

der Bayerische **Brief**

Spring 2018 | Volume 60 | Issue VII

**Genesee Valley
Chapter BMW Car
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MISSION STATEMENT

Der Bayerische Brief highlights activities of the Genesee Valley Chapter BMW CCA, including member contributions and automotive-related information, as we promote membership for aficionados of the marque

PRESIDENT'S MESSAGE.



Ike Neilson, President
Genesee Valley Chapter
BMW Car Club of America

WHAT'S IN A NUMBER?

In September 2018 we will celebrate our 100th Ultimate Driving School. It is quite a milestone, and many have worked hard over the years to make our Chapter's schools the gold standard upon which others are judged.

But really, what is the big deal? "100" is just a number. Celebrating milestones like a centennial seem to be something that humans, and especially Americans, really, really like to do. Perhaps it has to do with the relative "youth" of our country (though that excuse is getting a bit long in the tooth, given the 500-year history of European colonization of North America). When my wife and I were in Europe on our honeymoon, we stayed with a friend of mine who had moved to Florence to play in the Florence Symphony. While there, we went to his wife's family farm. We ate peaches and cheese, and drank red wine; the farm house was quaint and modest. "How long has your family lived here?" I asked. "Four hundred years." was her reply. Silly Americans.

BMW made quite the to-do of their centennial in 2016 at the famed Monterey Festorics Weekend of concourse and historic races. We as a people put great stock in the fact that things last long enough to celebrate a

centennial.

When you look at the number of race wins, pole positions, fastest laps, and world championships, the achievements of some of motor racing's legends, like Clark, Fangio, Senna, Prost, and Schumacher, begin to pale in comparison with modern-day phenoms like Lewis Hamilton and Sebastian Vettel. But remember, we now have almost twice the number of races in one season, and on top of that the race cars are much more reliable than those of previous ages.

So here we are, having started our driving schools at the Glen in 1984, celebrating our 100th school this fall. Pretty remarkable when you think of it. Lots of refinements and hard work have gone into keeping our schools at the forefront of high-performance driver education, and our Driving Events Committee works continuously making improvements to our schools. When you come to any of our schools, take a moment to thank the people in the colorful shirts for all they do to make our events enjoyable for all.

Now for some news. At our last Board meeting, we voted to purchase a two year membership at the brand new Pineview Run Auto and Country Club

south of Syracuse. We plan to have four events this summer at this challenging, twisty track, and are working on how best to utilize the facility for our members' enjoyment.

We are also looking at other kinds of events to keep our members entertained through the long winter months. Tony Barbagallo, who has one of the best collections of older BMWs in the region, has several fun and popular "Car Talk and a Beer" events lined up. We are considering an indoor karting event at RPM Raceway in Henrietta sometime in February. There is also the possibility of a "winter driving school on ice" at one of the smaller Finger Lakes, weather permitting. Never fear, the US Army says that ice eight inches thick will support a tank; local ice racers wait till the ice is at least twelve inches thick to hold an event. Driving on ice is all about smoothness and balance, and it will be the fastest twenty miles per hour that you have ever done!

Look for the informational emails, and check out our Chapter website and Facebook page for up-to-date information on upcoming events. I hope to see many of your happy faces at these events in the upcoming months.

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PHIL'S CAR

Philip Milligan

My first car was a 2001 Volvo XC90 with as many miles as it takes to get to the moon, no joke. While it may not have been a particularly thrilling drive, buying it from my neighbor at 16 was one of the most exhilarating experiences I've ever had. The feeling of mobility, being able to drive wherever, whenever (so long as I was home before 9 PM, of course) was amazing. But, as I drove a wider variety of cars, my Volvo started to show its painfully slow colors and I was left wanting something sharper, more engaging.

I began looking at Minis, BMWs, Audis and everything in between. My friend, fellow club member and avid car collecting addict Tony, and I shot texts back and forth daily, scouring Craigslist, throwing around ideas, taking test drives, until we found a mint R53 Mini Cooper S. I made my preparations to buy and set up a date to go get it. Just days before I lowered the hammer, my fears of owning a car 10+ years old overcame me, I made a snap decision and somehow ended up with a brand new, astoundingly loud, candy apple red Fiat 500 Abarth.

My grandfather Philip loved Fiats; he always had one on hand whether it was a 500, 600, 124 or 128. Nobody was hurt more when they stopped selling them in the US. Sadly, he passed before they ever came back to the states, so when I was given the opportunity to purchase one I felt drawn to do it. Although my grandfather was undoubtedly an Italian car guy, my automotive preferences venture into German cars as well. I long for a six-speed BMW 1M or M2, or the lightweight Alfa Romeo 4C. If I could

pick any one car to own however, I believe a new Porsche 911 GT3 with three pedals would suit me just fine.

I first heard of the GVC after my sister took a Street Survival course at Watkins Glen. She received a BMWCCA membership with the admission to the event and we began to receive all sorts of BMW related mail. Several of my friend's fathers were in the club; and, as my interest for BMWs spiked, I too decided to attend Street Survival and get a membership for myself. Since I've joined I've gone to a few GVC autocross events (and have become addicted!), a few car shows and dinners, and I plan on attending many more events in 2018. I love this chapter as it is brimming with kind and enthusiastic members new and old, with so many stories, jokes, and common love of cars and motorsport. In 2018 I plan to join my father selling real estate, attend SUNY Empire State College, participate in many more autocross and club events, meet more fellow enthusiasts and continue my search for an E46 or E90 wagon to morph into an Shooting Brake M3.



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BUFFALO AREA MEMBERS TAKE SCENIC DRIVE THROUGH BOSTON HILLS

By Dan Neil

On October 14, 2017, a group of chapter members from the Buffalo got together for a leisurely drive along some of the most scenic and off the beaten path--but not too off--roads from Orchard Park to Ellicottville. The drive took us through the winding roads of the Boston hills that provided for some of the most fun driving before the winter arrived. Our excursion started in the morning with a meet and greet in Orchard Park. We numbered 18 to

begin with, drivers and riders included: among our ranks a wide variety of BMW's, from a 1973 2002 to an E92 M3, a Dinan E36 M3 and a 350,000 mile E39 M5. As we began our drive through the winding back roads of the Boston Hills, we unfortunately lost the E36 M3 due to a seized supercharger, a quite unforeseen mechanical mishap. As we continued our journey, making sure to keep the 2002 in the middle of the pack since with its stock M10

we did not want to leave him behind, we found some exciting area roads to drive. We made it to our destination in Ellicottville where we stopped for a group photo and then parted ways--with some members asking if they could keep the map because they loved the route. All in all it was a lovely day for a drive with some great cars and great friends.

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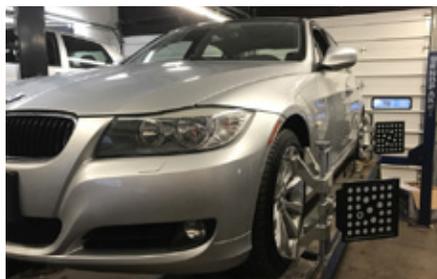


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1995 BMW M3 S54 MOTOR UPGRADE

Part I - The Need Arises

My 1995 E36 M3 has given me everything I could ask from a performance vehicle. Of all the cars I've owned over more years than I care to count, this one has to be considered my favorite. I bought this car 'bone stock' in 2008 off Craigslist for a very reasonable price from a guy in Canandaigua that had bought it while living in Pittsburgh. The Carfax report showed the car had spent its life in PA, which is good because they don't dump salt all over the roads every time the temperature dips below 30. I was told the gauge cluster had been replaced and the actual mileage was roughly 176k even though the odometer read about 68k miles. As soon as I sat in the car and test drove it, I knew I would have no reservations turning it into a good track car. One of the first things I installed was a Momo steering wheel (the "Tuner"), which I bought within two weeks of acquiring the car. I also felt obliged to remove the faux burl wood trim pieces that came with the E36 M3 Luxury Package and replace them with black versions as well as changing a few exterior trim bits to match the non-lux M3, like adding 'twisties' for the side skirts and a front lip. Within ten months I had autocrossed it a few times and had tweaked it enough to trust on the track. The initial work done was to

upgrade the suspension and strengthen the chassis. There are a few known weak points that get stressed on the E36 when fatter sway bars and stiffer springs are added along with stickier tires. I have kept much of the interior intact since I like to drive it to events, sometimes with my wife in the car, so it has the door panels (one of the few things I like about the Lux package), dashboard, and console intact. Comfortable race seats (that's not an oxymoron!) and harnesses attached to a bolt-in roll bar are streetable additions that are good safety upgrades. The suspension is also what I consider streetable even though the spring rates are high (700 lb. front, 850 rear) and poly motor and tranny mounts help stiffen the drive line. I would advise caution on stiffening up tranny mounts. I had to back down the poly compound from 75D to something softer after driving a few miles and thinking to myself I might have gone too far with the race-prep upgrades.

This car acquired the nickname 'Smokey' after developing a condition where smoke would waft out from the wheel wells when coming in off the track. Mark Eksten diagnosed and remedied this with a new dipstick O-ring but the name has stuck, especially since it's a black car. I continued developing the car year after

year, and problems were pretty minimal considering how hard I made it work for me. By the time 2017 rolled around I had driven this car on track more than 60 days, mostly at Watkins Glen but also trekking to Mosport, Mt. Tremblant, and Mid-Ohio, always driving it to and from HPDE events. Somewhere along the way I had to swap out the gauge cluster once again, but I estimated the mileage to be something just north of 190k and was very happy with the power and dependability of the BMW S50 motor.

This run of good fortune came to an end in August 2017 when, on the third day of a track event with the Buckeye Chapter at Mid-Ohio, one of the intake valves seems to have lost its way. I had heard from a couple '95 M3 guys how this was an occurrence others had encountered, although usually with exhaust valves, but like anything else bad had hoped it wouldn't happen to me. After limping in off the track I decided to go ahead and go for broke by trying to drive the car home, since it seemed like the motor was still more or less operational with at least five cylinders still in action. Besides, my garage buddy Tim Moriarty had had a valve drop at the very same track a couple years earlier and not only drove his car home, but first drove it to a business meeting in Dayton!



I wasn't nearly as fortunate as Tim had been. Nursing it along in the slow lane, I had gone only about 10 miles up I-71 when, KABOOM, the motor let loose with a force usually only encountered in warfare. That was the end of that for my faithful S50 motor but the E36 would surely overcome this adversity. After taking good advantage of my AAA membership to get the car flat-bedded as far as Cleveland and getting a ride home with Tim, I relied on the kindness of friends to get a trailer and truck lined up later the next week to retrieve my precious BMW. Once safely rolled back into my garage the remove and replace process began in earnest on the power plant.

My original intention was to do this as economically as possible. Hah! We're talking BMW here, and we all know it just doesn't work that way. A common swap for the 1995 M3 with an S50 3.0L motor that uses OBD-1 engine management is to drop in the lower portion of the next year's motor,

the S52 3.2L that was delivered in the E36 M3 with OBD-2 starting from 1996 until they were replaced by the next generation M3 in the E46 model, around the end of the last century (sounds like a long time ago when you put it that way, doesn't it?). So, that was the way I was going to go. I thought I was in luck when I spotted an S52 motor with about 160k miles on Craigslist located near Buffalo for what seemed like a good price. The motor had a broken camshaft and fairly high mileage, but for the price it seemed to be a reasonable place to start. My son Alex drove me out to pick it up and we took it to Ekstens to get the needful work done to bring it up to snuff. I lined up some Schrick performance camshafts to replace the broken one and its mate and a newer oil pan and pump combination to improve oil pressure for track driving and thought things were moving in the right direction.

My first dose of reality came while

we were holding a GVC tech night at Eksten's (I had pressed my E30 318is, Beebe aka Puddles, back into service for the upcoming driving school at the Glen) when Larry sat down with me in his office and ran down the list of parts he had compiled for the rebuild of this 'new' motor. His take was that it would require a full rebuild from the bottom up, and between parts and labor the cost of the operation made me glad I was sitting down as I reviewed it. I think when I walked back into the garage area where the rest of our club members were having their cars inspected I was a bit shell-shocked and just mumbled some niceties and said good-night.

As I moved into what's commonly called the 'acceptance phase' I got back into lining up parts I would need to accomplish this upgrade and started thinking about how nice it would be to have a fresh motor and an additional 40 or so horsepower to play with. Then a few weeks later the other shoe fell. I got

CONTINUED on Page 12...

CONTINUED from Page 10...

an email from Larry suggesting I stop by to talk about the motor again. He had finally gotten a chance to tear it down and have a look at the internals and we needed to talk. I immediately got a bad feeling about this. So, I drove over to the shop after work and once again sat in Larry's office. But first he showed me the crankshaft.

It seems the previous owner (the guy from whom the guy I bought the motor from had bought the car it came out of) had encountered one of those bad things most of us E36 M3 owners know about and address early on - the infamous Oil Pump Sprocket Nut. For those who aren't familiar with this special 'feature' on certain BMW motors, there is a nut on a spindle beneath the motor inside the oil pan which holds a sprocket that gets turned by a chain, very similar to a bicycle hub, which drives the oil pump. This nut happens to be reverse-threaded interestingly enough, yet to no avail. The nut has a nasty habit of working its way off the threads over time, thereby letting the sprocket and chain assembly for which it is responsible slip off the spindle, thus eliminating the effectiveness of the entire oil pump. When that happens there is no longer any oil pressure inside the motor which then, though dutifully running, is not getting any lubrication and will surely perish if not shut down immediately. Apparently the previous owner thought the red oil indicator on his gauge cluster was just an anomaly so he blithely continued to drive the car until the exhaust camshaft seized and snapped.

That would have been bad enough and I was already prepared to bite the bullet and go in with enough parts to ensure bearings and rings were freshened as well as camshafts replaced and a complete head rebuild done. But what Larry discovered, besides a wayward nut in the bottom of the oil pan, was that the heat generated from the motor being driven without proper lubrication caused the crankshaft and piston rods to literally cook and become discolored to a point



where they were no longer suitable for further employment. And for toppers, the cylinder bores had been measured and found to be in need of over-boring and fitment with larger versions of the pistons due to the high mileage on the motor. To his credit, Larry had done the necessary due diligence to inform me of what would be needed to make this motor ready for a future life of track duty, but the added cost of another crankshaft and set of rods (even though used ones were available) as well as over-bore pistons on top of everything else previously tallied up caused this project to expand beyond my comfort level from a cost/value perspective.

That is what finally led me to the brink, to peer over the edge, take the leap, and then plunge into the murky mire of engine swapping. There are several people, some of whom are GVC driving school regulars, who have taken a motor from the next generation E46 M3 and gotten it running with great success in an E36. Actually this has probably been going on since the first BMW S54 motor was shipped by the guys in Munich back around 2001 but it is not what could be considered a simple upgrade nor is it an undertaking for the faint-of-heart. But, compelled as I am to get Smokey back into operation, hopefully before the summer of 2018 rolls around, I have now completely shifted my focus and energy; and my dreams have expanded from merely getting a mild bump in horsepower to having a significantly

more powerful car with the same characteristics I've grown to love in handling and responsiveness.

This brings us to my current state. The motor from Buffalo has been sold for what I could expect to get out of it and I've licked my wounds and moved on. In the next GVC newsletter, I intend to chronicle the adventure of taking a new donor motor and making strides towards bringing my beloved E36 M3 back to life as a renewed track vehicle. The good news is: shortly after I made the decision to reorient my plans and upgrade to an S54 motor, the very thing showed up locally on Craigslist with a claimed and seemingly documented mileage of just below 60k. The motor was apparently retrieved from a wrecked 2001 Z3 M Roadster in Virginia way back in 2003 and has just been sitting, waiting for an 'enthusiast' like me to come along and bring it back to life. It is now located within a few feet of Smokey and they are surely eyeing each other with eager anticipation, awaiting a joyful union of high performance machinery and chassis engineering excellence, all through the brilliance our favorite Motor Works marque from Bavaria.

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GVC 2017 HOLIDAY PARTY!

Nearly 100 GVC members and guests came together on November 18 to celebrate another successful season of driving and social events. The End of Season Celebration was held at the New York Wine and Culinary Center on the shores of Canandaigua Lake. The sold-out event drew attendees from across the region including Ithaca, Buffalo, Oswego, Batavia, Geneva and Rochester.

The evening began with the club's annual meeting followed by a welcome reception with wine and beer tastings. After a delicious gourmet dinner, guests were treated to a chef's cooking demonstration with dessert. The highlight of the night was a BMW car trivia contest that tested guests' knowledge of their beloved Bimmers. If you didn't make the party and want to test your trivia, try these questions:

A. What distinctive design element was introduced at the 1933 Geneva auto show?

B. Where on a BMW is the Hofmeister Kink located?

C. BMW designed what for a 2016 USA Olympic team?

D. What does the E in E46M3 stand for? (in German)

E. Who designed the first BMW art car?

Many thanks to Misty Neilson and Liz Gabel for orchestrating this successful event!

Answers on next page.

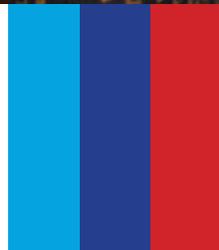
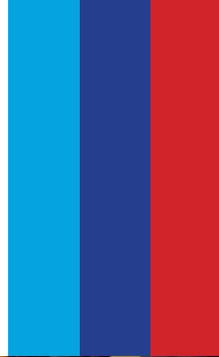




ANSWERS: A. The kidney grille, B. The C Pillar (rear window), C. Bobsled, D. Entwicklung, the German word for development, E. Alexander Calder, 3.0 CSL, 1975



The sold-out event drew attendees from across the region including Ithaca, Buffalo, Oswego, Batavia, Geneva and Rochester.





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“How will the Dr. Bimmer reboot cope with questions about the BMW lifestyle in the modern age of cell phones, video games, Facebook, Twitter, Amazon, Netflix and Fake News?”

“Where have you been for the last 33 years?”

“Do you have a good recipe for cheesecake?”

“Any birthday greeting for Bill O’Neill who turned 70 on Super Bowl Sunday?”

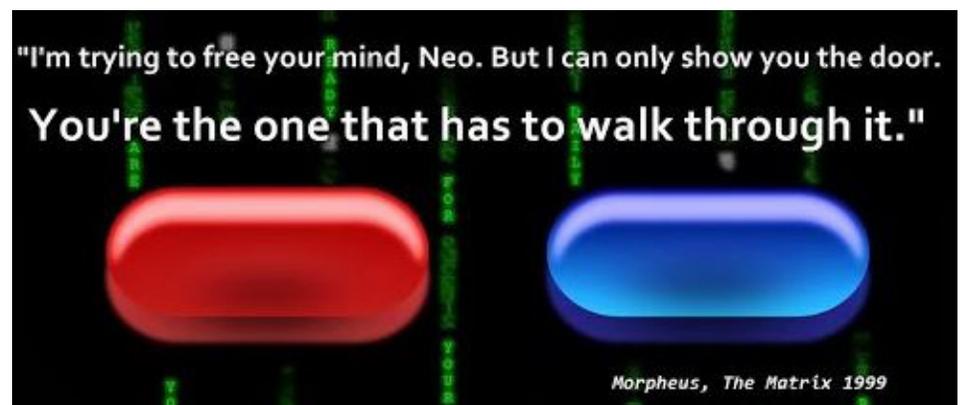
The answers:

The ever expanding internet, video gaming and near-universal cell phone use have combined to create a powerfully attractive alternative to reality. We personally know of at least one 11-year old boy who would rather play games than be interested in a real live puppy. He also cannot ride a bicycle. Facebook is a colossal waste of time. Twitter prevents in-depth discussions. Amazon has destroyed local small businesses. We use Amazon all the time of course. Except for car parts. Don’t buy car parts on Amazon. They can’t tell the difference between a MINI Cooper and a mini skirt. Netflix has had some positive effect because it has driven cable TV networks into decline. Cable TV

subscriptions peaked in 2000 and are shrinking. Fake News is a problem. Normally we would fight lies with the truth except no one knows where the truth resides. Responsible teams of reporters supported by major print media are being replaced by amateur blogs and sketchy news outlets that pass on bogus stories as the truth. Walter Cronkite said, “...it is our duty to be sure that we do not permit our prejudices to show. That is simply basic journalism.” He also said, “We are not educated well enough to perform the necessary act of intelligently selecting our leaders.”

So will you stay in the real world or embrace the fantasy?

Take the red pill.



We’ve been busy.

Roundel Cheesecake

(Reprinted from the Vol. III Issue 1 GVC newsletter 1985)

Ingredients

6 eggs separated	3 TBS flour
2 (8oz) cream cheese	1 cup sugar
1 pint sour cream	Dash lemon juice
1 cup graham cracker crumbs	3 TBS butter
5-6 quarts motor oil & filter	Blueberry pie filling
6-pack Oktoberfest Bier	Whipped cream for decoration

Directions

Mix the butter and graham cracker crumbs together. In a nine-inch spring form pan, press the mixture into the bottom using a 4-ton hydraulic ram (optional). Beat the egg yolks with sugar; add the cream cheese, sour cream, flour and lemon juice. Beat the egg whites until stiff. Drink Paulaner Oktoberfest Bier until you are stiff. Fold the whites into the batter. Pour the batter into the greased spring form pan and bake at 350F for 1 hour in the middle of the oven. Change the oil in your car during this time. Shut off the oven and leave for 1 hour. Check that your spouse hasn't driven off with the car before you put the oil back in. When the cake has cooled, lay two beads of whipped cream at right angles forming the center cross of the Roundel. Draw a circle of whipped cream around the perimeter. Fill in the upper right and lower left quadrants with whipped cream and remaining quadrants with blueberry pie filling. Refrigerate and enjoy!

A Happy Birthday Poem for Bill O'Neill

70 is just a number.
Although it is quite big.
Don't despair! Get some air!
Keep driving like The Stig.

That's all for now. Gut Zündfolge!

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feature

BMW 2002tii Touring Turbo

Tom Straub, a BMW mechanic in Annapolis, Maryland, has the rare pleasure of owning two rare BMWs in one car - a 2002tii Touring and a Turbo. Tom managed to bring a 2002tii Touring over from Germany two years ago, and last winter he turbocharged it, making it one of the fastest four-cylinder BMWs in the United States.

The Touring body style, just recently discontinued, resembles in function the hatchback style of American cars - the trunk lid and rear window hinge upward and the rear seats fold down to make over six feet of flat cargo space. The removable vinyl rear deck between the back seat and the rear window conceals from the pillager's eye a storage area for packages and the like.

This particular Touring came from the factory with a "rally package," consisting of quad headlights, flared fenders, rally springs, Recaro seats, racing steering wheel, six-inch Borrani rims and full VDO instrumentation. To this, Straub has added a handmade Lexan spoiler, 19mm sway bar, sport Bilsteins and Alpina vented front disc brakes.

Tom's skill comes out mainly in the engine, which he has carefully rebuilt from the block up. It sports Venolia pistons and heavy-duty valve springs for a 7500 rpm red line. The entire engine has been balanced and blue-printed, and the head has been O-ringed to guard against blowing the head gasket, a common problem with turbocharged engines. On the outside, the engine looks like any other tii engine, with the addition of a

large blue tube leading from the air intake across the engine and down to a Rajay B-series turbocharger.



Photography by Rick Price.

Tom had some initial problems with detonation that he solved by lowering the compression ratio to 9.5:1 and adding alcohol-water injection. Riding in the car is quite an experience. A short test drive, with Tom behind the wheel, proves the car's speed and agility. It out-accelerates a 1975 Porsche Carrera, according to Road & Track's statistics, with a 0-60 time of 6.7 seconds and 0-100 in 17.2 seconds. With a 3.45 limited-slip differential, top speed is over 130 mph. The ride is firm but smooth.

	Straub Turbo	Factory 2002 Turbo
Compression Ratio	9.5:1	6.8:1
Boost	15 lbs./in. ²	9 lbs./in. ²
Red line	7500	6500
Horsepower	???	175(?)

Tom will be returning to Germany for several weeks in the Fall and hopes to bring back another Touring or two.



For more information, he can be reached at his home in Annapolis, (301) 268-4899. David Roach, 10425 Edgewood Avenue, Silver Springs, MD 20901.

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JOINING MY FIRST CULT GROUP

1958

When I was 10, I wanted to join a cult called the Boy Scouts of America. My father would not let me join. He said they were too militaristic.

1969

When I was 20 years old, I bought a new 1969 BMW 1600 2 door for \$3099.60. A 2002 was \$400 more and there was no affording that. I considered this a brilliant financial move on my part since I had no money and I used all my new wife's savings to pay for it. This would be the last brilliant financial move I would ever make. It would also be the start of that incurable disease polybimmeritis nervosa. At this time, the BMWCCA barely existed. The club newsletter was a few pages stapled together with no photos and no color. I had no thoughts of joining. When you are 20, you barely have any thoughts.

1970

Car is 6 months old and we crashed it into a guardrail in the infamous "Can of Worms" in Rochester. Never have studded tires only on the rear. It makes a BMW handle like a 911. \$1600 of damage on a \$3000 car, but it was not totaled.

1971

Adjusted the carburetor so the car got 12 mpg. This was quite a feat since it had a 1600cc engine with only 85hp. I had to endure the wrath of Bill Kling, owner of the local dealership in Honeoye Falls, NY, who told me not to touch it again. I never did.

Back again to Kling Sales and Service to have the wheel bearings repacked (like it said in the manual). Kling said, "There's enough grease in there to last 400000 miles." So I never touched them again. Apparently, the fewer parts I touch, the better the car runs.

1972

Visited the Storch-Meyer BMW dealership in Munich and fell in love with the hatchback version of the BMW 2002 sedan. The touring body was not available in the US though.

1974

Rust perforated the doors and rocker panels of the 1600. I made a futile attempt to fix things by renting a sand blaster which only succeeded in spreading sand throughout my house.

1975

The Sept. 1975 issue of the Roundel contains an article describing how two 2002 tourings were imported into the US. How did I get this issue? I don't believe I was a member yet. Or I could have joined in '75 and later joined again.

1978

Made the mistake of discussing selling the 1600 while riding in it. The engine shut down for a second and then started up again. It was giving me a warning. Spooky, but absolutely true. Never do this.

1979

The date is a little fuzzy, but I finally sold the 1600 and got a 1975 2002. The recently introduced 3-series was too expensive. At that time, the 320i was the most expensive 2-door sedan on the planet. Now I joined the BMWCCA. I figured the 2002 would be my last BMW so I might as well join for a few years more of BMW Freude am Fahren. Also there might have been a visit from Joe Ajavon in here somewhere. By "visit" I mean something like a visit from the Men in Black where Agent J waves the flashy thing in your face and erases your memories.

1983

I went back to that old Roundel from 1975 and looked up the owner of the 2002 tourings. One was for sale and I flew down to Annapolis, MD and bought it. Drove back to Rochester in the dark with no operating headlights. But that is another story.



<https://imgflip.com/i/1qbx6i>
"Yes Joe. I would be happy to join..."

Genesee Valley Chapter of BMW CCA

Profit and Loss

January - December 2017

	<u>Total</u>
Income	
Autocross Fees	
Participant fees	1,115.00
Sponsorship	750.00
Total Autocross Fees	\$ 1,865.00
Driving School Revenue	360.00
01 May	87,094.02
02 June	61,259.02
03 August	43,745.40
04 September	66,392.75
Sponsorship	10,607.47
Total Driving School Revenue	\$ 269,458.66
Membership Dues	19,462.92
Other Event Revenue	200.00
Holiday Party	2,865.00
Instructor Seminar	1,202.58
ITS fees	3,865.45
Pistons & Pigs	1,160.00
Street Survival	1,457.50
Taste of the Track	4,240.80
Total Other Event Revenue	\$ 14,991.33
Sponsorship Revenue Newsletter	8,784.00
Total Income	\$ 314,561.91
Expenses	
Advertising/Promotional	43.57
Autocross expenses	2,899.88
Bank Service Charges	4.50
Charity	575.00
Driving school expenses	5,528.07
01 May School	72,671.50
02 June School	65,795.70
03 August School	41,599.70
04 September School	71,175.26
DEC Driving Meetings	155.07
Driving School Equipment	2,796.93
Total Driving school expenses	\$ 259,722.23
Dues and Subscriptions	507.60
Insurance	213.56
Liability Insurance	525.00
Total Insurance	\$ 738.56

Meeting Expenses		2,116.46
Miscellaneous		90.00
Newsletter Costs		16,525.17
Office Supplies		431.02
Other event expenses		612.50
Car Talk and a Beer		443.65
Club Race		1,973.23
Holiday Party		5,753.28
Instructor Seminar		2,612.54
ITS		1,945.87
Pistons n Pigs		2,119.37
Six Hours at The Glen		608.79
Street Survival		2,007.89
Taste of the Track		1,416.78
Total Other event expenses	\$	19,493.90
Postage and Delivery		49.00
Professional Fees		470.00
Rent		1,360.00
Taxes		250.00
Total Expenses	\$	305,276.89
Net Operating Income	\$	9,285.02

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BMW HISTORY OF MEMBER 23441

I'm Gene Skic, member # 23441. Back in the 1970's, I would go to Watkins Glen in my '73 BMW 2002 for the many professional races, especially Formula 1. These were great times watching the likes of Emerson Fittipaldi, James Hunt and Niki Lauda contend for victory in the US Grand Prix.

Whenever I would come back to my car, more often than not, there would be a brochure under the windshield wiper for joining the BMW Car Club of America. I always meant to join, but never did.

Then in 1981, while I was having my car serviced at Kling BMW in Honeoye Falls, I met Joe Ajavon. We struck up a friendship based on our mutual love for BMWs. Once Joe asked me if I was a member of the BMW Club and told me he wanted to start a chapter in Rochester. I agreed to help and joined the club. That tiny seed grew to become the Genesee Valley Chapter of the BMW CCA.

Joe obtained a list of local members from the national club and we sent letters inviting them to our first meeting at Mt. Read BMW. The early members included Bill O'Neil, Gordon Britton, Gail Davis, John Rose and Jim Buckley. Gordon and I produced the first two page newsletter at his family business. We'd photo copy it and mail it to the local members from his dad's business. Months later the new members included Stan Parker, Patty Perkins, and Dave and Elaine Lanni. At BMW CCA OKTOBERFEST 1982 in Albany,

we received our charter as an official chapter. Several of us participated in our first driving school at Lime Rock during that event. We were hooked! Now we had a new purpose for driving our cars!

The next year we were doing track events at Mosport Park in Canada and New Hampshire Motorsport. In 1984, Stan Parker spearheaded the bold move to establish and run our first driving school, which we dubbed the Ultimate Driving School at Watkins Glen. Since that first school, we've run 3-4 events a season and this year we'll celebrate our 100th High Performance Driver Education event at the Glen! New members included Charlie Stancampiano, Mario deFrancisco, Roy Hopkins, Jim Dresser, Ed Lee, Tim Moriarty and Tony Barbagallo.

Things really took off. We were having monthly meetings with guest speakers, autocrosses at Avon Kart track, car shows, picnics, road rallies, tech sessions, tours in the countryside, corrals at the track, Christmas parties and big annual meetings featuring nationally known automotive celebrity guests, like David E. Davis and David Hobbs. We had a lot of fun and great friendships!

Extracting more performance from our cars became the goal for many of us with engine and suspension mods, high performance wheels and tires, brakes, seats, harnesses, etc. We'd run at more tracks like Mid Ohio, Mt. Tremblant, Shannonville, and Nelson Ledges.

Then in 1987 we petitioned CCA

National to host the 1988 Octoberfest. We won the bid and the real work began! Back then the local chapter was really instrumental in planning the event, now BMW CCA National does it all. Octoberfest '88 was a challenge – but ultimately a success. It took its toll on our chapter as we were all burned out for a couple of years. The chapter, however, has continued to grow and prosper. It has become a leader in driving school innovation, thanks to Bill O'Neil, Dave Lanni and our driving school team. Our instructor training program run by Ken Buschner and his crew has become the BMW CCA standard. Our high quality newsletter, "der Bayerische Brief" now edited by Joe Ajavon, continues to receive many accolades. That's just the "tip of the iceberg." There are many other members that have contributed to the success of our chapter.

I've owned a '73 2002, a '88 M3, a 2002 M3, and a 2005 325xi wagon. I've loved them all. I've seen many people come and go, but the spirit of the club lives on. I'm told only 20% of our club members have ever been to our various events. My advice to the others is to get involved. Check our calendar on our website or Facebook page. Come to a meeting like Car Talk and a Beer, try Taste of the Track, attend an autocross, tour, party, driving school or whatever. Get involved, meet some people and have fun with your car and your new friends. You won't regret it!

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GENESEE VALLEY CHAPTER BMW CCA

Events for 2018

Below are the GVC events scheduled as of this date. Please consult the club's website for an up-to-date listing off all events, to find additional information about a specific event and/or to sign up.

March:

March 25 - GVC Annual Pancake Run. Spring drive to Cartwright's Maple Tree Inn for their famous buckwheat pancakes and home-made maple syrup breakfast. This is a family event and always well attended. See GVC website for more information.

April:

April 27-29 - GVC Ultimate Driver Education @ Watkins Glen International. Event description and sign up information is on the GVC Website.

June:

June 8-10 - GVC Ultimate Driver Education @ Watkins Glen International. Event description and sign up information is on the GVC Website.

September:

Sept 21-23 - GVC Ultimate Driver Education @ Watkins Glen International. Event description and sign up information is on the GVC Website.

October:

Oct 17-18 - GVC Open Track Lapping Days @ Watkins Glen International. Event description and sign up information is on the GVC Website.

Other non-club Events of interest to our Members. Please view the website for more information.

March:

March 10 - Cars and Coffee at The Little Speed Shop. 8-10 AM. Other dates are May 12, June 16, July 14, Aug. 13, Sept. 8, Oct. 13, Nov. 13, Dec. 8. See the littlespeedshop.com or visit their Facebook page for info.

March 1-4 - Rochester International Auto Show, Riverside Convention Center

March 29-31 - Buffalo Motorama, Buffalo Convention Center...hot rods and other custom cars and bikes. Celebrities include Dave Kindig of Bitchin Rides, Wayne Carini of Chasing Classic Cars and other. See Website.. buffalomotorama.com for more info.

March 30-April 8 - New York Auto Show...Jacob Javits Convention Center.

April:

April 14-15 - Opening Weekend at Watkins Glen International.

April 14 - The Little Speed Shop Annual Fun Run to Watkins Glen for opening day. 8-4. A big event with hundreds of cars. Don't miss it. See their website for more information.



April 19-21 - Spring Carlisle Collector Car Auction at the Carlisle Expo Center. Three day public collector car auction 2pm-10pm. Up-to-date. Consignments can be found at CARLISLEAUCTIONS.COM

June 8-10 - The Elegance at Hershey. A top-tier show at the same level as Amelia Island and Greenwich Concours events. See theeleganceathershey.com for more information

June:

June 29-July 1 - Sahlen's Six Hours at the Glen. See WG International for more information and tickets. www.theglen.com

July:

July 6-8 - Pittsburgh Vintage Grand Prix @ Pitt Race. Historic Car Racing at the Pittsburgh International Race Complex, an outstanding 2.8 mile race track just north of Pittsburgh. This is the 15th Annual Weekend. See pvgp.org for more info and entire race week calendar of events.

July 7-15 - BMW O'Fest in Pittsburgh. 2002 50th Anniversary Celebration. Don't miss out on the fun. Register early. See Roundel and BMWCCA, Bmwcca.org for more information.

July 12-15 - Pittsburgh Grand Prix. In coordination with BMW O'Fest, BMW is the celebrated marque this year. Vintage Racing through the streets of Schenley Park in Pittsburgh on the 14th. A vintage car lovers dream. Includes well over 150 racers and tons of cars on display. See website pvgp.org for info and schedule.

July 13-15 - Finger Lakes Wine Festival at Watkins Glen International.

July 20-22 - Syracuse Nationals at the New York State Fairgrounds. The largest car show in the Northeast. 8,000 hot rods and customs, classic, muscle and antique cars. 400 vendors. See website or Facebook page.

August:

August 2-5 - NASCAR at the Glen...see WG International website for more info.

September:

September 7-9 - United States Vintage Grand Prix at Watkins Glen International. One of the largest vintage race weekends in the country. Mini Cooper is the vintage marque for this event. See www.theglen.com for more info.

September 15 - Hoytoberfest. The 3rd Annual Ricky Hoyt Memorial Show at Hickory Park in Bergen, New York. Come celebrate Ricky's life, show your car and meet new friends.

September 21-22 - Saratoga Auto Auction: 2-day auction of 300 cars, boats and motorcycles at the Saratoga Auto Museum. For more info email Jeff.whiteside@saratogaautomuseum.com

WELCOME OUR NEW MEMBERS.

November

Ryan Straub
Maxcy Streeter
Michael A Trost
Emily Valle
Michel Vanderlinden
Christopher J Welsh
Ralph E Wheeland
Skip Wilday
Kevin Wilson
December

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Noles
Daniel Church
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Johnathan Eid
Timothy R Glasow
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*0-60 time based on BMW AG test results for the X5M and X6M.
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