

der Bayerische Brief

Spring 2019 | Volume 60 | Issue X

**Genesee Valley
Chapter BMW Car
Club of America**



Mel and Alice Dillon visit the
ICON exhibit at the
BMW CCA Foundation

24



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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.



Jim Tulloch, President
Genesee Valley Chapter
BMW Car Club of America

MAINTAINING MEMBERSHIP

Maintaining membership has become a major focus of clubs. Private golf clubs and other types of organizations are experiencing a decline in membership. People, particularly millennials, are less inclined to join organizations. Many folks have theories as to why this is happening, but it most likely boils down to perceived value of joining an organization. To survive, an organization must provide value to the members. It is easier to maintain a member than it is to attract a new one. Thankfully the Genesee Valley BMW Club has been able to keep membership numbers stable. However, we must take steps to maintain and enhance value to our members. This is the goal of the Board for the next two years.

We have an outstanding board; new, talented folks to work together to assure the health of the club. The following members were elected last fall.

Elected Officials

Jim Tulloch, President
Ian Dickerson, Vice President
Adam Gerken, Secretary
Andy Blake, Treasurer

Members at Large

Christa Barbagallo - Rochester
Karl Hughes - Syracuse
Dan Neal - Batavia
Harry Warren - Buffalo

THE BOARD HAS 6 GOALS FOR THE NEXT TWO YEARS:

MAINTAIN/GROW OUR MEMBERSHIP

We must do a better job of appreciating our current members, welcoming new members and selling the club to prospective members. I am absolutely thrilled to announce that Diana Gerken has agreed to fill the position of Member Chairperson. She understands how vitally important this position is to the long-term health of the club.

EXPAND OUR SOCIAL PROGRAM

Cars might bring us together, but it is the people you meet that keep you coming back. As a result of club events, most of us have established life-long friendships. Christa Barbagallo spearheads our social program. She is indefatigable! Assisting her is husband Tony and daughter Isabella. It's a formidable trio! Her vision is to plan and advertise a year-long comprehensive events calendar with a little something for everyone. If you have been looking at events already posted on our website, it is clear she is well on the way.

Christa is using Constant Contact to communicate with our membership. You should be receiving her emails. If not, it is because we do not have your current email address. The last email from her had about 70 returned due to incorrect addresses. If you have not received her emails, please let her know your current address.

Well, there
you have it.
The line-up.
Lots of new
blood with
energy,
vision and
expertise.

CONTINUED on Page 6...

LIVE LIFE ON THE TRACK WITH US.



BECOME A GVC MEMBER TODAY!

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CONTINUED from Page 4...

EFFECTIVE COMMUNICATIONS

We want to let you know what is going on and entice you to participate. Our website provides specific information about the club and events. We will be making use of the GVC website, Constant Contact, Facebook and Instagram on a regular basis to communicate upcoming events.

SCHEDULE EVENTS THROUGHOUT OUR MEMBERSHIP AREA

Rochester and the immediately surrounding area has always been the center for club-sponsored social activities. Our membership area is large; we have a substantial number of under-served members in the Buffalo area as well as Syracuse/Binghamton. Starting this year we will begin to actively promote events throughout our entire membership area. We will schedule general membership meetings in Syracuse and in Buffalo. Three of our four at-large board members are from outside the Rochester area. Karl Hughes represents Syracuse, Dan Neal represents Batavia and Harry Warren represents Buffalo. They are empowered to organize GVC BMW supported events in and around their area.

MAINTAIN OUR DRIVER EDUCATION PROGRAM

One of the great strengths of the club is the quality of the Driver Education Program. Our four events each year at Watkins Glen International are the envy of many clubs. As chief instructor, Bill O'Neill and a cast of competent and dedicated club volunteers have planned and executed countless

weekends of safe, cutting-edge driving instruction. This past year GVC celebrated its 100th Driver Education Program. Last year the club had two autocross events at Pineview Run Auto and Lifestyle Club in Lafayette, New York. There will be two more GVC events scheduled at Pineview this year, along with other autocrosses as appropriate.

CONTINUE TO REFINE OUR NEWSLETTER

Our newsletter, *der Bayerische Brief*, under the direction of editor Joe Ajavon and co-editor Elaine Lanni, has become an attractive and interesting publication that reflects the quality of the club. Yet, there is more we can do. The newsletter committee will continue to refine the publication, identify more staff writers and whenever possible provide captions for pictures. We hope you are enjoying the return of Dr. Bimmer and his one-of-a-kind wit!

Elaine Lanni has volunteered as assistant editor for many years. She is the person who has done much of the work on the newsletter and has helped us with the recent updating of our publication. She is ready to take a break, so please let us know if you would like to help out with the newsletter. See the Editor's message on page 8 of this publication.

Our newsletter would not be what it is without the tireless efforts of Gene Skic who continues year after year to bring in ad revenue from a variety of established and new sponsors. Be sure to patronize them and thank them for their support. Thank Gene as well!

There are other tasks we have identified

needing attention. Each involves a specific board member.

Andy Blake is our treasurer. Thankfully, he agreed to run for another term. We need the continuity! Treasurer is not an easy task. Someone is always "nipping at your heels." Andy makes things easy. He has developed a standard budget request form for all events and agrees we should have an audit performed.

Our secretary is Adam Gerken. He is fairly new to the club and the husband of Diana, who is assuming the membership chair. They are a team to be reckoned with! The club needed Adam. He is a valuable contributor and not bashful about making some great suggestions. Adam will review club documents, identify what needs attention and establish a library of updated documents. He will also be the keeper of all club passwords and other communications/access information.

Ian Dickerson is our vice president. He was pictured on the cover of our August newsletter with his welding helmet. Ian is the tech guy for the drivers school, is a member of the Drivers School Committee, contributes mightily to the newsletter, organizes the Pancake Run and other social events. He recently started our go-kart Series and keeps me on the straight and narrow. He also happens to be a pretty good guy.

Well, there you have it. The line-up. Lots of new blood with energy, vision and expertise. Exactly what the club has needed. Me, I plan to just sit back and try not to get in the way. Come to an event this year...or maybe two! You will meet some great people, talk cars and politics and . . . ?



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EDITOR'S MESSAGE

by Joe Ajavon

GREETINGS TO MEMBERS OF THE GVC BMW CCA CHAPTER

Over the course of several months, we've gone through great efforts to change the content and direction of the newsletter. Members have submitted tech articles, humorous articles and pictorial articles for which we have received many positive comments. We are always in need of technical, social, fun-driven and inspiring articles from our GVC community and readers. So, if you have a story, email me at jajavon@rochester.rr.com.

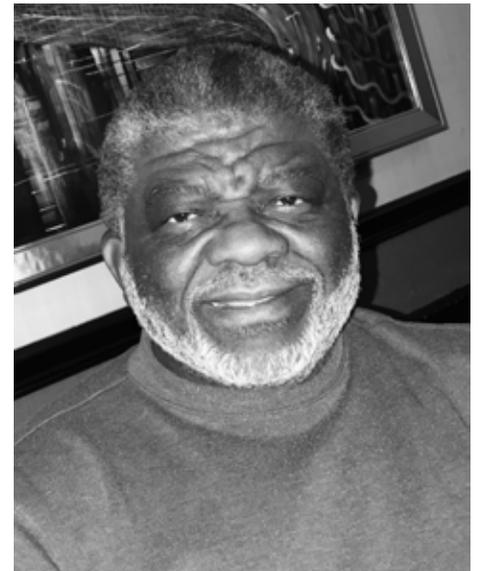
Many of you know that Elaine Lanni has been a co-editor of the Newsletter for over 10 years and has done a tremendous job in improving the newsletter. She now has a new addition to her family, a beautiful granddaughter, and she is retiring from this position.

Thank you, Elaine, for all you have done for this chapter newsletter over the years.

We are looking for someone to step in as co-editor to help carry this effort forward. We have an enthusiastic committee and training will be supplied. No experience needed! Please contact me if you are interested.

The next time you pick up the newsletter, be sure to take a look at the advertisers and patronize these businesses, as they are vital and important to this chapter. Thank you to all past and present members who have helped to make the GVC BMW CCA what it is today!

See you at the next general meeting or social event! And remember to bring a family member or friend to any social event or general meeting.



Joe Ajavon
Genesee Valley Chapter
BMW Car Club of America



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THE B25 “CAR”

Article and photos by Ken Buschner

At a lunch of the “Sarasota Café Racers,” held on January 31, a regular showed up with this vehicle. Several years ago he bought the engine cowling of an actual WWII B 25 Bomber, the same model as the plane that my Dad flew in WWII. He then spent two years searching for a car chassis to fit the cowling. He found a rusted out 1923 Cadillac near here, with its engine out of the chassis, half-submerged in a puddle and rusted solid. After years of work and trial and error, he has a running B25 car. Wisely, he left all the patina and graphics and had a Californian artist create a vintage looking WW2 babe for the doors. I love the car and the story, and Dad would have loved it even more. [Editor’s note: Ken’s dad, 2nd Lieutenant Paul C. Buschner (shown upper right in the Flying Bulldogs photo) was proud of the fact that he took the entire original flight crew from training in South Carolina, all the way to the Korean theatre during the war, and then back home after many bombing missions—nearly a miracle!]

HAVE YOU SUBMITTED CONTENT FOR DER BAYERISCHE BRIEF?

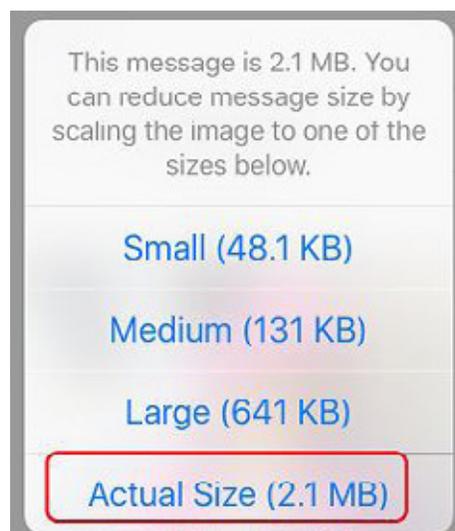
Wait, what? You've never submitted an article, a photo, a BMW-ish thought for membership to ponder? We are waiting for your input, so here are some ideas and tips.

ARTICLES

- We love to hear about your experiences at a GVC event. Think we're tired of first-timer's accounts of a drivers school? Never! Everyone brings a different perspective, e.g., John D'Aurizio (see page 28). Thanks, John, for sharing your adventure—and providing some helpful tips for prospective new HDPE students!
- And, yes, every article does NOT have to be 100% BMW. Enjoy the "Bus" article, the B25 "Car" article and Diana's "Meet Your Membership Chair" article in this issue—because one marque is never enough for a "gearhead!"
- You don't have to be a Pulitzer-prize-level writer. We are happy to tweak, edit and question.

PHOTOS

- Nothing adds interest like a photo. Please submit the best quality that you can. If you are using a smartphone, be sure to submit the photo in the Actual Size, like this.



- Please do not embed photos inside of article. Provide them separately in the highest quality .png or .jpeg available. If they should be within an article, just make a note where they should be inserted. [pic 1 here] for example.
- Captions. If you can provide a little explanation, or names of people in a photo, please do so!
- Do provide a photo of yourself to accompany your article; we like to recognize an author.



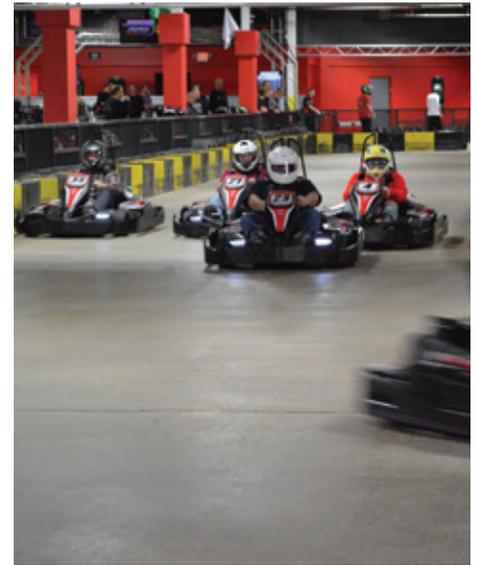
CREDITS

- We need to know who took a photo you are submitting, so please provide this information. If you found it online, we need the web site to reference.
- If you are quoting someone else's work, please submit the name of the author and the publication.

SUBMISSION

- For now, email Joe Ajavon, jajavon@rochester.rr.com or Elaine Lanni eellaannii@gmail.com. If you have a large quantity of photos, let us know and we'll provide directions for adding them to a Dropbox.

We look forward to hearing from you!



GVC WINTER KARTING LEAGUE

Article by Ian Dickerson

Photos by Christa Barbagallo

The GVC Winter Karting League got off to a great start on a snowy night in February. Despite snow squalls and driving snow, thirty people showed up to race at RPM Raceway in Marketplace Mall in Henrietta, including two hardy souls that drove over from Buffalo through the snowstorm to participate. GVC members came with different goals: some wanted to sharpen their track skills, some to prepare for the spring track days, and everyone wanted to have fun mixing it up with their GVC friends during the dark northeast winter. Jared Kiser and his crew at RPM Racing

did a terrific job running the first of four consecutive weekly evenings of go-kart racing. The evening started with three practice sessions to break the group into three run groups of 10 people per group. Then each group went out to run a practice session, qualifying session, and finally a race. The final races for each group used a standing start, and were decided by finishing position, as opposed to best time, which was recorded for qualifying and practice. The karts were surprisingly quick on the small and tight RPM Raceway circuit, and quite a few of us learned through experimentation that you should not

trail-brake these karts (they spin). Some of us took longer to learn this lesson than others, leading to occasional bouts of mild mayhem on the track. But the RPM crew got us quickly sorted out, and we had a lot of fun lapping that night.

This was the first evening of four consecutive weekly nights of racing in the GVC private league at RPM Raceway, which promises to be a lot of fun during February and March. If this sounds like fun but you missed this year's league, keep an eye on the GVC webpage and emails as we might organize a second event this year.

MEET YOUR MEMBERSHIP CHAIR

by Diana Gerken

As someone who's enjoyed getting more involved in the GVC BMW CCA, I'm glad to have the opportunity to understand how to continue improving the club experience for our members. I remember my first BMW CCA event was watching my husband, Adam, co-drive a friend's E36 M3 in a local autocross. I thought immediately "I want to do that." Without a track-worthy car of our own, after my husband sold his E46 M3 years prior, we started looking for a car we could co-drive at future events. We found a 2012 BMW 135 that we could autocross and upgrade over the years to be track ready.

When my first autocross came, I was a bit nervous, but everyone I met was just so friendly and encouraging. I was thrown into the timing tent, trying so hard to keep things straight and not miss any runs. I started to learn a lot just by watching people's runs and how different approaches affected their times. On my first run I took a seasoned friend with me to just get a feel for the course and give me pointers. As I worked up courage to go a bit faster with each run, I started to really find my footing and be able to improve over the course of the day. What really made everything more enjoyable was the camaraderie everyone has to cheer each other on, while also having some friendly competition. As a newbie, I really felt welcomed and couldn't wait to go back for more.

Over that past year, attending more events and getting more comfortable in

the car, I really wanted to test my newly developing skills around a track. Though there was one problem--two drivers and one car. I found myself researching and talking with other club members about what a good entry-level track car would be at an entry-level price. Of course you hear the typical E36 M3, E46 330, or a 128, but then I thought there's no reason it HAS to be a BMW. Also, it was tough to find one in the price range I wanted to spend, knowing there would be some upgrades and maintenance needed right away.

So after much back and forth, I settled on a car I wanted since before I could legally drive, and also the first manual I ever drove--a MINI Cooper. Then there was the debate of S or base and speed vs maintenance. In the end the base won out, mostly for the fact of wanting a decent car that didn't need to be super fast, so I could learn how to drive better on the track. As instructors will always say, it's easier to add speed once you've got the technique down.

After scouring the internet for the best deal for a decent car with good mileage for a 2005-2006 MINI Cooper, I finally found one in Providence, RI. We hopped in the truck Saturday morning and had it on a trailer coming back to Rochester in no time. While the "clean inside and out" advertising was a bit of a stretch, as noted by the cracked front bumper and a few other bumps and bruises, it runs well and the clutch is smooth. While anxiously awaiting warmer weather to



really dig in, I started a list of parts for our new project car. I'm excited to take on role of "lead mechanic" on this one after assisting with much of the work on our other cars. My husband will be a great "tech adviser" and also the muscle for when we hit some tricky spots.

With a fairly modest investment, I'll be able to open up so many opportunities to improve my driving experience. I was able to get this 2005 MINI with 80,000 miles for just \$3500. With my starting list of routine maintenance--new brakes, wheels and tires--and some love and attention, I'll be able have a track worthy car for under \$6,000. Over the next few issues of the newsletter, I'll track the successes and failures of fixing up this little car.

In the meantime, I'd love to hear from you about why you got involved with the BMW CCA and what you'd like to see more of with the club. If you have any questions about membership, how to get more involved, or just have an idea for an event you'd like to see in your area send me an email at dvgerken@gmail.com.

To best keep you updated on future news and events:

Club notifications are being sent through Constant Contact. If you are not receiving these emails please make sure your information is up to date by contacting Diana Gerken at dvgerken@gmail.com



Opel GT first time starting



M3 100th Drivers School

A WINTER'S WORK

Article by Adrian Sultana, photos by Adrian and Kim Sultana

It's a balmy minus 3 degrees outside with a foot and a half of snow, which will likely last for at least the next 3 months, and yet I'm getting anxious (and excited) about being ready for the upcoming car season.

2019 marks the fourth year I have owned my E46 M3. I had just graduated from college when that model came out and I instantly fell in love with its combination of design, performance and luxury. I finally picked up a decent example (a 2002 with 59,000 salt free miles) and have done a handful of HPDE weekends, including the GVC's 100th Driving School at Watkins Glen last fall. In preparation for the GVC Spring Ultimate Driving School at the end of April, I will have to check out the M3 to be sure it's ready for track use. The car is a stock setup with an upgraded CSL brake package and sticky RE-71R tires, so my work will mostly consist of performing the following.

- Oil and filter change, including sampling the oil and send to Blackstone for analysis
- Inspect brakes, measure pad thickness, and change brake fluid
- Inspect chassis and suspension, check and top off fluids
- Check tire condition and measure thickness

Hopefully I will get away with just going through the routine maintenance and inspections before I'm ready for a tech inspection at Mr. Best Wrench or Eksten's Autoworks. However, I won't be too surprised if I find something that will have me searching the web for parts and spending a few more hours in the garage, which isn't necessarily a bad thing with all the snow

out there.

Before the cold weather blew in for the winter, I had the opportunity to purchase a car I have wanted for many years, a 1976 2002. This car had spent its last 25+ years being cared for by fellow BMW CCA members in the Buckeye Chapter; so, while certainly not a pristine example, it had benefitted from being stored in a warm garage in the winter time. In addition, it received much TLC along the way, making it a nice driver's car. My goal is to drive the car to the Vintage at Saratoga this July. I haven't had much time to go through the '02 and there are a few issues such as bad front wheel bearing and an overheating issue that needs to be sorted out. In addition, I want to spend more time driving the car around town to build some confidence in it before making the 5-hour trip from East Aurora to Saratoga Springs. At the recent membership meeting, I was happy to hear that the club is planning a caravan to the event. It's always good to have a support team of enthusiasts along with you when you are driving a 43-year old car to a destination 300 miles away.

Finally, there is my project car: a 1972 Opel GT that was somewhat of an impulse Ebay purchase I made 5 years ago. After reading Rob Siegel's book "The Hack Mechanic," my passion for cars was reignited from a 15-year hiatus. I was searching for a 2002 when I came across the Opel GT. I had never seen one before, likely due to most of them being put out to pasture to rot after the wiring for the rotating headlight assembly caught fire. These are topics I didn't know then, but have since become familiar with, and I fell in love with the car's lines and proportions. I did some

quick research and found a good support community on the web as well as a good supplier base with available and fairly cheap parts. With a price lower than most 2002's to seal the deal, I happily dragged it home with visions of fixing it enough to get it running and take it to the local weekly car shows. Well, as they say, love is blind! As I got into it and started to peel back the layers, two things became very apparent. One, it was going to need a lot more than just TLC (the motor was seized), and two, a part of me has been wanting to apply my years of education and experience to build a car the way I wanted it, from the ground up. With the fear of it becoming a 'forever project car,' I set a goal of 5 years to complete the necessary work, and have put many hours in the garage whenever possible between work and family obligations. Over that time I have stripped off the layers of paint, learned how to weld in patch panels, upgraded the full suspension, and swapped in a rebuilt and fuel injected BMW M10 out of an E30 318i along with a Getrag 5 speed. At the time, I thought my Opel GT with a BMW drivetrain was as close as I was going to get to owning a 2002. I was fairly close to reaching my 5-year goal; however, last summer my family and I had to move from Long Island to the Buffalo area for my job. Needless to say, that threw a wrench into a lot of plans. The Opel is now sitting in the garage at our house, waiting for me to paint it, finish the wiring, and install the interior. I really want to make some progress on the car this year and complete it before next spring.

Oh yeah... and the winter car, an E46 Touring, or as my kids

aply call it, "The Blue Brownie," (it's blue with a beloved saddle brown interior) needs an oil change and I have to look into the lean code, which occasionally causes the SES light to come on, before the NYS inspection is due in April. With so much to do, I may be the only one in WNY hoping for a longer winter so I can get all of this done before spring!



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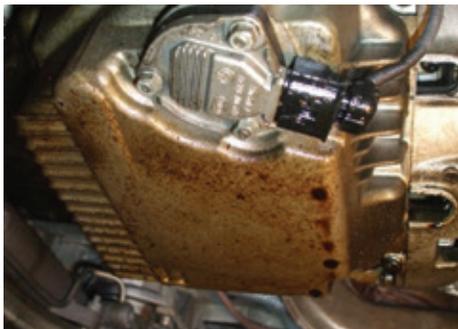
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BMW AND OIL LEAKS, AN OVERVIEW

by Adam Reisdorf and photos from autotrend.com and bimmerpost.com`

Hello GVC BMW! First let me introduce myself; my name is Adam Reisdorf and my father Rod and I own Mr. Best Wrench auto repair and restoration on Grand Island. In the past we have hosted some social gatherings and a tech night or two, but now I've been asked to write a technical article for our newsletter. We work on all sorts of American, European and Japanese vehicles--old and new including a large number of BMWs. Over the years I have seen a trend of common problems and failure points, and even some easy solutions for many BMWs.

I thought I'd start off simple. Winter is breaking and we are all looking forward to springtime, or should I call it car season? We all tend to ignore a lot of things with our cars throughout the winter, mostly because many of us don't feel like doing much when it's 15 degrees out and there is a foot of snow in the driveway. Even for those of you with warm garages, the dripping wet car and salt crusted undercarriage is much less inviting than usual. Let's say during the cold season you told yourself, or your spouse, that you will "take care of that in the spring." Well spring is upon us, and it's time to roll up your sleeves, get your car on jack stands and your hands dirty! Many may be aware (or not) that a common issue on BMWs (that I have seen) is oil leaks. Perhaps over the winter you have started to see a small oil spot on the garage floor, or you noticed a burning smell when driving and particularly idling. These are both relatively common occurrences with a great number of BMWs. If this is something you'd like to attempt to track down yourself, I'm here to help.



The proper way to locate an oil leak--be it engine oil or any other oil--is first to remove as many panels under the car and under the hood as you can, to get a good look at things. Most modern cars are clad with under hood trim for aesthetics and sound deadening, while the undercarriage is hidden by plastic shields for protection and aerodynamics. These panels are relatively easy to remove. You will likely find small stones and miscellaneous debris on top of the panels. Once the panels are removed, I like to use an aerosol brake cleaner to get things clean and degreased. When oil leaks it attracts dirt and road grime that can have your engine looking like a giant mess, when in fact the oil leak may only be a small one. Wash down the gunked-up areas using brake cleaner and a rag, keeping in mind that even though the dirt and grime is stuck to the bottom of the engine, the oil leak likely started higher up and farther forward than you think. Gravity will move the oil down, and air blowing across the engine will move the oil rearward, so make sure to clean the upper parts and forward areas well since that is probably where the oil started to exit the engine. Once the engine is clean and dry, start it up, and have someone hold the RPM around 2000. An engine oil pump doesn't produce much pressure at idle, so you'll need to bring the revs up to really get things flowing and help the leak show up. You may even need to take it for a quick road test to get the oil warm and flowing enough if nothing is becoming visible after a minute or so. Shut the engine off, get a good bright light and start searching. Be very careful since things will be hot! Start under the hood and at the front of the engine, checking all the sealing surfaces for oil residue or a small amount of oil seeping out. Then venture under the car, again looking first towards the front and working your way backward. If there is a large amount of oil, you may have bigger problems than just a faulty gasket. Two very common locations for engine oil leaks are the valve cover gasket and the

oil filter adapter housing where it meets the engine block. A valve cover gasket leak can be seen under the hood, along the exhaust manifold edge of the valve cover. The manifold produces a lot of heat, and having the valve cover and gasket only inches above, over time the heat bakes the once pliable rubber gasket into a hard, brittle and leak prone problem. You may also experience a burning smell with this type of leak since the oil can get baked on the hot exhaust manifold. The oil filter adapter is not so easy to see. This leak usually starts low on the block where the adapter housing meets the engine and behind the alternator on most engines. Sometimes you can spot this one from under the hood using an inspection mirror, or under the vehicle along the front of the engine. Often, with both of these leaks, the oil will wind up on the top edge of the oil pan where it meets the block. Both of these leaks can be easily mistaken for an oil pan gasket failure, when in fact the leak was generated higher up or more forward and has just found a resting place on the oil pan edge.



Whether you attempt the repair yourself or not, is up to you. Sometimes people just like to know more about what's going on with their vehicle, or why it smells funny when they drive. These tips are intended to shed some light on where the spot on the driveway or smell at a stop light could possibly be coming from. If any of our readers have an idea for the next article or would like to know something in particular, feel free to write to me at adamreisdorf@hotmail.com, and I will do the best I can! I look forward to this year's events and seeing many of you this summer! Now it's time to get out there and enjoy your cars! Pleasant driving!

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ASK DR. BIMMER

(Telling the truth for thousands of years.)

By Charles Stancampiano

Welcome back foolish mortals.
The Doctor is in.

BMW BECOMES AN ILLEGAL IMMIGRANT WITH TIES TO TERRORISM

Dear Dr. Bimmer,

Ever since the "Citizens United" decision of the US Supreme Court granted personhood status to corporations in their pursuit of free speech and responsible behavior, I've wondered about companies like BMW that sneak across the border in the middle of the night to build factories, steal jobs from real American companies and commit acts of terrorism. If companies can be people, they can be illegal immigrants. I don't recall the person that is BMW applying to legally enter our country to become a citizen. How do we deal with this?

Signed,
Jim Tulloch

Dear Jim,

Dr. Bimmer never passes up an opportunity to go off on a tangent (while not answering your question), especially now that immigration and terrorism are the same thing. Our beloved BMW is one of these immigrant companies that seek to drain the lifeblood of the American economy. BMW should stand for **Build My Wall**.



The Great Wall of China resulted from collaboration between BMW and Great Wall Motors. (From: https://traveldigg.com/wp-content/uploads/2016/04/Great-Wall-of-China_05.jpg)



BMW making an illegal border crossing. (From <http://www.5stardesigns.co.uk/5star/county/holeinwall/hw-2/1.jpg>)

In the 70s, the infamous Baader-Meinhof Gang (also known as the Red Army Faction) was a far-left militant group responsible for many bombings, assassinations and kidnappings in Germany. Andreas Baader himself preferred the Porsche 911 as his vehicle of choice, but since it was difficult to carry out terrorist bombings from a 911 (the bombs exploded before people in the back seat could get out), the group eventually became associated with BMWs. The local joke at the time was that BMW stood for Baader-Meinhof Wagen.

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[Ed. note: Baader-Meinhof is the phenomenon where one stumbles upon an obscure piece of information—often an unfamiliar word or name—and soon afterwards encounters the same subject again, often repeatedly.]



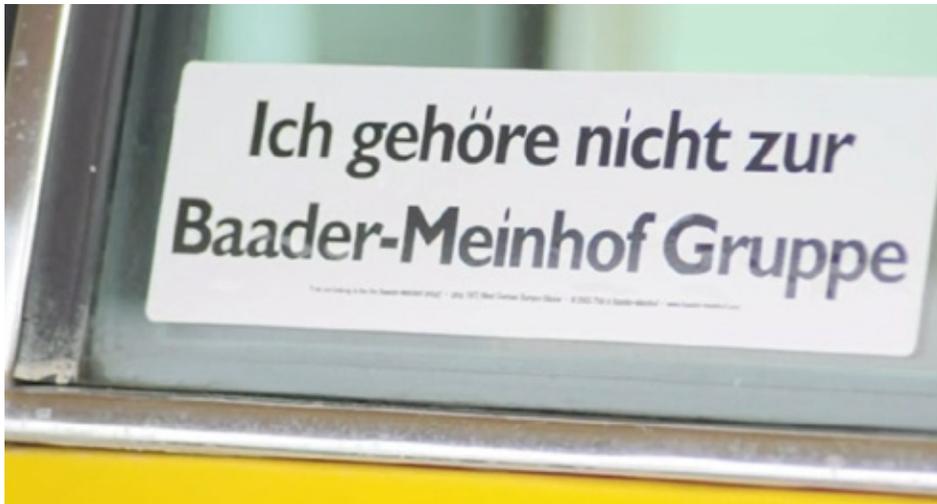
**BAADER
MEINHOF
WAGEN**



<http://rapidos.ladistroy.fr/main/index.php?/archives/261-La-Bande-a-Kaader-Meinhof-Fraktion-Armee-Provisoire-en-BM.html>

What BMW really stands for? (From Indymedia.ie)

Soon the local police in Germany began stopping BMWs for the express reason of trying to catch Baader-Meinhof members. This was the beginning of racer profiling. The BMW-driving public responded by placing stickers on their 2002s declaring that they were not Gang members.



Still image from the Huffman video showing Baader-Meinhof sticker. "I am not a member of the Baader-Meinhof Group."

They don't call it the Whispering Bomb for nothing.

<http://motorbloeckchen.com/?p=38043>



See the Richard Huffman video here: <https://jalopnik.com/how-bmw-became-a-terrorist-icon-in-the-1970s-and-how-i-5975558> to get one version of BMWs ties to terrorism and how it helped the company increase its market share and cachet.

Amazingly, there is a website still selling the bumper stickers for \$4. See <http://www.baader-meinhof.com/shop/baader-meinhof-com-shop/>

Not too many defunct terrorist groups still have their own web site!

In September, 1986 the gang killed the head of research and development of Siemens by remotely detonating a bomb that shattered the victim's bulletproof BMW (a 7-series with security options). This was a protest against the nuclear power industry.

Other more recent news:

In August of 2018, the South Korean police raided the Seoul headquarters of BMW Korea. They were seeking documents and information concerning a series of engine fires plaguing BMW diesels.

Also in August of last year, BMW announced the recall of 323000 diesel powered vehicles of various types.

The problem: "The EGR module could develop a cooling-fluid leak. Heated coolant could mix with diesel engine soot and melt the intake manifold. That could lead to a fire." That is the official factory explanation, believe it or not.

The Real Problem:

Vehicles have become sentient and are trying to overthrow the inferior humans by violent means.



How soon until the famous logo morphs into something more sinister?

<https://arabalisozluk.com/images/cached/bmw-logosu-2.jpg>



Remember Skynet from the Terminator movies? Their logo is a BMW Roundel from the future.

By Andres Rojas - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=10129778>

In the old days, cars would try to kill you by crude methods like an accelerator return spring breaking (a recall item on a 2002) or by brake lines leaking. Used to be you had to crash a 2002tii into a wall in order to crush the fuel filter against the battery which shorted itself to the firewall to cause an engine fire. Now with modern electronics and emissions controls, cars set themselves ablaze all on their own. It is not too hard to imagine safety defects being under remote software control so that fires could be started simultaneously in 300000 vehicles. It's like OnStar in reverse; call it "OnFire."

A defective safety device like a Takata airbag causing injury seems crude by comparison.

However dismal and suspicious this record may seem, there are occasional heroics going on in the BMW world. Perhaps immigrant companies aren't all bad. Take the example of one Iraqi fighter named Ako Abdulrahman who lived with his family near Kirkuk where, in 2016, ISIS staged a large attack. Abdulrahman spent \$10000 and bought an early '90s 7-series Protection (bulletproof). When the fighting intensified, he used his BMW to ferry some 70 people out of harm's way under enemy sniper attack and was recognized as a local hero. His car has 50 bullet marks (not holes).



Abdulrahman and his well-worn 7-series. (From: https://media.vanityfair.com/photos/5a009ff3e8216d6da983db59/master/w_768,c_limit/MAG-1217-Akos-Ride-SS04.jpg)

In exchange for giving up his car so it could be displayed at their headquarters, BMW offered to give him a new car. He refused saying he would rather repair his car so he could keep using it.

His car is shot, but not quite dead.

Your mind tells you this is a terrorist with a gun.

Instead it is a hero with his BMW; a boy and his dog.

Free your mind; there is no spoon.

That's all for now. Gut Zündfolge!

Dr. Bimmer

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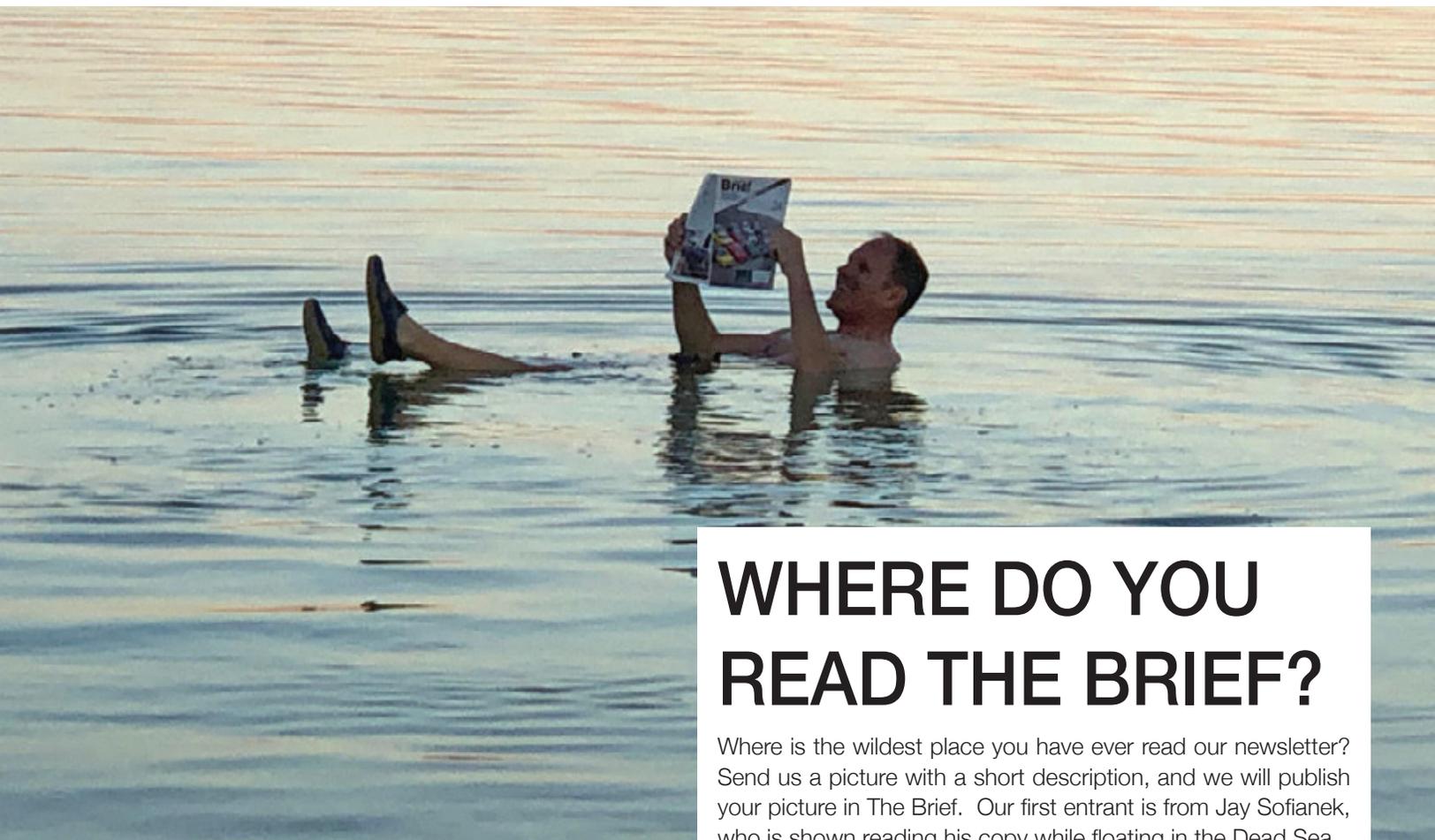
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WHERE DO YOU READ THE BRIEF?

Where is the wildest place you have ever read our newsletter? Send us a picture with a short description, and we will publish your picture in The Brief. Our first entrant is from Jay Sofianek, who is shown reading his copy while floating in the Dead Sea.

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A BUS STORY

Article by Alyce Milella, photos by Jim Milella

My husband has been a self-proclaimed “car geek” since I met him in 2000. He started off as a lover of hot rod cars and lifted Jeeps. Then his car infatuation turned to BMWs. I’ve lost track of the number and kinds of cars he has owned over the 19 years we have been together. Throughout this time I would always tell him various cars that I would like to own at some point (Nash Metropolitan, Jeep, Studebaker, etc.). When he bought his right-hand drive BMW station wagon, I told him the next car was going to be mine! Well, the next car was not mine; it was a Porsche that my husband bought for himself (without telling me, until after the sale was final). But eventually, I got my wish!

I am the proud owner of a 1977 Volkswagen Bus! I had seen the ad for this bus on Craigslist and lo and behold, it was located in Fairport!

One weekend, my husband packed our 2 kids and myself in the car and off we went to check it out. If you don’t know my husband, he is not a “tire-kicker”; meaning, he doesn’t look at a car unless he intends to buy it. So, I was optimistic that this would work out, but I also needed to be realistic as I had seen the photos and read the description online.

Seeing the bus in person, I became more nervous that this sale wouldn’t work out. To a non-car-expert, I saw the rust around the bottom of the bus. While the motor was rebuilt and supposedly in working order, it and the transmission were in the back seat of the bus, not under the bus where they belonged. This was a project car for sure! And again, I am not a car-expert, so knowing how to fix (or if it was fixable) was beyond my comprehension. After



a lot of hemming and hawing on my husband's part (and some chuckling that I couldn't determine the cause of), my husband finally stated a dollar amount. After a brief parlay of numbers, a final amount was agreed upon and the bus was mine!

Transporting the bus from the seller's house to our house was a scene from America's Funniest Videos! My husband chose the day of "Snowmageddon" to send a flat-bed truck to go pick up the bus. I loaded up my two children and off we went in the snowstorm to oversee the pick-up of my bus, while my husband stayed off the roads at work. Slowly and steadily I drove to Fairport. The house where my new-to-me bus was located was down in a valley. The driveway was literally equivalent to a downward hill on the bobsled ride at Seabreeze. Thankfully the flat-bed pick-up truck arrived before we did and he determined he would be able to transport the bus back to our house today. He very easily loaded up the bus and crawled back up the hill to head to our house. I, in my Honda Pilot, took a few attempts before we inched our way up the hill of a driveway and on our way back to our home. Unfortunately, since transporting the bus, the weather has not been cooperative and

we haven't done anything with the bus except move it within the driveway to avoid potential hazards during the recent windstorm.

Once Mother Nature cooperates the first order of business will be hooking up the motor and transmission and cleaning up the outside. Then, according to my husband, the next step will be setting up the driving area: the office, as he calls it. After that is when the decisions will need to be made: Restore what is there? Rip out the cabinetry and create the inside that will fit for my vision? The plaid 70s fabric is intact and has been preserved well. But is it really what I see for my bus? I could see covering it and keeping it preserved from the inevitableness that is my children. I could see taking out the portable commode (because honestly, I don't mind stopping to use public restrooms). Do I really need or want to maintain a sink and 70's microwave? These are just some of the questions that plague me regarding my very first project car. And since this is Rochester, NY, I'm sure Mother Nature will provide me with ample opportunities to ponder my choices and allow me to consider all options before allowing me the opportunity to begin working on my bus.



Alyce doing homework in her stylish office





OCTOBER STREET SURVIVAL

Article by Ian Dickerson

Photos by Mel Dillon

GVC held their fall Tire Rack Street Survival course on October 27 at Watkins Glen International Speedway where the weather provided a Halloween-appropriate mix of fog, rain, and sleet. Street Survival is designed to teach teens and new drivers skills to navigate unexpected traffic and road conditions, resulting in new drivers that have confidence and ability to avoid accidents.

Students paired up with instructors and ran a series of in-car driving exercises, learning to change lanes and brake to avoid accidents while remaining in control of their car, manage icy road surfaces, and maneuver in heavy traffic. The driving components were separated by classroom sessions run by GVC member Mel Dillon. Students were provided breakfast and lunch, and everyone went home with a Street Survival T-shirt and newfound driving confidence.

The GVC effort has been led by Seth Berfein and past club president Ike Neilson, with generous support from the Watkins Glen International Speedway who has donated the space for us hold the event. We are also indebted to the many club members who volunteer to instruct and run the components of Street Survival. A special thanks this year to all the volunteers that braved the variable weather to organize and direct the students through the exercises in the varying states of precipitation this year!



ULTIMATE DRIVING SCHOOLS – A BEGINNER'S PERSPECTIVE

by John D'Aurizio

Our club host events ranging from pancake breakfasts to autocross. Some of the highest profile events are the “Ultimate Driving Schools” at Watkins Glen International Speedway . These High-Performance Driver Education (HPDE) programs can also be the most intimidating to beginners. I’m a relative beginner; I started running these events two years ago. I hope I encourage more of you to give it a try.

Like most males, I grew up knowing I was a good driver. I may be a fat old guy with bad eyesight, so/so hand eye coordination and iffy reaction time, but knew I could drive. Four years ago my youngest child finally got his driver's license, and I celebrated my end of chauffeuring kids to sports by buying an M235 (a car with virtually no back seat). When I ordered my car I checked the box for BMW Performance Center delivery (the single best option when ordering a new BMW). A few months later my son and I spent a day on the track at the Performance Center before taking delivery of my new car. I learned two things that day: first, that maybe (just maybe) I wasn't quite as good as I thought, and second, that I really liked driving my car more aggressively than traffic laws allow.

Two years ago my wife got tired of hearing me talk about it, and bought me a “taste of the track” session. Two seasons later I’m scheduling my days off around track events, the staff at the Harbor Hotel greets me by name, and the highlight of my week was APEX delivering my new wheels. It's easy to get addicted.

When I talk about this hobby, the first thing people ask is, “You race?” My response is, “No, I drive.” There's a difference. At my level (can't speak to the solo group), driving schools have a different focus than autocross and racing events. Yes, we drive fast, but the goal isn't to beat everyone in your run group, or post the fastest lap; it's to learn to be a better driver. The reason I keep going is I have so much more to learn; and the learning is a lot of fun. My measure of success is whether I improve.



I'll never forget the April 2018 (a/k/a "Winter") Driver School. The temperature never got above 40, and it was frequently snowing. Did I mention that we drive with our windows open? Imagine being on the thruway, in the winter, while it's snowing, with your windows open. It was also my first weekend on "Max Performance Summer" tires, tires that came with instructions not to expose them to near freezing temperatures, much less drive in the snow. I spent the weekend cold and miserable (and cherishing my heated seats), but I learned the importance of "smooth" (i.e., smooth steering and application of power and brake). The weekend wasn't about being faster than other drivers; it was learning to drive with limited traction. Despite the physical discomfort, it was one of the best weekends I've had at the Glen.

At the end of the driving school day, no one is posting lap times or positions on a board. Instead students and instructors privately talk through a skills evaluation and discuss ways to improve. The focus is on improving your skills, not your speed. Speed will come with skills.

The other great part of these events is the camaraderie. We're a group of people who come together to drive

performance cars with no speed limits. We share a common addiction. I'll admit that conversations can get repetitive; they tend to focus on cars, car parts, car set up, and the next car, with brief interludes to discuss the track and how the weather is affecting the track. But we have fun, and it's easy to get to know people. And it's easy to get help when you need it. There is a wealth of knowledge and expertise gathered around those garages and a lot of willingness to share. There is also a fair amount of playing once the track's gone cold. We head down the hill from the track to the famed Seneca Lodge where the party starts.

So, how do you get started at Drivers Schools/HPDEs? The best way is to sign up for a Novice Track Day (NTD), our club's newest program. NTDs are being held on the Friday of each weekend Driving School. These are special sessions for people with little or no track experience. Group size is limited to 20 participants and the event is set up so that you don't have to commit to lodging in Watkins Glen (although I'd stick around). Go sign up while there is still room.

Next step, make sure your car is ready. You can't run trucks, SUVs, or

convertibles in BMW schools. Read through the equipment requirements on the site. Pay particular attention to brakes, brake fluid and tires. Don't go crazy buying new stuff until you've done a couple events. Learn to drive what you have before you start changing it. Just about any modern car will be fine as long as it has good brake pads, brake fluid and tires.

Prior to the event you need to have your car checked out by a qualified mechanic; you need to present a completed inspection form when you arrive at the track. I'd attend one of the free tech inspections listed on the site. In addition to receiving the free inspection, you'll meet some of the other people who will join you at the track. I arrived at my first inspection a little apprehensive, not knowing what to expect. Ian Dickerson greeted me with a smile, talked me through the process, and introduced me to the group.

Arriving at the Watkins Glen International Speedway still gives me a bit of a thrill. You enter at gate 2. Sign in at security and then you are on the grounds of one of the most prestigious road courses in North America. You pass under the track and see the scuffs and scars from car **CONTINUED** on Page 30...



CONTINUED from Page 29...

transporters. Head up the hill, bear right, then turn left at the second stop sign, and the garages will be on your right. There will be lots of people parking and unloading trailers. Head for the garages SLOWLY; people will be milling around on foot. Traffic flows in a counter clockwise direction; keep the building to your left. Once you go around the north end of the garages, you'll see traffic cones marking 3 or 4 lanes. Pull in to one of those lanes and park, that's the registration/tech inspection area. One of the volunteers will greet you and guide you on from there.

Every morning starts with a drivers' briefing where you'll go over track conditions and a brief overview of the rules. Then the participants will split into the different run groups. As a beginner, you'll have a classroom session first. In that session the instructor will give you an orientation on the track, flags, customs and rules. After that ends, it's your turn on the track. The only cars on the track during your session will be other people in your skill group. The faster run groups will be doing their classroom time while you are on the track. During your first track session you'll have the option of letting your instructor drive your car and give you an "on track" orientation at relatively low speed. When you are comfortable you'll pull into the pits and switch drivers, and the fun begins.

If you want to get a jump on the orientation, study your flags. Flags are the only means of communication between the people watching the track (the flaggers) and the drivers. If you have a solid knowledge of the flags, it will free up your time to focus on driving.

People ask if I worry about safety. I always have a healthy respect for the speeds we're traveling, but I don't worry. If you pay attention to your instructor, you shouldn't get into trouble. Remember he or she strapped themselves into a car with someone they barely know, and are letting that person drive them around a track at speeds exceeding 100 mph. Their safety is in your hands, they have every reason to keep you from doing something stupid. But pay attention to your instructor; when they say, "Brake, BRAKE, BRAKE!!! . . . you need to brake.

I've stressed that the focus of these events is skill development, not competition. I don't want to discourage those who crave competition from attending. The BMW club hosts a club race program, and last summer our chapter ran a club race school. Many of my friends in this group live to race. If that's your goal, talk to some of the more experienced drivers, they'll give direction. You'll certainly have an opportunity to work on your skills at the school.

We all have certain events that stand out in our memory. One of mine is a session last summer during an event where I was driving solo. Last session of the last day most people were packing up and only two of us went out on the track; myself and a guy in a Lotus. We went out and just played. He led for a lap and I followed his line and tried to keep up with him in the corners; then on the front straight he would point me by, and I'd lead for a lap. After 15-20 minutes of impromptu follow-the-leader, I waved off the point by and slowed down. I let him get well ahead of me and spent the rest of the session by myself, just enjoying the track on a warm summer day. It was something I never would have experienced if I hadn't given it a try.

So if you always thought about the track, but never got around to signing up, now is the time. Sign-up for all the sessions of our Ultimate Driving Schools is open. The Novice Track Days are a great way to start. I'll be at all three weekend driving schools this summer. I'd love to see you there.

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ICON EXHIBIT CLOSING

Article and photos by Mel Dillon

*Just sit right back and you'll hear a tale, a tale of a fateful trip,
That started from icy Rochester, aboard an airline ship.*

My apologies to Gilligan's Island, but this trip reminded me of that story of a wonderful short adventure turned into a disaster. It all started in December when Alice and I decided to go down to Greenville, South Carolina to attend the closing ceremony of the ICON exhibit, visit with some old friends and take a look at the area for retirement/snowbird territory. Sounded like a pleasant break away from winter. LOL

The ICON exhibit at the BMW CCA Foundation was twenty six examples of the venerable 2002, covering basic models, limited editions and historic race cars. Some of the cars are restored to conditions that bypass original assembly standards. They stand as amazing memorials to the particular model that represents the first BMW many of us were introduced to years ago. As you can see from the pictures, there was not a one you would not briefly consider performing an immoral act to own.

Part of the reason to go that far to attend a museum exhibit closing was not the wine party Saturday night (although the wine was good) or the cars on exhibit. No, the BMW Performance Center was nice enough to provide a half-day driving experience at the Performance Center on Friday for attending the closing. Now we get real about the incentive to make the trip--flogging someone else's car for the day!

First part of the Friday experience for Alice and myself was a chance to drive an X5 through the off-road course. While I'll admit that I'm not a SUV fan, you have to be amazed at the competency of the X5. The route started with a water course, a good foot of water to drive slowly through for forty or so feet. From there we proceeded to the frame twister--you always had two wheels at opposite corners about a foot in the air. Listening to the various systems swap power from wheel to wheel was entertaining. Then up a steep hill, turn left and transverse the side hill while heading back around under the peak. All the time at an incline that made you





uncomfortable. From there a steep downhill allows you to experience the hill descent feature which was thrilling as you start at the peak with no idea just how steep the drop is. Foot off the brakes was a real test of faith here. A couple of more sideways transverses steep enough to make you question if you're going to slide sideways out of the seat. Then switch drivers and do it again. I left with a different view of the X5 as a vehicle.

That was just the appetizer to set the tone for the main course, which was driving the new M5 on part of the Performance Center track. All I can say about this is the experience was transcendental. The all-wheel drive feature is incredibly adept at transmitting all the power to the surface without drama. Acceleration is neck straining, the brakes competent at slowing the car repetitively. It just doesn't feel like that large a car as everything happens without drama. That is until you see the speed on the heads-up display or trail brake a little too deep into a corner as I did and it winds all the windows up because the anti-lock kicked in.

And then came dessert. They cut us loose with a set of identical M240i's to run a short autocross course. Alice and I both arrived late and missed the chance to run through and get a visual of the course before timed runs. Instead we got down to it and turned three quick runs each before the day ran out. Alice did a good job of dropping time with each run without any in-car coaching. I ran a decent first run, but braked too late and slid right out of the stop box. God, I wish people would get over this antique exercise. Second run I got within a tenth of a second of the fastest run of the

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day, and Johan Schwartz commented that I was on the brake a split second too soon. Third run was spin or win, as my friend Michael Washington was one tenth of a second faster. Somehow, I pulled the rabbit out and managed to set FTD for the day by three tenths.

Closing entertainment for the day was the vintage race cars from the display running some laps of the Performance Center track. Throw in two of the original Stigs as guests along with pleasant sunlight and temps in the high 50's, it could not have been a better day. Off to downtown Greenville for a nice barbeque dinner at Sticky Fingers with other participants in the day's festivities.

Saturday on the other hand started cooler and damp. We proceeded to downtown Greenville and breakfast with two former Upstaters who moved to Greenville three years back. We had a wonderful morning walking around downtown and through the park. Somewhat confusing to walk around with pansies in bloom beside the trails in January. Sadly, once we left downtown the rains returned in earnest.

Saturday night arrived and the closing party at the Foundation. It was pouring as we arrived and we're greeted by Bill Wade directing traffic. Stalwart soul as it was getting colder all the time. As you can see from the pictures of the exhibits, eye candy in abundance and good times with everyone in attendance despite the weather.

The weather started getting rough, the travel plans were tossed, the fearless crew decided all was not lost.

Remember that opening ditty about fateful trips? During the party my phone goes off; it's the airline canceling our return trip on Sunday afternoon. Once we returned to the hotel, I checked in with them. The best return we could get was leaving Tuesday at 7 am, travel all over the northeast and arrive home at midnight. Decided to sleep on it. Uh oh. Bad choice.

Sunday morning, the news from the airlines was even worse as we would not





get home until Wednesday. At this point we called the car rental, and changed travel plans to drive home on Monday. With time on our hands, we proceeded over to the Foundation and helped break down the exhibit and bring in some of the new cars that were arriving for the next display. I'm obviously cheap labor; let me drive a couple of exquisite 2002s, throw in a cup of coffee and I'll work in the cold for two hours. Something obviously wrong with this picture, but what fun!

Monday's drive back to the winter wonderland that Rochester had become was uneventful. Didn't see any snow on the road until we got off the thruway at Leroy. The new Ford Escape we drove home went from 40 elapsed miles to 897 miles by the time we pulled in home at midnight Monday. Decidedly disliked several

parts of the little SAV. Suspension too stiff, gutless drivetrain, fuel economy only in the mid twenties, steering felt lacking. Human interface, controls on the wheel with no difference in the texture so you can't control features without looking down, and a passenger seat with no adjustments. BTW, want to see a rental agent get confused? We reserved a four-door sedan in Greenville. They said "We're upgrading you to a Ford Escape." Afraid my lips immediately uttered, "How is that an upgrade?" At which point they offered a Dodge Durango if I didn't like the Escape. Told them that was worse to any car person, so I'll take the Escape.

So this is the tale of our weekend trip, it became a challenging time, we had to make the best of things, let's see how it goes next time.

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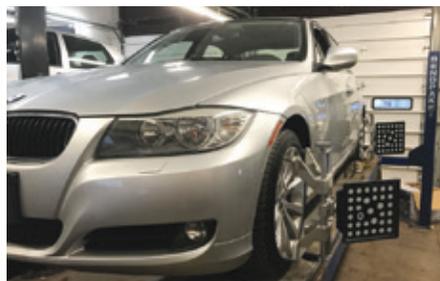


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GENESEE VALLEY CHAPTER BMW CCA

GVC Coming Events (March-June)

See the GVC website for more details:

MARCH 24:

GVC Annual Pancake Run to Cartwrights' Maple Tree Inn. We will meet in Avon for a drive down to Angelica, NY. This is a family-friendly event, and everyone is invited for a fun drive and a family-style, all-you-can-eat pancake breakfast.

APRIL 6:

GVC Instructor Seminar at Burgundy Basin Inn and Party House, Pittsford, NY. GVC's annual seminar open to HPDE instructors and instructor candidates. 8 AM – 3:30 PM, breakfast and lunch included. Details and registration at gvc-bmwcca.motorsportreg.com.

APRIL 11:

GVC Tech Inspection at Mr. Best Wrench, Grand Island, NY. Get ready for the first driving events of the year. Free tech inspection and maintenance night at Mr. Best Wrench for BMW GVC CCA. Free Pizza and snacks. Meet up with fellow members.

APRIL 17:

GVC Tech Nite at Eksten Autowerks, Rochester, NY. Bring your car for a free professional Tech inspection. Enjoy great

pizza, get your car ready for the April HPDE at the Glen or for that vacation trip, see some cool cars, and kibitz with your BMW club friends.

APRIL 22:

GVC General Membership Meeting at Ferrari's Pizza Bar in East Rochester. Casual meet-up with the Board and other GVC members. Great opportunity to meet new people, share ideas for club events with those who make 'em happen.

APRIL 26-28:

GVC Spring Ultimate Driving School at Watkins Glen International Raceway. Break out of your winter funk and join us for the Spring Ultimate Driving School weekend at Watkins Glen, GVC's first HPDE of the year! Includes Novice Track Day, our one-day driving school for beginners on Friday.

MAY 22:

GVC Tech Nite at Eksten Autowerks, Rochester, NY. Free professional Tech inspection and car maintenance night for GVC BMW CCA. Enjoy some pizza, get your car ready for the June HPDE or for



Please visit our web site:

www.gvc-bmwcca.org for late breaking news and updates!

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that vacation trip, and meet up with your BMW friends.

JUNE 7-9:

GVC June Ultimate Driving School and Instructor Training School at Watkins Glen International Speedway. Join us for GVC's second driving school of the year, open to drivers at all levels. Includes novice track day, our one-day driving school for beginners on Friday, as well as our regional BMW CCA Instructor Training School.

JUNE 15:

GVC June Ultimate Driving School and Instructor Training School at Watkins Glen International Raceway. Join us for GVC's second driving school of the year, open to drivers at all levels. Includes Novice Track Day, our one-day driving school for beginners on Friday, as well as our regional BMW CCA Instructor Training School.

JUNE 27:

Outdoor Go-kart Track Night at the Grand Island Fun Center. Enjoy a summer evening go-karting with GVC BMW CCA.

WELCOME OUR NEW MEMBERS.

January

Aronis, Michael
Bahleda, Christian
Boulos, Robert
El Bayadi, George
Johnson, Alexander
Rea, Davi D.
Ridenour, Richard Jeffrey
Salai, Stephen W.
Sinclair, Ian
Sporn, Daniel
Stockman, Gary
Vislocky, Nicholas Blaine

Wikham, Brandon
Wozniczka, John Paul
Xia, Jun

February

Altoft, Andrew J
Basher, David
Boise, Craig M.
Brown, John
Cainflone, Laura
Casserino, Michael Joseph
Conley, Dean
Cresci, Randy

Densmore, Craig Edward
Faulkner, Michael
Gan, Lorenz
Hughes, Kenneth
Keller, Scott
Krause, Edith M.
Krempa, William
Lee, Moon H.
Lee, Nancy
Lumadue, James
Mark, Ryan
Martinez, Brad
McAleese, James

Overy, Tony
Presher, Gordon
Rueda, Benjamin
Sarkissian, Caitlin
Sarraf, Sanwal
Schneider, Alexander
Wolfgang
Tabbi, James
Teschner, Richard
Twentyfive, Nick
VanRiper, Loren G.
Washburn, Jeremy
Weglicki, William Douglas

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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 and services.

Contact National Office:
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questions@bmwcca.org
or call 864-250-0022



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