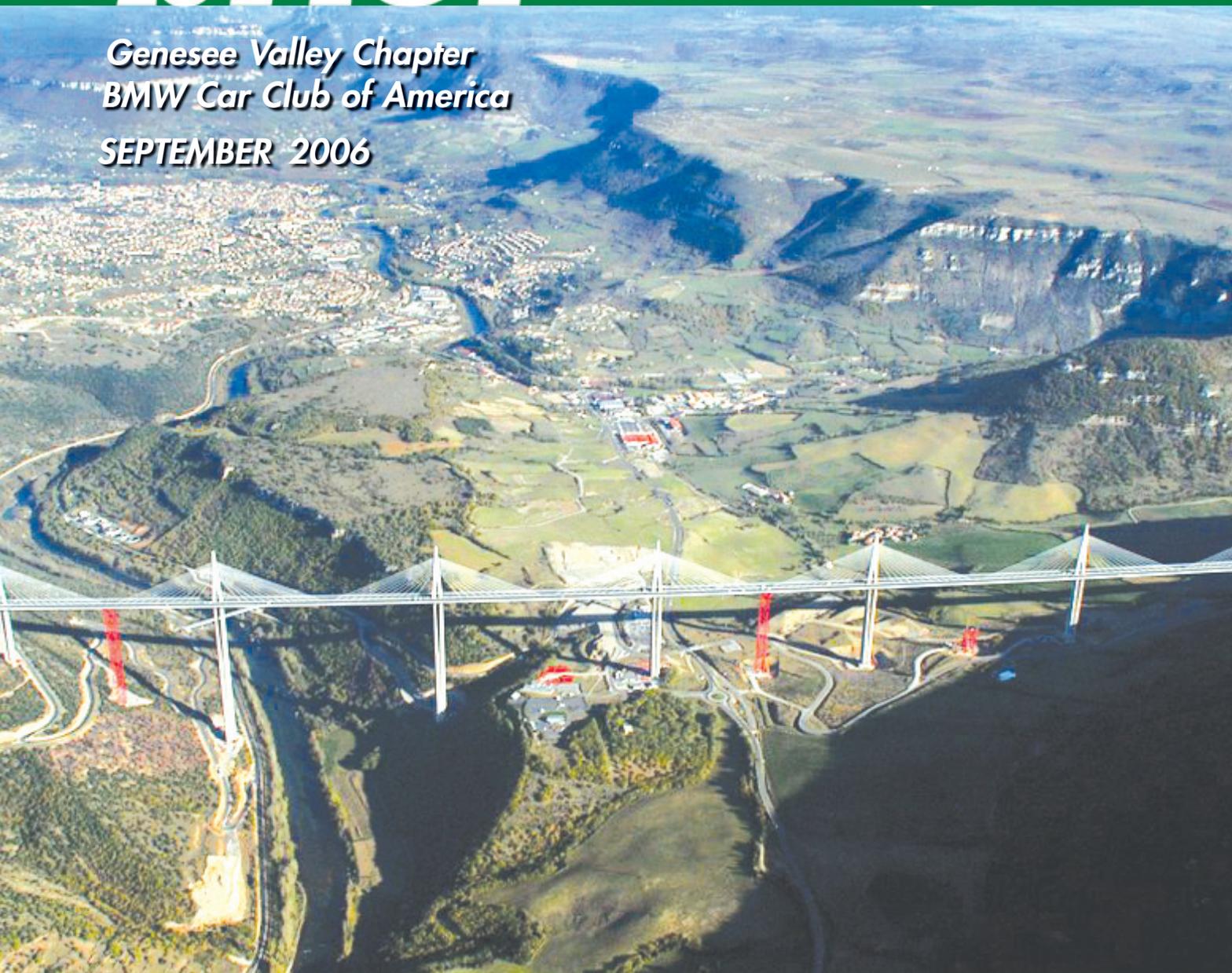


der BAYERISCHE brief

*Viaduct de Millau in
the heart of the Pyrenees
Mountains of southern France.
See Perspektive on page 16*

*Genesee Valley Chapter
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Koen M. Goorman - AXA Financial	pg 20	Ultimate Pedals	pg 4
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der BAYERISCHE brief

September 2006

Volume 49 • Issue III
GVC BMW CCA-
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der BAYERISCHE brief is a publication of the Genesee Valley Chapter, Inc., (GVC or The Club) a non-profit New York corporation and chapter of the BMW Car Club of America, Inc., and is not affiliated in any manner with Bayerische Motoren Werke AG or BMW NA. The Club assumes no responsibility for any of the information contained within. Ideas and technical information are solely those of the authors and no authentication is implied. Contributions from all members are welcomed and encouraged! Information contained within the newsletter is for The Club's use and permission is granted to reproduce material only if GVC's *der BAYERISCHE brief* is given credit.

Contents

- 4 **The Bimmer Boy** – So little time, so many cars to drive...
- 5 **Street Survival** – GVC hosts its first Street Survival School.
- 10 **Autocross** – The season's almost over, but the competition is heating up for "Top Gun" honors.
- 12 **Log Cabin Night** – And what a night! Fantastic cars, good food, and fun!
- 16 **Perspektive** – The ultimate destination, "The world's longest, tallest bridge."
- 18 **Mosport** – GVC'S first international Ultimate Driving School
- 21 **Zippo U.S. Vintage Grand Prix** – BMW will be the featured manqué in 2007.

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Credits

Images and text with **BMW** have been taken from the BMW Press Club web site.

Since I last reported in, I've been busy surrounding myself with all kinds of transportation machines. I've been out on Lake Ontario in sail boats and personal water craft, flew to Wisconsin for the EAA AirVenture air show, and driven thousands of miles in front-, rear-, and all-wheel drive cars. You'd think I'd be tired of traveling by now.

The Experimental Aircraft Association show had the best combination of air demos and static displays I've ever seen, and showcased some of the greatest planes this country has ever manufactured. My two days were not enough time to see it all, which is why so many visitors fly in and camp out by their plane for the entire week.

My latest AWD experience came at this year's Drive for the Cure, where I was lucky enough to help ferry a 325Xi wagon from Rochester to Endicott for the next stage of the tour. I had spent the entire day in a car, driving from central Pennsylvania to Holtz, then driving around Henrietta in Cure cars, then down to Endicott in the wagon.

Despite that long day of travel, the BMW made the trip both comfortable and fun. I could see myself in one of those some day; I've always been a fan of the touring wagons, though I am partial to hatchbacks. When I heard on Top Gear that the 130i has less room than a new VW Golf, however, I stopped holding my breath for that car to come here.

The hatchback love stems from a family full of Volkswagens (many more of them than Bimmers), to which I've finally added my own pride and joy -- a '98 GTI VR6. Most of the miles I traveled this summer were in that black hatch, going back and forth from Pennsylvania for visits, and finally now to remain at school. After spending one day doing a 5-hour trip back to Rochester, only a day after driving the reverse down to PA, I spent the next three days driving my parent's cars, and boy was I happy to be back behind the wheel of my GTI. The car fits beautifully, and is a blast to drive, even if the front wheels are being powered. Besides, it's a good stepping stone to an M3.

I realized after my third PA round trip weekend in the GTI, probably at the gas station, that I should have asked BMW to set me up with a test vehicle for the summer. Specifically a 535d touring. You know, for research. I would have loved to blast down the highway with the turbos spooling, haul all my stuff back to school easily (but I fit it in the GTI, even after a stop at Beers of the World), and watch that fuel gauge drop off nice and slow. In addition, I should have requested an old C1 motorcycle, to get myself around campus and town while I'm at school. There's no helmet law here anyway, so that would be the safest bike to drive.

I wish I had thought of this sooner so I could have helped out BMW with some research!

Just got word from my Uncle Bob that he's ordered new seat cushion inserts for the 2002. Hopefully this means we won't break our behinds on the trek to Lime Rock for 2002 Fest East in September.

Now if we could only find a working radio for the trip...Stay tuned.

the bimmer

boy

by russell
labarca



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On July 1, 2006 the Genesee Valley Chapter of the BMW CCA held our first Street Survival – a teen safe driving program – at Monroe Community College. It was a huge success for all of those who attended the event. We had 22 students, and many volunteers including instructors, exercise workers, registration personnel, friends, and relatives. We thank all who attended and made this event possible. Your service to the community on behalf of GVC and the BMW Foundation was commendable. I trust from the smiles on the students' faces that the event was appreciated and rewarding!

The students who participated received a shirt sponsored by Towne Mini and BMW of Buffalo, Finger Lakes Donor Recovery (Dr. Stu Sacks) and your local chapter. The design and shirt layout were under the direction of our Bayerische Brief Editor, Seth, and Gary Moore of T-Shirt Express. T-Shirt Express did a great job on the shirts for our teen drivers. The instructors and volunteers all received shirts from the BMW Foundation.

As it was our first event, registration was slow to start, but, once things got going, there was not a lot of free time. Helen Mack, Elaine Lanni and Martha Leising did a great job with registration and handling the mysterious things that happen. The students were given their packets and directed to have their cars, vans and SUVs tech inspected by Larry Eksten and his son, Mark, of Eksten Autoworks. It was amazing what people had packed in some of the cars! Car storage pods.

Now we get down to the focus of the program with Patty Perkins as the Street Survival classroom instructor. The teens were given a great basic skills presentation developed by the Foundation in one of the classrooms at MCC. The program is about making teens safer drivers, not better nor faster. The street is a dangerous place and the skills taught in the course will maximize defensive driving levels to increase the margins of safety and minimize the risks of someone else's errors. The

Photos by Elaine Lanni & Bill O'Neill

basic skill exercises were conducted in the parking lot at MCC. Tim Moriarty with the help of club members and instructors set up a group of exercises to replicate the adverse conditions and circumstances encountered in daily driving. By providing a safe venue at MCC, we were able to teach how to handle a car beyond its normal limits of performance. The students were able to apply classroom teaching to real street situations and practice vehicle dynamics by exploring weight transfer, contact patch management, tire limits, and the consequences of exceeding the limits.

Dave Lanni and Dan Mack were on "Weber" duty and provided a lunch with a dazzling display of hotdogs, cheeseburgers, hamburgers, sausages and salads. They had plenty of help from family and club members. A special thanks goes to Jenea for supplying the myriad of chips and dips! We had plenty of food for teen drivers, as well as instructors, volunteers, course workers and family members. After finishing lunch we received a great presentation by Finger Lakes Donor Recovery www.donorrecovery.org.

The afternoon involved changes in the exercises and practice. We had a wet skid pad to further enhance real life situations. Many thanks to Jason Byrne who provided and handled the fire hose necessary to wet down the course. The wet skid pad provided excitement and a chance to practice real-life skid situations. Everyone went home with a newfound appreciation for safety and defensive driving. The instructors had a exciting day with their teen students seeing their skills and development progress.

Don't try to teach yourself in the streets. Please attend one of these Street Survival programs. Better yet volunteer!

Special thanks to all those who set the groundwork for this event: Seth Berlfein, Mel Dillon, Dave and Elaine Lanni, Vince Leo, Dan and Helen Mack, Gary Matteson, Gary Moore, Tim Moriarty, Bill O'Neill, Patty Perkins, and Danielle Salley.



STREET SURVIVAL





STREET SURVIVAL



Photos by Elaine Lanni & Bill O'Neill



STREET SURVIVAL



REGIONAL REPS WANTED!



GVC wants a few members to coordinate local efforts in the Syracuse and Southern Tier regions. This involves coordinating local activities and working with the dealers and BMW shops in your area on advertising and sponsorships. No prior experience needed, just a desire to be involved with BMW people!



If you're interested, contact Chuck DeRoller at fullbattenmain@hotmail.com.

The 2006 Towne BMW-MINI Autocross Season is in Full Swing

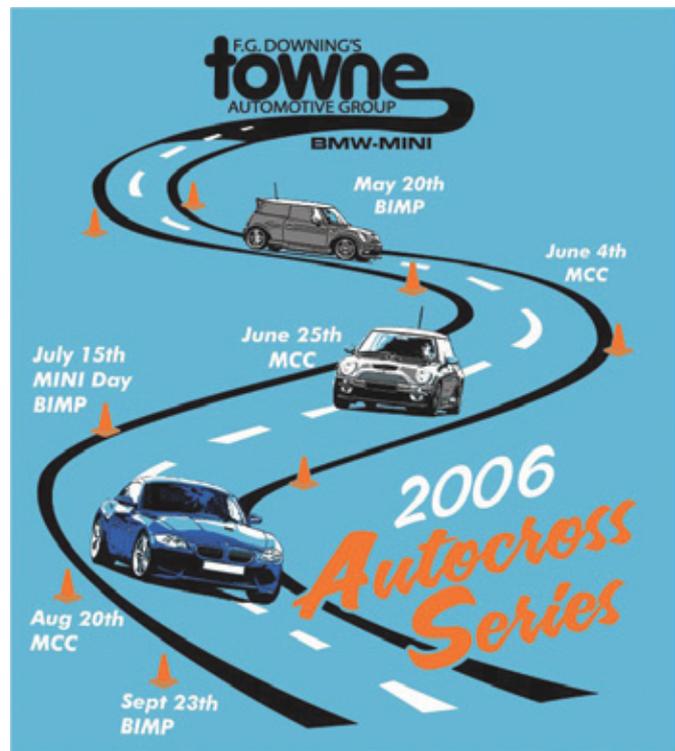
By Tim Moriarty

At this writing, only one event remains in the Towne BMW-MINI Autocross Season. Three events at Monroe Community College and one at Batavia International Motorsport Park (Mini Day) have been run since my last report.

June 4th at MCC brought 14 competitors out to try their hand at dodging the little orange traffic cones 11 times. Chris Morton in his Lotus Elise turned the fastest time of the day and took the six competitor Others class with a blistering 50.478. Jacob Massey and Jose Mercado rounded out the top three Others. Old and new M3s battled it out in the BMW class, with Roy Hopkins and Adrienne Hughes taking the first two spots in an E30 M3 and David Holland following in an E46 M3. Stu Sacks was the lone MINI of the day. Tim Moriarty took the four-car Prepared (all E30 BMWs) class, followed by Bill Hicks, Mel Dillon and Andy Blake.

June 25th brought us back to MCC. Twenty-four competitors each took 8 runs. Roy and Adrienne repeated their one-two finish in the BMW class, but John Roe finished ahead of David Holland for the third and fourth spot. Three Cooper S MINIs battled for bragging rights in the MINI class with Stu Sacks besting Tony Barbagallo and Lex Sleemani. Tim, Bill and Mel duplicated their finishing positions in Prepared while also taking the top three times of the day.

July 15th was our second annual MINI Day at BIMP bringing out 31 competitors. The Towne-sponsored special event allows all MINIs to come out and play for free! This produced the largest MINI class of the year (and I think ever!) with nine competitors. The Towne-sponsored MINI of Mike Potocki took the class followed by Tim Rizzo, Dale Zalac and series sponsor, Dan Ives. Mark Eksten, John Roe and John Glassman lead the seven car BMW class. The Prepared class had a new face, Phil Viruso. Phil brought out his Club Race prepared E36 M3. Phil squeezed in between Tim and Bill to form the top three spots. Eric Hinkston in a Jetta took the Others class followed by Henryk Lotyczewski and Roundel writer Hal Miller.



We went back to MCC for the third and final event there, our fifth event of the season, on August 20th. Sixteen competitors, including Michael Joseph in a highly modified 1969 Buick Electra GSX, came out to test the clock. The BMW class was lead by Dave Gurak followed by Rick Zimmerman and Chris Nebraska. The Tim, Bill and Mel show in Prepared became the Tim, Mel and Bill show. Chris Parks brought out his S2000 to take the Others class followed by Eric Hinkston and Tom Wuilliez.

With only one event left in the Top Gun Challenge, there are still several places up for grabs, Mel Dillon and Bill Hicks are battling it out for second and fifth thru ninth are within a few points. For full results on the events and the Top Gun Challenge, see the GVC web site.

On another note, due to family obligations (cheerleading for my son's sports and working backstage for my daughter's plays), I will be stepping down from the Autocross Chair... at least for a few years. If anyone is interested in keeping the program going, I would be glad to help out as much as possible. For details, please contact me or anyone of the GVC Board Members.

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GVC at the Log Cabin Cruise Night

By Elaine Lanni

One by one the muscle cars paraded by, rev'ing their engines just enough to attract attention from the crowd of onlookers, but not enough to bother the local gendarme. It was a perfect warm summer night – one that very well could have taken place in the '60s, by the looks of some of the wheels and the sounds of oldies music blaring from the loudspeakers.

Hundreds of autos and aficionados had gathered at the Log Cabin restaurant in Macedon, NY, for Wednesday Night Cruise Night. I figured that as you entered the grassy parking lot, the attendant gave your vehicle the once over and either directed you to the general parking – or the show parking. Our big Dodge van was instantly pointed toward the general parking. Fortunately we were able to circle back and find a place near the GVC bimmers. This was, after all, our night.

On June 21st, the Genesee Valley Chapter rented a tent at the Log Cabin and organized food and beverages for members, friends and family. Actually as it turned out, rain threatened, so we were set up in a private dining room. From appetizers to pulled pork, to chocolate cake, we were taken care

of. No one left without a T-shirt, a great way to share some of our leftover drivers' school mementos.

A BMW parking corral was in place – for any bimmer – not just club members. Helen Mack was busy signing folks in and handing out wristbands, and Dan Mack's slick display of GVC information – including drivers schools and street survival posters – was in place. We welcomed some new members whom we had met at previous Log Cabin Cruise Nights, and hawked our Mosport and WGI drivers schools and the upcoming Street Survival to the many who stopped by!

Yeah, go figure, Harleys, muscle cars, BMWs and Mini's, all in one big happy venue! (A gearhead is a gearhead is a gearhead?) Thanks to all who planned this event and those who turned out! Hopefully this will have served us well and spread the word that we're an equal opportunity car club* that has a lot of fun, does many diverse driving events, and serves our community!

*Many interested visitors to our table were delighted to find out that they don't have to own a BMW to participate in club events.

Perhaps we can make this an annual event to promote our club!



Log Cabin Cruise Night





Log Cabin Cruise Night



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perspektive

by hal
miller

hmillermod@aol.com

One of BMW's best kept secrets is their European Delivery program. BMW doesn't push it because the Euro/Dollar exchange rate diminishes U.S. profits to begin with, and then there is a seven percent discount on top of that for most models. The dealers don't push it because they make less profit on the sale. However, it has proven to be an effective marketing tool, so, for the present time, BMW is stuck with it. If you long to drive your bimmer as God intended -- at triple digit speeds on the best roadways in the world -- you should look into this incredible program.

We did our fifth European Delivery this past June. First stop was Lake Como in northern Italy. Next we spent a few days in Portofino which, more or less, begins the Italian Riviera.

From Portofino we traveled the captivating "Corniche" (so named for the cornice board of a hut) that starts at Genoa and snakes a couple of hundred miles above the Riviera to Nice, France. Carved into a cliff, twisting like a reptile, diving in and out of tunnels, with the snow capped

peaks of the Alps thousands of feet above and the Mediterranean hundreds of feet below, the Corniche is the most exiting driving you will ever experience.

Our Ultimate destination, after traveling and sightseeing the Riviera, was the Viaduct de Millau (pronounced Me-owe) in the heart of the Pyrenees Mountains of southern France. Named one of the seven modern wonders of the world, the Viaduct de Millau is "The world's longest, tallest bridge."

Truly one of the most impressive engineering feats of our time, the bridge connects Autoroute 75, from Paris to Barcelona, at a point where it was interrupted by the river Tarn that runs through a wide gorge between two plateaus. Before the viaduct was built, the roadway wound down the mountainside through tortuous switchbacks, through the sleepy village of Millau and back up the other side.

The trip took about an hour. Now the breathtaking trip over the bridge, with support spires higher than the Eiffel Tower, takes about five minutes.

Staying overnight in Millau, the balcony of our hotel looked up about ten miles above the valley to this magnificent structure that was first designed by an architect before being engineered. The graceful spires are backlit at night and fireworks light the entire bridge at midnight.

Just about the entire trip was paid for by our European Delivery discount. If there is a better deal than this out there, we've never heard about it.





Log Cabin Cruise Night



Mosport Experience

By Andy Blake



A custom billet aluminum oil cap

The two day driving school held by GVC BMW CCA at Mosport in Ontario, Canada was nothing short of spectacular. There were very few indications that this was the first event our chapter has held there. The track is amazing. I found that the techniques and style of driving I had developed at the Glen needed refinement here. This track has many subtleties that require more gradual steering inputs and extra smooth transitions of braking and throttle to do right. By the second day I was having as much fun as imaginable and, aside from a slight moment of indiscretion between turns 9 and 10 from which I emerged unscathed, was pretty happy about my driving and the things I'd learned. I'm sure that when I get back to WGI and apply some of the smoother techniques practiced during the sessions at Mosport, they will yield immediate benefits.

While my E30 318is (Beebee) performed admirably, she did start to tire out a bit towards the end of the second day. I've been running the car pretty hard this year, having gone to two schools at the Glen and about eight autocrosses including the BIMP go-kart track and Seneca Army Depot, an unused air strip halfway down Seneca Lake used by SCCA for solo events. The autocross the weekend before Mosport was a two-day SCCA Divisional event in which I shared my car in order to entice a guy to be Chief of Grid for the event. Between the two of us running back to back on a very hot day Sunday, the M42 engine started sounding a bit weary, with the hydraulic lifters clattering and such. The car had been dripping small amounts of oil for the past year or so but now it seemed like it was developing into a bigger problem as smoke started coming out from under the car between runs, apparently from some splattering on the exhaust header. When I had had my car tech'ed the prior week for the UDS, Randy Ames told me there was oil all over the place underneath and I would have to degrease it and then drive it to see where it was coming from. Given the level of oil usage, maybe a quart per couple solo events or day at the track, I figured it'd be ok until a break in the schedule came up.

At Mosport the oil issue continued at about the same rate, and I had to assure my instructor things were ok as we sat debriefing after a session on the track while smoke wafted out from the wheel well. For the third session on the second day I was allowed to go out solo and started applying what I had learned. During those laps I was getting around at a good clip. Towards the end of the session though, a new problem emerged. Coming up the back straight when I shifted into fourth and tried get all the torque she would give, the tach went up much faster than the acceleration up the hill. When it went over 5500 RPM I backed out of it because clearly something was wrong. Fortunately I was able to make it up the hill and pit out safely. Along pit lane I tried a fast launch but the car did not respond the way it should have. It seemed to indicate clutch slippage, which surprised me since I had replaced the clutch and pressure plates in April when I put in a lighter flywheel. It was pretty clear I was done for the day but the car seemed drivable enough to get home ok.

I'm not sure exactly when I started noticing the right front wheel bearings were going as well. I had replaced the left side last year after a workout at the Glen left me with just enough rotating substance to get home. Mosport has its share of hard right-handers like the Glen, but turn 2 is a monster lefty and the right side got a workout this time as well. This was another good reason to call it a day, but I was still pretty sure I'd be ok for the four-hour drive back to Rochester.

Now, there is a part of this experience that bears telling, although I am reluctant to share it openly as it is embarrassing. But confession is good for the soul they say. Y'all who have never done a bone-headed absent-minded thing as an adult can cast the first stone. After packing up and leaving the track I stopped at the Sunoco station by the 401 and filled up and checked the oil. Not surprisingly it was down a quart, so I fed it another Red Line and inquired of the gas jockey about an ATM. He directed me to the Shell station kitty-corner, so I went over there to get some Canadian currency to use for tolls, since my plan was to take the 407 toll road and avoid stop-and-go expressway driving during rush hour in Toronto - not the best thing for a weak clutch. The drive progressed fine. Traffic wasn't bad and the only real slowdowns were on the Don Val-



Later that night...

ley Parkway connecting 401 to 407. The clutch issue was not noticeable and the wheel bearings couldn't be heard over the highway drone.

I was making good time and disregarded any prior thoughts of taking it slowly. I traveled steadily at speeds over 130 KPH most of the way with my tag-along trailer in tow. I did notice some unusual spray along the right side of the windshield that I attributed to trucks on my right, although the only rain I saw consisted of a few drops here and there. After a few hours, when I stopped at the Duty Free shop by the Peace Bridge and got out of my car, the sight I beheld sickened me more than any I can readily recall. Oil was streaming from under both sides of the hood, running along the fenders in long trails from steady 80 MPH winds. Having stopped, the oil was now seeping and dripping down from the front of the hood onto the headlights, grilles, and bumper. I thought to myself "Man, if the rear seal was going, it must be gone now." I retrieved my screwdriver and opened the hood, when what, to my wondering eyes should appear but NO OIL CAP on the valve cover! The engine compartment was a complete mess, with a huge splat on the underside of the hood where it had held down the constant spattering and gurgling from sixteen valves working diligently away.

My initial reaction after the shock and stunned disbelief passed was simply to utter "What an a**h—!" I was beside myself in a mix of anger, angst, and befuddlement. A quick check of the area along and beneath the right side of the engine area confirmed that the cap was back somewhere being used in a game of Canadian highway hockey. When I began to get myself back together, I started trying to figure out a plan to get myself home. Calling someone else that was coming back from the track would probably be of little use because an oil cap is not high on the list of spare parts most people carry. I thought of the various things in my trailer that might be used to fabricate something suitable but nothing good came to mind. I briefly pulled out a roll of duct tape but that stuff isn't known to adhere too well to oily surfaces (what is?). So, I glumly closed up the car and went in to follow through on my plan to pick up some scotch and beer. They didn't have the scotch I was looking for (Dalwhinnie) but I did get a case of Molson cans, even though I usually like bottles.

As I was packing away my purchase, a glimmer of a notion came to me based on a tale of long ago I had listened to once at WGI. I had heard recounted firsthand the story of Roy Hopkins using a beer can to make a rod bearing that he used to get himself home from a jam (and, in typical Roy fashion, continued to drive it that way for a while since it seemed to work ok). Hmm, I thought, if Roy pulled off something like that, there may be hope for me yet. So I pulled out a can and held it over the opening in the valve cover. It looked to be a pretty good match under the circumstances. Now came the hard part: I had to pound that puppy right there in the parking lot. There haven't been too many beers I've drunk that were needed or appreciated as much as that one, or went down as smoothly even though I was ducking behind my car to avoid detection by Interpol.

I stabbed a slot in the can about where I figured the end of a tab should be then snipped and tore with wire cutters (my good snips were safely tucked away at home, of course). After a few trials and tweaking I came up with the way I thought it should be configured. One problem with the metal they use in beer cans is that it doesn't allow flexing too many times

(like more than once) before it breaks. So with all the futzing around I did, I wound up with much shorter tabs to slide under the edge of the opening than I had hoped for. But the thing did fit over the hole nicely and with a slight twist I was able to get it attached well enough to step away and cross my fingers. When I fired up the engine, Beebee blew away the faux cap like a child playing with a dandelion. Dire thoughts once again emerged in my mind of pressing on regardless and all that. The consumption from the first three hours on the road had been two quarts. At least, I optimistically hoped (and still do), I had avoided damaging my precious four-banger. Fortunately, I had stocked up on oil before the trip so I still had a couple quarts in reserve. In the end, though, I felt the prototype had been close enough that I might be able to get it right with another attempt.

The second beer went down even easier. I began to think I may have trouble getting back into the States if this cycle kept up. The second attempt, however, went much better. I made the strips for the tabs longer and they stayed intact enough after folding to a couple of layers to resemble what I could recall of the original article. I gingerly inserted and twisted the can-end cap into place, fired up the motor, and voila! No significant problem. So, off I went gingerly working the throttle in my best smooth-driving technique to avoid sudden surges that could dislodge the flimsy fix. The drive down the Thruway went fine, aside from the sound of something metallic hitting under the car about twenty miles in that sounded reminiscent of something I may have heard back up the road a ways. If it was the new cap I wasn't about to stop; the next service area was only another thirty miles ahead and home just ten or so after that. The break at the rest stop revealed that the cap had held! Beebee wasn't looking too good though, since the oil that had run down to the front of the hood when I opened it earlier now made sweeping trails along the top of the hood making my bimmer look like it had put on makeup to go to OzzFest. After a quick pit stop I was on my way home with just a slight taint to an otherwise awesome trip. Of course, my plans for the next day had to be adjusted a bit what with the mess I had to clean up and it looks as if the degreasing process to find the source of the oil drips will require a bit more work now.



Poor beebee!



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2007 Zippo U.S. Vintage Grand Prix

Watkins Glen, NY (September 9, 2006) - Watkins Glen International announced today that BMW will be the featured manqué of the 2007 Zippo U.S. Vintage Grand Prix. The famed German automaker will also be the featured manqué for the Watkins Glen Grand Prix Festival presented by Chemung Canal Trust Co. in downtown Watkins Glen. The event will take place on its traditional weekend in 2007, September 8-10.

"The Zippo U.S. Vintage Grand Prix is a great weekend for vintage car enthusiasts and BMW should make a great feature for us in 2007," stated Craig Rust President of Watkins Glen International. "We worked closely with Watkins Glen Promotions to come up with a joint feature that we think fans will enjoy at both the festival and the track." This will be the first time that BMW will be the featured manqué at The Soul of American Road Racing and the Friday festival.

"We had been approached by BMW clubs in the past about featuring them during the race reenactment," stated Marianne Shoemaker, Grand Prix Festival Chair. "It really seemed to make sense for the track and the community."

Watkins Glen Promotions, operator of the Grand Prix Festival, is a 501(c)(3) organization dedicated to the production of special events in Schuyler County and the town of Watkins Glen, NY. The organization is a wholly owned subsidiary of the Schuyler County Chamber of Commerce and they manage the Grand Prix Festival held on the Friday night during the Zippo U.S. Vintage Grand Prix Weekend which includes a race reenactment on the village streets of Watkins Glen.

BMW has a long and storied history at The Glen that dates back to the original street race in 1948. A BMW driven by Paul Ceresole was entered but did not run in 1948, but driver Robert Grier did guide a BMW to a 28th place finish in the 1949 Grand Prix race. Since then BMW cars have taken part in a large variety of races at The Glen including the Glen 500, New York 500, Camel Continental and Six Hours endurance races. Ray Korman and Davy Jones drove a BMW M3 to victory in BMW's final appearance in a major race at The Glen during the Six Hours in 1987. Famous drivers such as Jones, David Hobbs, John Andretti and Hans Stuck have challenged the legendary race track in a BMW.

This weekend features the 40th Anniversary of Can-Am and Trans-Am and includes many other historic racing groups. The Can-Am race takes the green flag on Sunday at 1:30 pm while the Trans-Am feature will start at 3:30 pm. Fans are welcome to peruse the on-site Antique Auto Show presented by Chemung Canal Trust Co, taking place all day Saturday, or take a walk through the garage and paddock. A weekend general admission ticket is only \$45.00. Children 5 and under are FREE, while those between the ages of 6-12 will only cost \$5. Tickets are still available and can be obtained at the main gate or by calling the Watkins Glen International ticket office toll free at 1-866-461-RACE (7223).

Media Contact: Eiron Smith at 607-535-2486. ext. 354 or via email at esmith@theglen.com

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

BALDASSARI, DAVID 98 328ci E

BARNES, MARK 03 330i E

BILLONE, LORENA 06 X5 E

BLAKE, ALEXANDER 95 M3 E

BONGHI, JOHN 07 525xi E

BOWER, NEILL E

BRAUN, CURTIS 93 318i E

BRUBAKER, BRETT E

BUI, STEPHEN 03 325ci E

CAIN, MATTHEW 97 328i E

CAPELLI, GERARD 06 330ci E

COMBS, BRIAN E

COOKSON, KEN E

DAILY, ANTHONY 04

330xi E

DIPRIMA, LOUIS E

DLUGOSH, BEN E

EASON, THOMAS 02

M5 E

FALK, FREDERICK 02

330xi E

FITZMORRIS, IAN E

FLEMING, DENNIS

GAN, KEN E

GEROW, CAROL 05 330i E

GLASSMAN, JOHN 04 330xi E

GLEASMAN, ALEX E

GOLINI, DON 98 540 E

HAY, JOHN E

HENNIGAN, JOSEPH 91 318i E

HENSHALL, MICHAEL E

HICKEY, BENJAMIN E

HILL, SHELBY E

HOELTER, PETER E

JANKOWSKI, JACK 03 525i E

JUNKIN, BILL E

KAINE, BOB 01 325ci E

KUEK, KENNY 03 M3 E

LOPEZ, EDWIN 06 325xi E

LOPEZ-SHIRLEY, KEVIN 06 330xi E

LUKASIEWICZ, JENNA E

LUKASIEWICZ, TARA E

MALIN, ALEX E

MARCY, JAMES 06 Mini Cooper S E

MARLETTE, GUY 01 330Ci Convertible E

MCKIM, DALE 80 633csi E

NARINS, SAM E

PARKER, TOM 92 M5 AE

RAMMING, TOM E

ROBERTSON, THOMAS E

ROSSI, DEAN E

SABEY, GREG E

SCHLEIGH, JOHN 03 Z4 E

SHEPARDSON, BRENTON E

SHEPARDSON, COREY E

SUMMERS, WYLIE E

SWARTZ, ROBERT E

SYDOR, JIM E

SZEMBROT, STEVEN E

THOMPSON, JONATHAN 03 Mini Cooper AE

WALD-JACOBSEN, FINN 06 Z4

WALKER, MICHAEL 02 X5 E

WASICEK, CHARLES E

WATERS, DAVID 04 325i

WISBAUM, WAYNE 07 550i E

WYNNE, JASON E

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