

der Bayerische **Brief**

Summer 2019 | Volume 60 | Issue XI

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

Bill Howard pilots his vintage
'72 BMW 2002 through Turn 9
at Watkins Glen.

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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.

GVC NEEDS YOU!

In 1962 Honda incorporated the advertising slogan "You Meet the Nicest People on a Honda." Honda's goal was to increase sales in the USA from 40,000 annually to 200,000 by selling the Honda 50 to folks who would normally roll their eyes at the word "motorcycle." It worked! One ad stated:

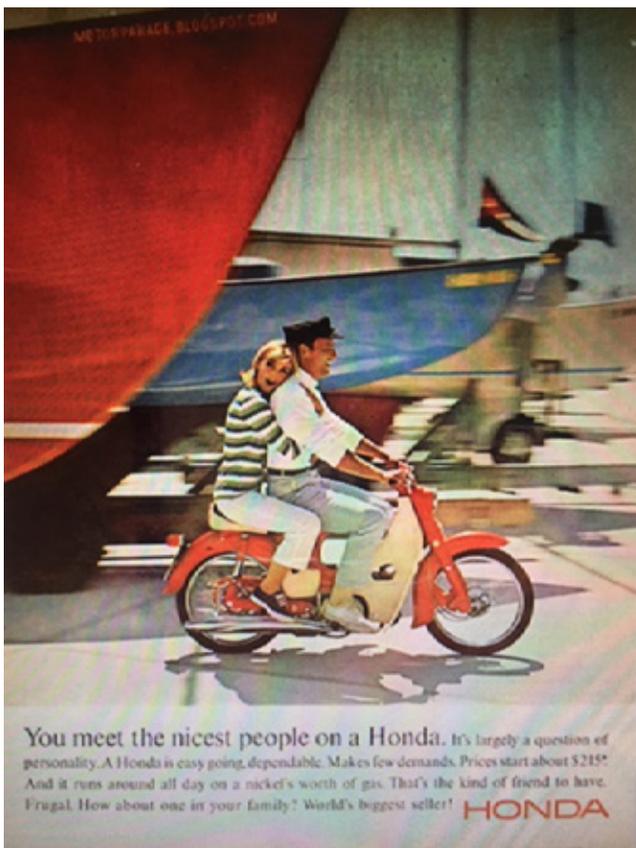


Image from Motorparade.blogspot.com

It's an old ad so the print is not very clear. So, rather than placing a lot of strain on your poor eyes...this is what the ad says:

"You meet the nicest people on a Honda. It's largely a question of personality. A Honda is easy going, dependable. Makes few demands. Prices start at about \$215 And it runs all day on a nickel's worth of gas. That's the kind of friend to have. Frugal. How about one in your family? World's biggest seller!"*

CONTINUED on Page 6...



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

Rochester
is the
epicenter
of the club
simply
because
it was
where the
club first
organized.

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Wow, a motorcycle as a friend! And with it you can meet other nice people. Where do I sign up? Today, the answer is you already have--by signing up to be a member of our club. I have to admit the vast majority of my long-time friendships have developed as a result of car club activities. And, they are not all gearheads. Some would be hard pressed to change a flat tire. But, they all like cars. Just like riding a Honda 50, you meet the nicest people at car clubs and car events. Mean people don't like cars.

Lately I have been meeting some very nice folks, both young and not quite so young. How is that happening? Well, since January of this year, the GVC board has scheduled general membership meetings on a monthly basis, as well as other social activities. These events are attracting members who had not previously attended a GVC function. Some have been members for years, some brand new. We have scheduled general membership meetings in Rochester, Buffalo and Syracuse and plan to do so on a regular basis. We need to get to the Binghamton area!

So, why are we being successful in bringing out new "blood" to our events? Several reasons:

- We are making every attempt to schedule meetings/events well in advance.
- We are using Constant Contact to send notices to everyone about upcoming events.
- We are making every effort to serve more of our members by scheduling events in their area
- We genuinely try to make members feel welcome and valued
- We feed 'em. If a member makes the effort to attend a club event scheduled from 6-8 on a weekday we want to make sure they are both welcomed, appreciated and fed. We socialize, eat/drink and have a short membership meeting

Rochester is the epicenter of the club simply because it was where the club first organized. Many founding members are still active in the club. While the board recognizes the history of the club, we also know the future success of the club depends upon delivering value to all members. Our territory, all of western New York, is extensive. Until recently most GVC club activities have been held in and around the Rochester area. To attend a Rochester-based function, many members would have to travel significant distances. As a result the majority of our members remained unserved. This cannot continue. Within our region we must create satellite groups to organize and put on activities. On our board we have four "at-large" members:

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

They are in charge of organizing general membership meetings in their geographic area, as well as planning any regional social/driving activities. They cannot do it alone. We need other members within those areas to get involved in planning and assisting in club activities. Get involved, come to a general membership meeting, and support GVC events planned in your area. GVC needs you!

Earlier this year Diana Gerken, our Membership Chairperson, sent a survey to all members. Response to the survey exceeded expectations. This survey focused on what members would like for activities, when are the best times and what are acceptable prices. Her excellent summary can be found in this issue of the newsletter. It is a great start in identifying what our membership wants from the club. Take a look. I am certain the club will be asking for input from time to time. We need to listen to our membership.

On another note, this month (June) the BMW National Board met in California. Two items agreed upon were:

There will be a dues increase from \$48.00 to \$58.00 for a one year membership. Three year memberships will go from \$134.00 to \$165.00. Five year memberships will go from \$220.00 to \$270.00. The increases will take effect September 1.

As of the end of this year, the minimum standard requiring chapters to publish a quarterly newsletter will no longer be required. Instead, for 2020 and beyond, the club will publish a regional magazine called BimmerLife. It will be sent to each member bi-annually. The North Atlantic Region edition will contain regionally focused articles and advertising. Each chapter will be expected to contribute to the regional newsletter. This does not preclude us from continuing to publish our own club newsletter.

The idea of a regional newsletter has been in the works for a while. I can remember discussion of the idea at a national meeting of chapters three years ago. The dues increase must simply represent the cost of doing business in an era of declining membership in all social clubs and organizations. Genesee Valley BMW membership remains reasonably steady at about 1250 members. We intend to keep our membership numbers stable by providing value for, and communicating with, our membership. It is far easier to retain a member than it is to find a replacement.



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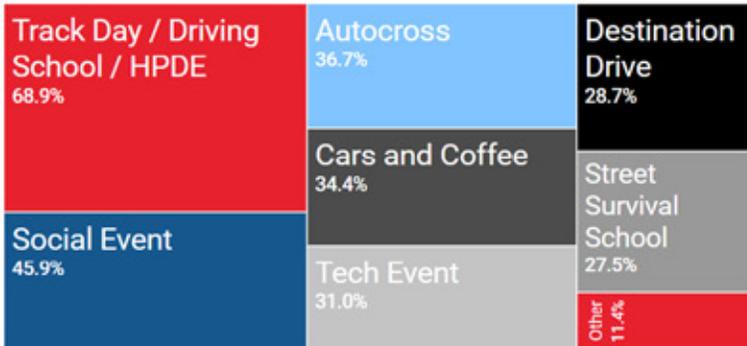


WHAT DO YOU WANT OUT OF YOUR MEMBERSHIP?

by Diana Gerken

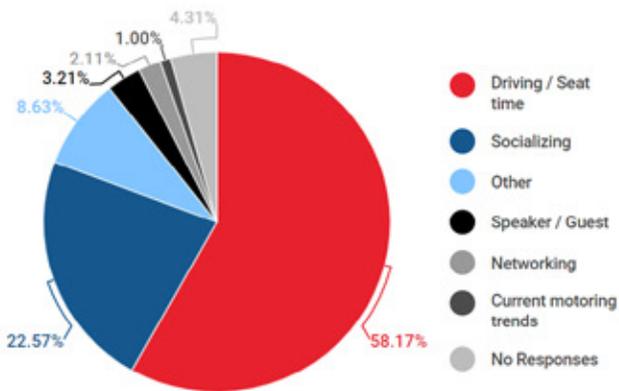
We want to cultivate a better club environment based on what our members want. Taking the first step, we emailed a survey to all of our members and heard back from about 10% of you with detailed results. Some responses were anticipated, while others more eye-opening. While we have a heavy member base in the Rochester area, the GVC region covers most of Western and Upstate New York. It's important that each of you feels as much a part of the club whether you come to one event or a dozen events in a year.

ATTENDANCE OF PAST EVENTS

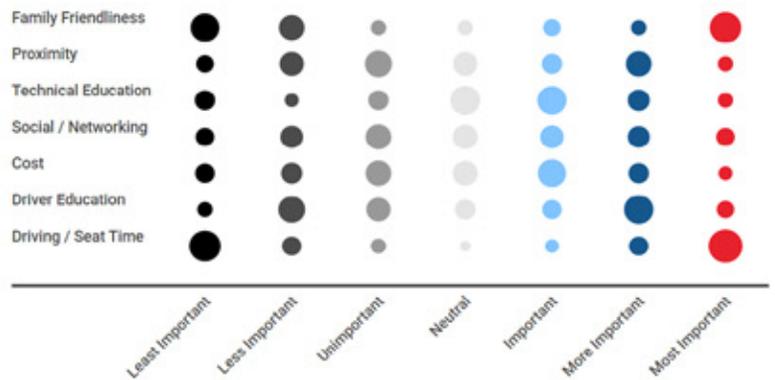


"I wanna go fast."

PRIMARY REASON FOR ATTENDING AN EVENT?



MOST IMPORTANT QUALITY IN AN EVENT

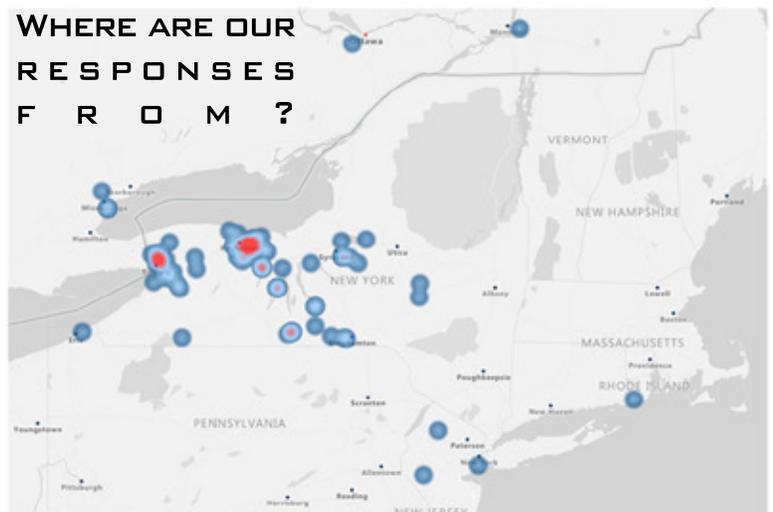


It's no surprise that our members enjoy driving. It's the main reason most of us attend events, but social events are also appreciated as another reason to get together and talk cars, or just have a fun night out. We've heard from quite a few members from the Buffalo and Syracuse/Binghamton area requesting more social events nearby. We want to encourage you to get involved in your area and, with club support, host events in your area. Despite willingness to pay for social events, many expenses can be covered by the club. Tell us your ideas and we'll help get the word out!

AMOUNT WILLING TO SPEND ON SOCIAL (NON-DRIVING) EVENTS



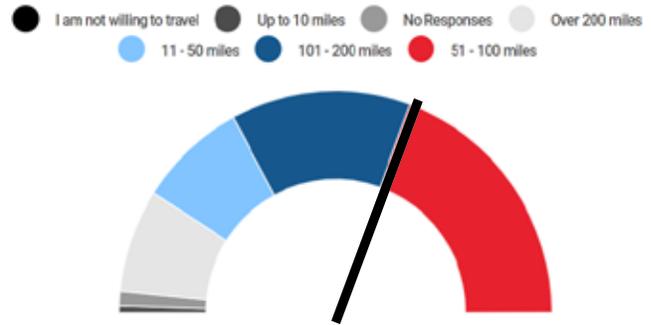
WHERE ARE OUR RESPONSES FROM?



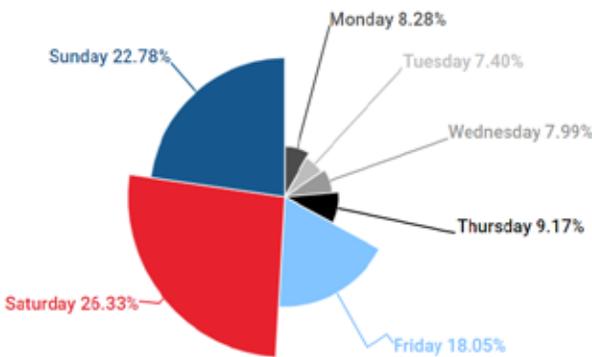
"It would be cool to have such an event for this club in a neutral spot between Buffalo and Rochester."

With such a large area to cover, most of our members are willing to travel for certain events. Main destinations are Watkins Glen International, museums, and other points of interest around the finger lakes. We're pleased to bring back Autocross this year after finding availability at a fairly central location at the Seneca Army Depot. Clearly weekends are the prime time for full day events as we continue to plan more HPDEs and events at Pineview Run in Lafayette.

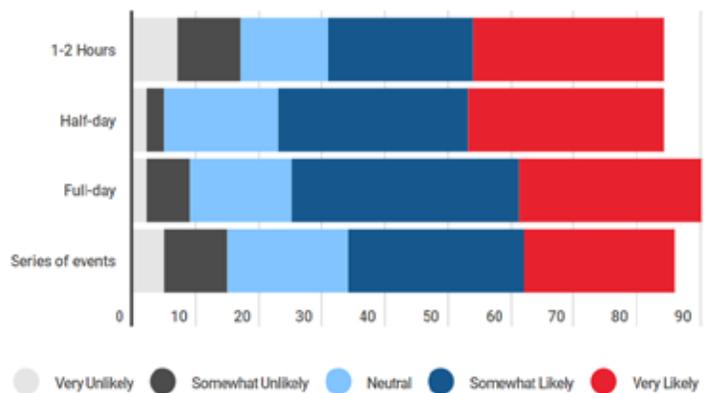
HOW FAR ARE YOU WILLING TO GO?



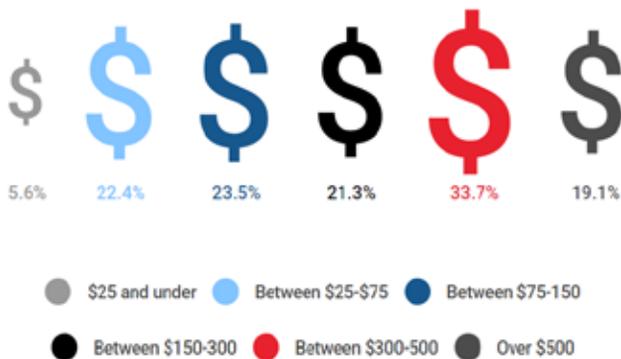
BEST DAYS TO MEET?



INTEREST IN DURATION OF EVENTS?



AMOUNT WILLING TO SPEND ON DRIVING EVENTS?



"Autocross on the low end | Track time on the high end"

For driving events we feel that our costs are on par with what members are expecting to pay. For Autocross events the entry fee is around \$50 and there is no special car setup needed. With HPDE events you can choose from a range of a single Novice Day to a full weekend full of time on track and in classroom sessions with costs anywhere between \$300-800 depending on duration and skill level. At any driving event you'll see cars and drivers of all ages, so don't be shy about coming out to test your limits, learn a lot about driving, and have a heck of a lot of fun while doing so.

"I need training! BMW M Schools are quite a bit more \$\$\$!"

As a whole, this survey was just one way for you to tell us what you want out of your membership with the GVC Chapter. The more members get involved, the stronger sense of community we'll have. I know I've enjoyed meeting many of you in just the short few years I've been with the club.

I'm truly looking forward to all the events scheduled for the rest of this coming year, and I hope to see you out with us!

"More events at WGI or even Ithaca"



318iS and Miata in pit lane before the race



Our pit clock showing the temperature Saturday afternoon

THE LITTLE CAR THAT MOSTLY COULD

Racing a 1991 318iS for 24 Hours at Nelson Ledges

Article and photos by Karl Hughes

In 2010, fellow GVC member Jon Coffin went to Canada to crew for some friends (Adrienne Hughes and Roy Hopkins, among others) at a ChumpCar endurance race. He came back from that race with an enthusiastic assessment of ChumpCar and “crap can” endurance racing. “We have to do this,” he told me. “OK, let’s get together and chat,” I replied. “No,” he said, “We can’t just talk about it. We have to do this.” This conversation started us down the slippery slope of wheel-to-wheel endurance racing in “cheap” cars.

Roy and Adrienne were running an E36 318i, and doing ridiculously well (due to excellent driving, excellent car set up, and a car with superb balance and handling). We didn’t have an E36 318i, but we did have a 1991 E30 318iS that I had picked up as a parts car. We arm-twisted a couple of like-minded friends into participating in this mad scheme, and Team Koko began its endurance

racing odyssey.

We read the rule book carefully, gathered the then-required documentation (10 craigslist ads showing the same make/model/year of car for \$500 or less, running and driveable). We spent a few months dismantling, tube bending, patching and welding, and came up with a functional race car in time to compete at our first race in June of 2011. There were teething pains, as you might expect, but we had a heck of a good time, and slowly progressed with each iteration of prep/race/repair/improve.

A typical race weekend would consist of some practice on Friday, and then 7 hours of racing on Saturday, and another 7 hours of racing on Sunday. We split this time into four stints, because the rules allowed a maximum of 2 consecutive hours driving per driver. The game was simple (minimize pit stops, maximize time on track, hand the car off to the next driver intact). We learned about

tactics and strategy, and how to stay sharp all the way through a 2-hour stint (not as easy as it sounds, kids).

At the Nelson Ledges 25 (yes, ChumpCar wanted it to be the longest “Longest Day”) in 2011, we had mixed results. I had a close encounter with a tire wall at speed which resulted in a fair amount of downtime, but we eventually got it back on the track and were running at the end. Running through Nelson’s “Kink” with the throttle flat in the dark was perhaps the toughest thing I had ever done in competition driving, and as a group we agreed that racing around the clock was A Lot Of Fun.

In 2012 we went back to Nelson, started out well, but cooked the engine and retired early. It did not escape our notice that a car we were consistently lapping hung in and finished third by virtue of calm, consistent driving, and not much time in the pits. We took note. Unfortunately Nelson fell on



The back end of th 318iS with lots of oil after 24 hours

hard financial times for a while, and ChumpCar did not return until 2018 (and after the name change to ChampCar). When Nelson appeared on the schedule again, we deliberated for 10 seconds or so, and signed up.

In the interim, we had learned a lot about endurance racing, and had expanded the original team from one car to two, and then to three. Maintaining one racecar is a time-consuming chore, so our “team” became essentially three teams of people who maintain their own cars, share resources on and off the track, and share drivers depending on which cars are going to which tracks.

For 2018 we decided to run the Team Koko 318iS and the MDR Miata, and leave the Step Brother’s 1988 325iS at home. The logic was that the two 4-cylinder cars would be slower but better suited to staying running for 24 hours, and we needed more than four drivers per car. Our goal was to try to land in the top ten. Our driver lineup in the 318 included original Team Koko member Ed Tucker, fellow GVC member Jon Laughlin, Step Brother’s teammates Wes and Charlie Davis, and long-time teammate Jason Nolan, who was also driving stints in the Miata. Aside from Jon Coffin handling the team manager duties, we also had the help of crew members Brian Smith and Ed Leubner. For a 24-hour race with mandated 5-minute minimum pit stops for fueling and 2-hour maximum stints, we would

have to spend a minimum of 55 minutes in the pits. With luck, we would keep it as close to that as possible.

The 2018 race was held at the end of June and into the beginning of July, and it was hot. We arrived on Friday, got set up, inspected and registered, and headed out on track for practice. For 2018 we had addressed a rear alignment issue by installing camber and toe adjusters. We had sorted the car at a previous race and were convinced it was handling the best it ever had. But, in practice the car was terrible, acting as if a rear tire was low, and such a handful that we brought it back in immediately.

The adjusters we had installed had come loose, causing the car to toe out in the rear under side loading. So, we emptied the trailer, pulled the car in and aligned it again, and then went back out to test. The car handled beautifully, so we brought it back in and welded the adjusters in place. We were unwilling to risk the adjusters coming adrift in the middle of the night, and decided to commit to the alignment we had. The Miata, being a Miata, was working flawlessly and reliably.

We got a good night’s sleep, and returned to the track Saturday morning for the race start. We had decided to split the team into a day crew and a night crew, based on previous experience. The day crew would race while the sun was up, and the night crew would presumably rest until dark, then hop in

the car and carry on until dawn, and hand it off to the freshly rested day crew.

I was one of the night drivers, so I helped get everything going, and then attempted to rest a bit. Did I mention it was hot? I mean hot. We recorded nearly 103 degrees under the pit canopy on Saturday afternoon. The cars were running well, and the drivers were driving well, but being in the car at that temperature was brutal. As usual at a 24, attrition started early. We watched a few teams around us drop out, or take time for lengthy repairs and get back in the game. The 318 and the Miata kept on clicking off laps, and thanks to the pit stop choreography by Jon Coffin we were getting the 318 back out on track at the mandated 5 minute minimum each time. The car was using oil, which we determined was a leak from somewhere around the oil filter housing cap, but it wasn’t leaking fast enough to require stops more often than the standard 2 hour interval, so we kept adding oil and running.

We were more than a little concerned when we replaced the left rear tire and found the inside of the wheel covered with black goo. At first it looked like a CV boot had failed, but after a quick check we realized that this was simply oil blowing down the left side of the car from the filter housing. We put the new tire on and went back out.

When the dusk-into-dark stint rolled around, it was my turn to get in the car and start the night crew going. Out on track, I started trying to keep up with the day crew’s job of clicking off brisk laps and staying out of trouble. There were some very fast cars out there, but many of the quickest were having mechanical issues that moved them down the ranks. The live timing feed showed us that the reliably fast cars were a 3.0 liter Porsche 944, and a second generation Mazda RX7 with a GM V6 swapped in. A Saturn coupe, oddly enough, was very closely matched with us, and I spent a lot of time running with it. Cornering and braking, the 318 was keeping up with the quick people, but all three of these

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cars could walk us on the straights. I did what one does in endurance racing – try to manage where the faster cars would go by to minimize risk, try to get by the slow cars as rapidly as possible without undue risks, and preserve the brakes and tires.

We were slowly moving up the ranks as wear and tear took its toll on other cars, as was the MDR Miata. At some point the Miata had a mild bump with another car which bent some front fender sheet metal and required a realignment of the lights, but they were back out of the pits again rapidly. One of our neighboring teams in the pits was running a 318ti which was pulling impressive lap times. Given that they were running a heavier car with the same engine, we were impressed with their ability to motor away from us on the straights. Must have been running better fuel or something. They were also running very light aluminum wheels normally used in drag racing, and that ended up biting them when the center came out of one of the wheels. The ensuing delays for repairs and changing of all the wheels moved them down the order. Ed and Jason filled out the night driving crew, turning faster laps at night than during the day. Still warm enough for decent grip, but denser air made for more power. Plus, at night you can't see what you're going to hit if you go off...

Back in the car in the small hours of the morning, the magic of running fast at night was great fun. I danced with the Porsche for a bit, but the driver made good use of the 3-liter's power and drove away into the dark. The RX7 stopped for a flat tire and a front brake pad change overnight, but those must have been fast stops as they were maintaining a spot well up the field. The Saturn driver was really wheeling the plastic car along during my night stint, carrying a ton of speed at the end of the long straight. From my seat it looked like it might be a little scary keeping the car on the pavement through the left-right combination onto the front straight, but he kept getting it done. Meanwhile, the



View of the paddock and the pre-dawn fog

318 kept motoring on, spraying oil down the left side of the car and turning nice, consistent laps.

Near dawn, one of the Porsche drivers ran the 944 off the track, which damaged the oil cooler and took the car out of the race, reminding us all that fast laps are great, but you can't win if you don't finish. That moved us up one spot, and things were looking good for a decent finish. Lots can happen in the remaining hours of an endurance race, though, so we were still holding our collective breath. When Charlie Davis got in the car for the second to last stint in the morning sun, his orders were to stay under control, have no contact and preserve the car. He did that admirably, bringing the car in without any mishaps and having turned consistent quick laps. The Miata was still hanging tough, a little behind us but still well within the top ten. Wes got in the car with 2 hours to go, with the same orders. Go quick, save the car, don't throw it away. He duly complied until the point where math told us that even if the car quit we still had enough of a lead over the next car to maintain our position. Then, knowing it wouldn't hurt us, Wes put the hammer down and turned some blistering laps in the 318, although he couldn't overcome that cold air advantage we night drivers had enjoyed.

In the end, a very oily 318iS rolled

across the finish line in second place, having turned 932 laps in 24 hours, for an average speed of 89 miles per hour. We used 16 quarts of oil and changed several tires, but made it all the way on one set of brake pads. We spent about 57 minutes in the pits. We were 19 laps behind the winning RX7, but 33 laps ahead of the Saturn. The Miata finished 4th, incredible results for the team. Two cars that would lose a drag race to pretty much every other car out there finished at the top due to clean driving, superb pit stops, and being easy on tires, brakes and fuel. Oh, and with just a little bit of luck.

So, if you're not doing anything on a weekend this September, and you've always wanted to put on a fire suit and a helmet at 2 AM and refuel a race car at a little track in northeast Ohio, let us know. We can always use another crew member, and when they're racing around the clock at Nelson we seem to keep needing to go back...

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completed, we needed to see what was involved to actually compete in this event. The transit part of the One Lap was well understood and I knew what it takes to travel that many miles day after day at all hours, in all weather conditions, since no one else has done 15 re-cons of the One Lap prior to competing.

Next, I knew we needed a car. But, we put that on the back burner for the time being. Both Alex and I needed the requisite track time and experience per the rules set up by Brock Sr. In the fall of 2017, we participated in a one-day at Watkins Glen hosted by the GVC BMW club called “A Taste of the Track.” This was intended to see if you really wanted to drive your car at speed on a racetrack and to give you a bit of track experience. It was a very informative day and both Alex and I progressed rather easily and felt very comfortable driving on the track. Now we were ready to try a full two-day HPDE at Watkins Glen, and the GVC BMW club again hosted this weekend. My randomly picked instructor du jour was Jon Meyer, a very experienced and incredible instructor. He was very laid back but gave the right amount of instruction to make me feel at ease.

My car for the weekend was my old faithful 2005 MINI Cooper. I knew it was not going to be our One Lap car, but it was my only car to test my abilities on track. What I found out was, it is a momentum car. As I learned to take turn two at the Glen without lifting, shift mid-way up the hill towards the back straight, now into 4th, Jon would indicate this was a good time to pass the car directly in front of me. Once I received the point by, I replied to Jon, “But captain, that’s all she’s got.” Once I did pass someone and not in a power situation, I could handle the corners and curves without a problem.

The weekend gave us the confidence that we could compete in the One Lap, maybe not as an experienced, top of the field driver, but we could join the One Lap circus. Once 2018 arrived and with winter in the Northeast, there was no opportunity to race, so we turned our thoughts to what we should drive.

One day I received a note from a One Lap competitor asking me if we had a car. I said no and he surprised me by offering us a ride from another veteran competitor to the One Lap, using his 2009 VW GTI. A very generous offer indeed. I talked to the owner about the offer and we soon had a ride. The car would be fully prepared and ready for us to test drive at New Jersey Motorsport Park, just prior to the One Lap in May. So we picked up the car, drove to New Jersey and tested the car for the entire weekend. The GTI was completely gutted, full race cage, race seats, with Brembo brakes and a new larger turbo. This was a big step up from the MINI, and we found the car to be incredibly fast--with great handling and brakes. After the weekend Brock Yates Jr. gave us the OK to participate and we too felt comfortable with the car, so it seemed we were ready for our journey to the One Lap in about a week.

We collected all our needed supplies and paperwork and drove to South Bend, IN, the home of Tire Rack and the start

THE ROAD TO THE 2018 ONE LAP OF AMERICA

Article and photos by Steve Rossini

In May of 2017, I announced to the faithful gathered at the drivers meeting for the 35th running of the Brock Yates’ One Lap of America, that I would be turning in my camera for a driving suit and helmet. My announcement was met with a heartwarming cheer from those in attendance that included a mix of veteran One Lappers and newbie Lap Dogs. Why the excitement? Well I have been photographing and documenting this event for the last 15 years, which accounted for over 70,000 One Lap miles; 100,000 images taken; 15 yearbook volumes printed; countless magazine articles and a long list of incredible friends. Now it was time to get behind the wheel.

Well, that was the easy part. The next part was easy too, I needed a co-driver. It was a simple question to my son, Alex, and of course the answer was, “Yes.” So, with the easy part



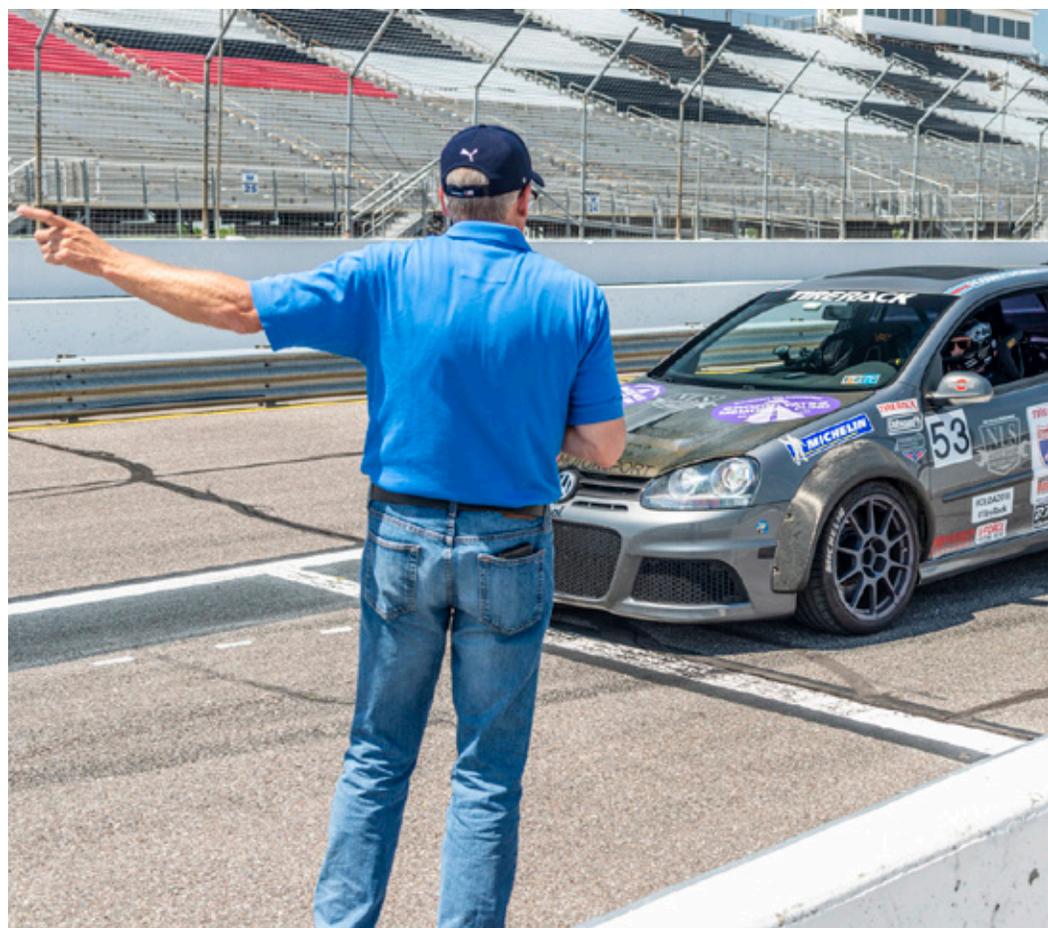
of the One Lap. This time we would be participants and not the photographers, so I brought in experienced One Lap photographer, Bill Guy, and experienced One Lapper, Stephen Burke, to do the photography for Highland Design Studio.

May 4th. South Bend, IN. Friday was tech inspection, registration and drivers' meeting. This was also a time to get reacquainted with old friends and meet some new ones. Everyone was very supportive of our new adventure.

May 5th. Tire Rack Headquarters, South Bend, IN. Saturday was the big day and we knew the drill, but we are now competitors, so things were a bit different. The first activity is to empty the car of everything, and make sure the wheels are torqued, oil topped off, etc. This is a process we would become familiar with over the next few days.

The first event was the wet skid pad, a 200' wet circle at Tire Rack's test track, and I took the first driving duties. I came in 48th out of 76 cars and very happy with the results. We packed the car and headed to our next event for the day at Autobahn Country Club in Joliet, IL. A

CONTINUED on Page 16...





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quick 106 mile trip.

There was only one session at Autobahn, and I was in the drivers seat again. During the re-con lap on the back straight, the car did not handle the way it had in New Jersey. Under hard braking the car spun and gave me a bit of a scare, but I was able to keep it on the track and in one piece, and was able to drive the three competitive laps, but not with 100% confidence. I guess I was a bit apprehensive, so my time was not the best, but I finished ahead of the Prius, some consolation. But hey, I did OK although I felt something was amiss with the car. Anyway, we had day one complete and so far, so good. It would be an interesting week.

May 6th, 248 mile to Gateway Motorsport Park, Madison, IL. We arrived at Gateway for the Sunday activities. After Autobahn I had the car checked and it was determined the ABS and traction control system were on the fritz, but we should not have a problem with it during the week. Still not feeling completely at ease.

So I drove the first session and the car behaved very well. It was smooth and predictable under

breaking on the straights and under control through the corners. I was still getting over the previous day handling issues, as I drove the GTI a bit conservatively, but still we increased in the overall standings. Onward and upward.

One big change we found this year over previous years is that there was a lot of down time. Not that we are complaining; it was just different. This allowed us time to talk to others who have driven this track for some very beneficial suggestions on how to drive the course. Also, it gave us time to check the car and get ready for session two.

Alex took the afternoon session and had no problems and we again climbed in the standings.

There were two events this time, the road course and a drag race. Alex ran the dag race part of the day and had a 14.7 sec. ¼ mile and he did well in the bracket race to run a third time. This again allowed us to move up a place or two. We were now in 59th. At this rate, we could be in the mid fifties in no time.

On the One Lap, as soon as you finish your afternoon run, you pack up and head to the next

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track. There is not a parade or organized route, just get to the next track by morning. Brock Jr. does have a suggested route book, but with today's Waze and Garmins, most just go their own way. Since Brock has an incredible knowledge of this country's roads, it is sometimes prudent to read the route book he has put together. Previously, as the photographers, we usually departed the tracks some time after lunch. This allowed us to get to the hotel and get a decent night sleep so we could get up early do our job properly the next day. Now we would be leaving after our second run sometime in the late afternoon. Our overnight transit today was not that long so we stopped at a family-owned Mexican restaurant in "Somewhere," Missouri, a nice stop from the highway noise.

May 7th. 436 miles to Hallett, OK. This is a track I have been to many times, but never as a driver. We walked the track and got the car ready for the morning run. I drove the morning session and did not have any issues. Probably still a bit conservative, but this is a tough track to learn with just one re-con lap and then 3 hot laps. That put us in 61st out of 71. Alex ran the afternoon session and it was good enough to allow us to move up another place.

May 8th. 610 miles to High Plains Speedway, Colorado. We arrived early at the track, and performed our daily ritual of checking the car and walking the track. During our walk some experienced High Plains drivers coached us on how to drive the track. That was very beneficial, we will take any help we can get.

I took the first tour in the morning session. The re-con went well as I became more familiar with the track. The coaching helped as I remembered the key points of the track. First lap was great. Not sure what my time was, but the car in front of me and the one behind were staying at the same distance, so all was good so far. Lap two went just as well and I was feeling like I was settling in and having some fun. This could be a good week. I started lap three, passed the start line, hit the brakes hard, turned left – and the engine went silent, and I coasted to a safe stop off the driveline.

We were done – out – finito – fertig – fini – kapoot.

I waited for the tow to take me back to the pits. This was not boding well and I feared the worst. The One Lap family shows its true colors when there is a problem and a crowd gathered to help unload the car and push us back into our pit. Offers to help came pouring in, as well as tools and jacks to diagnose the issue. After a time it was determined

that the problem was a fatal engine failure and our week was done. Now to see how to get a dead GTI back to Pennsylvania, just 1,670 miles away. Many offers and suggestions came in and it was decided that we would leave the car at the track for the time being.

The fates have a funny way of deciding things as we considered what our next step would be. One of our photographers needed to return home but would stay with us until NOLA. Since my personal car was in South Bend, Alex and I would pack our gear in the media car and hitch a ride back via the rest of the One Lap schedule. Alex and I had brought our camera gear with us and since we would be down one photographer, we would fill in doing a job we know all too well.

Lucky for us, the media car that they rented was a Nissan Armada. It is amazing how full one of these behemoths can get when you try to fit four guys and way too much gear loaded inside.

We continued on our way for the next few days. As Alex and I walked around the paddock we were inundated with questions, updates and condolences about our previous day. It does help when everyone understands, since most competitors have been in a similar situation at one time.

May 9th – 12th; 2,349 Miles; Cresson, TX to South Bend, IN - As we traveled back to South Bend via Motorsport Ranch, NOLA and NCM, the discussion came up as to what are we going to do for 2019. Alex and I will return to compete in the 2019 One Lap, this time in my own car and preparation. We have more track time under our belts now and since then I did acquire a 2013 BMW 328i E92 and have been working with Eksten Autoworks, our title sponsor, to prepare the car for success. Suspension is the main target with new tires and preventative parts replaced to make it through this week without issue. We feel we have the right car and the right support to achieve this. We know we will not place in the top echelon of the event, but we do plan on competing as best as we can--and above all, finishing and having fun at the same time. And to compete in the One Lap with your son, what could be better?

The 2018 One Lap experience was a shorter week than we had expected, but as life reveals to us so often--things don't always go as planned. It was a great week, as always, and we will compete in 2019.

FOR UPDATED INFORMATION, CHECK OUT:
www.OneLapofAmerica.com.



ASK DR. BIMMER

(Telling the truth for thousands of years.)

by Charles Stancampiano

Welcome back foolish mortals.
The Doctor is in.

DANGER! SOLAR-POWERED UNICORNS AHEAD.

Dear Dr. Bimmer,

I get all my information from the Interwebs and my solar-powered Vegan 2000 laptop running OS2. I have noticed that when I try to investigate a solar-powered car, I either run into articles explaining how wimpy solar power is (proving a solar car is impossible) or web sites willing to take my money for a sun-powered auto that doesn't exist yet. What is the real scoop? Is a solar vehicle viable with today's technology?

Signed,

The Prince of Whales

Dear POW,

The answer is not really, sort-of, maybe. The idea of a solar-powered car is one of those things that people desperately wish were true (like fat-free cheesecake or Cheetos that don't make your fingers orange). Slap some solar cells on the roof of a Tesla; connect them to the traction battery and voila! you have a solar car that costs nothing to run and does not harm bees. Not so fast.

Let's look at some numbers. How much

electrical energy is available from solar cells? Out in space, the energy from the sun is about 1380 W/m² at the top of the atmosphere. At the Earth's surface it falls to about 1000 W/m² (and that is at the equator in full sunlight).

Typical solar cell efficiencies are in the 20% range so we end up with about 200W/m² of electrical power.

For those that are unit-challenged, 200W/m² means 200 Watts of electrical power per square meter of solar cell area.

Now consider the following. How many square meters of solar cells are you putting on your car? Also, we don't live at the equator. The sun is not directly overhead 24 hours per day even at the equator. It might be cloudy or dark (even in Rochester, Syracuse or Binghamton). Let's forget about those practicalities for now which may reduce the available output by 50%. Let's say we have 200W to work with.

So how does 200W compare to the power required to move a car? The conversion between horsepower (hp) and Watts (W) is:

1hp = 745.7W

[Side note: People in Europe use the metric horsepower (PS) which converts to 735.5W.]

Some other useful conversions:

**1 gallon of gasoline = 33.7kWh
(used by the government to
calculate MPGe)**

A Nissan Leaf uses 34kWh of energy to go 100miles which is equivalent to 99MPGe.

Of course, using the artificial MPGe for a full electric vehicle makes no sense. The correct unit of energy consumption should be kWh/mile or kWh/100miles.

So our 200W yields about 0.27hp which is a pitiful number. A Smart Car, which is just barely a car, has about 70hp which translates to 52200W or 52kW (52 kilowatts)!!!

So you would need 261m² or 2810 sq. ft of solar cells to produce 70hp of electrical power on a sunny day at the equator. This would be a square area 53ft on a side.

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Of course you don't need 70hp to drive down the road. At a steady cruise, you could get away with 20-30hp (<https://zfacts.com/zfacts.com/p/821.html>). The solar cell area is still huge (and expensive).

The other problem is that you need electrical energy to run the rest of the car. The entire electrical system on a 1972 2002 is about 460W; modern cars are much higher. Do you want air conditioning (~3kW), heated seats (~200W), rear defroster (~100-200W) etc.?

You probably have seen the solar powered cars that have been built for various competitions (e.g. <http://americansolarchallenge.org/>). None look like current production vehicles. They have 1) Light weight, 2) Lots of aero tricks 3) Skinny tires (narrower than an i3!) 4) Limited cargo capacity, 5) Drivers who look like Lance Armstrong, 6) Low hp motors, etc.

The bottom line here is that if you ask any engineer what to do, they will tell you to put solar cells on the roof of your house

(where they can be angled to point at the sun) and then charge your electric car from the home system.

"Yes.", you say, "But isn't there a solar roof option for the Prius? And didn't cult leader Elon Musk say something about a solar roof for Teslas?"

There was a solar roof option for the Prius around 2010. It cost \$3000 and produced 50W and was disappointingly used to only run a ventilation fan to cool the interior on a hot day. Currently, there is a Prius Prime solar roof option (made

by Panasonic) that charges the traction battery. It produces 180W and gives an additional 3-4 miles per day of extra range if it is sunny. See : <https://www.autoblog.com/2017/02/28/panasonic-toyota-prius-roof-solar-panel/>. It is currently not available in the US because it will not pass US rollover safety standards.

Here is what a 180W solar roof looks like.

As far as Teslas having solar power, Elon has recently decided that the added



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cost and complexity is not worth the slight range increase you would get which reverses an earlier statement made in 2016 claiming there would be a solar roof option (<https://www.businessinsider.com/elon-musk-says-tesla-to-offer-solar-roof-on-cars-2016-11>).

While the numbers do not look good for a solar powered car, this doesn't seem to have stopped at least three start-ups from offering solar vehicles.

The EVX Ventures Immortus <https://www.sciencealert.com/meet-the-immortus-the-world-s-first-solar-powered-exotic-sports-car>

EVX is based in Melbourne, Australia.

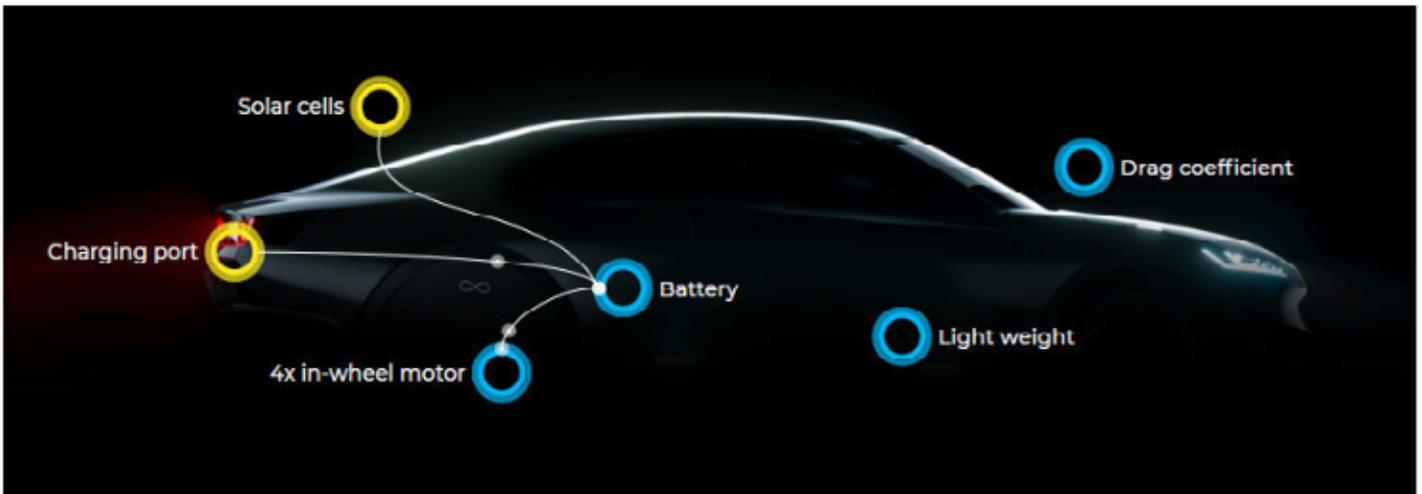
This car delivers "the complete independence that comes

from never [needing] to refuel".

Sono Motors Sion:



Meet The Immortus, The World's First Solar-Powered Exotic Sports Car

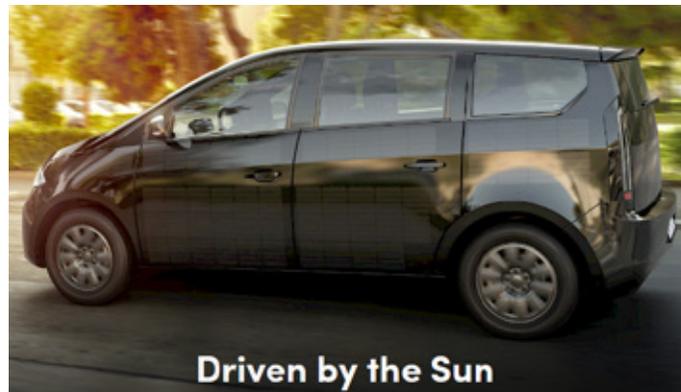


2) The Lightyear One <https://thedriven.io/2018/12/19/first-solar-production-car-planned-for-sale-or-lease-in-2020/>

This is a Dutch company with some tech staff that has built a solar car before (the Stella Lux). Here is a fuzzy rendering of

the Lightyear One.

It's only "Starting from €119.000 excluding taxes". <https://lightyear.one/i-want-one/>



<https://sonomotors.com/>

Sono is based in Munich and will produce cars in Trollhattan, Sweden. Soon. Really soon.

Preorder now! The Sion is only €25,500 and more than 10000 people have preordered.

None of these unicorns are available in the US. Damn those Europeans always

hogging the cutest mythical creatures!

The Dr. Bimmer spy staff predicts some of these start-ups will not be successful. Even Tesla, who sells actual cars for real money, is not profitable these days. GM has discontinued the Volt and the Bolt might not be far behind. Sales of the BMW i3 and i8 have not been spectacular.

Well OK, this might not work so well unless we want to drive around in 20hp, 1000lb vehicles with bicycle tires and no air conditioning. What about using the solar panels to charge up an electric car battery? The chart below shows various parameters for popular electric and hybrid cars.

Note the size of the battery given in kWh
CONTINUED on Page 22...

Make Model	0 to 60 (Seconds)	Avg Range (miles)	Avg Range (kms)	Battery kWh	Miles per kWh
Hyundai Ioniq	10.8	125	201.17	28	4.46
Citroën C-Zero	15.9	60	96.56	15	4
Mitsubishi i-MiEV	15.9	60	96.56	15	4
Peugeot iOn	15.9	60	96.56	15	4
Chevrolet Bolt EV	6.5	238	383.02	60	3.97
Opel Ampera	6.5	238	383.02	60	3.97
Nissan Leaf 2018	8.4	150	241.4	38	3.95
Tesla Model 3 (standard_)	5.9	205	329.91	52	3.94
Renault Zoe	13.5	145	233.35	37	3.92
Volkswagen e-Golf	9.6	125	201.17	32	3.91
Tesla Model 3 (Long_Range)	5.4	280	450.62	72	3.89
Hyundai Kona Electric	9.3	155	249.45	40	3.88
BMW i3	7.3	105	168.98	27.2	3.86
Volkswagen ID. (2019)	8	230	370.15	60	3.83
Hyundai Kona Electric	7.6	240	386.24	64	3.75
Kia Niro EV Mid-Range	9.5	145	233.35	39.2	3.7
Kia Soul EV	11.2	110	177.03	30	3.67
Fiat 500e	8.5	84	135.18	24	3.5
Volkswagen e-Up!	12.4	65	104.61	18.7	3.48
Ford Focus Electric	9.9	115	185.07	34	3.38
Tesla Model S 75D	4.4	240	386.24	72.5	3.31
Smart Smart EQ for-four	12.5	55	88.51	16.7	3.29
Mercedes EQC (2019)	5	215	346.01	70	3.07
Jaguar i-Pace	4.8	250	402.34	85	2.94
Tesla Model X 75D	5.2	205	329.91	72.5	2.83

CONTINUED from Page 21...

(this is kilowatt hours). For example, the Tesla Model 3 standard has a 52kWh battery pack. If you divide the battery size by the charging power in kilowatts, you can estimate the charging time in hours (assuming the charging electronics is 100% efficient). For our 200W example it would take 260 hours to fully charge a Tesla Model 3 standard (52kWh/0.2kW=260h). That is about 11 days assuming 24-hours per day of sunlight. If you had 5 hours per day of sunlight, it would take 52days! You must learn patience, Grasshopper.

It is somewhat ironic that while I was writing this article, my laptop went into sleep mode and my cell phone beeped at me because the batteries were depleted. Since it's dark outside, I think I'll charge them by plugging them into a wall socket.

That's all for now. Gut Zündfolge!

Dr. Bimmer



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. Shown here is Elaine Lanni taking a break from admiring the Parthenon in Athens, Greece, May, 2019.

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Bill Howard pilots his vintage '72 BMW 2002 through Turn 9 at Watkins Glen.

GVC SPRING HP DRIVING SCHOOL AT WATKINS GLEN

By Ian Dickerson

Photos by Alec Connors Photography, except where noted

This year the Genesee Valley Chapter (GVC) had their spring high performance driving school at Watkins Glen in the last week of April. The Glen pushed our opening weekend back from early May to the end of April a couple of years ago, and similar to last year we were met with decidedly chilly, wet, and windy weather. Blowing snow, actually. In what had to be one of the more bizarre weekends for track driving, our three-day event started off with cool but partly sunny weather on Friday, which then deteriorated to cold and snow on both Saturday and Sunday. But surprisingly, the feedback we got from the students indicated that most folks had a great time and learned a lot about HP driving in these less than ideal conditions.

Friday evening GVC hosted our usual Garage Party once the track closed, providing carbonated malt beverages as well as organizing the “Concours de Chili” competition. The Glen also hosted “Happy Hour on the Esses” at the Jack Daniels Club overlooking

turns 2 and 3, and provided two free beverages to all participants and guests. Meanwhile, while the masses partied, the gallant Tech/Registration crew toiled through the night inspecting cars and registering drivers for the following day. Fortunately, our Chief Driving Instructor and other like-minded staff provided some uncarbonated malt beverages of the single and blended variety for the Tech Gang to sample, and Rich Brainerd brought along some of his favorite agave-derived beverage when he came to check in, so all was right with the world that night, at least in Garage Bay 1.

Saturday dawned. More accurately, the sun came up somewhere, but it was not immediately apparent if its rays were reaching the Watkins Glen track surface. It was cold, and alternated between sleet and rain for most of the morning. While not at all pleasant for standing around even in the shelter of the garages, the weather was a formidable teaching environment that rewarded smooth and predictable inputs.



Students did a fantastic job driving to the conditions, and had a great time on track despite the less-than perfect weather. Conditions gradually improved for the afternoon sessions, and by the end of the day the sky had cleared and the track had dried, providing sunny but still chilly conditions. Saturday night GVC once again hosted a Garage Party after the track closed. And after the Garage Party we moved to the Jack Daniels Club for dinner, which provided a great chance to catch up with old friends and make new ones.

Sunday dawned and a bit brighter than Saturday, but we were greeted with spurts of blowing snow! The ground had thawed, so no snow stuck, but with the low temperatures it was definitely smart to tread lightly (pun partially intended) especially with R compound track

The GVC Tech Gang in repose: Stephen Smeenck, Seantea (aka Shawna) Temple, Matt Cain, Jeff Gabel. Back row: Agave-wrangler Rich Brainerd. Photo by Ian Dickerson.



CONTINUED on Page 26...



CONTINUED from Page 25...

tires. This was definitely the weekend to have brought your summer street tires, as they worked much better at the lower temperatures. Nonetheless, folks again had a great time even if they were wearing all the clothing layers they brought to the Glen! The afternoon once again improved to give some great driving weather to end the weekend.

Word has it that June will be warmer, so come on out and join us for another great weekend of spirited driving and socializing at the Glen.

Tim O'Brien (aka "Black Flag") and Tracey Devine ran Pit Lane in pretty ugly conditions all weekend, and deserve many "warm" thanks for their hardy efforts. Photo by Ian Dickerson.





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2019 GVC PANCAKE RUN

Article & some photos by Ian Dickerson

The 2019 GVC Pancake Run was held on Sunday, March 24. Despite the early date, we had surprisingly good weather for our drive. We had an international cast this year, as my daughter and I were accompanied by Wiktoria Stomska, a high school exchange student from Poland that had been staying with us. It was a bit early for a Sunday morning for Wiktoria, but really, how often would she be able to drive through upstate New York for pancakes after she returns home? Wiktoria did not find this a particularly convincing argument, but she gamely joined us in our pursuit of the perfect pancake. We were also joined by Bruce Runsey, a corner worker at the Watkins Glen Racetrack who drove up from Penn Yan to participate. Bruce enjoyed his interactions with GVC club members down at the Glen so much that he joined the club himself! Be sure and welcome Bruce to the club, whether you meet him at the Glen or at one of our social functions.

We met up at the Quicklee Travel center on NY 15 just off of I-390 in Avon, and had quite an eclectic assortment of Bimmers, ranging from a 2002 sedan to an X5M SAV. After fueling up with

The GVC Pancake bunch departs the interstate, headed for backroads, potholes, and pancakes. Photo by Diana Gerken.



Wiktoria Stomska , Emma Dickerson, Bill O'Neill, Bruce Runsey at the "frozen volcano" water fountain at the Glen Iris Inn in Letchworth State Park.



The crew preparing to set out for pancakes.



Bruce Runsey, Bill O'Neill, Emma Dickerson, Wiktorja Stomska backdropped by the Upper and Middle Falls in Letchworth State Park.

coffee, hot chocolate, and 93 octane, our conga line of cars set off for Cartwright's Maple Tree Inn. We drove south on I390 and then got off the highway at Mount Morris, and continued to the Maple Tree Inn on the backroads. Some spirited driving, combined with a little pothole avoidance, soon had us down at Cartwright's. We were not the only ones that thought this would be the perfect morning for pancakes, so we chatted and socialized while waiting in line to get in (to the Inn). Once inside we enjoyed

a terrific all-you-can-eat breakfast of pancakes, ham and sausage.

After gorging on pancakes, a smaller group of us headed off to another gorge, at Letchworth State Park. Here the Genesee river has cut a magnificent slash through the land, with a series of three impressive waterfalls, and steep rock walls that are home to a variety of cliff-loving birds. We stopped at several spots along the gorge to admire the views before heading back home.



PROJECT MINI

continued from last issue's Meet your Membership Chair

by Diana Gerken

As with any beloved car, they deserve a name that suit their personality. Sometimes something quirky, sometimes there's a history behind the name, other times it just seems like fate. As we pulled up to our friends' house with our new British Racing Green MINI Cooper on the back of a trailer and we oohed and ahhed over the newly acquired toy like a kid at show-and-tell, they asked, "Have you named it?" It immediately came to me that there was no better name than Oscar. While great fun to drive, this car lacks any grace or comfort, is a bit cranky about reverse gear, and has a jagged crack in the front bumper that I've dubbed his "snaggletooth." We also picked it up on the weekend of the Academy Awards, which was a funny coincidence. Little did we know just how grouchy Oscar would be in the coming months.

Once home, I registered it and went for the NY State inspection only to have it fail for leaking power steering fluid, bad ball joints, and bad bushings. We knew we were going to be doing a decent amount of maintenance, but didn't expect to have to replace all this so soon. Being the end of February in Rochester with snow still coming, it sat for weeks with us anxious to get to work on Oscar once it warmed up. We stockpiled parts, including some upgrades to aluminum control arms from a newer R56, new front brakes, and stiffer front wishbone bushings.



For the next 3-4 weeks we worked on and off freshening up the rusty subframe, replacing seized up brake lines, and acting as entertainment for our neighbors walking by and commenting on the process. We had some small victories and many frustrations of getting things half-way back together, only to realize you need a different part with the mix of R50 to R56 pieces we were using. With the deadline of the first HPDE at Watkins Glen International fast approaching, we barely made it to get the alignment and inspection the day before the trip down.

Friday morning we woke up early at the Seneca Lodge and headed to WGI for our first track event. My husband in the 135 and I in the MINI that, mind you, I have only driven twice now. The weather looked grim, and by the time the track opened it was actually snowing. Despite the frigid weather, we still sent our cars around the track, learning so much about them in the process. How to drive a smooth and consistent line matters even more during inclement weather. By the end of the weekend it was hard to keep the smile from my face and had me counting the days until the next track event.



LIVING WITH A BMW i3

Article and photos by Philip Milligan

The BMW i3 is plainly bizarre. Truly, BMW has created some oddballs in its day, but the i3 absolutely has to take the cake. It costs from \$50,000+ new, has a carbon tub, a 2600 lb curb weight, a 168 HP/184TQ electric motor, and it is nearly as tall as the X3, yet its center of gravity is far lower. The base i3 rides on 18-inch wheels, with 19 and 20-inch wheels as options, yet not a single tire option for the car comes in wider than a 195 section. It is well known I enjoy oddball AKA impractical cars, yet even I thought I had gone too far with the i3.

How you might ask, does this car function for an average person's day-to-day life? I use the car as a quick errand/appointment runner. Being in real estate I often do short trips, with the furthest being 20 or so miles away, and I have yet to encounter an issue with range. I have a 2015 REx i3, REx simply means it has a small 0.6L 2 cylinder range extending motor under the trunk. This adds around 200lbs, yet eliminates "range anxiety," with around 30K miles on the odometer. My average range is around 80 miles to a charge. It fluctuates around 15% in colder and warmer weather as AC and heat are used. I

use a plain 110V wall socket charger in my home to trickle charge most nights, and occasionally a 220V free fast charger by my office in Pittsford village. So it seems I am a best-case scenario for the i3, as I've driven electric many times (my father owned the first generation Chevy Volt, a Honda Clarity and soon a Tesla Model S). I don't use the car to drive far, and I didn't immediately cringe when I saw the styling. It truly works well for my use, with its rather spacious and interestingly designed open cabin, seating for four adults and decent sized trunk space with additional "frunk" storage.

But what good is a BMW if it doesn't drive well? When it comes to driving the i3, it is as quirky as the rest of the car. Weaving through traffic is peaceful and quiet, the loudest sound being the wind passing by the mirrors. The torque number may sound low, but with the gearing and instant response, a stoplight drag race is almost never lost. The car simply explodes to 40 and easily passes on the expressway. With those tall and narrow tires, the feeling of grip is so different from a more conventional vehicle.

CONTINUED on Page 34...





CONTINUED from Page 32...

BMW engineers claim their 175 section 19-inch tall tire has the same contact patch as a 205 section 16 inch tire, just elongated rather than wide. They did this of course to reduce drag, yet it gives the car an almost twitchy or nervous response. The steering is light and the brakes are firm and haul the car down to a stop very quickly. If you simply lift your foot off the accelerator pedal, the

car will begin regenerating power and decelerating as if you were braking. This "regen" braking triggers the brake lights and shows how much power you are saving on the LCD gauge cluster. The i3 can be an absolute joy to drive on a back road, with the tail almost never stepping out due to the rear motor and range extender pushing down on the rear axle, giving plenty of grip. My only complaint

would be that on the expressway the car wants to dart in the lane somewhat; 65 mph+ is not a sit back and cruise sort of drive, as you have to attend to the twitchy front end.

With 133,000 units sold, the BMW i3 clearly has sold well for being such a particular vehicle. It is flawed, strange looking, and has a completely different driving experience than even its electric competitors. I get more looks in it and questions about it than any other car I've driven. So if you were thinking about buying one, make sure it works for your lifestyle before investing, but if you just get the chance to grab the keys and drive one, take it.



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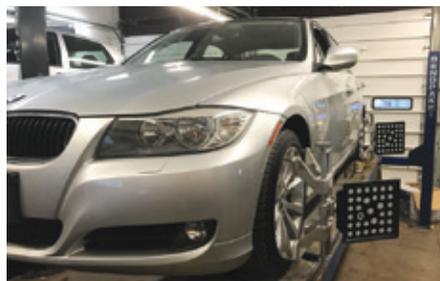


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MAY TECH NIGHT AT EKSTEN AUTOWORKS

by Bill O'Neill, photos by Ian Dickerson

On May 22, Eksten Autoworks once again generously hosted a free tech inspection for GVC club members who were attending our upcoming June HPDE at Watkins Glen. GVC supplied pizza, water, and beer, and Eksten's supplied automotive expertise. A big thanks to Larry and Mark Eksten, Rick Hoyt, and George Diaz for checking club members cars to make sure they were ready for the track.

WELCOME OUR NEW MEMBERS.

May

Ambrose, James, J
Bowser, Kenneth C
Buck, Kyle
Budnack, Jeremy
Finley, Melanie
Gray, Kimberly
Harden, James

Hoyt, Bill G
Lei, De
Malize, Anthony
Nasca, Mary Terese
Omelchenko, Vic
Quattrini, Eric
Raymond, Sharon
Rendon, James F

Risolo, John
Roe, Lisa
Salamone, Frank
Stupp, James
Todaro, Carol
Wallace, Dean
Walluk, James "Doug"

Membership in BMW Car Club of America

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

Contact National Office:
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640 S. Main Street, Suite 201
Greenville, SC 29601
questions@bmwcca.org
or call 864-250-0022



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The Seneca Lodge is located 3.5 miles from Watkins Glen International and is conveniently located at the South Entrance to the Watkins Glen State Park. Lodging is available and includes motel rooms and cabins all within walking distance to the Main Lodge. Check us out at Senecalodge.com and like us on Facebook to stay up to date with events and happenings.

Breakfast Served 6:00 - 11:00 am

Dinner Served 5:00 - 9:00 pm

Everyday through October and
weekend dinners in November



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