

Spring 2013

der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

GVC Celebrates its
30th Anniversary with
a Holiday Party at the
George Eastman House

See page 12.



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Genesee Valley Chapter BMW Car Club of America

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PRESIDENT'S PADDOCK ANDY BLAKE

As another winter winds down and spring returns to the northeast, it's hard not to get excited about all of the available driving opportunities ahead in the approaching season. That's not to say the off-season didn't offer great opportunities for our chapter members to get out of the house and socialize. We wound down our 30th year with two outstanding social events in the form of our Holiday Party at the George Eastman House and our Annual Meeting / Casino Night at Casa Larga Vineyards. Both of these events were exceptional and we owe a great deal of thanks to our social director Michelle Buschner for planning and executing two wonderful parties.

As we roll our hibernating motors out of their garages and look for ways to enjoy them on warmer days, there are a number of good opportunities for casual driving and progressively more performance-related events to take advantage of. On April 7, we will once again be taking a group drive down to the Maple Tree Inn for our annual Pancake Run with a follow-on tour of Letchworth State Park. Then, on April 21, we'll join up with the Porsche club at Eastview Mall and drive to Watkins Glen Race Track for Opening Day, with lower speed touring laps on the track. After that, we have

our series of autocross events and high performance driving schools scheduled throughout the warmer months to really burn the carbon off the valves.

One of the exciting things we'll be doing this year is hosting a car corral at Watkins Glen for the June 28-30 weekend of the Sahlen's Six Hours of The Glen race. This will be a great opportunity to socialize, gawk at amazing racing machinery, talk with race teams, and see some first-rate racing action up close. We plan to have a tent and corral area for the weekend with food and beverage provided during the Sunday feature race. We are looking forward to getting a good turnout of BMW enthusiasts to show our support for GVC sponsors like Turner Motorsport and to demonstrate how much we appreciate their support of our club. Speaking of Turner and their racing team, congratulations are in order for winning both the GS and Rolex GT class races at the beginning of March in Austin, Texas. These cars and drivers will be at the Glen in June competing in the six hour race, demonstrating the strength of the BMW marque.

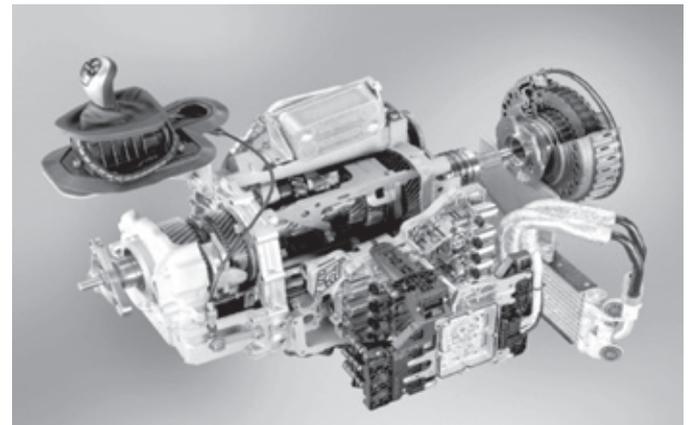
Here's hoping for a 2013 driving season filled with warm days, clear skies, and dry pavement.

See you at the races.



DAS TECH KEVIN VAN VALKENBURGH

BMW has been using dual clutch transmissions for a few years now. Some purists been turned off from this clutch pedal-less transmission thinking they are not getting the full driving experience, possibly taking the fun and the thrill out of driving. If you're considering a new car, and you are one of these purists, you might want to try out a DCT. These transmissions have lightning quick shifts, milliseconds quick! For example, an e92 M3 manual has the potential to accelerate from 0-60 in 4.3 seconds where the same M3 with a DCT only takes 4.1 seconds. The DCT gearbox has been manufactured by Getrag and uses TWO clutches which are wet multidisc setup – unlike the normal dry single plate found in a manual transmission. A wet clutch means the discs are cooled in oil from the transmission fluid and have proved to have a longer lifespan than a typical dry clutch and can also handle much more power. The TWO clutches are split up, to control even and odd gears. One clutch operates 1-3-5-7 the other operating 2-4-6. For example, to make this simple, gear 1 and 2 are basically engaged at the same time and when you pull the paddle to shift up, your next gear is already engaged. The shift has taken place before you already thought about shifting, its amazingly quick! The shifts are controlled with paddles on the steering wheel or by the electronic shifter in the center con-



sole, which are adjustable 5 different ways to control comfort, and one extra way, the 6th option that would be best suited for racetracks. There is also an automatic mode that is adjustable 5 different ways if your feeling really lazy and do not feel like pulling paddles or moving your hand to the center console joystick around. The DCT transmission is a very easy transmission to live with making transitions from the track to the freeway seamless and comfortable on every shift. BMW has found another way to make your driving experience better yet again.

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THE BIMMER BOY

story & photos by
RUSSELL LABARCA

fresh in the New Year



I read a lot of blogs this new year about making pledges to start new hobbies, try new things, or otherwise re-energize with something fresh. This is a common theme every year, of course, but for some reason it struck a chord with me in 2013. I decided I wasn't going to try anything new – rather, I vowed to go back through some of my Things of Old, and re-live them. Specifically this pertained to my CD collection.

I know my music volumes pale compared to some of my relatives (who are music professors and teachers, so they have an excuse for walls of CDs), but I'm also quite aware it's an uncommon collection to have for someone in Generation Y. I'm supposed to have MP3s, and iPods, and cloud players. No jewel cases, or booklets, or CD players – actually, during this period of reflection I realized I really missed the CD changer that went with my old car, so I set about to hunt down a new one, but that's another story.

With all the talk about enjoying fresh music for the fresh year, I realized there were many CD's which I hadn't listened to for quite some time. Additionally, there are shelves of books which I've been telling myself I either need to a) read, or b) re-read, perhaps this time to understand what those English teachers in high school were really going on about. So killing two birds with one stone, I set out to read one of those dusted off books with my homeroom number scribbled inside the jacket while listening to those jazz CD's I'd bought so many

years ago, when first introduced to the genre.

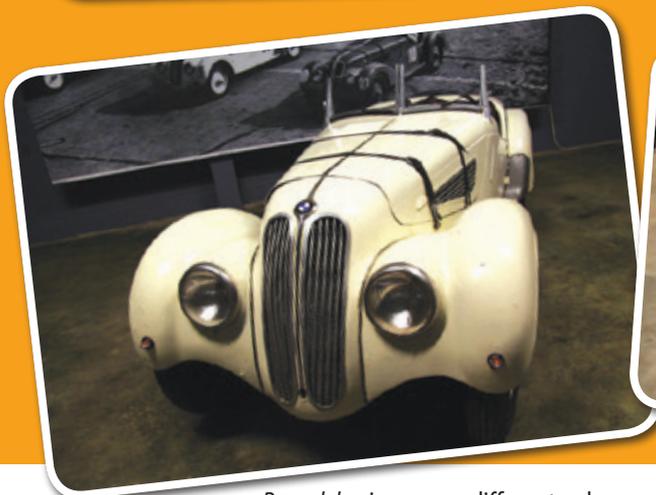
I picked out a CD, and turned to the other side of the room, where the big bookshelf sits, and started reading through titles. Then I saw another collection, taking up the entire bottom shelf.

Roundel.

A few issues shy of 15 years of *Roundel* sit, in dividers, on the bottom of my bookshelf – rather, our bookshelf. Books belonging to my wife, an English teacher, greatly outnumber those to which I can claim. In fact, I took notice that some of my more technical-yet-not-a-textbook books had been relegated to the guestroom bookshelf, rather than being out on the main display. I know she's been trying to conquer that bottom shelf, too, but so far the *Roundels* have held their ground.

The books would have to wait. 2013 will be the year of reliving recent CCA history.

Re-reading this collection of *Roundels* is a lot like re-reading books from high school and college: I skipped parts that weren't of interest to me at the time, but present mind finds them of greater value. Tech Talk and any technical article are abundantly more interesting now as a mechanical engineer. But I also find it amusing to see the things people were complaining about in years past compared to what they're complaining about now (yes, before run-flats, people found things to complain about in their letters!). Back when the



Roundel spines were different colors each month, and End Piece was actually at the end of the magazine, readers embraced the audacious X5 with a V12 engine and supreme handling and more power than any of their other road cars. Yet today letters crying foul about an X5 M greatly outweigh those of praise. Was it the extra four cylinders that made people love the X5 LM, or just the fact there was an 'L' so that it wasn't a purely M-car?

No matter. The books can wait. I've got BMW history to catch up on!

In re-living my CD media and magazine media, I'm also re-living some digital picture media. Transitioning computers has forced me to finally re-organize and clean up the hundreds of JPEG's I've shot over the past few years. But it's also allowed me to re-live adventures, and re-discover some events and places not shared before. Like the Simeone Automotive Museum.

The Simeone is "one of the world's greatest collections of racing sports cars." I've seen a few of the world's collections of race cars, and this one is pretty good, so I don't disagree. It's also a uniquely dynamic museum, in that the centerpieces not only rotate in theme, but the cars get to run laps in the back parking lot on sunny days. My visit last year was not one such day, but it was a good day to stroll through and see some good history. The der **bayerische** brief

museum sits nondescriptly among ubiquitous warehouses near the Philadelphia airport, which tends to keep it un-crowded. A lot of people don't even know such a collection exists. "The first race was conceived when the second car was built," reads a statement over the entrance to the collection; no hiding what the visitor is about to experience. Race cars.

The collection ranges from pre-World War I Stutzes to recent NASCAR stock cars, with Mille Miglia contestants and one 328 thrown in the mix too. It's definitely a place for low production (and now extinct) American brands, and gives you some insight into the history of speed wars. The notion of racing being as old as the automobile itself rings true when you see Auburn convertible advertisements boasting cars which are faster than those racing at Indy.

It's nice that it isn't a museum that takes all day to get through, so a visit can be tacked on to any other outing in the area. And the pseudo-gift shop at the end has a collection of nice BMW scale models! An Inka 2002 was incredibly tempting, though neither my uncle nor I bit. With the main attraction rotating from time to time, as cars are brought in on loan or moved in after completing restoration, it's also a place that you can make repeat visits to and always see something new.

Kind of like finding what's new in your old CD collection.



June 28 – 30 • Watkins Glen International GVC is Hosting a Car Corral & Hospitality Tent

The Genesee Valley Chapter of the BMW CCA is hosting a car corral and hospitality tent for the 6 Hours Sahlen's of The Glen. Car corral and hospitality tent will be located in the McDonald's Family Zone inside turn 4. Corral and tent will be available all day Friday, Saturday, and Sunday. Lunch, Afternoon snacks and all day beverages will be provided on Sunday. We're working on BMW Team driver meet and greets and pit access.

Friday, June 28

9:00am – 9:30am F2000 Practice
 9:40am – 10:10am Porsche GT3 Practice
 10:20am – 10:50am F2000 Qualifying
 11:00am – 11:30am Porsche GT3 Practice
 12:30pm – 1:15pm Continental Practice
 1:25pm – 3:25pm Rolex Practice
 3:35pm – 4:05pm Porsche GT3 Qualifying
 4:15pm – 5:00pm Continental Practice
 5:10pm – 5:35pm F2000 Race #1

Saturday, June 29

9:00am – 10:00am Rolex Practice
 10:10am – 10:25am Continental GS Qualifying
 10:35am – 10:50am Continental ST Qualifying

Your **admission fee of \$75** covers all of this and more! Space is limited and is available on a first-come-first-served basis. **Tickets are nonrefundable**; registration will open in early May, watch our website www.gvc-bmwcca.org to register. Please contact Seth Berfein if you have any questions: m9seth@rochester.rr.com. Below is a tentative schedule and is subject to change:

11:00am – 11:45am F2000 Race #2
 12:15pm – 12:30pm Rolex DP Qualifying
 12:40pm – 12:55pm Rolex GT Qualifying
 1:00pm – 1:45pm Porsche GT3 Race #1
 2:00pm Continental Fan Walk at Pit Lane
 3:00pm – 5:30pm Continental Tire 150 (2.5 hours)
 6:00pm – 7:00pm Sahlen's 6th Annual Hotdog Eating Contest (Tiki Hut area) – ALL
 7:30pm – 9:00pm Saturday Night Concert (Red Cat Summer Stage)
 Underwater Tiger - CT

Sunday, June 30

9:00am – 9:45am Porsche GT3 Race #2
 10:00am Rolex Fan Walk at Pit Lane
 11:00am – 5:00pm Rolex Sahlen's Six Hours of The Glen (6 hours)



Eyes Wide Shut

Stanley Kubrick directs, produces and co-writes an iconic film that introduces the audience to a brave and sensual new world best described as a world filled with contradictions and change, where things don't always appear as they seem. If 1 AD-1000 AD is the first millennium, scientists who study time will argue that the year 2000 begins the 3rd millennium. Either way we as humans are experiencing phenomena that has never existed before. Whether we choose to believe what our eyes see or not doesn't change the fact that it is a new world filled with contradictions. This new phenomena is best described in the oxymoron "Eyes Wide Shut." We know it's out there but we choose to ignore it and hide it from our vision.

That same year (1999) BMW introduced a new line of automobiles that embraced the dual nature of an Oxymoron. Literally "sharp" (oxy) and "dull" (moron) simultaneously. This new vehicle had the sporty feel of a "sports car" (the sharp part), but also the utility of a "truck" (the dull part). BMW views prospective owners of such a vehicle as being more interested in its "activity nature," rather than its "utility design." Thus the SAV is born.

With eyes wide open BMW builds the world's first Sport "Activity" Vehicle for the the US market. The first of this line is badged the X5. Unlike the Mercedes M class line of SUVs this vehicle is not based on a light truck platform, but the Uni-body Architecture of a 5 series sedan (explaining the 5



nomenclature in its name) and X is for the type of model. It is now an X5!

New, for 2013 is the BMW X1. Built on a shortened platform of the X3, with a wheelbase of 108 inches, approximately two inches shorter than X3 and a six inches less in height. This is a vehicle that thinks it's a sports vehicle, but possesses the physical prowess of a prize fighter. Is the phrase "wolf in sheep's clothing" overdone? It's not, it applies.

The BMW X1 is available in 3 versions, the entry level is the X1s-Drive28i. This version is rear wheel drive only and the only version that is available with a six speed manual transmission. Next up is the X3 xDrive28i. This version is equipped with the 240HP Twin-



This is a vehicle that thinks it's a sports vehicle, but possesses the physical prowess of a prize fighter.



grade is the "Aerodynamic Kit" (front and rear bumper upgrade with side skirts), High gloss black roof rails, double spoke 18" or 19" upgrade alloys with "performance run flat tires." Sport suspension with performance control and increased top-speed limiter. The interior is equipped with sport seats once again. Door sills finished with the "M logo" and leather wrapped sport steering with paddle shifter upgrade as an option. Unique to the MSport is what is commonly referred to as MSport Blue (Le Mans Blue metallic).

To complement the true "Activity" nature of the X1, BMW has partnered with an Outdoor Sports Manufacturer.K2.If your choice is the xLine X1 you will now be able to order the "Powder Ride" edition. The limited run of X1' will feature options such as cold weather package and Ultimate Package as standard features. Obvious add-on is the Powder Ride Accessory package. Specially designed decals signifying the "Activity" option of Powder Ride Edition jump out from the Alpine White or Glacier Silver exterior palette. A 16 cubic foot roof box fits neatly to the satinated aluminum roof rails and ski/snowboard bag with designs identifying "Powder Ride" as the ride of choice. Oh, I almost forgot. A pair of exclusively designed K2 LTD powder ride skis are available when ordered online with an online coupon.

MSRP for X1 xDrive28i lists for \$43,495 and MSRP for X1 xDrive35i lists for \$47,795.

Hollywood urban legend fanatics have rumored that when Stanley finished viewing the first takes of "Eyes Wide Shut" he turned to his sound director and said, "You can open your eyes now."

You can open your eyes now. The BMW X1 has arrived!

P.S. To view a YouTube video road test of the BMW X1, go to www.youtube.com/user/WBBZTV. Look for episode 15, segment 1.



the "Msport Line" (this is in addition to the Base X1). For an additional \$1900 one can select the "x line." x line includes Y spoke 18" alloy wheels with 225/45 run flat all season tires, high gloss dark copper trim (where you expect to see wood trim) and aluminum door-sill finishers with the BMW xLine logo. Uniquely designed Nevada leather with multi colored piping is available as an option (\$1450). The Sport Line is unique in that it expounds on the sport designed features of the other models in the BMW line. Sport Line gets you Front (Recaro like) sport seats. Leather wrapped multi-function sport steering wheel with red contracting stitching, double spoke (option code 421) 18" alloy wheels with run flat all seasons. High gloss black or aluminum trim, exterior side-view mirror caps in high gloss black and this is really cool. Black Chrome-Plated tailpipe!

Lastly, for the performance enthusiast in the group, BMW offers an M Sport line. Now I'm excited. This version is the proverbial WISC (I love acronyms). Exterior up-

Power Turbo (double scroll) four cylinder motor. Available with an 8 speed steptronic automatic transmission, this is Xdrive only. Next up is the X1 xDrive35i. The 35i is the tried and true inline 3.0 inline TwinPowerTurbo six cylinder motor coupled to a more traditional six speed automatic transmission.

Manufacturer's suggested retail prices are \$30,800 for X1sDrive28i, \$32,500 for X1xDrive28i, and \$38,600 for X1xDrive35i.

What I especially like about the X1 is the ability to personalize the trim levels on the vehicle. BMW offers three "lines" to choose from. The "x line," the "Sport Line" and

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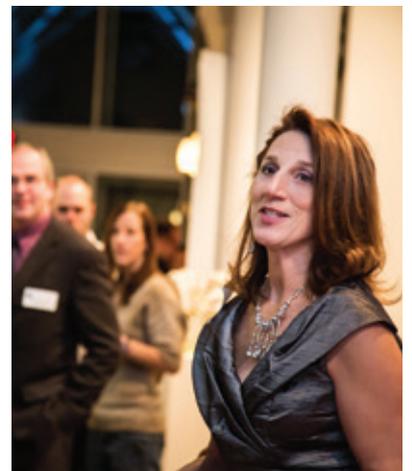
HOLIDAY *D*ARTY by Elaine Lanni

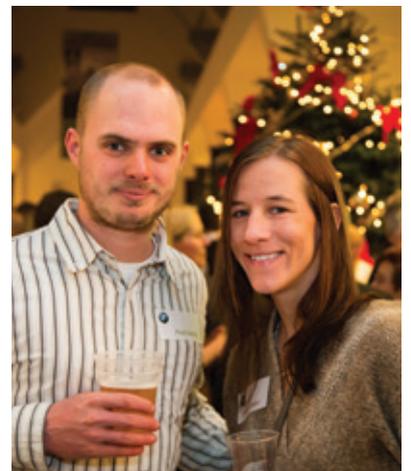
Rochester's George Eastman House was the site of our 2012 holiday party and GVC's 30th anniversary celebration. It was a festive evening designed for socializing in a historic location with great food and drink. Mansion tours were provided as well as enjoyable music by Eastman School musicians Reuben Allen on the keyboard, and guitarist, Gabe Condon. I hope you all took advantage of the opportunity to be photographed by our friends at Michael DeMaria Photography. A group photo was patiently procured, and individuals and couples had an opportunity to pose for portraits in a holiday setting. These photos were available at a reasonable price on the web. Thanks to Michelle Buschner for organizing this spectacular event. Lucky were the winners of her awesome centerpieces!



All photos by DeMaria Photography







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The Importance of Styling & Design FOR TODAY'S Automobiles



I am convinced that one of the major factors for success in today's automotive market is styling and design. The competition is intense – there are simply too many brands, too many models, and more production capacity

than our recession-ravaged world can consume. Those that survive and flourish must not only provide good performance and good mileage, but they also must do it with head-turning styling and design.

The automotive design wars began in earnest after WWII. General Motors set the pace in 1956 with Cadillac's stunning tailfins. Ford and Chrysler jumped on the tailfin bandwagon, but GM continued to dominate the market until the 1970's when the Arab oil embargo shocked the nation. Detroit went back to the drawing board and began the downsizing scenario. Unfortunately, along with it came bland, even ugly designs, and ho-hum performance (remember the Cadillac Cimarron, Chevrolet Vega, and Pontiac Aztec). General Motors suffered a steady decline of market share throughout the later part of the 20th Century which ended with their bankruptcy in the early part of the 21st Century. I attribute this almost entirely to the parade of so-so products, and poor quality that bled GM – and Detroit – of their world leadership.

Today, General Motors is resetting its position of leadership. Again Cadillac is leading the way with its sharp edged modern styling and enhanced performance. Believe it or not they just launched a credible competitor for BMW's world leading 3-Series Sport Sedan; with the 2013 Cadillac Model AT. It not only looks the part, but equals the mighty 3-Series in performance as well.

Additionally, Chevrolet has just launched its completely redesigned seventh generation Corvette which harks back to the iconic Stingray. This beauty has performance and looks (both inside and outside) that crowd Porsche and Ferrari and just might make some conquest sales in the U.S.

You can almost chart the rise and fall of various brands throughout automotive history by the efficacy of their styling and design.

My first Bimmer was a 1979 E12 which I would not classify as a good looking car. One of my cohorts said it looked like an Edsel sucking on a lemon – which was a double-down insult because the first Edsel's grille was labeled by the scribes as 'sucking on a lemon' (many attribute the failure of the Edsel to its awkward grille design). On the other hand, BMW's ad theme was, "Our status is not on the hood, but under it" (an obvious reference to the more stylish Mercedes with their classic hood ornament). We bought our first BMW because of what was under the hood (plus the fact that we couldn't afford a Mercedes).

I distinctly remember seeing a picture of the first stylish Bimmer (in my opinion) in the pages of the *Roundel* – it was the 1987 7-Series. We ordered one immediately for European delivery and that solidified our lifelong love affair with the brand. Having owned many, many BMWs – the ones that stand out in my memory are the handsome ones such as the 850i, the first M Roadster, and the stunning Z8 (which I almost had). Let me tell you that story; I was late to the party ordering the Z8, and my dealer had sold his allotment of two cars. I begged him to find one and soon after he called to report that one of his two Z8 customers had called and asked if the dealer could refund his \$10,000 down payment. I jumped at the chance and sent in our check. The Z8 MSRP was \$138,000. Then the dealer called back a couple of weeks later to advise me that his Z8 customer had re-instated the order. He had put his order on eBay and received two bids of \$250,000 for his

continued on page 18



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†Whichever comes first. For full details on BMW Ultimate Service® visit bmwusa.com/ultimateservice.

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■ Perspektive from page 16

reservation. That's what styling and design can do for you.

When Chris Bangle arrived on the scene at Bavarian Motor Werks, he shook the rafters of that rather conservative automotive manufacturer. When advance photos of his concept cars started showing up in *Roundel* and other magazines, the cognoscenti howled. The 'Bangle butt' and 'Flame Surfacing' soon became household words (not of praise) among the scribes. It must have taken much intestinal fortitude for the BMW BOD to put their stamp of approval on the resultant products.

I first saw the redesigned 5-Series at the 2003 Frankfurt Auto Show, and drove the press car. Soon after arriving home we bought one. It is still parked in our garage. Among the other cars we own it is still the best. What other car companies scoffed at is now the standard of design for mid-size sedans of the world. If you don't believe it, take a look at a Lexus, Infinity, Audi, or even Mercedes. The stone that the builders rejected has become the cornerstone.

Now – Munich is introducing its next generation design language for sports cars in the new i8 (formerly called *Vision*). Under the design leadership of Adrian van Hooydonk (Chris Bangles' protégé) this stunning car breaks all the rules of traditional automobile design. You can bet that it will be copied and it will become the benchmark for future cars of its ilk.

We submit that the reason that BMW is now the leading luxury automotive manufacturer in the world is because of its leadership for styling and design – combined with performance and handling of course. When you are a leader the completion can only copy what you have done, but they cannot copy what you are thinking of doing.

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A photograph of a man and a young girl driving a red and blue go-kart on a track. The kart is moving along a paved track with yellow and black curbing. The background shows a green field and a clear sky.

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New Members

December

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Daniel Brosnan
Peter Carbone
Matthew Connors
F. Cosentino
Michael DiGiore
Kevin Gibbons
Joy House
Valerie James
John LaDuca
Sarah Martineck
Andy Ocasio
James Perusich
Diane Pfirman
Frank Pineiro
Chad Spring
Andrew Villa
Phil Viruso
Roderick Zimmerman

January

Ken Ball
William Barnhart
Troy Birdsall
Matthew Bishop
Christopher Burns

Christian Cattell
Katelyn Corpus
Ben Costanza
Gary Diem
Ryan Dotterweich
Brian English
Casey Fagan
Acadia Fairchild
Jon Ferguson
James Franks
Frank Fruce
Benjamin Goodfriend
Wesley Houseworth
Rachel Kahn
Christa Karet
Kody Kelsey
Joel Kumro
Gabriel Lieb
Ian Loomis
Nathaniel McNabb
Patricia Needell
Thomas Needell
Larry Nivison
Christina Palumbo
Jeff Potter
Wesley Regnier
Steven Reinke
Arianna Scaptura

Timothy Schliff
Scott Schmidt
Tyler Sutherland
Greg Taylor
Ryan Telesca
Ryan Tolpa
Peter Trigg
Abby Van Soest
Kenneth Woitaszek

February

Shawn Copella
Joseph Crestuk
Joe Dipasquale
Thomas Fitzgerald
Joseph Giangreco-Marotta
Brandon Hastings
Mark Kling
Frankie Mazza
Suryakant Patel
Joe Pechacek
David Rowley
Mark Rowley
Jennifer Shoffitt
Vasisht Srinivasan
Gregory Subtelny
Harry Wahl
Christopher Werth

Calendar of Events

April

6 • Saturday, GVC/PCA Instructors Meeting – Burgundy Basin Inn
7 • Sunday, Pancake Run – Cartwrights' Maple Tree Inn
17 • Wednesday, Board Meeting, all welcome – Back Nine Grill

May

3, 4 & 5 • Friday, Saturday, Sunday, Ultimate Driving School & ITS – WGI
11 • Saturday, GVC AutoCross – Letchworth
16 • Thursday, Board Meeting, all welcome – Back Nine Grill
25 • Sunday, GVC AutoCross – Genesee Kart

June

20 • Thursday, Board Meeting, all welcome – Back Nine Grill
28, 29, & 30 • Friday, Saturday, Sunday, Sahlen's Six hours of The Glen BMW car coral & hospitality tent

July

13 • Saturday, Tire Rack Street Survival School – Monroe Community College
18 • Thursday, Board Meeting, all welcome – Back Nine Grill
20 • Saturday, Go Kart & Picnic - Track & Fellows Park 1

August

8 • Wednesday, Car Night at the Log Cabin – Log Cabin Restaurant
21 & 22 • Ultimate Driving School – WGI
29 • Thursday, Board Meeting, all welcome – Back Nine Grill

September

14 • Saturday, GVC AutoCross – Letchworth
18 • Wednesday, Board Meeting, all welcome – Back Nine Grill
20, 21 & 22 • Ultimate Driving School & Stan Parker Memorial Club Race – WGI
28 • Saturday, GVC AutoCross – Letchworth

October

16 • Wednesday, Board Meeting, all welcome – Back Nine Grill
19 • Saturday, Chili Cook Off – TBD

November

2 • Saturday, Street Survival School – Watkins Glen
20 • Wednesday, Board Meeting, all welcome – Back Nine Grill

December

18 • Wednesday, Board Meeting, all welcome – Back Nine Grill
21 • Saturday, Holiday Party – Locust Hill Country Club

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