

Fall 2016

der **BAYERISCHE** **briet**

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

Pistons and Pigs Show Winners page 16



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Contents

Features

- 5 • President's Message**
The Long Hot Summer
- 7 • Dipstick Technology**
Lost at BMW and MINI
- 10 • Chapter Board Elections**
Meet the Candidates
- 11 • Hack Mechanic**
Rob Siegel Talks Cars and Electric Systems
- 12 • Perspektive**
Style and Substance
- 13 • Parts**
Cheap Can Be Expensive
- 14 • M Track Days**
Driving All M Cars at LRP
- 16 • Piston & Pigs**
Joint Car Show and Pig Roast with Niagara Porsche Club
- 18 • AutoX**
Top Gun Championship coming down to the final event
- 19 • Track Car**
You Never Forget Your First One!
- 22 • Calendar of Events**
Holiday Party and Business Meeting
- 23 • New Members**
Don't Let Your Membership Expire

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T-Shirt Express	8
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Gault Auto Sport BMW.....	11
Geneva Foreign Sports	13
Mr. Best Wrench.....	15
Turner Motor Sport	20
Eksten Autoworks	21

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PRESIDENT'S MESSAGE

JIM TULLOCH

The Long Hot Summer

This past summer will certainly be one to remember in Western New York. Some of us were reminiscing the summer was like it was when we were kids. I suspect it was similar because "back then" air conditioning was a luxury. The heat aside, I shall remember this summer for the social events the club organized for the members.

We started early July with a Saturday afternoon with The Hack Mechanic, Rob Siegel. Rob gave two presentations, one about his personal history with cars and a second on basic auto electronics. Everyone enjoyed meeting and hearing Rob. There was no charge to members and included an all you can eat lunch. What a deal! The event was very well attended and we picked up several new members. Available at this event at significant discount were Rob's two books, *Memoirs of a Hack Mechanic* and *European Automotive Electrical Systems*.

At the end of July GVC partnered with the Niagara Porsche Club to hold the first annual Pistons and Pigs Car Show at the Granger Homestead in Canandaigua. The show was open to any European Car and included a simply outstanding Pig Roast. There were 80+ cars registered and they looked impressive displayed on the front lawn. Three awards were made, one each for Best BMW, Best Porsche and Best Other Marque. The winners were selected by popular vote. Of particular significance was the number of "first time ever attending" a GVC event. Both clubs are committed to having this event again next year.

Two events were held in the Buffalo region this summer. One was the Tিরerack Street Survival program for new drivers held on the last Saturday in July. This well respected program encourages young drivers to safely explore the limits of their car. Students are provided a personal instructor to guide them through the in-car exercises. There is also a significant classroom component to the program. This was the first time we have offered this program in the Buffalo area. A big thanks to Towne BMW for co-sponsoring this event along

with GVC.

The other Buffalo event was a Sunday afternoon at the Pierce-Arrow Museum and was limited to 20 members. What a hidden gem! We had a private tour of the museum conducted by Jim Sandoro. He and his wife, Mary Ann, have spent 50 years establishing the collection of Pierce-Arrow memorabilia, autos, motorcycles, bicycles, artifacts and toys. They have also built the 1927 Buffalo Filling Station by Frank Lloyd Wright inside the museum. Spectacular! Afterwards, it was down to the revitalized Buffalo waterfront and from there to the Pearl Street Bar and Grill for a couple of beverages and some food.

I want to thank the club members who have donated "tons" of time and energy planning, organizing and hosting our events. It's not easy and takes genuine dedication. As always the devil is in the details. I am encouraged that a cadre of members from the Buffalo area has emerged to plan and implement events for the area. With the club's support I hope the group will continue to create a viable, ongoing social program for our members.

So, how about this Fall? Well, there are two big events coming. One is the election of club officers. Voting will take place before the Annual Meeting and the new officers will be introduced at the Annual Meeting. The Board decided to combine the Annual Meeting with the Holiday Party scheduled for December 10th at The Strathallan Hotel in Rochester. The Annual Meeting is scheduled to start at 5pm and precede the party. There is information about the Holiday Party in this issue. As a charity we are supporting the "Hillside Children's Foundation" and ask attendees to consider bringing a check addressed to the foundation. Sign up is on our website. This promises to be a wonderful evening. The Strathallan is a first class hotel with outstanding food. Folks coming some distance can make arrangements to stay the night. It will be a wonderful way to end the year.



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Dipstick Technology | Lost at BMW and MINI

By Charles V. Stancampiano

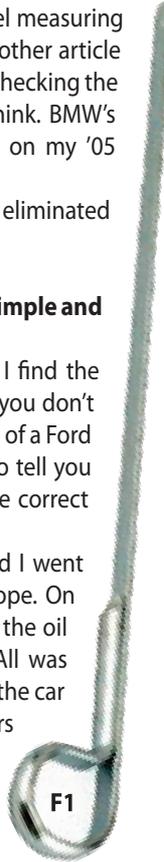
Much has been written about the lack of oil level measuring dipsticks in modern BMWs, so it is time for another article ranting about the lack of a \$2 foolproof method for checking the oil. Unfortunately, things are far worse than you think. BMW's MINI division still uses dipsticks (at least they did on my '05 Cooper S), but those don't work well (more later).

{Well I just checked, and newer MINIs have also eliminated the dipstick. Sigh.}

Figure 1. Ford Model A dipstick is an example of simple and reliable design.

As someone who checks the oil now and then, I find the lack of a dipstick on the '08 335i a bit disturbing. If you don't know what a dipstick looks like, see the photo above of a Ford Model A dipstick. Yes I know BMWs are supposed to tell you the oil level, but you have to ask. Nicely. And at the correct time. And the proper place.

Let me relate the following true story. Janice and I went to a party where I was told to park on a grassy slope. On the way down to Canandaigua Lake, I had checked the oil several times with the on-board diagnostic tool. All was well. So I ended up parked on a hill with the nose of the car pointing downhill. After the party ended several hours later, we started the car and started driving home. After a few minutes, a warning message popped up saying the engine oil was very low. Further instructions insisted that I turn off the engine and have the car towed. Now imagine if you the owner were not mechanically inclined and further imagine that you trust our infallible robot overlords to do the right thing. You would be in a rural setting at night trying to get a 335i towed in order to save the engine from certain disaster. The otherwise beautiful day would

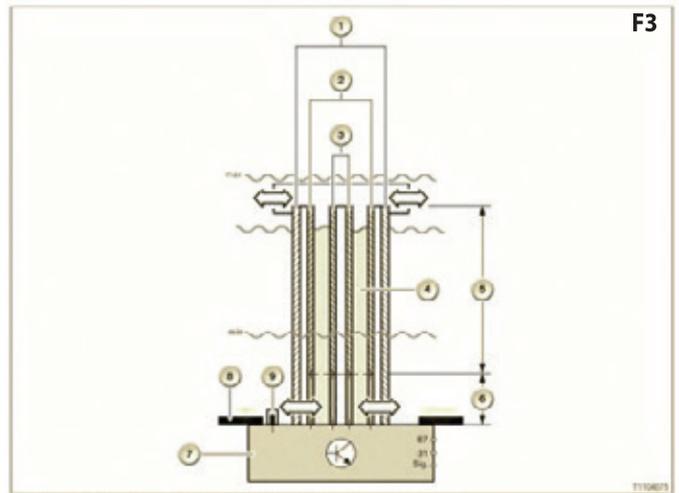


F1

be ruined. On the other hand, imagine that you have been reading the Roundel since day one and once even changed the shocks in a '69 BMW 1600 without a spring compressor and therefore find it hard to believe that 7 quarts of oil could vanish without a trace while the car sat motionless. So we pressed onward and in a minute were rewarded with a cheerful "Bing!" The oil had returned and my blood pressure relaxed to normal. Too bad there is no diagnostic message that says, "Never mind!"

In place of the dipstick, there is now an oil sensor (sensors actually). What does this look like?

Figure 2. A modern BMW oil pan showing the location of the oil sensor and the lack of provision for a conventional dipstick.



The illustration shows the construction of the oil condition sensor

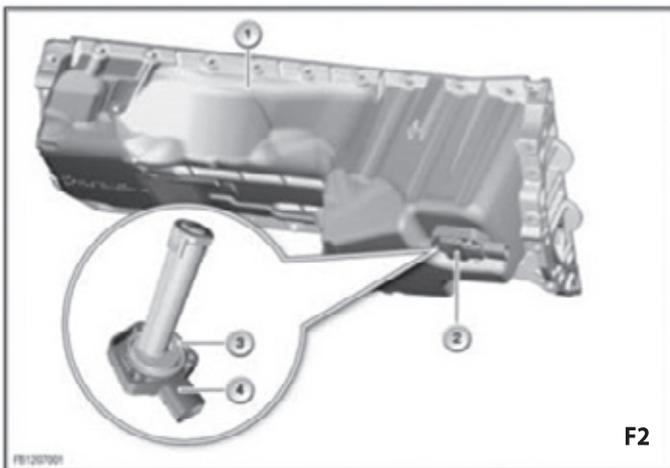
Figure 3. Schematic of the oil sensor.

The photos above show the oil sensor and how it is installed in the bottom of the oil pan. There is a pdf available online that explains how this works, so I won't threaten you with coaxial capacitance and dielectric permittivity. The sensors and the associated black box of electronics measure the oil level, the oil temperature, and the oil quality. Certainly more comprehensive than a piece of metal that pokes into the oil pan.

This has to be a better way to go. Maybe on paper in an ideal world. Maybe in a place that has BMW dealers every 10 miles and tire repair centers that carry run-flat tires and the equipment to install them.

But that sad story with a happy ending is not the only issue. The number one failing of the modern oil level/condition sensor is: You can't check the oil level with the car stopped. In addition, if the engine had no oil, you would have to start it up to find it had no oil pressure. Not good. If you change the oil, you have to drive around a bit before the sensor registers the level. The sensor takes its time getting a reading of the level which is quite annoying. Also not good. If the oil sensor fails, you can't check the oil. In fact, there is no way to SEE and TOUCH and SMELL the oil. The oil having carcinogenic

■ DIPSTICK TECHNOLOGY continued on page 9



F2

Index	Explanation	Index	Explanation
1	Oil pan	2	Oil condition sensor
3	temperature sensor	4	Plug-in connection

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■ **DIPSTICK TECHNOLOGY** from page 7

contaminants should in no way dissuade you from experiencing it in the flesh.

But wait! Surely the MINI with a dipstick will right all these wrongs. You could hope, but in vain. Firstly, the MINI dipstick pictured below is so difficult to remove from the engine that it would discourage anyone from trying to remove it. How could something with nifty O-rings fail to work smoothly? Blame German engineering; the MINI dipstick says BMW on it after all. Secondly, notice how this part is made compared to the Model A example. It has at least 5 components: handle, shaft, measuring end and two O-rings. There is no metal in it. Thirdly, repeated usage of the dipstick for its intended purpose causes it to break (see last photo). If you are unlucky, the broken part ends up in the oil pan (see your mechanic if that happens). I was one of the lucky ones; mine cracked and bent



before it broke apart. How many of you have broken the \$2 dipstick on a '55 Chevy? The \$30 MINI dipstick made of exotic materials breaks. I am at a loss to explain how this can happen and it's no wonder that newer MINIs have also eliminated a stick with some lines scribed on it in favor of coaxial capacitors and a black box.

I replaced the MINI part with one from Cravenspeed for a mere \$75.

Figure 4. MINI dipstick with its lower half broken off.

There is a German word for this kind of engineering philosophy: **Verschlimmbesserung** | **Translation:** An improvement that makes things worse. Several other BMW design decisions come to mind:

- 1) Run-flat tires.
- 2) The \$500 electric water pump that fails in 40k miles.
- 3) The lack of a water temperature gauge.
- 4) \$2300 headlight assemblies.
- 5) Aluminum body panels that can't be repaired.

This is the end of this rant. Perhaps I have leaned in too negative a direction for this to be a fair and balanced appraisal. After all, no one complains that we don't have to check the gasoline level with a wooden stick. And it is possible to mess up an oil measurement by using a dipstick incorrectly. It is also perhaps not fair to heap scorn on BMW/MINI when other manufacturers are heading in the same direction. Maybe BMW is right and no one bothers to check the oil anymore. When was the last time you checked yours?

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Chapter Board Elections

Andy Blake:

Andy joined Genesee Valley Chapter BMW CCA at the end of the year in 2000 and has participated in autocross and driving schools regularly ever since. He was GVC Autocross Chair from 2007 - 2010 and Chapter President from 2011 - 2014. He has been a HPDE instructor since completing the GVC Instructor Training School in May, 2007. His qualifications for Treasurer include performing financial officer duties for a software consulting firm as well as running his own company in the IT software industry for ten years. Andy has been a Member at Large on the GVC Board for the past two years and continues to take an active role in the operations of the chapter. He currently owns two track-prepared BMWs - a 1991 318is and a 1995 M3 that both see active duty at Watkins Glen and other tracks in the northeast.

Jeff Gabel:

Jeff Gabel has been a GVC BMW CCA member for more than a decade. In that time, Jeff has graduated from the BMW Club Racing school, the Instructor Training School, instructed with Street Survival, and has participated in autocross events. He has served as Marketing Director for the club for several years and has contributed to the GVC website redesign, driving events committee, the development of new member outreach through advertising campaigns, and the creation of the "Taste of the Track" new driver program. In addition, Jeff teaches the novice orientation classroom sessions at the track, and helped establish the Drivers Resource Center, which he frequently staffs during driving events and tech at Watkins Glen. His love of BMW extends beyond his track prepared E46 M3, an E92 335i-M, and X3 - to his business. Jeff is the creative co-founder of

a 100+ employee advertising agency, whose clients include The BMW Group - BMW and MINI Financial Services.

Steve Lawless:

Steve has been involved with the Genesee Valley Chapter since joining the club in 2009. An active participant in autocross for over a decade, he held the position of GVC Autocross Chair from 2013-2016. He has also been a regular volunteer with the Street Survival program. In his 1995 M3, he has been building on-track experience while participating in HPDE events at Watkins Glen. Steve has close to ten years' worth of experience in the world of engineering. His attention to detail and understanding of the importance of documentation make him a qualified candidate for the Secretary Post.

Thomas "Ike" Neilson:

I have been a member of the BMW CCA for over 25 years.

Originally from Philadelphia, I did my first Ultimate Driving School at Watkins Glen in 1990. I moved to Rochester in 1999 with my family. I instruct with the Genesee Valley; help to run the Tire Rack Street Survival Teen driving program. I am a mentor with the Instructor Training program and Club Race Schools. I have owned an E21 320i, E30 M3, an E34 525i, an E36 M3 GTR, an E46 M3 and now an E90 M3.

When not doing things automotive, I run a tutoring program at an elementary school in the Rochester City School District and chase my own three kids here and there.

I want to be President of the chapter to foster member involvement in social activities, promote the Street Survival program and broaden the enjoyment of all our members from Jamestown, to Utica, to Binghamton and everywhere in-between. This is a great club with lots of great people in it we can do so much together.

TO VOTE PLEASE VISIT THE GVC WEBSITE AT: WWW.GVC-BMWCCA.ORG

An Afternoon with the [HACK MECHANIC]

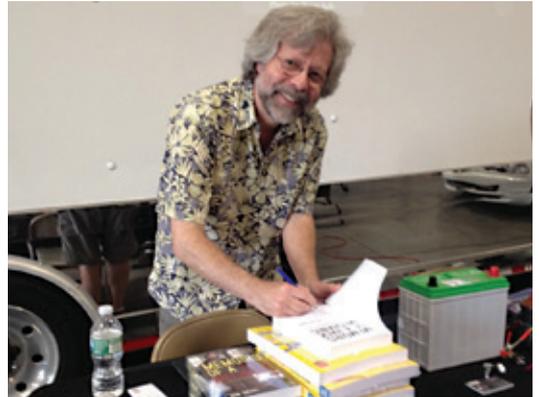
Photos and Story By Elaine Lanni

Many thanks to Rob Siegel for flying from Boston on July 9 to entertain us with his "Hack Mechanic" stories. An equal thank you goes out to John Weisberg, Dinah Gueldenpfennig and the employees of Berg Racing in Webster, NY, for hosting us at the cleanest racing facility you've probably ever seen!

Rob generously sold his books to us at cost and happily signed them. A tasty barbeque lunch was catered by Dave's Sidewalk Café.

Rob made us laugh at his many stories, starting with his "garage mahal" – a barn housing about 15 cars. Just a few of his words of wisdom and interesting factoids:

- 3 rules: 1 – separate your daily driver from your project car(s); 2 – For a big project, do one thing every night, however small; 3 – Accept less than perfection for your project car
- The first car he lusted after was a '63 split window Lotus L1 – at age 5
- In 1971 he purchased his first BMW 2002
- 1973 – he purchased a 1973 Bristol 616 RTU and the lesson learned was that everything written about British cars was indeed true
- Since 1982 he has owned 60 BMWs, 30 of them 2002s
- Craigslist provides him with "crimes of opportunity" in car buying
- LOTUS stands for "lots of trouble – usually serious"
- His daily driver was purchased at a BMW Sharkfest – a '74 635CSI



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BMW: STYLE AND SUBSTANCE

I have spent a great deal of editorial capital over the past few years chastising the suits in Munich for abandoning their core constituency (i.e., sports car aficionados) in lieu of pleasing the tree huggers and bureaucrats who want to kill off fossil fuel automobiles.

When I saw the 3.0 CSL Hommage concept car that was introduced at the Concorso d'eleganza Villa d'este, I fell in love with its curvaceous body (as many men do) but not its mechanicals (an in-line six engine with an eBoost hybrid system in the rear of the car).

And then it occurred to me that BMW GmbH might be trying to keep the body alive whilst evil forces are trying to kill off the heart. Perhaps the environmentalists and misinformed bureaucrats will come to their senses (not likely) or perhaps fuel cell technology will be developed to the point where it is economically feasible. In any event – anemic-engined, skinny-tired hybrid cars such as the i8 are not the answer to tomorrow's sports cars.

You see, this is not the first time that BMW has been fighting for its place in the sun. In the 1950's their sales were tepid and their future as a major

automobile company was in doubt.

Then the E9 New Six CS two-door coupe, built for BMW by Karmann, was introduced. It was a sensuous design with a large greenhouse and a façade that earned it the nickname of 'Sharknose.' It was developed from the Neue Klasse –based BMW 2000 CS coupe which was enlarged to hold the M30 straight-six engine used in the E3 Sedan. The E9 was not the first of the 'Neue Klasse' models to feature the "Hofmeister kink" (where the C pillar joins the trunk), but it emphasized the rakish profile that became the trademark of the ultimate driving machines to follow. The E9 platform, especially the 3.0 CSL homologation special, was very successful in racing, markedly in the European Touring Car Championship. This helped BMW's status as a sporty driver's car.

In 1975 the 3.5 CSL "Batmobile" (named for its shark nose and outrageous rear spoiler) invaded the American racing scene campaigned by BMW NA in the IMSA series. This 430 HP monster promptly won races at Watkins Glen, Sebring, Laguna Seca, Riverside, Daytona, Lime Rock and Talladega.

From the 1950's on BMW has led the automotive field in styling and substance. In the early 21st Century they turned up the wick by appointing Chris Bangle head of design for BMW GmbH. His aggressive designs not only shook up the board of directors but also the entire automobile industry – with such design language as the "Bangle butt" (squared off trunk lids that doubled as spoilers) and "flame siding" (rather than slab siding). Initially their designs were scoffed at, but eventually the competition had to follow in order to be competitive. I marvel at how many iterations of the kidney grill can still be created. Some automotive journalists have suggested that the grills be referred to as "nostrils." However you call it, everyone knows when a BMW passes by or appears in your rear view mirror – and that is the point.

There will be dramatic changes in automobiles within the next decade but I hope that the time never comes that we Bimmerphiles don't have a smile on our face as we carve up a twisting mountain road – or turn around and glance back at our beautiful machines after parking them for the day.



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Track Days

by: Ike Neilson

Every so often I get a mailing from BMW North America. Most are offers to take my 2009 E90 M3 in on trade for a 328i for the ever so generous trade in of \$22,500.00. I ponder it for about an eye-blink then throw the mailing in the trash.

This past April I received a mailing from BMW North America that piqued my interest. M Track Days... Drive all the M variants (M2, M3, M4, M5, M6, and XM6) at one of three race tracks. Locally the race track was Lime Rock Park in Lakeville, Connecticut from July 7-14. For those who have yet to experience it, having the chance to drive your BMW on a race track is very liberating. No speed limits, no oncoming traffic, no drivers going 50 mph in the left lane, and no police. The perfect environment to explore all of BMW's new M cars! The best part of all was it was FREE!

I checked with my better half and picked the morning of the first day July 7. I packed a helmet and off I went. Lime Rock is a great track nestled in the northwest corner of Connecticut and is very picturesque. BMW had clearly pulled out all the stops. Breakfast was waiting, as was BMW M Performance water. There were ten of the new M2's. The same went for the M3 and M4's, and then there were pairs of M5s, M6 Grand Coupes, and a pair of evil looking X6Ms. The chief instructor brought us into the classroom and explained how the day would go. There were 44 of us and we would be split into four groups to rotate between track, autocross and drag race.

My group was first to the track. Unlike our "Ultimate Driving Schools" at Watkins Glen International we would have an instructor in the lead car with walkie talkies. "I will go faster as long as you can keep up," said our instructor. Our instructions were to take two laps behind the instructor then pull to the right on the front straight and drop back to the end of the train of four cars. The M2 was a great fun car to drive, a definite E36 feeling to it. It was easy to operate; one switch for drive modes and very well balanced. Very impressed with the car.

We then switched to the M3. Wow what a car. Blasting down the straight into Big Bend, the car was amazing. Stock out of the box,



just an amazing car. My only gripe was that it was so much more involved to get it into "Sport Plus" mode. In normal driving mode the EDC/ESC/DTC kept coming down like a hammer. Great car but more complicated.

Off to the autocross in a fleet of Austin Yellow Metallic M4's. The nice thing about Lime Rock is that the Skip Barber Racing School has a dedicated "handling track," so no need to figure out a sea of cones. So NOW they tell us how to get the car into the M Dynamic mode. Just one button. So much easier to go so much quicker. We are timed and our group is the quickest of the morning. I manage 3rd quickest -- edged out of first by 0.5 of a second. FUN car.

Last -- and most ridiculous -- was drag racing an M5, M6 Grand Coupe and an XM6. We paired up and away we went; but, unlike a traditional drag race we had "stop boxes" that we had to come to a complete stop in order to win our heat. WOW these cars are fast! The M5 and M6 were equipped with carbon brakes, so dropping anchor from full throttle was no real challenge. The XM6 however was the heaviest vehicle there, and had steel rotors. Hauling that much mass down in a hurry left many cones in the stop box crushed. What a whirlwind morning. We ended with hot laps with the instructors in the M3's, and the lesson learned there was that after driving an M3 on the track for the morning, don't forget to add gas. Several hot laps were cut short when the instructors ran out of gas! All that was action was packed into the morning. It was 1:00 and BMW then served us a great lunch in faux carbon fiber lunch boxes.

At the beginning of the event, I asked one of the reps from BMW NA what their goal was for the M Track Days. He said, "Lots of people do not really know what an M car is and what it can do. We want to show them. So we invited BMW owners as well as people who own other types of "performance sports cars" to show them what an M car is all about." I was impressed by all of it. A few weeks later I got another letter from BMW; this time they offered me \$25,000 for my E90 M3 to trade towards a new M3. I thought about it for about thirty seconds and threw the letter in the trash. I really like my E90 M3, but there is a Ferrari Red 2016 M3 in Syracuse I have my eye on.

Cheap Can Be Expensive

By Jim Tulloch

As consumers we are always shopping for the best price. It's easy to do. Just fire up the computer and start shopping in the comfort of your easy chair. Google it, check on EBay and just look for the lowest price. Sounds easy. However, our obsession with the lowest price can be costly when it comes to auto parts.

Quality and low price rarely go together. Looking for floor mats? Maybe the lowest priced item will satisfy. Looking for a replacement fuel pump, now that's a different story! A failed fuel pump is very inconvenient and can be incredibly costly while on the road in an unfamiliar place.

Recently I shopped for a fuel pump. The pump I was looking for was a popular Bosch high volume pump. I was surprised to find a wide range of prices for the "identical" Bosch pump. Being somewhat puzzled I did further research and found this particular pump was being beautifully replicated and sold as OEM. Most consumers would not be able to tell the difference! To further confuse the matter, the pump labeled Made

in Germany was the counterfeit pump! Gee, isn't Bosch a German company? Yes, but this particular pump is made by Bosch in the Czech Republic and so labeled. Additional research revealed the counterfeit Bosch pump required a different size fitting to mount the fuel line.

My experience with electrical parts has been similar. Lately I have found the quality of relays to be inconsistent. A burned out relay can strand you in the middle of nowhere! There are lots of relays in your car. A particular car I work on uses little round red relays to control electrical current to fuel pumps. For many years these relays were made by the German company Wherle and were absolutely reliable. Today they are all made in China and of questionable quality. They can be found for sale on the internet from \$10 to \$32 each. I have found the \$10 ones are all junk and the \$32 ones only marginally better. I don't trust them. I carry spares!

On a similar matter, I bought another kind of relay clearly labeled Wittrin for a different

application. Wittrin has been making this relay forever and they are very reliable. The new one I purchased did not work the first time I put it in the car. In comparing the new defective relay to a genuine older one, the labeling appeared to be the same... well almost. While the exterior label and diagram looked identical, the print on the relay was slightly different and not quite as clear. It was a fake! The new defective relay was priced at \$129 and was purchased from a very reputable vendor. Making matters worse, vendors often will not refund money for electrical items.

There are lots of great vendors out there selling quality products. They sell at a fair price and stand behind the products they sell. Trust vendors with published addresses and phone numbers. When it comes to auto parts, be very suspicious of prices too good to be true. When you have work done on your car, insist on OEM quality parts. They will be easier for the technician to install (they will actually fit) and will perform to your expectation.

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Written by Ken Buschner

GVC BMW members had a fine time at the first annual “Pistons and Pigs” car show and BBQ on July 30th. The unique event was held at the historic Granger Homestead in Canandaigua and featured many members favorite BMW’s along with our co-hosts’ Porsche’s. The lawn was packed with great looking cars from the ‘60’s to the latest hi-tech rockets. We had 2002’s, E-30’s, M5’s, M3’s of many vintages, and even an i8. This was a Euro only show and was judged by popular vote, and 3 cool looking trophies were awarded. The catering for the BBQ was a big hit and we fed close to 125 people who also enjoyed beer, soda, and wines. We also had some interesting exotics machinery on display including a new speed yellow McLaren, a covey of Ferraris’, and miscellaneous other entrants. The unique graphic was designed by GVC member Jeff Gabel. All in attendance voiced a similar refrain, “Let’s make this happen every year!” The best BMW award went to Jerod Benjamin for his original 2002 in a beautiful deep red. The committee running the event included chair Ken Buschner, Tony Barbagallo, Joe Ajavon, Jim Tulloch, Rich DeAsis, Jeff Gabel, Michelle Buschner, and Dave Hostetter. The crew worked hard to make sure all in attendance had a good experience. There were very few glitches considering this was our first attempt at a casual car show, our friends at Niagara outnumbered us by a good margin and many people made new friends. The shared event seems like a really good concept and we hope to keep the momentum going in 2017.

HOSTED JOINLY BY GVC BMWCCA AND NIAGARA PCA



TONY BARBAGALLO



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On an overcast and wet morning the Genesee Valley Chapter joined forces with the Fingerlakes Region SCCA for the 2nd Annual Joel Ajavon Memorial Autocross. With all proceeds from the event going to benefit the Joel Ajavon Memorial Scholarship fund many drivers came out to benefit such a noble cause. What started as a grey day gave way to sunshine and tire squeal as the battle for top spot in the BMW class unfolded. Patrick Cornwall who had taken first place honors for the previous two events looked to make it three in a row and solidify what might be his first championship. As the afternoon unfolded a mere 2 tenths of a second separated the tops three spots. Steve took top honors and rattled the top of the standings.

August 6th saw the autocross world join together again at MCC for



By Sean Grant

the 5th event of the 2016 Autocross series presented by the Little Speed Shop. The weather was outstanding and the runs were plentiful. Each driver enjoyed 10 total runs throughout the day and most posted their own FTD (fastest time of the day) in the afternoon. Mik Leturneau took top honors in the Porsche class while Jason Lane in his e36 M3 was able to sneak in and take the top spot in the BMW class.

As the 2016 season winds down the Top Gun Championship this year is closer and has more participants than ever before. Thank you to all the new and old faces for making this season a great success thus far. Please come out and join us for our final event of the year at Cherry Valley motorsport park. Remember, there are apple fritters and cider just around the corner for those who wish to come out and join the fun! We will see you there!



TRACK CAR

You never forget your first one!

Photographs and Story By Jim Miella

My first "track-car" that was never to the track. Bought this car from a guy in Ohio that put it together. I think I bought in 2009 or 2010? I flew into Ohio, took a taxi to the previous owner's house and drove it back home. It was a 1994 325is that had a '95 motor, '95 M3 brakes, TC Kline Koni's & springs. When purchased it also came with 2 sets of "sunflower" wheels as well. Very solid car, the graphics you even see on it are painted (no vinyl here!).

It was a blast to drive! Since I come from a long history of "street rodding," I immediately removed anything on the car that was not needed (remember the Lotus Phrase " more horsepower with added lightness"). Installed some aluminum panels in the interior as well as servicing the brakes.

I had a lot of things going on at the time so I decided to sell it as I had only owned the car for 6 months. The buyer, who lived in Irondequoit, put the factory headlights back in it, had the car aligned for "The Glen" and it did very well. He then sold the car a year later to a guy in Pittsford. Kinda made me feel good the car was passed around locally.

der **bayerische** brief





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BMW

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John Dobbins
Masoud Golshadi
Alexander Goorman
Alec Gush
Andrew Kaufman
Mary McGrath
Mark Nicholas
Chris Parks
Phil Parks
Brian Pavlovitz
Krysten Schuler
John Scofield
Kristina Scofield
Joseph Scopelliti
Michael Seitz

James Spinelli
Aaron Thorp

July

Brian Blazej
Jordan Boberg
Edward Cogan
David DoBell
Alexander Fiehl
Adam Gerken
Robert Hanel
Wayne Hapeman
Alex Horvath
Tim Hughes
William Hunter
Charles Hutcheson
Philip Jones
Al Juske
Mike Kenific
Jon Kerns

Fred Lamando
Peter Liny
Joe McInnis
James Milella
Chris Morton
Kevin Murphy
Aretta Pierson
Brian Pitre
John Roberts
Marc Sanfilippo
Michael Schrlau
Ken Seaver
Renee Sliwinski
Robert Walkowiak
Edward Weiss
August
Darrick Alaimo
John Bair
Jonathan Baird

Adrian Block
Steven Brostko
Samuel Civiletto
Marcelo Defreitas
Erik Gifford
Dennis Gutfeld
Ian Johnson
Matthew Juengel
Gary Kielich
Bennett Levy
Ryan Mays
Rick Puglisi
Jay Sciandra
Karen Sniadecki
Andrew Tyrrell
Todd Wihlen

2016 Calendar of Events

September / Oct:

30th–2nd Friday–Sunday GVC Ultimate Driving School & Club Race – WGI

November:

5th Saturday Tire Rack Street Survival - Watkins Glen International Raceway

December:

10th Saturday Annual Meeting & Holiday Party - The Strathallan Rochester

PLEASE VISIT OUR WEB SITE AT

gvc-bmwcca.org

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New Member Welcome Letter

The club's membership has remained stable over this past year. This is very good news. However, the Board felt the club was amiss in not greeting new members. We thought about emailing a welcome letter, but that just seemed far too impersonal. We wanted to do something a little more warm and welcoming. As a result, beginning several months ago, our Membership Chairman, Paul Smith, has been sending a welcome letter to every new member. Enclosed with the letter is a stamped and addressed post card with four questions on the back. These questions are intended to find out the interests of new members and preferred method of communication. We are quite pleased with the rate of return, but encourage all new members to answer the questions and pop that postcard in the mail.

Each month the club receives membership data from BMWCCA. Included in the data are the names of individuals who did not renew their memberships. As President, if I recognize a name on the list I try to contact the member and remind them their membership has lapsed. Often they simply forgot to renew. If you let your membership lapse, and then renew, BMWCCA regards you as a new member. Several members whose membership lapsed have called me to see if I can help them have their "continual" membership reinstated. They had planned to purchase a BMW and wanted to be eligible for the discount to club members. The answer from CCA was "No." A club member whose membership has lapsed and then renewed is considered a new member. They will have to wait one full year before being eligible for member-purchasing benefits at BMW dealers.

Welcome,

Jim Tulloch

Membership

in BMW Car Club of America

Membership cost is only \$48 for one year, \$91 for two years, \$134 for three years, \$178 for four years, or \$220 for five years! You will receive the monthly *Roundel*, our informative 140 page magazine, which many consider to be the world's best car club publication. You'll become a member in one of our 67 local chapters or 14 Special Interest Groups (SIG's) which publish newsletters, conduct driving schools, tech sessions, social events, and assist you in servicing and enjoying your BMW. In addition, BMW CCA offers a long list of additional benefits & services.

Contact National Office:

BMW Car Club of America

640 S. Main Street, Suite 201 • Greenville, SC 29601

questions@bmwcca.org or call 864-250-0022



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Fall 2016 Volume 60 • Issue III

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