

der BAYERISCHE brief

*Genesee Valley Chapter
BMW Car Club of America*

SEPTEMBER 2007

*Photo by Bill O'Neill
Street Survival – Picking up
where High School
Drivers Ed leaves off.
See page 12.*





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BMW Car Club of America

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A classic summer setting: four men, three family generations, two sports cars, and one long road trip to a performance car magnet: the Tail of the Dragon, in Deal's Gap, North Carolina. Touted as the "Man Trip," as all male members of the LaBarca family were in participation, it turned out to be the perfect summer excursion to satisfy the driving enthusiast in each of us. Patriarch of the family is my grandfather, Russ; second in command is elder son Joe, my father, followed by event organizer and younger son, my uncle Bob. This marked Bob's 5th roundtrip drive to Deal's Gap and the Dragon, splitting drives in his '72 2002 and his '95 M3. This time, Joe's turbo GTI would join the M3 to transport us on the half-day drive from State College, PA. As our guide, Bob had every route, rest stop, and gas station mapped out to make our trip as smooth as possible. Somehow, he forgot to tell the weather to cooperate.

the bimmer boy

by russell
labarca

We left as the sun rose in State College, though we didn't know it because of the drizzle that turned to rain before we had entered Maryland. Continuing west into West Virginia kept us driving into the rain, where it was heaviest on Interstate 79. Our route was indirect by design, so as to avoid monotonous Interstate 81 and its band of truckers, each trying to pass the other at a slightly faster speed for hours on end. In Charleston, we picked up I-64, and just before the Tennessee border, the rain gave up and the skies cleared. Here we acquiesced, and submitted ourselves to the straight-and-narrow I-81, a contrast to the sweeping, hilly interstates of West Virginia. Luckily our stay was short, as we then merged onto I-40, by far the most exciting Interstate I've ever driven. With trucks forbidden in the left lane, a quick pace was permitted. And the curves served as slight foreshadowing to what was coming in our adventure.

We arrived at our operations base, Tapoco Lodge, some 13 hours and nearly 800 miles later. Tapoco resides in a beautiful valley mere minutes from the "base" of the Dragon. Described best as 318 curves in 11 miles, the Dragon is actually US Route 129 that goes from North Carolina into Tennessee. This particularly windy section has become a draw for those who enjoy a challenging drive, on both four wheels and two. The biggest number of visitors to ride the road arrives on motorcycles of every brand and variety. These riders run the route at both ends of the speed spectrum: the fastest bikes will fly through with maximum lean into each corner, while the more subdued cruisers will take an enjoyable ride at a leisurely pace. We on four wheels fell somewhere in between.

It's important to point out that this is indeed a public road; everyone is reminded of this when a tractor trailer is seen attempting to make better time and take a route along the Dragon, only to likely get hung up in one of the tight 318 curves. As a public road, though, we used discretion on speed to keep ourselves, other enthusiasts, and those simply traveling their daily route safe.

Even at the legal speed, every one of those 318 curves can be a handful and a blast at the same time -- especially German cars with a tilt toward handling performance.

Though we were road weary, Bob took Dad and me through the Dragon the night we arrived. The absence of traffic made the

journey all the better, and the pack of midlevel sport bikes provided us a good group to follow. There's no way to describe being a passenger the first time through, or driving for the first time, as I got to do the return course on our way back to the lodge. The lateral forces imposed on some bends are roller coaster-esque, but even more fun because you're in control. In spite of the excitement of the initial Dragon run, I somehow managed to get to sleep that night; most likely because I had been up for twenty hours. Not long after turning in, a torrential downpour commenced; the rain had found us again.

Friday began with a great breakfast at the lodge, to fill us up for a day of driving tours and beautiful sights. We again attacked the Dragon, this time in the M3 and GTI, though traffic was heavier than the previous night. My grandfather became perhaps the oldest driver to tackle the road, and he did a great job of it.

Besides the Dragon, this region of North Carolina and Tennessee is home to many wonderful parks and recreational areas, providing views not easily sought out in any other locale. To experience it all, we drove next to the Cherohala Skyway, 15 beautiful miles in North Carolina and 21 into Tennessee. The views are so incredible, the road is totally forgotten -- and what a road. It's not an intense roller coaster like the Dragon, but instead, a series of fast sweepers to take you through the mile high elevation of the Smoky Mountains. Pull-off lots are provided frequently for taking in the views, and we made use of nearly all of them.

After the Skyway and a quick swim back at the lodge, it was time to hit the Dragon once more. This time the GTI was put heavily through the paces to see how its FWD and turbocharged motor would cope with the road. VW knows how to build a front wheel car, and the GTI, as a different driving experience all together, was nearly as fun as the M3. The handling of course was different, but it's set up to be thrown around, and you could tell it was having fun.

Saturday was a combination of travel home and more wonderful sites. On our way back north, we took a route through the Great Smoky Mountains National Park, another place to see incredible sights. It was much more crowded than the Cherohala, but the views were worth the extra traffic. We hiked up the mile high mountain to Clingman's Dome, looking out on top of the entire range. Simply amazing. The weather wasn't perfect, but it can't always be. Gives me a reason to go back.

We didn't spend as much time as we could have or wanted to in the park, but the twelve-plus hour trip was beckoning. We arrived home sometime early Sunday, having completed the journey without major incident but very weary.

Going down once to the Dragon, the Park, and the Cherohala means you have to do it again, and I hope to. My grandfather has already planned out his trip back with my grandmother -- he started planning before we left for home. It really is that much fun. We all agreed, however, that down and back in three days pushed the limits a little. We had lots of luck on our side (most of the time), but allowing a bit more time would make the adventure even more fun. It's definitely something I look forward to doing again, and to do it again with my male family members would add even more joy to the journey. I can't wait.





photos by
Bruce Shepardson



The summer is almost over and we have completed five out of our six scheduled autocross events for the year. We've had great weather and large turnouts (for us) at all of the events so far. The three events at MCC have featured new course designs with everyone getting six runs at the first event, seven runs at the second, and eight runs at the latest one. The two BIMP events so far have been very well attended, allowing time for just four runs at each. The most recent BIMP event set another GVC autocross attendance record at 63 drivers, breaking the previous record that was just set at the May BIMP event.

The June 30 event was especially popular because it was designated "MINI Day" and our friends at Towne BMW-MINI in

Williamsville got the word out to some of their clients. The free entry attracted a large gathering of the scaled-down vehicles. Among the MINI drivers were regulars Dr. Stu Sacks, in his race-prepared track toy, and Tim Rizzo in his 2005 'S'. All told, we had 23 MINIs show up. Eight of them made the trek down from Canada from as far away as Toronto to participate. Gordon Divitt and his son Corrie encountered a bit of a delay at the border crossing in their prepared MINI. They phoned ahead to have a friend ask that we accommodate a couple late registrants. There was no problem getting them into the event even though it took them 3 hours to get through customs! It was worth their while though, since during the afternoon runs there were a couple of





cross

by Andy Blake

timing issues that made it necessary for Corrie to take a few extra runs around the track to get the timed runs in. During the lunch break we lined up the diminutive horde around the banked Monza turn for a photo op.

The fastest car at BIMP that day was an orange prepared Mustang driven by Chris Kunkel, frequently seen in SCCA Solo events in the Western NY Region. In the BMW class, Eric Hinkston edged out Mel Dillon by about a tenth of a second in his Z4. The MINI class was led by Dr. Stu, almost three seconds ahead of the next fastest little car. Stu's time of 61.357 was a GVC record for the BIMP layout in a MINI and led all BMW Club members, giving him first place points in the Top Gun standings for the event.

The 7/22 and 8/5 events at MCC saw Mel taking control of the BMW class over Eric and moving to the top of the standings for season points. But unless Tim Moriarty shows up at the last event in his 318ti again instead of his supercharged 318is, the season will probably once again go to Tim.

This year has been a success in my view because of the number of new people who have come out to try autocross. Not everyone returns for a second event, but I like to think that everyone comes away with a better understanding of their car and their driving abilities and a better feel for what it's like to maneuver a car precisely while traveling at a higher rate of speed.

- See you at the races. Andy





GVC Top Gun Standings through 8/5/2007

Pos	Tot Pts	Name	BIMP 5-19 Time	5-19 Pts	MCC 6-3 Time	6-3 Pts	BIMP 6-30 Time	6-30 Pts	MCC 7-22 Time	7-22 Pts	MCC 8-5 Time	8-5 Pts
1	72	Mel Dillon	62.999	15	64.219	12	62.335	10	36.542	20	54.000	15
2	71	Tim Moriarty	66.714	1	63.056	20	61.574	15	36.732	15	53.495	20
3	61	Eric Hinkston	63.002	12	64.178	15	62.197	12	37.354	10	54.026	12
4	42	Stu Sacks	63.435	10	65.996	4	61.357	20	38.788	8		
5	41	Andy Blake	67.641	1	64.501	10	62.888	8	36.928	12	54.377	10
6	28	Roy Hopkins	61.207	20							55.389	8
7	15	Bill Hicks			66.520	3	62.971	6			55.765	6
8	13	Holly McReynolds	63.657	8			63.505	5				
9	12	Alex Blake			64.881	8					56.976	4
9	12	Tim Rizzo	65.740	1	67.447	2	64.770	2	39.602	6	57.579	1
11	10	Borden Mills	64.887	6			64.343	4				
12	9	Amanda Kellogg	73.279	1					41.248	3	56.912	5
13	8	Neo Jang	69.095	1	69.698	1			39.695	5	59.235	1
13	8	Matt Squier	69.375	1	72.474	1	67.293	1	39.789	4	59.353	1
13	8	Anatoly Bourov	66.851	1	65.977	5	64.799	1			59.429	1
16	6	Rodney Reisdorf	64.889	5			66.071	1				
16	6	Kirk Olsen			65.599	6						
18	5	John Glassman	67.705	1	74.023	1	67.393	1	41.990	2		
18	5	Larry Newberry	65.114	4	69.980	1						
20	4	Adrienne Hughes	65.373	3							59.032	1
20	4	Dave Gurak	65.395	2	68.191	1					58.274	1
22	3	Stephen Lawless			70.954	1					57.277	2
22	3	John Roe	67.249	1			65.007	1			57.915	1
22	3	Margaret Lotyczewski	70.859	1			70.373	1	43.429	1		
22	3	Anthony Magagnoli					64.501	3				
26	2	Steven Arthur							45.938	1	66.739	1
26	2	Dale McKim			79.636	1					66.268	1
26	2	Jarrod Adams			72.883	1					60.322	1
26	2	Henryk Lotyczewski	70.648	1			71.189	1				
26	2	Jack Pierotti			70.856	1	71.862	1				
26	2	Halina Lotyczewski	77.889	1			72.593	1				
32	1	Cory Shepardson									60.559	1
32	1	Chris Scanlon									67.186	1
32	1	David Longo									63.175	1
32	1	Dave Lanni							43.307	1		
32	1	Adrienne Lanni							45.085	1		
32	1	Greg Sterman							42.955	1		
32	1	Tom Weaver					65.308	1				
32	1	Burton August					65.476	1				
32	1	Simon Jessop					65.849	1				
32	1	Martin Harrison					66.080	1				
32	1	Jeffery Gabel					67.220	1				
32	1	Angelo Magagnoli					68.525	1				
32	1	Maxim Rydkin					68.802	1				
32	1	David Arthur					71.772	1				
32	1	Dave Martin					72.046	1				
32	1	Gail Davis					72.863	1				
32	1	Vivian Bulbulia					83.745	1				
32	1	Terence J. Zappia			70.693	1						
32	1	Aaron Bluestone	69.810	1								
32	1	Dave Moffitt	69.096	1								
32	1	David High	70.028	1								
32	1	Heather Culbertson	76.292	1								
32	1	Phil Nowicki	68.556	1								
32	1	Tony Barbagallo	67.086	1								
32	1	Walter Etten	70.374	1								

Best 5 out of 6 events count, in the event of a tie, the sixth event will be added.
All BMW CCA members are eligible for the Top Gun Challenge.



VOLUNTEER SPOTLIGHT

Bill O'Neill, one of the founding members of the BMW CCA (holding CCA membership number 147) has been an active member of the Genesee Valley Chapter since the beginning. Presently the club Secretary, Bill is a former editor of the "Bayerische Brief" (a name he coined), served as President for two terms, and is currently also the chair of our Driving Events Committee. This means he's involved in the organization of all our driving events, including the Ultimate Drivers Schools (for which he usually acts as Event Chair), Street Survival, and Autocross series.

I'd say that his most memorable Bimmer had to be his '73 2002tii. If the bright orange "Colorado" color didn't turn your head, the license plate "BATS" definitely caught your attention. Other BMWs he's owned include a metallic silver '68 2002, black '83 E21 320i, champagne metallic '84 E30 325e, white '86 E30 325eS, diamond black '88 E30 M3, and black '90 E34 535i. Before buying his first BMW and joining the 'CCA, he drove a red & black '63 Austin MINI Cooper S.

Bill's other job is that of Professor of Neurobiology & Anatomy at the U of R where he and his charming wife, Martha Zettel, study and educate others about hearing in

bats, mice, and people. Ask him about some of his exciting bat-collecting trips to foreign countries.

Besides being home to a few bats that they use for educational purposes, Bill's garage currently houses a handsome, supercharged '95 M3 ("M3K") obtained slightly used from its original owner Chris Jacobs via legendary car swapper Roy Hopkins, which still carries the infamous "BATS" license plate. His daily driver is a red "Imolarot" '03 330i Performance Package sedan, while Martha drives a '03 Subaru Outback. You'll also find an '80's vintage John Deere 316 lawn tractor newly powered by Honda.

CALENDAR OF EVENTS

SEPTEMBER

- 22 Saturday. Autocross at BIMP
29 & 30 Saturday and Sunday. Ultimate Driving School at Watkins Glen

Please visit our web site at www.gvc-bmwcca.org for late breaking news and updates!



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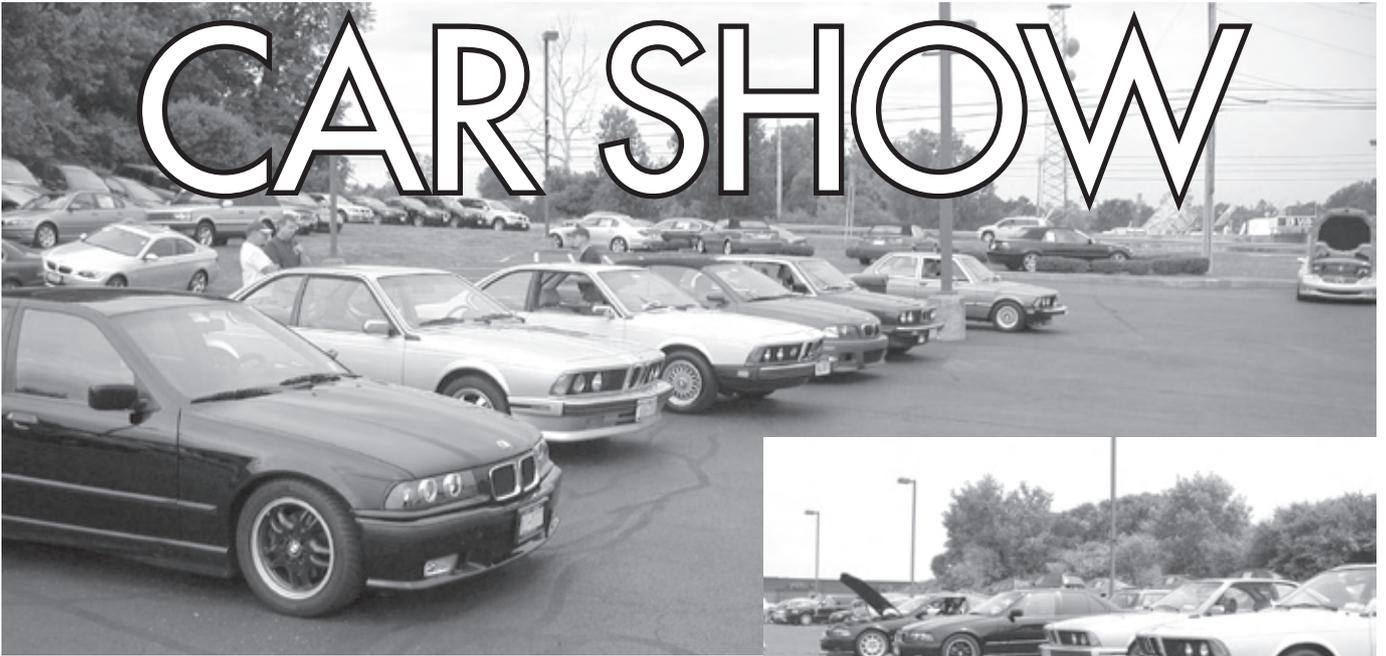
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CAR SHOW



Street

by Elaine Lanni
photos by Bill O'Neill

Street Survival™, the sequel, was held at MCC on Saturday, June 16. If you're not familiar with this worthwhile event, it has nothing to do with weapons and personal self-defense. Rather, it's a safe driving course geared for young drivers that the BMW CCA Foundation started with sponsorship from our friends at Tire Rack.

Street Survival combines classroom and in-car experience that goes beyond the typical high school driver's education program.

Local car clubs staff and run these events. This entails everything from advertising and promotion, seeking sponsors, recruiting students, collecting hoses to water down the driving surface, preparing classroom materials, registering students, soliciting instructors, cone-chasing, designing the driving course, teaching the classroom portion, providing nourishment for breakfast, lunch and water breaks, and finally, the heroics of those who jump into an unknown vehicle with an unknown driver behind the wheel!

Fourteen students participated, with almost twice as many instruc-

tors. Considering the high temperatures of the day, the instructors were happy to be able to take turns having water breaks and instructing. The students? They got plenty of in-car instruction on two parking lots worth of courses. One provided braking and slalom exercises; the other was an actual mini-autocross.

Some of us asked ourselves after the event, if it was worthwhile. It was a lot of work for a small number of students. Well, then came some unsolicited feedback, followed by a summer marked by too many tragic auto accidents involving young drivers.

Here are some comments from parents of attendees. Thanks for sharing!!

"You wouldn't believe the change in Shana's driving after that class! She hadn't driven on 490 before the class, and on the way home said she was going on 490. Last weekend we went to NJ, and I was comfortable enough to have her share the driving on the Thruway – she even navigated



Survival

the whole mess around Syracuse at rush hour (that wasn't intentional, however) – she did great! She drove on some nasty roads in NJ – all kinds of exits on the left after just having entered 3 lanes over on the right.... you know – the whole can of worms thing. She reacted perfectly to 3 deer jumping out in front of her in the dark, managed country roads, emergency vehicles, idiots pulling out in front of her...you name it. Wow!

"I can't thank you and all the volunteers enough for all the work you put into making the class happen! I want everyone I know to take the class – especially all the young drivers."

"My son Jonathan had a great time and has gained real skills and confidence. Even though I am an instructor with PCA, as his father, I could never have done what the program accomplished with him.

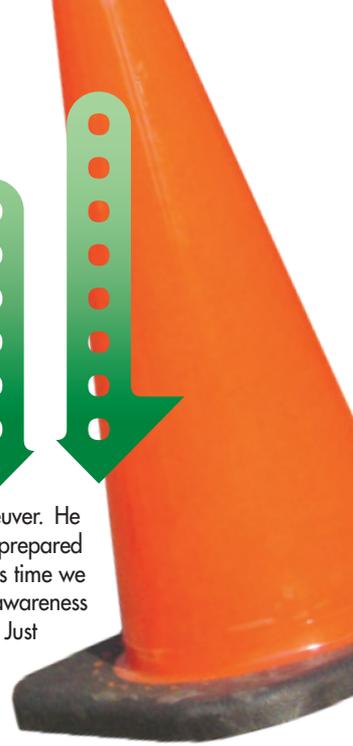
He was reluctant to give up his Saturday, starting "so early," but as I had expected, he loved it. He wants to autocross as soon as possible! On the way home, Jonathan was driving when a situation occurred that

could have resulted in an avoidance maneuver. He NOTICED it in advance, and said he was prepared if he had to use his new skills. Fortunately this time we didn't, but it was nice to see his improved awareness and confidence that he could be in control! Just an FYI - he passed his road test this morning! He is now a licensed driver, with parent-imposed restrictions until his experience is where we want it."

Visit www.streetsurvival.org for more information on this terrific program.

A hearty thanks to all who helped make this event a success. Please join us next year for our third Street Survival!

Editor's note: A number of street survival graduates participated in their first GVC autocrosses this year!



OKTOBERFAST

Green Mountain Chapter BMW CCA

www.vtbmwcca.org

Greetings from Vermont! The Green Mountain Chapter of the BMW Car Club of America invites you and your family to OKTOBERFAST '07, our Annual ALL German Car Weekend. OKTOBERFAST '07 will be held October 5-7 on the fields of TOP NOTCH RESORT and SPA in picturesque Stowe, Vermont.

Following the tradition of SOMMERFAST '05, and OKTOBERFAST '06 this will be a fun-filled weekend for German car enthusiasts and their families. The Green Mountains of Vermont, in peak foliage colors will be the beautiful backdrop for car buffs to show and drive their cars, and socialize with fellow automobile aficionados. The event is open to all German marques – Audi, BMW, Mini, Mercedes, Porsche, Volkswagen as well as BMW Motorcycles.

The Green Mountain Chapter is committed to hosting an exciting and memorable event for German car fans. Our inaugural event, SOMMERFAST '05, was a resounding success with BMW Tech guru Mike Miller writing a great article about it in *Bimmer Magazine issue #55*.

Mike was back for OKTOBERFAST '06 when the show grew to over 130 cars and he will be with us again for OKTOBERFAST '07. Bear in mind, this isn't Pebble Beach, nor is it Sebring. We are a small chapter with a big heart and fun is our main focus. We hope you'll give your baby a little extra TLC for the show-and-shine, but do as much or as little waxing as you want. And for those "always wanted to but haven't had the nerve" autocross wannabes out there, we will have an autocross just for OKTOBERFAST '07 attendees. Make it your first autocross - it's not just for racers. Also, OKTOBERFAST will once again be run simultaneously on the same grounds with one of Vermont's Largest Arts and Crafts Shows. See below for more details on that.

So come DRIVE VERMONT and go car crazy for a weekend!

OKTOBERFAST '07 will be headquartered at Smugglers Notch in Jeffersonville, Vermont just on the other side of the Notch about 15 minutes outside of Stowe where we have a block of rooms reserved.

ALL GERMAN



OKTOBERFAST '07 DETAILS

When October 5-8 – early afternoon Friday through Sunday afternoon.

Where The fields at TOP NOTCH RESORT and SPA in Stowe, Vermont. Visit www.gostowe.com for general directions and a variety of lodging options. Keep in mind, this is peak foliage season in Vermont and rooms do book up quickly. Also, rates are sufficiently higher than midsummer rates. We have reserved a block of rooms at substantially discounted rates at Smugglers Notch as well as a small block of rooms at the Commodore Inn. Go to www.oktoberfast.com for more information on lodging discounts.

Who All Audi, BMW, Mini, Mercedes, Porsche, Volkswagen cars and BMW Motorcycles, car owners, and car fans.

What Scenic drives Friday afternoon, social hour and buffet dinner Friday evening, show-and-shine and awards Saturday, Tech Session with Mike Miller, Huge Arts and Crafts show, social hour Saturday evening, autocross and scenic drives Sunday and a fun time with family and friends all weekend.

How to register Visit our official chapter website, www.vtbmwcca.org, and click on "OKTOBERFAST '07" for registration options. For secure online registration, visit our official registration website, www.vtoktoberfast.com.

Need info? Email us at info@vtbmwcca.org with any questions.

Friday at 1:00pm OKTOBERFAST '07 will start with several pre-planned and mapped out self-guided scenic tours as well as a "Fun Rallye" for people to choose from. These tours will take you through the beautiful back roads of Vermont over roads selected with the intent of keeping participants away from the roads most "leaf peepers" travel and into the heart of Vermont on the back roads that the locals travel. These drives have been the most popular events in the past. Friday evening there will be a cocktail social and a buffet dinner (cocktails and dinner are not included in your registration fee.)

Saturday will be our Main Event with the Show and Shine and People's Choice awards going to all marques. Mike Miller Technical Editor for ROUNDEL will be on hand for a Tech Session and we will have the 25th Annual Stowe Fall Foliage Arts and Crafts Show hosted by Craftproducers of Vermont. Saturday evening dinner will be on your own with a social event at the Rusty Nail in the evening.

For the non-car enthusiast in your family OKTOBERFAST '07 is partnered again with Craftproducers and their **25th Annual Stowe Art & Crafts Festival**. This festival features 185 of the best regional artisans, hand selected as they are the pinnacle of their trades. Enjoy live musical performances, sip wine in the Wine Tasting Pavilion, and be amazed at the pottery, blown glass, furniture, clothing, weavings, leather, original art, and fabulous photography. There will also be a variety of gourmet food concessions. For details on the Stowe Art & Craft Festival, visit www.craftproducers.com.

Sunday attendees will have a choice between several self-guided

tours of the back-roads of Vermont or an Autocross. The GMC BMW CCA will host this event and will be assisted by the SCCV (Sports Car Club of Vermont.) This event will be held a short 45 minute drive south of Stowe at the base of Sugarbush Ski Area in Waitsfield/Warren Vermont. The Autocross will be primarily reserved for OKTOBERFAST participants and will not be open to the general public. The SCCV will have numerous members in attendance to help coach and ride along and teach people the ins and outs of the autocrossing. If you have never done an autocross and have wanted to, this will be an excellent time to try it out. If you have a SNELL/SA 2000 or newer helmet please bring it. If you do not have a helmet we will have loaners for participants to use. Please make sure your car is in good running order with no leaks, safe tires and that your battery is secured firmly to your car, bungee cords will not be accepted. There will be a brief tech inspection of your car prior to the event, if your car does not pass this inspection you will not be allowed to participate.

Feel free to post this press release in your showroom, on your club's website, or pass it along to a fellow enthusiast. If you know of a friendly dealership, service center, or auto-parts store, give them a copy to post in a prominent location. Help us SPREAD THE WORD about the Green Mountain Chapter's OKTOBERFAST '07!

The Green Mountain Chapter of Vermont looks forward to being your host and we hope you will join us and COME DRIVE VERMONT!!

For more information and to register please go to www.vtktoberfast.com or email info@vtbmwcca.org.

CAR WEEKEND!



REGISTRATION FEES

There is a minimal cost to attend OKTOBERFAST. We are sorry that we must do this, but please know that we are not looking to make this into a money making venture for our chapter. We just want to have a fun event for everyone and cover our costs. These fees will help pay for organizational and material costs, promotion, field rental, tent rental, porta-potties, supplies, awards, and numerous other miscellaneous expenses associated with planning and running such an event.

\$40 • 3-Day Registration Fee

This will be for the entire 3-day weekend and will include participation in Friday Drives, Friday evening social events, Saturday's Show and Shine, free entry into the Arts and Crafts Show, Saturday night's social, and the Sunday Drives as well as a registration packet and a gift. It will not include entrance into the Autocross.

\$20 • Saturday Only Entrance Fee

This Fee is for those looking to attend just the Saturday Show and Shine and free access to the Arts and Crafts Show.

\$40 • Autocross

This is the Entrance Fee for all Autocross participants.

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My hot minivan was transporting John's son to Texas, so I was left with two options: the M3 and the Tundra. Well, there are rules about driving the M3. It stays neatly tucked into the garage, only to make appearances on special occasions (autocrossing, "safe" outings into known territories, and in a time-frenzied wash pinch: Delta Sonic). The responsibility of keeping the M3 clean is the great duty of the driver. I can drive it, I'm told, just keep it clean. Did I mention that during the two weeks my minivan was traveling afar, it rained every day? I didn't take me long to figure out I was driving the only other vehicle in the yard: the Tundra. Not to say I was disappointed. Comfy seats, navigation system, CC changer, and of course riding high for a small woman like myself were great appeals. It sits outside, so I figured at least showroom clean wasn't a concern. No, the big concern that had John's head-in-hands and heart palpitating was simply backing the monster out of the driveway. I think I've mentioned before about the house nipping at various cars. Well, I certainly could not let the truck anywhere near the house corner. Why, the house might jump out and scratch the brand new truck! (Just to refresh your memory, we live in the city with a city narrow driveway.) It is not exactly just a straight pull-in. There is a curve. The first morning, sweating profusely, I got the truck out with no less than 12 shimmys in the driveway. Ok, off to a good start. The following days got better. As long as I knew how I pulled

the truck into the driveway, I did the same thing in reverse. (There was that one morning that I was following John, who was waiting in the street in a company car, when it took me about 3 long minutes to exit the driveway. He was, to say the least, not looking!) By the time the minivan was back, I was pulling in and out of the driveway like a professional. Maybe 3-4 shimmys, but there were no house-teeth marks in the side of the truck! And John? He's breathing again.

No less than four days after getting the minivan back, I get a flat tire. Lovely. I'm running late to a staff meeting, I'm still sweating from the gym and I can't locate the spare. One panicked phone call to John in Albany clears up the deal: the spare is under the van. My response isn't publishable, but with all the space in a minivan, why is the spare under it? I have AAA, so it was suggested I call. "I did," I hiss into the cell phone. The wait is an hour and a half. (Again, it is 7pm on a sunny evening. How many cars are broken down on a nice night? Obviously I wasn't up to the philosophical questions my brain was producing.) I'll do it myself. I did learn after all. Just getting the spare down was proving to be harder than I thought. Tears are now forming, my anxiety is more than elevated and John, on the other end of the phone, is still guiding me cool as a cucumber. Suddenly, a nice young man approaches and asks if I need help. All I could do is smile nod my head and snuffle! Good Samaritans are still alive and well. It took both of us to get the rusty spare down from the car. Once down, further inspection revealed some interesting decay in the tire, among other things some mouse remnants (always glad to give wildlife a home). The minivan squeaked and groaned, but together the Good Samaritan and I changed the tire. And when the van's full weight was on the ground, I looked at the sad ancient donut with barely any tread and whispered to it, you'd better be stronger than you look! After my meeting, the van slowly crept its way home through the back streets of Rochester, whirling and moaning. But we safely pulled in the nefarious driveway, and I put it in park. That night I told John on the phone, "Guess what I'm driving to work in the morning!" (He groaned, but with a glint of a laugh).

the bimmer girl

by julie
koenig





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From the minute you drive through the gates of Barber Motorsports Park in Birmingham Alabama, your senses are overwhelmed by the beauty. It looks like a giant park with a manicured golf course and landscaping everywhere the eye can see. There are no grandstands, only hillside viewing areas with occasional white tents. Even the armco barriers have hedges along almost their entire length opposite the track side. The 2.38 mile track undulates through this 720 acre facility with elevation changes of 80 feet, yet most of the roadway can be seen from practically all of the designated viewing areas.

It's worth the trip to Birmingham just to see the Barber Vintage Motorsports Museum. This magnificent five story, 144,000 square foot glass extravaganza houses 1100 motorcycles, 140 makes of racing automobiles and countless artifacts of racing gear. It is the largest of its kind in the country and arguably the largest and best in the world. Practically all of the vehicles are owned by Gordon Barber (no connection with Skip Barber) who is one of the largest land owners and developers in the Birmingham area. The entire facility was built by the Barber Companies and is a non-profit enterprise.

We had the thrill of racing at this beautiful facility (featuring huge sculptures on some of the corners) this summer at the Porsche Sports Driving School. Barber Motorsports Park is a test facility for Porsche. The training school is run by the factory who also furnishes the cars. Their method of training is somewhat unique and very effective. Instructors run the lead car with four students in cars behind. All are connected by car-to-car radios. Every few laps this conga line runs through the pits and the student directly behind the instructor drops to the back, thus every student gets to run directly behind the instructor.

This method eliminates an instructor in each car (who sometimes over-instructs and often distracts) and allows the student to concentrate on the racing line and racing technique by way of this 'follow-the-leader' game.

As the laps go on the leader 'turns up the wick,' and, if you can stay on his tail, you're learning to race. Of course this method only works if cars and drivers are reasonably matched. Our groups were sorted out in early laps to accomplish this.

The track itself has been rated as one of the most challenging of all. Some of the turns drop so precipitously that there is no way to see the apex or the track-out. The longest straight is only a few hundred yards long, so the entire game is learning how to corner – which after all is what road course racing is all about. If you can master this track you can master any race track – and yes it is becoming a favorite venue for BMW racers from all over the country.

perspektive

by hal
miller

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E36 Foundation Raffle

Many of you know that the Tire Rack Street Survival™ is a large focus of the BMW CCA Foundation. Without the help of the chapters, we wouldn't be able to put on the Street Survival schools. However, it is also clear many of you don't realize there is more to the Foundation than our ongoing efforts at teen driver education.

At its core, the CCA Foundation is a charitable 501(c)3 organization -- meaning all donations we receive in cash or in kind are eligible for a bona fide IRS tax deduction. And in addition to supporting a wide range of vintage events, road rallies and related enthusiast events aimed at getting the great cars of yesteryear out and in public view, we also have a sizable and growing library and archive project that is dedicated to preserving as well as making available historical BMW related materials of just about any kind -- relating to the marque-for both educational and enthusiast related purposes. To that end, we have been accepting donations of money and/or historical items for the archive from club members all over the nation, BMW dealers and independent shops, and even from BMW NA since the Foundation was established in 2002. Whether you are cleaning out your study or your garage, we are always fielding inquiries from neighbors, members & friends who would rather see their boxes of BMW related memorabilia go to the Foundation archive-rather than the landfill!

Recently, the Foundation approached another milestone when we received some very exciting news. A twelve-year CCA member of the Bayou BMW chapter (who has asked to remain anonymous), wrote us with an incredible offer explaining he would like to donate his beloved '95 BMW E36 M3 to the Foundation. He wants the car to be raffled off so that we can

use the proceeds to further the great programs and good works the Foundation has undertaken. He is the original owner and knows the car inside and out. The car is in excellent condition and was produced in December 1994. Hellorot red with black leather Vader seats. Total mileage is believed to be 78,000. Please see our website www.bmwccafoundation.org for a complete list of upgrades and modifications to this car.

We always fantasized that one day someone might donate a car. And now it has become a reality. In turn we feel the only proper thing to do is offer it back to the membership in the form of a **Foundation Fantasy Raffle! Although this car is full and completely road legal, how about a raffle offering the dedicated track car you always dreamed of-but could never get your significant other to allow you to finagle?**

The raffle will go until December 14, 2007 with the car being given away just before Christmas 2007. Ticket prices will be 1 for \$10, 3 for \$25, or 7 for \$50. So at this year's Oktoberfest in Ft Worth, TX, we will have a booth to promote the Foundation which will include a very special Hot Rod E-36 M3-with a large bow on the roof! Tickets to the Foundation Fantasy raffle will be sold at the BMW CCA Foundation booth and on our website - www.bmwccafoundation.org. If you are in Ft Worth during Oktoberfest, stop by to say hello and see the car!



Could this be the track car you never could afford? Or maybe you have always wanted an E36 M3, but just haven't been able to find one. Well, here is your golden opportunity! And for ten bucks or less-how can your significant other say no! It's raising money for a worthy charity no less!

der BAYERISCHE brief

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