

Spring 2011

der **BAYERISCHE** **brief**

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



BMW announces an M3 pickup truck. Page 6

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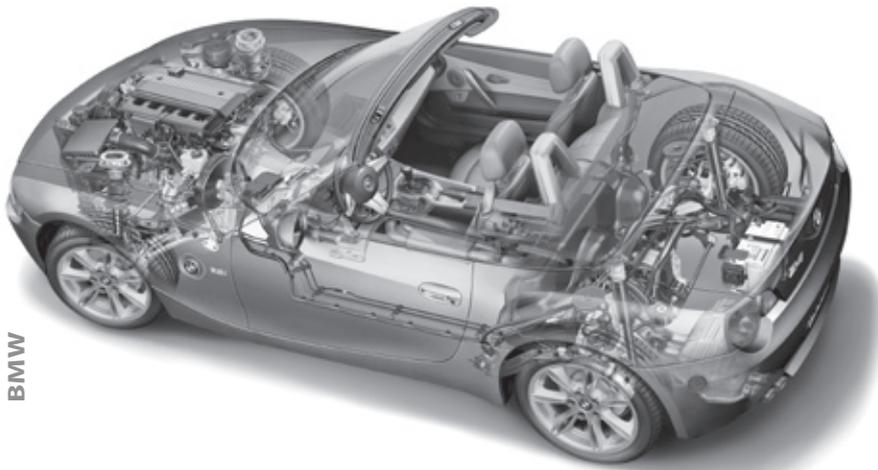
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I'm excited about being the newest president of the Genesee Valley Chapter BMW CCA. This is a club that has a lot of momentum and really functions well. My primary goal for the coming year is to keep it fun. The reason people join and stay in a club like ours is because they enjoy what we do and like the camaraderie. Our focus is mostly centered on high performance driving schools, and that's great. I really believe the best way to attract car enthusiasts is to offer an ultimate experience that allows them to push the limits of their cars beyond what can be done safely and legally on the streets. At the same time, we don't want to ignore the larger population of BMW owners that would be happiest with a nice drive in the country or a relaxed social gathering. So another goal is to improve the balance of activities we offer to our members. I want to make sure we have a good mix of events to include people who enjoy their BMWs in lots of different ways.

Already this year we've had our annual banquet and meeting, our annual Pancake Run down to the Maple Tree Inn, a social gathering with the Niagara Region PCA at the Distillery on Winton Road, our annual D/S Instructor's seminar and several planning meetings for the upcoming summer season. One of our most recent events was going to be a drive down to Watkins Glen from Rochester for Opening Day at the track to take some laps at highway speeds, but the weather didn't cooperate for that one and we had to cancel at the last minute. Hopefully that wasn't a harbinger for future events this year.

Many of you know me from chairing our autocross program for the last four years – either being at events or from reading my articles here in Der Bayerische Brief. I've been a member of GVC since 2000 and have participated in many autocrosses and driving schools during the past ten-plus years. My love of cars goes back to my pre-teen years in the '60s learning to identify different car models by sight and getting to know most of the styling details on a year-by-year basis. I remember excitedly poring over the ads in the fall newspapers to see what the new model changes looked like. Of course, this was in the day when all manufacturers made significant styling changes year after year. It was also a time when it was very unusual to see a foreign-made car on the road, almost none from Germany or Japan (VW Beetle being the exception). When I began driving I grew to appreciate the motors coming out of Detroit. I liked General Motors products mostly and always preferred the small block V-8s, like the Chevy 283 (those are cubic inches, before we measured things in liters) offered in Chevelles, Malibu's, and Impalas. Of course, what was considered small displacement back then was much bigger than the typical motor today. That 283 c.i. equates to 4.6 L, a size which tends to only come in big cars nowadays (Ok, the Impala really wasn't a small car, but the 283 was considered a small motor in that one.). Many production cars in the '60s came with motors over 7 liters. Then came the OPEC oil embargo of 1973 and the party was over.

I learned basic auto mechanics out of necessity as a youth since most of the cars I could afford needed to be worked on to keep them working. My education culminated shortly after college when the 350 c.i. motor in my 1969 Pontiac Le Mans coupe spun a rod bearing and, after dropping the oil pan to find out what was wrong, it was lowered down the stairs into my mother's basement tied to a toboggan for a complete rebuild. One thing I learned from that experience had less to do with auto mechanics and more to do with basic physics. The lesson: very heavy weight and a high center of gravity is a bad combination. Wheeling the engine hoist along a narrow sidewalk with plywood laid down on the grass alongside got the motor swinging a little too freely. It was still hoisted up at waist level having just come out

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of the car, with me pushing the upright from between the base and casters. The place where the hoist decided to flip happened to be just as we were passing a stairwell at the townhouse next door and the motor plopped right down about four steps. How I escaped without sustaining serious injury was a minor miracle. The neighbor came out to investigate exclaiming she thought she was being bombed. At least the chain on the engine kept it from rolling all the way down into her basement. Oddly enough, a few years later the concrete wall alongside the stairs by her patio blew down in a moderate wind.

I did get that car running again with a nice dual exhaust system and was converting it to a manual shift setup when family and career matters put my auto enthusiasm into dormancy for a while. These days I find working on my cars to be relaxing and I enjoy the challenges even though it can get frustrating at times when things don't come apart or go together as smoothly as it seems they should. I get plenty of opportunity for tinkering in keeping an E30 318is and E36 M3 operational and in high performance trim.

I look forward to the upcoming years as GVC president. As our chapter continues to evolve and grow, I hope to meet a lot more of our members and welcome in many new ones. Our club was founded for people with a common love of automobiles from Bavarian Motor Works (Bayerische Motoren Werke) and we can all grow in our appreciation of the cars while taking advantage of club activities that let us drive, show, and talk about them.

See you at the races.



memoirs OF A Gran Prix

hal MILLER Perspektive

The year was 1996. I was recovering from cancer surgery and decided to reward myself by doing European delivery of an E39 530i. The plan included driving from Munich to Monte Carlo – and attending the Monaco Gran Prix. My lifelong friend and traveling companion, Joe Pistell, would accompany me and ride shotgun. The E39 is, in my opinion, the most beautiful of all the 5-series. The deeply sculptured kidney grill integrated into the curved bonnet established a new ‘face’ that continues, with slight modifications, to this day. I have owned every model from the E12 to my current 2005 545 6-speed (which I may keep forever). Taking delivery at the factory center is an experience that every Bimmerphile should do at least once (I’ve done it five times to date). Trust me – put it on your bucket list.

We departed Munchin and sped south on the Autobahn, twisting and turning through the Dolomites until we joined the Corniche (a road on the side of a cliff or mountain with the ground rising on one side and falling on the other) at Genoa, which is the eastern entrance to the Italian/French Riviera. Driving the Corniche is also one of life’s great experiences (add that to your bucket list). It winds for about 150 miles along a roadway that dives through tunnels, with the snow-capped Alps thousands of feet above, and the Mediterranean below. If you want to visualize this thrill ride, see the movie *Ronin* (it’s even got a Bimmer as one of the chase cars). Diving in and out of the narrow tunnels and going from bright daylight to virtual blackness is a real test for your eyesight – and your nerves. If you see lights flashing in your rear view mirror, chances are it’s

an Audi.

The greatest thrill of all, however, is seeing the Monte Carlo skyline come into view far below. The exit road dives through narrow tunnels and switchbacks descending into the heart of the city – over the same roads that Princess Grace loved to drive on and, unfortunately, died on.

We stayed at the famous Lowes Hotel (now Fairmont). It cost us \$500 a night (now more than twice that) during Gran Prix week, but well worth it. The hotel sits above the tunnel that the F1 cars roar through on race day. The best place to watch the race is from the pool deck – as we did.

Nothing beats being in Monaco during race week. You will glimpse every famous person on the planet if you mingle in the crowds long enough. Ferrari adds to the festivities by holding an annual club meeting on the Casino grounds prior to race day. We had the dubious honor of having a bevy of them blow by our humble 530i in the tunnels of the Corniche (who wants to hear the wail of a Ferrari anyway?). The iconic Monaco Gran Prix rates right up there with the 24 Heures du Mans and the Indianapolis 500 as the greatest racing spectacle of the season. When those beautifully prepared machines run through the streets of the social capital of the world with the scream of their engines echoing off the surrounding buildings... well if your pulse doesn’t quicken, then call for the undertaker.

I can’t even tell you who won that race (probably Michael Schumacher who won most of them during that period), but the images that still dance through my head, every time I watch the Monaco Gran Prix on TV, will last for my lifetime.



BMW

Unique:

BMW M GmbH develops
the world's fastest pickup

Drive and suspension
technology from the BMW M3 –
comprehensive testing completed
on the Nürburgring-Nordschleife –
420 hp and 450 kg load capacity –
world premiere on 1 April 2011.

Munich. Following the BMW M3 Coupé, BMW M3 Convertible and BMW M3 Sedan, a fourth body variant of this globally successful high-performance sports car is about to cause a stir. Under the strictest secrecy, the world's first high-performance pickup has been created at the BMW M GmbH development centre. The sportiest example by far in this vehicle category, the BMW M3 Pickup will fire the imaginations of all motorists with a deep appreciation of top performance matched by a keen practical bent. 309 kW/420 hp under the bonnet and a rear-axle load capacity of up to 450 kilos take the hallmark BMW M relationship between race-oriented driving pleasure and everyday utility to an entirely new level. This unique vehicle has already completed extensive test and set-up drives on the Nürburgring's Nordschleife in advance of



BMW

its global unveiling on 1 April 2011.

With this vehicle, BMW M GmbH once again furnishes evidence of its exceptional competence in developing and building high-grade, individual dream cars. With a high-revving V8 engine at the front, a generously sized load area behind and a removable Targa roof above, driver and passengers in the BMW M3 Pickup will relish an unprecedented take on the familiar M feeling. Yet this spectacular new development is unmistakably recognisable as a member of the BMW M3 model family. Corroborating this kinship are not just the inimitable power of the engine, but also fine-tuned aerodynamics and a tailored suspension set-up. Measurements in the wind tunnel at the BMW Group's Aerodynamic Test Centre showed a Cd factor on a par with that of the BMW M3 Coupé.

Like every BMW M model, the BMW M3 Pickup has also demonstrated its dynamic potential on the North Loop of the Nürburgring. Official lap times have not yet been released, but the needle in the dial vouched for a top speed of 300 km/h.

The curb weight of the world's fastest pickup undercuts that of the BMW M3 Convertible by around 50 kilograms. Removing the Targa roof shaves off a further 20 kg while at the same time lowering the car's centre of gravity. This most unusual experience of top-down driving pleasure in a BMW M3 thus goes hand in hand with further optimised dynamic handling.

The practical features of the BMW M3 Pickup are no less impressive. Maximum load capacity has been raised to 450 kilograms. The load bed of the BMW M3 Pickup



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Notwithstanding these unquestionable stand-out qualities, the BMW M3 Pickup will not be heading for the golf course or series development, but will retain its status as an exclusive one-off.

is clad in high-grade structured aluminium sheeting and provides the biggest cargo capacity ever offered on a BMW M vehicle. In terms of the unit of measurement generally applied to premium automobiles, that gives the loading area of the BMW M3 Pickup the capacity to carry up to 20 standard 46-inch golf bags. What's more, the BMW M3 Pickup is the first BMW M3 variant in the 25-year-plus history of this model range to come with a trailer tow hitch.

Notwithstanding these unquestionable stand-out qualities, the BMW M3 Pickup will not be heading for the golf course or series development, but will retain its status as an exclusive one-off. It is earmarked for use as a workshop transport vehicle for BMW M GmbH. With this in mind, the current BMW M3 Pickup – unlike a similar predecessor built back in the 1980s – has gone through the requisite procedures to earn its road certification. Which makes it officially a truck – but one that puts a whole new spin on the meaning of the word.



BMW



BMW

new cars old cars & rental cars

For some reason in my family, new cars are a big secret. When my sister called me one afternoon to ask questions about new Jettas, she failed to mention she was at a dealership about to sign on the dotted line. She also asked me to look up the address of her employer. My mother, ever the spoiler, suggested I think a little harder about why she might need such information in such haste. Mom also gave away when my uncle bought his 330 ZHP by letting me know he had arrived in a red BMW; at the time he only had silver or white varieties. She doesn't like to play the "secret new car game."

My father, however, gets great pleasure from surprising people with a new car – only it's his new car, not theirs. He wanted to set up a European delivery on a new Volkswagen GTI in Germany, but he couldn't hide that too well from me as it would involve some participation on my part. Unfortunately VW stopped this program for US customers (I suggested he instead pick something up from Munich), but, nicely, my parents

decided to come visit my wife and me anyway.

Of course, the inability to take Euro-delivery did not stop my Dad from buying the car anyway; he just did not tell anyone (save for my mother). And even though he couldn't show it to me in person, he had the surprise pre-planned.

Casually at breakfast the first morning he arrived, he mentioned having seen a nice blue GTI on the road the day before. I didn't think much of it – until he reached into his pocket and produced a photograph, saying, "It looked just like this blue!" And there he was, at the dealer, standing between his old gray and new blue GTIs. Surprise!

This was the beginning of a Volkswagen-themed trip, as we were on our way to Wolfsburg at the time. We spent the day browsing the Stiftung AutoMuseum Volkswagen, and the Wolfsburg AutoStadt.

The museum has great pieces, split into the two "halves" of VW's history: air-cooled and water-cooled cars. The air-cooled half of course contains many more examples; the well over 100





cars shown were all excellent, especially for someone like me who grew up in the water-cooled era hearing family stories of air-cooled VW adventures.

The AutoStadt is akin to BMW's Welt, but on a much grander scale. The complex truly is a small city, with lots of green space, small ponds, and landscaped paths connecting the exhibit buildings. Here you can learn about all of the VW brands and take delivery of your new car at the large customer center. New cars for delivery are stored in two 200 ft tall glass towers, and are retrieved by robotic sleds. It's quite a site! There is also the historical Zeit Haus, which currently has an exhibit covering innovations and trends over 125 years of the automobile. Every major manufacturer had a vehicle for representation, as did many of the minor, short-lived marques.

Having completed the stroll through Volkswagen history, the next logical step was in Stuttgart—prancing horses, not three-point stars. The Porsche Museum is set up more like an art gallery than a museum: sculpted, angular white walls and

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ceilings help to present the vast collection of cars in the best (and least harsh) lighting. It's a smaller facility than VWs or BMWs, and being situated in the heart of Zuffenhausen manufacturing, it's a busy place outside the museum walls. Across the street (separated by a traffic circle with no fewer than four traffic lights per single traffic flow direction) is a combined





showroom, service center, and pick-up center. Except for the used ketchup and mustard colored pair of Carrera GTs (one for a bargain at 286,000 euros), all of the other new cars on the showroom floor were black. Though good looking, black 911's do start to get redundant after a while. The drive back home that day was only slightly disappointing; somehow a 5-door 120d just doesn't seem the same after lusting over 911's all day.

But, two recent rental car stints helped to firmly re-establish my 120d passion. In Italy, to fit in (or so I thought), I rented a Fiat Panda, which looks like a station wagon with two-thirds of the wagon cut off. This currently holds the title of least-powerful car I have ever driven: 1.2 liters burning gasoline provided sixty horsepower which I needed to use as efficiently as possible. While satisfactory in the city (if any car can be called that in an Italian city; best advice: don't drive into Rome if you don't have to!), trying to reach and maintain the 130 km/h speed limit on the autostrada was an eternal struggle. Also, it proved

difficult to keep out of the way of the 150 km/hr Audis and BMWs which fill the autostrade. The Italians apparently love German cars and the speeds that come along with them. However, their driving left me longing to return to the order and rule-abidance of the autobahn.

The second rental car came by way of the French car philosophy: make sure the car has style inside and out. This Renault had a plastic card instead of a key, and one big LCD screen, rather than any sort of dashboard dials. It was all neat (six ways to configure the digital tachometer!) and the driving experience was OK; but after 9 hours in the car I still could not figure out how to mute the radio and keep the navigation instructions audible. It was all or nothing. I longed for iDrive!

These other car experiences helped make me that much more satisfied getting back behind the wheel of the 120. As my stay in Germany draws soon to a close, I'm left wondering...

How can I bring this car back with me?!



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BMW Motorsport presents the teams for its DTM project

Munich, 10th March 2011. BMW Motorsport heralds a new era on its way entering the DTM. Development of the car has been running at full speed in Munich for some months now, as has the central preparation for the logistics and assembly of the race cars. Three teams, each lining up with two BMW M3 DTM cars, will be responsible for the races themselves: BMW Motorsport has enjoyed great success in production car racing in the past with both BMW Team RBM and BMW Team Schnitzer, and all those involved are hungry for more of the same. In Reinhold Motorsport GmbH they are joined by a new team still in its fledgling stage, but which boasts individual members with a vast wealth of motorsport experience.

Mario Theissen, BMW Motorsport Director, says: "In recent months we have worked very intensely on the DTM project. The agreement with the teams was of paramount importance. We were pleased with the high level of interest and numerous applications and presentations received from a number of professional teams. The concepts presented by BMW Team RBM, BMW Team Schnitzer and Reinhold Motorsport GmbH ultimately convinced us. This is an excellent team line-up for BMW. For us, it is important that all three teams have absolute equal rights. We are looking forward to cooperating over the coming years – and hope to enjoy great success together."

Bart Mampaey, Team Manager of BMW Team RBM, says: "The

DTM is one of the toughest and the most popular racing series in the world for production cars. From a sporting point of view this poses a great challenge – but an appetizing one. We are honoured to be able to continue our successful cooperation with BMW Motorsport, which has yielded many WTCC titles, in the DTM. We still have a lot of work ahead of us over the coming months, and are now looking forward to getting to grips with the project."

Stefan Reinhold, founder of Reinhold Motorsport GmbH, says: "In April last year, BMW announced its intention to compete in the DTM. From this day on, we have always wanted to be a part of this project. Shortly after the announcement, we presented our concept to BMW in Munich, and started to work on meeting the prerequisites for any potential cooperation. We are very proud to have been given the nod. To be part of the BMW Motorsport family with immediate effect and to strive for DTM success together is simply fantastic. We can hardly wait to get started and to vindicate the huge amount of trust BMW has placed in us."

Charly Lamm, Team Manager of BMW Team Schnitzer, adds: "We are really looking forward to tackling the DTM project together with BMW. Schnitzer Motorsport has enjoyed a successful past in the DTM and achieved many victories together with BMW. However, past success is no guarantee that we will also be victorious in the future. The bar is set really high in DTM, and our preparations will be intensive to meet this challenge. Every team is highly motivated and the anticipation is mounting every day as we get closer to the start of the 2012 DTM season."

BMW Team Schnitzer will run two BMW M3 GT cars for BMW Motorsport at the major endurance races in Europe and Asia. BMW Team RBM is involved in BMW customer racing projects, including the development of the BMW 320 TC and the further development of the BMW Z4 GT3.

Mario Theissen says: "While the preparation for this year's involvement on the endurance racing circuit with the BMW M3 GT is in its final phase, the DTM project has picked up pace over the past few months. In naming the teams, we have taken the next step. As well as developing the car, it is now a matter of assigning tasks and establishing structures and processes. The cooperation between BMW Motorsport and the teams, as well as that between the team bases and the race track, must be well established. Only then will we make a statement regarding the driving line-up."

Profile: Reinhold Motorsport GmbH.

Stefan Reinhold's team, which will line up at BMW's DTM comeback in 2012, may be a newcomer to the series – but its members are by no means lacking experience. The team's great strengths are its individual know-how and the precise way in which it uses each member's skills.

"The crew comes from all areas of professional motor racing," Reinhold explains. "From GT racing and the World Rally Championship, as well as DTM and Formula One. Almost all the team mem-

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bers have experience gained in several fields of motorsport. They are used to working at the highest level. Clear communication and the optimal use of experience and resources, as well as uncompromising commitment, are fundamental attributes of the team. Our greatest asset is definitely the people in our team."

The team structure started with a blank sheet of paper. Reinhold took the time to analyse the individual strengths of his crew and used this as a basis to assemble his team step by step. By the start of 2012, 25 engineers and technicians will be involved in the DTM project.

Reinhold himself has Formula One and GT racing experience to his name and has been toying with the idea of launching his own racing team for a long time. When BMW announced its return to DTM this idea took shape and work began on the conception. "In late summer 2010 we started with the concrete planning and then applied to BMW with our concept in the autumn," Reinhold recalls. "The fact that we won BMW Motorsport over with our concept is the perfect reward for the hard work we put in during this phase."

The team has moved into headquarters in Niederzissen (DE). The proximity to the Nürburgring is not the only reason for motor racing being omnipresent on the team's premises, as its former tenant was also a prominent name in motorsport: the Zakspeed team previously operated from this site and has now rented the facilities out to Reinhold.

Over the coming months, Reinhold and his team will work at full speed on the team structure in order to be ready for the first test drive with the BMW M3 DTM. "Everything from the washers to the semi-trailer will be new in our team," says Reinhold. "However, I do not by any means see this as a disadvantage. We are very keen to take on the established DTM teams and, along with our partner BMW, to be competitive as soon as possible."

Profile: BMW Team RBM.

In 2012, BMW Team RBM will compete in the DTM with three world championship titles to its name. Under the leadership of Team Manager Bart Mampaey, the team from Mechelen, Belgium, not only won the 2004 European Touring Car Championship with Andy Priaulx (GB) at the wheel, but also proved to be the team to beat in the World Championship: in 2005, 2006 and 2007 the celebrations after the final WTCC race in Macau (CN) all took place in front of the RBM garage.

Bart Mampaey is now looking forward to the DTM. "Competing in the DTM will be a big challenge for our team," he says. "We are delighted that BMW is putting its faith in us again. We will use the time leading up to the first race to prepare as well as possible. The whole team is extremely motivated and hungry to get on with the development work. It is fantastic to be on board right from the start when a manufacturer like BMW launches this kind of project. We have a lot of hard work ahead of us, as the standards in the DTM are extremely high."

Efficiency is an important factor in daily work for BMW Team RBM. Mampaey is constantly striving to use time and resources efficiently, in order to extract the full potential of the car. The team profits from the infrastructure of the BMW dealership, which the Mampaey family manages under the name JUMA. Synergies and allows RBM to concentrate on the basics: the performance on the race track.

JUMA stands for Julian Mampaey. Today's RBM boss inherited his love of motor sport from his father. The JUMA team made a name der **bayerische** brief

for itself in the 1970s and 1980s, claiming three overall victories for BMW at the Spa-Francorchamps (BE) 24-hour race. Nine years after the final JUMA race, Bart Mampaey stepped into his father's footsteps in 1995. At first, RBM was responsible for the cars in the BMW Compact Cup in Belgium. Soon after that, the Mampaey family celebrated a successful comeback at Spa: the Group N one-two in the 1997 24-hour race was followed by overall victory with the BMW 318i one year later. This was also the last overall victory for BMW to date at the "Ardennes Rollercoaster".

RBM sent a BMW 320i to the European Touring Car Championship for BMW Belgium for the first time in 2002. One year later the team appeared for the first time in the colours of BMW Great Britain, and Priaulx was signed up to drive. After a year gaining experience in 2003, RBM caused a sensation in 2004 when Priaulx claimed the ETCC title in Dubai (AE). Three World Championship titles show categorically that this victory was not a flash in the pan for Mampaey and his crew.

"A change of scenery will do us good, particularly when we have the prospect of lining up in a successful series like the DTM," Mampaey says. "Having won three World Championship titles, everyone in the team is looking forward to seeing how we fair against the other teams in the DTM."

Profile: BMW Team Schnitzer.

Back to the future: this could be the motto of BMW Team Schnitzer for the 2012 DTM season. Charly Lamm's team sported BMW colours in this series back in the 1980s and 1990s – and with great success. A Schnitzer driver crossed the finish line in first place in a BMW M3 on 17 occasions, and the team also claimed eight pole positions and set 18 fastest laps.

BMW Team Schnitzer's greatest success in the DTM came in its very first season, when Roberto Ravaglia (IT) won the 1989 drivers' title for the team from Freilassing (DE). BMW Team Schnitzer will make its DTM comeback in 2012, almost 20 years after its last victory in Hockenheim (DE) on 11th October 1992.

"We lined up with the BMW M3 in the DTM for the first time in 1989, and were able to win the title with Roberto Ravaglia at the first attempt," Lamm recalls. "The four seasons up to 1992 were a great time, with spectacular and thrilling races, which will always have a special place in the history of Schnitzer. Even back then, the DTM was extremely popular in Germany. It is now almost 20 years since our last DTM race. We are well aware that the series has changed dramatically. The level of competition is extremely high and the series has a far more international flavour to it. As a result, rookies like us face a huge challenge. However, we will approach the task in hand with great verve."

During the break from the DTM, the Schnitzer team continued to line up for BMW, adding many new chapters to the brand's motorsport success story. In 1999 it claimed overall victory at the legendary Le Mans 24 Hours (FR) with the BMW V12 LMR prototype. In 2001, BMW Team Schnitzer won the drivers', team and manufacturers' titles in the American Le Mans Series (ALMS) with the BMW M3 GTR.

The team also has a very special relationship with the legendary 24-hour race at the Nürburgring-Nordschleife (DE). BMW Team Schnitzer finished as overall winner in the "Green Hell" in 1989, 1990, 2004, 2005 and 2010, making it one of the most successful teams in

DTM cont'd on page 20

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Auto



It seems as if winter has gone on forever this year. It's mid April and they are still showing snow flurries on the weather forecast! It's like some weird evil time warp has taken control of the forecast with the intent of turning the most optimistic outlook gloomy. But, with fervent wishes for global warming to have its impact, preparations for the 2011 autocross season are well under way.

Planning for this year has been a challenge as the number of available sites to use is dwindling. After some hard negotiating with the Seneca Army depot, we have three dates booked for events on the airstrip this year. And we are returning to the Cherry Valley Motorsports Park for two events again. Yes, you may have noticed that's only five events on the calendar so far. We are in the process of looking for one more event location which will be an interesting location if it works out.

If you've never tried an autocross, you should come out and experience it. A typical autocross compresses more car handling skills into a minute or less than can be imagined. It's a great way to experience the performance potential of your

car in a safe environment and learn some skills that might help you avoid an accident some day. Besides, it's a fun way to spend the day and meet people. We play rain or shine and you learn even more when it's wet out.

All the events are listed on motorsportsreg.com (its free) and the GVC website (gvc-bmwcca.org). We encourage you to sign up through motorsportsreg.com for the events; this makes registration – anticipating the number of entries and scheduling the runs – easier up front. Plus, if you log on to motorsportsreg.com, you can see who else is coming to the event and reserve your favorite car number if available.

We are always looking for help in running these events. This is an all-volunteer operation and we need volunteers to make each event successful and enjoyable. It could be as simple as checking ID at the registration desk or helping to transport the cones to and from the site. Each little effort is really appreciated by everyone involved and makes the day go smoothly.

The weather has to get better; it is spring, sometime soon. Get the car out, clean it out and join us.

DTM cont'd from page 17

the history of this classic race. Schnitzer also enjoyed success after success in the European Touring Car Championship between 2002 and 2004, as well as the World Touring Car Championship between 2005 and 2009. The team's drivers crossed the finish line as winners on 45 occasions in the European and World Championships.

In the last 50 years, Schnitzer has won 16 championships with BMW – including the 1987 World Touring Car Championship, three European Touring Car Championships, and championships in Germany, England, Italy, Japan and South East Asia.

Lamm adds: "We will attempt to readapt to the DTM as quickly as possible. We have great respect for the current manufacturers and teams in the DTM. They have set the bar very high. From now on we will be working on equalling, or even surpassing, the standards they have set as soon as possible."



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2011 Calendar of Events

April

16th Saturday – Instructor Seminar 17th Sunday – Car Tech

May

22nd Sunday – **Autocross at Seneca Army Depot**

July

18th Saturday – **Autocross at Cherry Valley**

July

10th Sunday – **Autocross at Seneca Army Depot**

25th & 26th Mon & Tues – **Ultimate Driving School** – Mosport

August

24th & 25th Wed & Thurs – **Ultimate Driving School** – Watkins Glen

28th Sunday – **Autocross at Seneca Army Depot**

September

17th Saturday – **Autocross at Cherry Valley**

24th & 25th Sat & Sun – **Ultimate Driving School** – Watkins Glen

Please visit our web site for late breaking news and updates!

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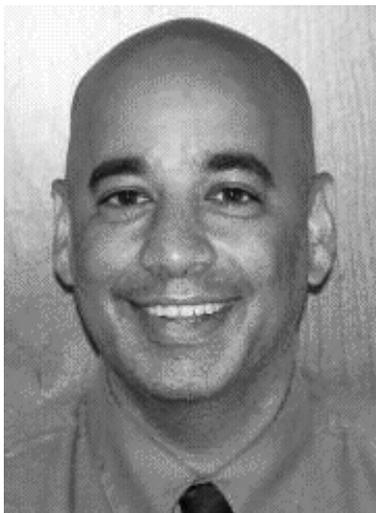
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