

Spring 2008

der **BAYERISCHE** brieff

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



6 Swing
along to GVC's
annual holiday party

Genesee Valley Chapter BMW Car Club of America

Contents

Spring 2008 Volume 51 • Issue I

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Bavarian Autosport	17
Eksten Autoworks	21
ESCORT, Inc.....	18
FMS Racer Supply.....	23
Gault Auto Sport BMW.....	10
John Holtz BMW	3
BMP Design.....	19
Luxury Vehicle Locators.....	17
Towne BMW.....	21
Fountain Motorsports	7

- 4 • President's Message**
- 4 • Calendar of Events** 2008 Ultimate Driving Schools
- 5 • Perspektive** Rolex 24: The Annual Gathering of the World's Greatest Drivers"
- 6 • Holiday Party** Another great venue, another great party!
- 10 • The Bimmer Boy** Going Green
- 11 • The Concept CS**
- 14 • Spec E36 BMW Club** Racing on a budget...and making the playing field even
- 15 • GVC Autocross**
- 16 • Volunteer Spotlight** Gail Rose, founding member
- 18 • First Annual Richard John Track Day at VIR** Raising funds for pancreatic cancer research



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WELL, IF YOU thought that 2007 was a busy year for the Genesee Valley Chapter, stay tuned for 2008!

Plans are well underway for BMW CCA's O'fest 2008 at Watkins Glen in September. To find out more, visit <http://www.bmwccaofest.org/>. Along with Boston, Connecticut Valley, Patroon and White Mountain chapters, GVC will be helping to make

this a memorable event.

Check out our new improved website! <http://www.gvc-bmwcca.org>

Thanks to Jim Dresser and Karla Kuzawinski for all their work on this!

Club members' social get-togethers have been scheduled again. Do come out and join us to talk cars, etc – and not just club business. We had a great turnout at February's meeting at the new Distillery in Henrietta. Hope you can join us next time – same place on April 16th.

By the time this goes to press, we will have had our annual meeting featuring Ross Bentley, as well as Ross' six-hour *Speed Secrets* seminar – both held at the Strathallan in Rochester.

Upcoming events include a pancake breakfast tour to Cartwrights Maple Tree Inn Pancake House in Angelica, NY in April. We have three drivers schools scheduled besides O'fest. Watch for the autocross schedule and go-kart/picnic dates. And, something

new in the works is a chili party/cook-off for October.

So, bring on Spring and driving weather!



S. Morliere

Calendar of Events

MAY

3 • SAT GVC Autocross at Batavia International Motorsports Park (BIMP)

10 & 11 • SAT & SUN Ultimate Driving School at Watkins Glen

JUNE

8 • SUN GVC Autocross at Rochester Institute of Technology (RIT)

22 • SUN GVC Autocross at Rochester Institute of Technology (RIT)

JULY

12 • SAT GVC Autocross at Batavia International Motorsports Park (BIMP)

21 & 22 • MON & TUE Ultimate Driving School at Mosport, Canada

AUGUST

10 • SUN GVC Autocross at Rochester Institute of Technology (RIT)

27 & 28 • WED & THU Ultimate Driving School at Watkins Glen

SEPTEMBER

13 • SAT GVC Autocross at Batavia International Motorsports Park (BIMP)

23 - 28 • TUE - SAT Oktoberfest '08 at Watkins Glen

27 & 28 • SAT & SUN Ultimate Driving School at Watkins Glen

Please visit our web site at <http://www.gvc-bmwcca.org> for late breaking news and updates!

WHEN WE FIRST started attending this event in 2001, it was just a race for hardcore sports car drivers -- attended mostly by family and friends of the drivers and a few hardcore fans like myself. We huddled together in the often cold

Shane Lewis who is my friend and racing instructor. Shane works hard at his craft headquartering at Moroso Motorsports Park in Jupiter Florida – where he lives and spends the off season instructing and practicing with his kart. My kart is

change tires, it was thrilling to see him charge through the pack. Eventually he and his team fought back to eighth position before night fall. It was a tough night with intermittent showers, cars spinning all over the track and spider cracks developing in their windshield. Then another team member, after pitting and on cold tires, spun and hit the wall. The car was damaged, but they managed to patch it up and the battered race car rejoined the fray. Shortly after sunup Shane took the wheel again

Rolex 24: “The Annual Gathering of the World’s Greatest Drivers”

and windy weather (it’s winter in Florida too) to watch our heroes slug it out in the most grueling race in America.

All this has changed – except for the grueling part. The France’s – who turned NASCAR from a scramble on Daytona’s beaches to the biggest spectator sport in America – are doing the same thing for the Rolex 24 that they did for NASCAR. The showmanship genius of racing’s first family has now turned to the Grand Am series. They have attracted Juan Pablo Montoya, Dario Franchitti, Helio Castro-neves and a host of other champions of F1, IRL and NASCAR, to spend a day at Daytona prior to their season, to race, have fun and tune up for their respective series. Attendance is growing every year at Daytona International Raceway during the last weekend in January for what has become “The annual gathering of the world’s greatest drivers.”

The overall race was won by Chip Ganassi’s Riley-Lexus driven by the team of Dario Franchitti, Juan Pablo Montoya, Scott Pruett and Memo Rojas. BMW is not a factor in this series since their previous V8-engined M3 was barred but they would be wise to re-think their priorities because Grand Am has become *the* showcase venue for sports car racing.

However, this is not the point of the story. My tale is about the displacement of the young lions who slug it out for the rest of the season to become the ultimate winners in the Grand Am series (the ‘stars’ only race in the opener). Guys like



Shane Lewis poses with Hal Miller on the grid

also housed at Moroso. The average American race fan does not understand the importance of Karting – particularly as a training tool.

But I digress.

We watched the race from Shane’s pit and saw some of the agony and ecstasy that goes into endurance racing. The pre-race sky was spitting rain and, Steve Southard, owner of the #3 Lexus/Riley Daytona Prototype, decided to mount treaded rain tires, but after they lined up on the grid, the sun came out and dried the track. They could not change to slicks until after the first lap and this cost them a lap at the beginning. Shane was at the wheel for the start. After pitting to

and, inexplicably, the car crashed heavily. Shane was injured and taken to the hospital for a CT-scan because of the severity of the impact. He was bruised and hurting but not seriously injured. For him, his team and owner Steve Southard – the race was over.

There is always next year.

The point of all this is the unexplainable and undeniable love of racing that pulses through the veins of those of us smitten by this often dangerous, but always exiting, sport. Hope springs eternal for Shane Lewis and his lot and there is never a doubt that he will strive to be a champion until the day he hangs up his helmet.

Holiday Party 2007

gail DAVIS

photos by **mel** DILLON

OUR HOLIDAY PARTY this year was held at the Art Gallery in the lovely old Cutler Union Building. Last minute responses pushed our guest list to 100 and required some last minute shuffling to add more tables to accommodate all. Elaine Lanni did a wonderful job coordinating venue, food and music. The Rueben Allen Jazz Trio from the Eastman School of music provided the right mix of holiday and jazz tunes -- a welcome addition! The Art Gallery provided guided tours. A big thanks to the volunteer docents who led these. Food was a plethora of choices from the hot and cold appetizers (who knew you could make chicken cordon bleu into bite-size puff pieces?) to



the roast beef, turkey, pasta and salads, finishing off with the most amazing desserts I have seen in a long time!

I want to give a huge **thank you** to all who brought donations for the Open Door Mission. Your generosity never ceases to amaze me! This organization does receive its share of used clothing, but they don't get brand new items very often and are extremely grateful when they do. Donations included 50 pairs

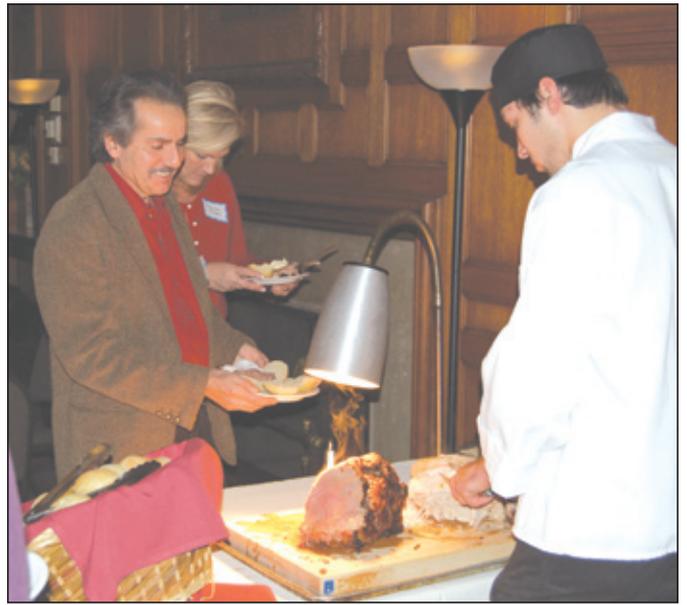
of socks, 27 pairs of gloves, 16 hats, 10 scarves and several shirts, sweatshirts and sweaters, along with a generous check. These will go a long way toward keeping many people warm this winter. Some little girl will be delighted to get a pair of Christmas socks that actually light up! Some items appeared to be hand knit, and we appreciate the time and effort that went into those as well.

All in all, a wonderful evening, de-

spite the 18 degree temperatures. It's nice to see everyone cleaned up. There were long-time members as well as people attending their first car club event and we hope to see everyone at our 2008 activities, including O'fest next September!!

Remember, be sure to let us know which activities you like or don't Like. We welcome suggestions for changes and improvements!







LET'S TALK ABOUT energy. It's a hot topic these days, with fluctuating fuel prices, carbon emissions, and "thinking green" as the new way to live. Though I haven't been paying much attention to the presidential nomination campaign (I'm not a big fan of politics, and the race to decide who gets to run in the race simply doesn't interest me), I do watch out for comments and conversations about energy. Surprisingly it hasn't been a topic of much interest for the candidates (or at least a major topic). Instead, I was reminded most recently of going green by my potato chip bag. Stamped on the lower corner, it proclaimed, "We buy green credits." Initially I laughed; I wasn't sure if this was a marketing ploy to get me to buy the chips because they were helping to become carbon neutral (If it was, their cred-

its were wasted; I bought the chips because they taste good, and didn't see the stamp until I was throwing the bag away.), or simply letting me know they were helping to do their part in saving the environment. Either way, it got me thinking about energy, the environment, and the way people go green.

I work for a renewable energy company in the hydro power generation industry. I like to think that helps in the fight of carbon emission, as existing hydro is clean and "free" energy, harnessing water's otherwise wasted potential. For the most part my coworkers have a general concern for keeping the environment clean, but they don't always practice what they preach through their work. Most everyone leaves their computer running continuously - overnight, over weekends, and even in one rare case, over a two month vacation period. I realize in the grand scheme of things, it's not really that much energy used, but as the potato chip people point out, every little bit helps, so why

not? Wherever you can, save a kilowatt here, save a kilowatt there. Lots of people drive off to lunch and back each day (a waste of both fuel and money in my eye), and while I haven't completed the calculations about fuel usage driving to and from lunch each day versus trucking fuel used to deliver groceries that I then pack and drive to work, I'm pretty sure I'd come out on top.

Which brings me to cars. Recently, one of my coworkers had a Prius as a rental car while his was being repaired, and I got a chance to ride in it to and from a farewell luncheon. In true green form, we crammed five adult males into the hybrid, and all watched in amazement as the little display screen entertained us with energy flow from the engine, from the battery, brake regeneration, and instantaneous fuel consumption. Much more entertaining (and distracting) than the classic BMW mpg needle swaying back and forth. But despite all the gizmos and gadgets helping to conserve fuel, keep money in your pocket, and carbon out of the atmosphere, it still comes down to the person behind the wheel. Or more importantly, working the accelerator pedal.

To maximize your economy in the futuristic hybrid, you have to drive it like a hybrid. I'd ridden with my coworker in his car, and he liked to keep his foot heavy and toss it around. Do that in a hybrid, and you won't get the fuel savings in return (not to mention it's just not tossable). The engine shuts off when you come to a stop, and as you accelerate - slowly - the electric motor powers you until the load requires that the engine step in and take over, at which point it starts and you're burning gasoline again. If, however, you juice the throttle off the line, as you may in a normal, gas-under-powered four-cylinder Japanese car, the load becomes too great, the electric motor can't handle it, and the engine comes in immediately to help out, bucking

all the way. Same thing goes for stopping - if you are always jamming on the brakes because you've been going too fast, you're not recapturing as much energy into the regeneration system.

I'm fairly confident I could achieve the same fuel economy numbers in my gas-powered six-cylinder, driven frugally as I normally do, as a Prius driven in a very un-hybrid like manner. I coast, I watch ahead to see when I'm going to need to stop rather than waste fuel in pointless acceleration, and thus I try to maintain relatively good fuel mileage. And yet when those long interstate on-ramps beckon, I can plant my foot down, shift at redline, and listen to the glorious sound coming from my induction manifold. My potato chip's green credits would be flying out the window.

I can only imagine what a 335d will be like. That should be a car that can give you the best of both worlds: frugality when you drive it conservatively and 425 ft-lb of torque when you need to rip up the tarmac. That's not something a hybrid can deliver; they're all or nothing (though BMW is working on hybrids, so I may need to rephrase this generality). To reap the benefits, you have to be willing, if I may steal a phrase from my uncle, to "drive like a choir boy" all the time. And who wants to do that? I'll stick with my fun-to-drive cars that can return some economic numbers, because every little bit helps.



BMW

WOODCLIFF LAKE, NJ – March 19, 2008... BMW, Germany's leading manufacturer of premium automobiles, will give the Big Apple and the rest of America a glimpse into the future of luxury vehicle design and performance with the North American debut of its Concept CS at the 2008 New York International Auto Show in Manhattan on March 19. The Concept CS is BMW's vision of a unique four-door car that combines the exclusivity of a genuine luxury Gran Turismo with the thrill of a high-performance sports car—offering a driving experience unlike any other.

Inside and out, the BMW Concept CS provides a new definition of powerful and

carrying-over the sporting four-door into the luxury performance segment.

Exterior design: where qualities typical of BMW all come together.

More than any other sedan in the past, the body design of the BMW Concept CS lends itself to optimum performance. The low-slung, dynamically stretched silhouette; the long engine compartment lid; and the stylish lines and contours accentuating rear-wheel drive technology simply perfect for sports driving, all set clear standards for supreme dynamics in a new dimension of outstanding vehicles. Through its luxurious presence, stylish elegance and challenging

CS adds an unparalleled touch of sporting dynamism to the conventional culture of a sedan, offering the driver and passengers the complete dynamic experience of such unique power on four full-sized single seats.

While the conventional sedan focuses primarily on driving comfort, the BMW Concept CS sends out a clear message of active, dynamic driving. With the generous feeling of space in this four-door being supplemented by a sporting and low seating position enjoyed not only by the driver and front passenger, but also by the rear passengers on their own single seats, it is a message that reaches all of the car's occupants. For

BMW CONCEPT CS



MAKES ITS NORTH AMERICAN DEBUT AT THE 2008 NEW YORK INTERNATIONAL AUTO SHOW

expressive design, utilizing materials of the highest quality while combining stylish luxury with the most uncompromising ambience, full of class and value.

Through its design alone, the BMW Concept CS underlines the proven track record of the BMW brand in developing the most sporting and dynamic cars offering ample space for more than two occupants. The most spectacular rendition of this heritage is the BMW M5, which established a brand-new segment in the world of driving more than two decades ago and is acknowledged as the benchmark in high-performance sedan driving.

BMW is using the skills, knowledge and competence it has developed throughout its history to combine sporting performance and sophisticated luxury in an unprecedented new concept. Furthermore, the Concept CS is just the latest example of BMW's successful strategy of consistently

dynamism, the BMW Concept CS offers truly unique design language with highly individual aesthetic features never seen before.

The BMW Concept CS embodies the core values of the BMW brand, achieving superior dynamics and sophisticated elegance as a result of the authentic style and design of the car. The BMW Concept CS is a trendsetting vehicle leading into a new category of values typical and characteristic of the BMW brand.

Design culture and dynamics of the highest standard.

Offering a synthesis of features unique to the BMW brand, the BMW Concept CS introduces new, tempting attributes in a particularly demanding segment of the market. This unique model combines the qualities of a luxury sedan and a high-performance sports car, raising the bar to a new, unprecedented level. As a result, the BMW Concept

this reason alone, the BMW Concept CS is the ultimate vision of a sports car for the ambitious driver, while simultaneously offering passengers the same experience of sporting performance and luxurious pleasure.

Individual style.

The innovative, unique driving experience offered by the BMW Concept CS is appropriately reflected by all the car's interior features, the design of the interior and through the perfect interaction of the various technical innovations. The ambience of the interior is indeed just as unique as the character and body design of this one-off sporting four-seater, offering all the occupants a brand-new experience of aesthetic style and design.

The innovative design and finish of both the surfaces and controls are further accentuated by the use of top-quality ma-

materials. Unnecessary opulence is replaced by highly focused luxury, together with an exemplary standard of detail and elegance. The precision that has gone into the development and production of all the vehicle's components is apparent at very first sight, fully expressing BMW's dedication to supreme performance in every respect.

Style and unique aesthetics of BMW.

Measuring 200.8 inches in length, the BMW Concept CS is dominated by dynamically flowing lines. From the BMW kidney grille standing out powerfully to the front, the eyes of the beholder move back along the low-slung and sleek engine compartment lid, subsequently meandering along the side-line and roof-line, all the way to the deliberately short rear-end with its clear-cut air flow spoiler.

The dynamically stretched silhouette of the car proudly boasts a wide range of features typical of such a particularly sporting, avant-garde automobile. All of these features augment the vehicle's excellent aerodynamics as well as a low center of gravity, helping to promote superior agility on the road. And at the same time, the carefully modeled transitions between the body sections are a clear symbol of the car's nimble character and performance, despite its size.

Four doors with a unique, sporting and low body line.

The sporting, low-slung silhouette of the car is further accentuated by a body height of just 53.5 inches. An important additional feature is the gentle taper of the roof-line at the rear, serving again to smoothly stretch the proportions of the entire car.

As seen from the side, the car's reinterpreted contour line serves to emphasize the technical concept of rear-wheel drive, a crucial component of dynamic performance on the road. Subdividing the silhouette of the car into various sections, the contour line stretches from the beginning of the A-pillar in a gentle, rising movement all the way up above the front door, gradually petering out beneath the rear side window. Then the contour line starts again in the lower section of the rear door, first running parallel to the wheel cut-out in a powerful arch. From there the rear contour line is continued as a straight line also rising slightly up to the rear

end of the car.

The roof-line, which tapers out gently to the rear, also provides a brand-new effect when looking at the car from the side, adding a touch never seen before on a sedan. The striking contour of the C-pillar, in turn, provides an additional visual highlight of attractive clarity. The transition of the C-pillar into the rear section of the car tapers out at a lower angle than the steeper rear window, rising up from its base point. This creates a unique expression of classic notchback design highly individualized and varying according to your angle of vision. At the bottom, the C-pillar offers a new, enhanced interpretation of the reverse line sweeping to the front, known by tradition as the "Hofmeister kick." And last but not least, a gentle and extremely attractive light-edge stands out above the side window precisely where the C-pillar merges into the roof-line.

Characteristic front-end design consistently enhanced.

The front-end design of the BMW Concept CS is a particularly striking example of the consistent enhancement of BMW's design language. Here the BMW kidney grille stands out as a powerful element typical of the BMW brand and naturally a famous icon of body design, giving the car its unique look and emphasizing the flow of air into the engine. Indeed, the kidney grille is not only the central element of the front end, but it is also the dominating element in the design of the entire front end.

Through its dimensions alone, as well as its slightly inclined position, the kidney grille establishes a clear link to classic BMW sports cars. All further elements at the front of the car are angled in the direction of travel and designed as a genuine sculpture around the kidney grille, with all directly adjacent surfaces being modeled in a concave design.

Significant functional features add further meaning to this special look of the car, with the BMW kidney grille serving as the primary supply of air to the engine. The two recesses in the front side panels, in turn, help to cool the brakes on the car. And since a power unit befitting the dynamic character of such a sports sedan will likely require an ample flow of cooling air, the need for an extra-large kidney grille is apparent.

Applying the philosophy that "form follows function," the contours on the en-

gine compartment, so typical of a BMW, have developed into a genuine sign of distinction born out of technical needs and requirements. As a further design highlight, the powerdome on the BMW Concept CS, extends over the power unit as a particularly large, almost awe-inspiring design feature.

The engine compartment lid is supported at either side by headlight units merging flush into the design of the car and resting flat on the side panels, extending far



back into the front wings—with the slender space above the extra-large wheel arches accentuating the agility and accordingly, the athletic performance of the car.

Innovative headlight technology.

The BMW Concept CS offers particularly innovative technology within its dynamic, low-slung headlight units, which generate a powerful and consistent light beam. Innovative reverse-projection LEDs (Light Emitting Diodes) bundle their light on a reflection area from where the beam is conveyed smoothly, consistently and with utmost precision to the road ahead. This provides a particularly homogenous area of illumination without the slightest dazzling effect, since the oncoming motorist does not look directly at the projectors.

The short front overhang of the body creates yet another sign confirming the sporting concept of the car, showing the

connoisseur clearly that the engine may be placed behind the front wheel suspension. Obviously, such arrangement of the engine serves once again to make the car particularly agile and dynamic on the road.

The extra-large wheel arches offer space for big 21-inch wheels – again exceptional proportions alluding to an extremely high standard of steering precision and tracking stability. The rear wheel arches are powerfully chiseled to perfection even

really needed.

Yet another innovation in the design of this sedan is the centerpiece along the roof line of the BMW Concept CS, which is slightly drawn in at the rear. This exceptional contour design, visible only from behind, but nevertheless unusually powerful in its look, optimizes the flow of air in and around the roof area. This aerodynamic feature enhances the overall sporting impression of the car and simultaneously serves as yet



more than the wheel arches at the front, with the car growing wider towards the rear end, again symbolizing the transmission of power to the rear wheels so typical of BMW.

Dynamic roof-line guiding your eyes – and the air flowing by.

The sculptural design language of the BMW Concept CS body allows unique interplay between concave and convex surfaces, reflecting and guiding the light on and around the car in exactly the right way. For example, the exterior mirrors—through their design alone—blend harmoniously with the side-view, repeating the overall look and lines of the car. The door handles are integrated into the flanks of the BMW Concept CS even more discreetly. Housed within a chrome-bar running to the rear at the height of the contour line, the door handles are controlled by sensors, moving out only when

another example of sculptural design and perfection.

The interior: an outstanding driving experience on all four seats.

The interior of the BMW Concept CS also offers dynamism of a completely new standard resulting from the combination of exclusive elegance and sophisticated refinement. In designing the interior, the innovative technique of layering the individual surfaces and components provides an unprecedented combination of function and style. The appropriate use of joints and seams, together with layered surfaces, creates new options in the arrangement of functional elements for both ventilation and illumination. And at the same time, the layering concept offers new possibilities to clearly express the class and value of the materials used, as well as highlight the precise design of the car's

interior through contrasting colors and the structure of different materials.

Featuring height-adjustable collar elements directly integrated in the seats, the four full-sized sports seats meet all the needs of personalized entertainment and communication, thus raising the experience of quality within the interior to an unprecedented standard.

Interaction of innovative design and exclusive materials, together with the use of a highly expressive color scheme, gives the interior of the BMW Concept CS a unique touch of luxury based not on simple opulence, but rather on perfect quality.

The design of the interior accentuates the truly outstanding driving experience in a unique ambience. An unprecedented flair of exclusivity and individual style is created by implementing a brand-new concept for subdividing the cockpit into various sections, as well as unparalleled standards in the choice of materials and in the quality of finish. Additionally, the dedication to maintaining the interior's sportiness can be seen in the arrangement and finish of the four single sports seats, and the design of the controls and instruments.

An invitation to active motoring.

The driver-oriented cockpit immediately shows the motorist that he or she is in control of everything happening at the wheel. As with the arrangement of all the controls and instruments, the design and layout of the cockpit is an invitation to active driving. A clear example of this straightforward philosophy can be seen in the short distance between the steering wheel and the shift lever, while in their design, the sports seats combine a touch of lightness with the sporting elegance of the finest leather. The low-slung seating position and the clear structure of the instruments evoke the wish to really experience and savor the dynamic potential of this unique car.

Lots of space, lots of support: sports seats also at the rear.

The BMW Concept CS presents the vision of an automobile proudly offering all its qualities to the driver. The unique thrill of riding in the car is obviously felt most by the driver, however the sheer driving pleasure offered in the process is also shared among all the

cont'd on pg 22

BMW Club Racing on a budget ...and making the playing field even

article & photos by
john BULBULIA



AFTER DOING TRACK events for the past 6 years, I am starting to get the itch to take things the "the next level." The Genesee Valley BMW Driver Education events are an excellent way do learn and develop your driving skills. It is amazing to see many drivers progress from the beginning group through the advanced levels, all the way to actually becoming an instructor. I highly recommend anyone to do these events. My wife Vivian, after attending many DE events as a spectator, will be driving for the first time this year. This sport is not just for the boys. Sorry guys but some of the best student drivers are women...they actually listen! Vivian will be driving her father's Cooper S. My E46 track prepped M3 is not quite her "cup of tea." Also, I would rather have her (and any new student for that matter) learn on a lesser horsepower, non-track car and develop the skills needed to drive the car vs. having the car driving you.

Over the last few years I have been involved with BMW Club racing as race registrar and assisting with Timing and Scoring. Again, I encourage anyone to volunteer as I have. It is a great way to see the internal infrastructure of true racing as well as just have a great time. After this time I have learned much about the racing as well as some of my limitation to entering the sport.....namely cash.

In BMW Club racing I have seen ex-PTG cars, a BMW GTR imported from

Europe with an extensive Race history (hint, hint Mr. Ike Neilson) and home-built race cars that have exceeded well over \$100,000 to construct. As you are reading this, our own chapter president, Vince Leo (along with this race partner Chris Jacobs) is having a new race engine installed in his E36 wide body M3. Rochester's premier race shop and track prep mechanics, Ekstens Autoworks, located at 78 Bennington Drive (how is that for a non subtle advertisement?) is installing an S54 M3 race engine that will be producing in excess of 400 horsepower to the rear wheels. Granted, these are the cars running in the front of the packs in their respective groups; however how do you level the playing field?

BMW CCA does have many groups to run in -- from the cars listed above all the way down to older 2002's and E30. However, I have noticed that there still is a disparity in the cost and level of modifications that people are investing in. If you have a bigger wallet, you will tend to run faster than your competition.

So what is BMW's response to this? A new class was developed by BMW CCA Club Racing last year called Spec E36. The class is designed to specify a set of E36 (1992-1998 BMW 3 series, non-M chassis) 6-cylinder race cars which are PREPARED TO A UNIFORM LEVEL. The modifications required or allowed are intended to produce a fun, fast race car that feels like a race car, yet remains relatively inexpen-

sive to prepare and maintain. The SPEC E36 is a class designed and dedicated to competition between drivers -- not their ability to prepare a car.

So, recently I purchased a E36 1992 BMW 325i donor car from fellow chapter member Jason Wynne. He purchased this car several years ago from yet another chapter member (and current 2007 Targa Newfoundland winner) Roy Hopkins. Man, this is a small world! Jason had prepared the car for driver education events, with the goal of safety in mind. With the addition of a new baby boy, his priorities have changed. Now, I am in possession of an Spec E36 candidate. Over the coming months the car will be stripped, a roll cage will be installed, and the spec modifications will be added. I am learning as I go that there is a tremendous amount of support in the BMW racing community.

With BMW's O'fest reaching our soils this September, we anticipate well over 100 racers coming in from as far away as California. Additionally, many local racers who previously were thinking about selling their cars (Dan Summers from Buffalo, NY and David Rowilson out of Ontario, Canada, just to name a few) have taken them off the market after hearing that Watkins Glen was hosting the event. This is a big deal and they want to race!!!

If you are interested in racing on a budget or have any questions, feel free to email me @ Jbulbulia@ngcomm.net

SPRING IS IN the air – a time when a driver's fancy turns to thoughts of ... AUTOCROSS!!

This winter seemed especially long and drawn out and surely I'm not the only one who is anxious to put some sticky tires on and toss the Bimmer around a few cones. We're gearing up to do another round of autocross events this year with a series championship for club participants.

Once again we are going to run events at the Batavia International Motorsports Park (BIMP) kart track. This is a mini-road course with banked turns and elevation changes that lets you experience what driving on a track is like, but at a lower rate of speed. Some of the faster cars top out above 60 MPH at the end of the back straight running up the hill; I personally don't look at my speedometer when I'm getting ready to go into a turn!

We will also be running events on a paved parking surface with cones for the more traditional autocross experience. However, this year we are moving to a different local college. We'll be holding our events at Rochester Institute of Technology (RIT) in the large parking lot in the front (North side) of the campus. Like last year we will be running six events – three at BIMP on Saturdays and three at RIT on Sundays.

Here is the schedule we have in place for this year:

GVC Autocross 2008 Schedule

Sat 5/3	BIMP
Sun 6/8	RIT
Sun 6/22	RIT
Sat 7/12	BIMP
Sun 8/10	RIT
Sat 9/13	BIMP

Anyone who has never tried an autocross owes it to themselves to come out for one of these events. Even seasoned driving school veterans will find that this is a challenging exercise in managing vehicle dynamics under a controlled setting. Newcomers are encouraged and will find plenty of help and support in learning the ropes and getting more fun out of their car. The requirements for vehicle preparation are pretty easy: you'll just need to clean out any loose items and make sure that things like the bat-

tery and wheels are firmly attached. All makes of cars are welcome, not just BMW! Sorry, though, SUVs and trucks are not able to play.

I hope to see a lot of new faces and a lot of familiar faces at this year's events. Let's hope the weather cooperates as well this year as it did last year. But if there is a rainy event day, don't stay in bed – some of the best driving experiences can be had on a wet surface. This is one of the easiest ways to get your daily driver out of the garage and have a blast – don't miss out!

See you at the races!



S. Morliere

This winter seemed especially long and drawn out and surely I'm not the only one who is anxious to put some sticky tires on and toss the Bimmer around a few cones. We're gearing up to do another round of autocross events this year with a series championship for club participants.

Volunteer Spotlight

GAIL DAVIS IS one of our founding members, having joined the club in 1980. She has served as vice president, treasurer, newsletter editor, secretary, and is currently performing the duties of membership chairperson, helping to attract new club

members and retain old ones. She was responsible for organizing all the social activities at our week-long O'Fest '88. For many years it has been Gail and her husband Kurt Baum who have organized the summer picnic and slaved over the hot grill to make this a tasty event. She autocrosses "just for the

fun of it" and once came in 2nd place in an O'Fest National Road Rally. She voted against the first Drivers' School at Watkins Glen because she didn't think we could find enough drivers to support such an expensive undertaking. Then she had to be dragged kicking and screaming off the track when her sessions were over.

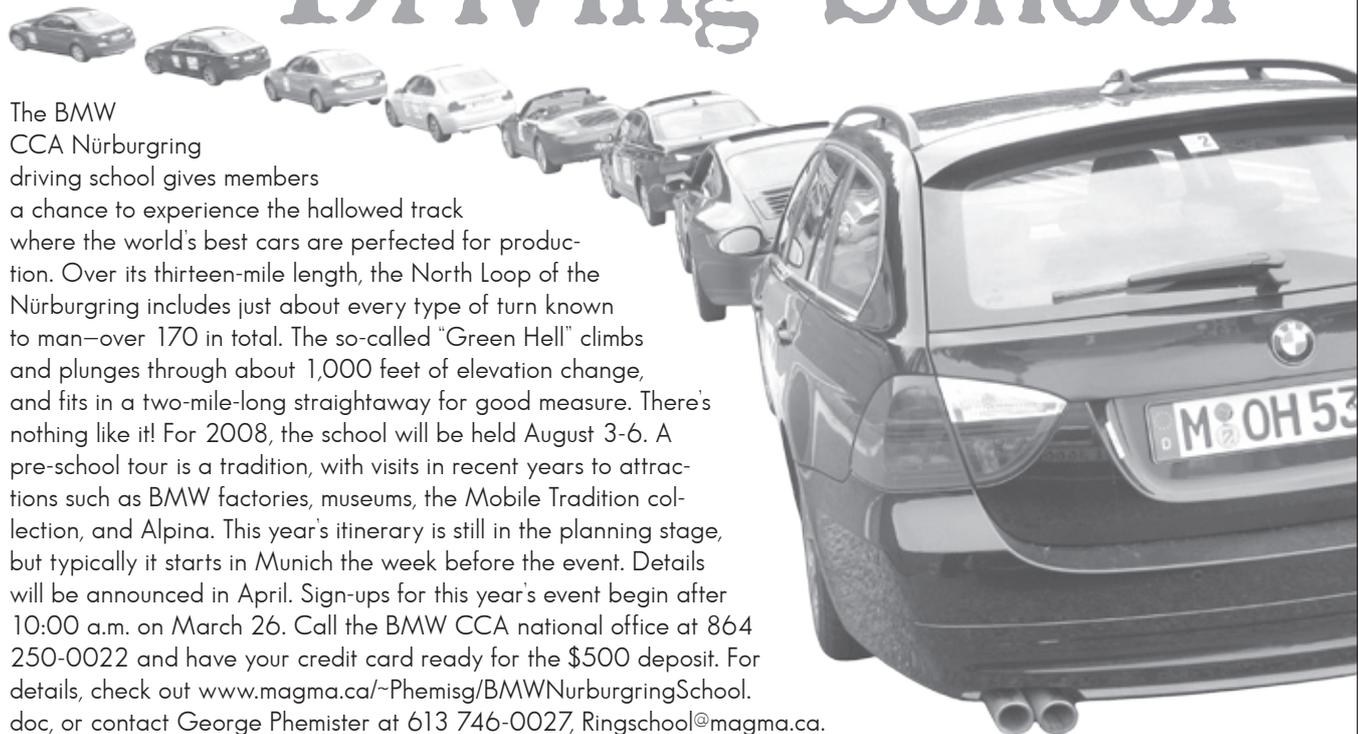
Who works with Holtz BMW and Towne BMW to organize all the volunteer drivers for the Susan B Komen event, "Drive for the Cure?" Gail has helped to make this event a success for 6 years now by recruiting volunteer drivers to drive BMWs from one car dealer to another. It's also Gail who helps with registration at such events as the holiday parties and annual meetings. She was responsible for introducing the popular ice-breaker trivia games at these events.

Gail currently drives a 2004 Mini Cooper S, but her past steeds include '67 1602, '76 2002, '76 530i, '78 633 CSi, '85 325, '91 325iX and '94 325is.

Outside her GVC activities, Gail works in a microbiology lab at Bausch and Lomb. She is a former licensed NYS Driving Instructor, math & science tutor for learning disabled high school students, and adult education music teacher (banjo and guitar). She has two adult daughters and two grandchildren. She has adopted one "mostly Husky" dog and two "who knows what kind" cats. And she is famous for her chocolate chip cookies!

Do thank Gail the next time you see her for all her volunteer time spent for your club! And, ask her about her first-time experience as an instructor for Street Survival!

Nürburgring Driving School



The BMW CCA Nürburgring driving school gives members a chance to experience the hallowed track where the world's best cars are perfected for production. Over its thirteen-mile length, the North Loop of the Nürburgring includes just about every type of turn known to man—over 170 in total. The so-called "Green Hell" climbs and plunges through about 1,000 feet of elevation change, and fits in a two-mile-long straightaway for good measure. There's nothing like it! For 2008, the school will be held August 3-6. A pre-school tour is a tradition, with visits in recent years to attractions such as BMW factories, museums, the Mobile Tradition collection, and Alpina. This year's itinerary is still in the planning stage, but typically it starts in Munich the week before the event. Details will be announced in April. Sign-ups for this year's event begin after 10:00 a.m. on March 26. Call the BMW CCA national office at 864 250-0022 and have your credit card ready for the \$500 deposit. For details, check out www.magma.ca/~Phemisg/BMWNurburgringSchool.doc, or contact George Phemister at 613 746-0027, Ringschool@magma.ca.



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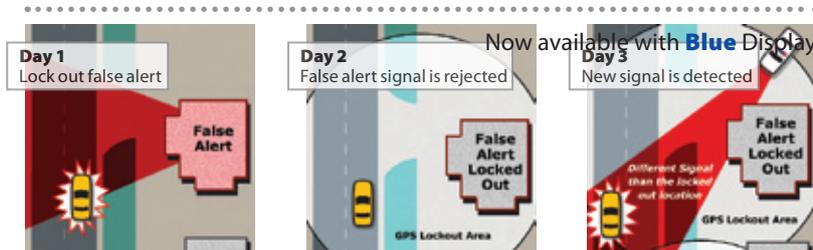
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I RECEIVED A phone call one day in early October (2007) from Wesley McReynolds, son of GVC member Holly McReynolds. Wesley now resides in North Carolina and owns and operates his own motor-sport shop. He called to ask if I had heard about long-time BMW CCA instructor Richard John being diagnosed with pancreatic cancer over the summer. He also informed me of the special track day being held at VIR on Halloween. I was saddened to hear of his illness. If you have been to driving schools along the east coast, you have most likely come across the very likable and loveable instructors Richard and Jo Ella John. The track day was being arranged by many friends, relatives and supporters of Richard to help raise funds for pancreatic cancer research -- and allow us track junkies to get together before the snow flies. So naturally I was in.

Once again I found myself loading the racecar on the trailer. I headed south to a track I had not been to yet. Hurry! Well after 13 hrs of towing through the mountains I found myself at a wonderful track known as Virginia International Raceway. Boy this looked nice! After hearing so many good things about the track, I was excited to check it out for myself. Ok, let's unload the car and check it out and make sure we are good to go. All is fine so we headed to the drivers meeting. Richard, Jo Ella, along with their daughter, son-in-law and many friends and instructors came out for the good cause. I could tell Richard was taken aback by the turn out. He looked very happy to be at the track that morning. I think everybody was; I know I was.

After the meeting I thought it would be wise to catch a ride with fellow instructor Blake Smith so I could learn my

way around this track. It was a good decision; the track is very challenging and would take the rest of the morning before I could push the car. One of the more memorable sessions happened when I just came out of the pits and Richard passed me on the way to turn one. My tires were cold so I took it easy entering the corner and watched Richard work his beloved e30 M3 through the

having a ball. I smiled back, waved and continued on. We talked later on that day about it and he said he was trying a new line through the corner. A true track junkie, always trying something new too see if it is better -- got to love that.

The day was being enjoyed by all who attended; plenty of socializing and storytelling going on -- not to mention the great track to enjoy. Lunch break

1st Annual Richard John Track Day at VIR



S. Morliere

My tires were cold so I took it easy entering the corner and watched Richard work his beloved e30 M3 through the corner. While approaching the apex, he did a lazy 180 spin in front of me.

corner. While approaching the apex, he did a lazy 180 spin in front of me. I was going slowly so it was easy to brake and watch him stop in front of me. The two cars were facing each other and it was easy to see the smile on his face -- he was

came around and we all gathered after eating. Richard told us about his present condition and some very inspiring stories of his life. We all took this to heart. Several people got up and shared some of their favorite track stories of Richard. This brought out the laughter and smiles that set the tone for the afternoon.

The day was warming up nicely, and the track and my lap times were getting faster. I thought to myself, this is so much better than a cold Halloween in Buffalo. Trick or Track, I'll take track thank you. So I added some more fuel, checked the tires and headed out for another session. Good grief Charlie Brown; VIR is fun! Well worth the trip down. Everyone had plenty of track time, and you can see by the photo Richard just kept adding more fuel to his car and heading back out. Before the day was over I made sure I signed a 3 series trunk lid that was specially made up to be presented to Richard as a memento of the day. I really enjoyed the day, but all good things come to an end, so I begrudgingly loaded the car on the trailer. I said my goodbyes to all there and started my tow home.

If anyone is interested in helping to find a cure, or just needs info on the disease, go to www.pancan.org. Please help if you can.

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cont'd from pg 13

occupants. Just like the front-seat passenger, passengers seated in the rear will also appreciate and cherish the sporting and active driving experience offered by the BMW Concept CS—via rear sports seats. And thanks to the single seat concept, elbow freedom on the rear seats is just as good as on the front passenger's seat. The center console flows back smoothly all the way to the rear, serving as a comfortable armrest, while at the same time offering additional storage space. In all, the passengers sitting at the rear enjoy a brand-new, truly innovative ambience unmatched by the conventional style of a "regular" four-door model.

Cultivating the flow of joints and seams: layering the interior design.

The combination of features previously regarded as incompatible within the BMW Concept CS represents a complete departure from conventional standards. Indeed, the BMW Concept CS opens up a new era in many areas, providing the unique combination of sporting performance and stylish elegance also coming out clearly in the design of the interior.

The BMW Concept CS represents a new milestone in refined interior design, applying an innovative layering technique developed by BMW to provide unprecedented interplay of the various interior elements. Instead of large surfaces and connections with their transitions—which are typically characterized by a change in materials and colors—the layering technique distinguishes the various surfaces flowing into one another, with clearly defined seams taking on a functional role, for example in the arrangement of light sources and venting nozzles. The result is a very refined effect of light and shade making a significant contribution to the exclusive overall look and impression of the interior.

In contrast to the design of the body, which incorporates flowing lines, generous surfaces and harmonious interplay of concave and convex elements in order to capitalize on light effects, the layering concept of the interior design mainly uses shade effects and changes in structure. Wherever individual surfaces in the structure of the cockpit do not meet on the same level, there are separate zones that keep away from the direct flow of light – while providing the right space for the inconspicuous arrange-

ment of various functions. The recesses and superimposed surfaces provided in this way offer appropriate space for ambient illumination as well as the arrangement of air vents. Dazzle-free interior lighting and discreet shade effects upgrade the entire flair of the interior and create a kind of light, hovering effect.

This layering philosophy is continued in the design of the instruments themselves, with the displays in the instrument cluster presenting various functions and information on different optical levels. This again creates the impression of superimposed surfaces serving to: first, clearly structure the information offered; and second, to generate an impression of three-dimensionality.

Unparalleled and typical of BMW: the BMW Concept CS.

The unique flair pampering both the driver and his passengers within the BMW Concept CS is an equally clear expression of a new culture in body design. Both outside and inside, the BMW Concept CS conveys the same message, telling the world that the experience of driving a sedan now comes in an entirely new rendition. With the presentation of this new concept car, BMW is not only entering a brand-new segment of the market for the first time, but is also setting the milestone with a brand-new type of car. The four-door luxury Gran Turismo enters a new dimension of driving in new style and with new features.

A new experience of dynamics and ambience; exemplary quality in design and finish; extreme precision in the dimensions of the car; and concentrated luxury within the interior – these are the features that characterize the BMW Concept CS. And at the same time all this bears clear testimony to the superior know-how and competence of BMW's engineers and designers in creating such truly emotional automobiles.

The sum total of such qualities in the BMW Concept CS can be created only on a sound foundation of firmly defined values: innovative power, sporting performance, aesthetic design, an open frame of mind and full awareness of quality. For decades, BMW has consistently applied these values in the development of outstanding sedans and dynamic sports cars. And now these values are concentrated even more than before in an unprecedented manner in the BMW Concept CS.

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Bartlett, Albert • 90 M3
 Berube, Jay • 03 530i
 Borden, Tiffany
 Carney, Eugene
 Cheplick, Katelyn
 Cook, Caitlin
 Cooke, Maia
 Cooke, Tae
 Cosentino, Fran • 01 Z8
 Dyson-Curran, Terence
 Hannon, Michael
 Hibbard, Matthew
 Hughes, Jake
 Johnson, Mary
 Johnson, Stephen
 Kemp, Steven • 97 740iL
 Kennedy, Rick • 06 530xi
 Korn, Stephanie
 Lamb, Michael • 86 635
 Lantzas, Nicholas
 Lauer, Peter
 Linde, Alexander
 Makinster, Zachary
 Martin Sanchez, Adriana
 Neer, Lauren
 Ness, Kirsten

Niederpruem, Bob
 Ommen, Ron • 00 Z3 Roadster
 Ong, Ling • 06 X5
 Pitzer, Rahn
 Propst, Andrew
 Reep, Leslie
 Reynolds, Scott • 04 530i
 Root, Megan
 Ruoff, Jason
 Ryan, Kevin • 04 325i
 Secord, Nicholas
 Sharaf, Josh
 Tkacik, Kerry
 Tunison, Arnold • 03 325xi
 Wagner, John
 Werner, Bradley
 Zussman-Dobbins, Johanna

January

Bellows, Ann
 Bork, Robert • 04 330Ci • 89 M3
 Grande, Jon • 08 X3
 Grande, Susan
 Grant, Peter
 Magagnoli, Anthony • 95 325is
 Monkemeyer, Evan • 95 325i • 03 X5
 Ponkow, David
 Sabato, Don

Singer, Daniel
 Skop, Marc
 Vergason, Gary • 03 z4

February

Bell, Michael • 02 X5
 Boyle, Michael
 Croucher, Dean
 Fischer, Michael • 97 328i
 vert • 07 shelby gt 500
 Fischer, Catherine
 King, Charles • 02 525i
 LaShomb, Charles • 05 X5
 Moore, Matthew • 05 325i
 Mullikin, Jonathan • 99 M
 Roadster
 Pierotti, Mary
 Puglisi, Marilyn • 08 528xi
 Puglisi, Richard • 08 535
 Rhode, Larry • 08 328
 VanDuyne, Erick • 01 330i
 Wahba, Brent • 06 M road-
 ster
 Wahba, Patty
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