

Fall 2012

der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



Roy & Adrienne at the Pittsburgh Vintage Grand Prix. See Bimmer Boy page 9.

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**2013 BMW 328xi
IN THE LAND OF**

THEY

WHO EAT

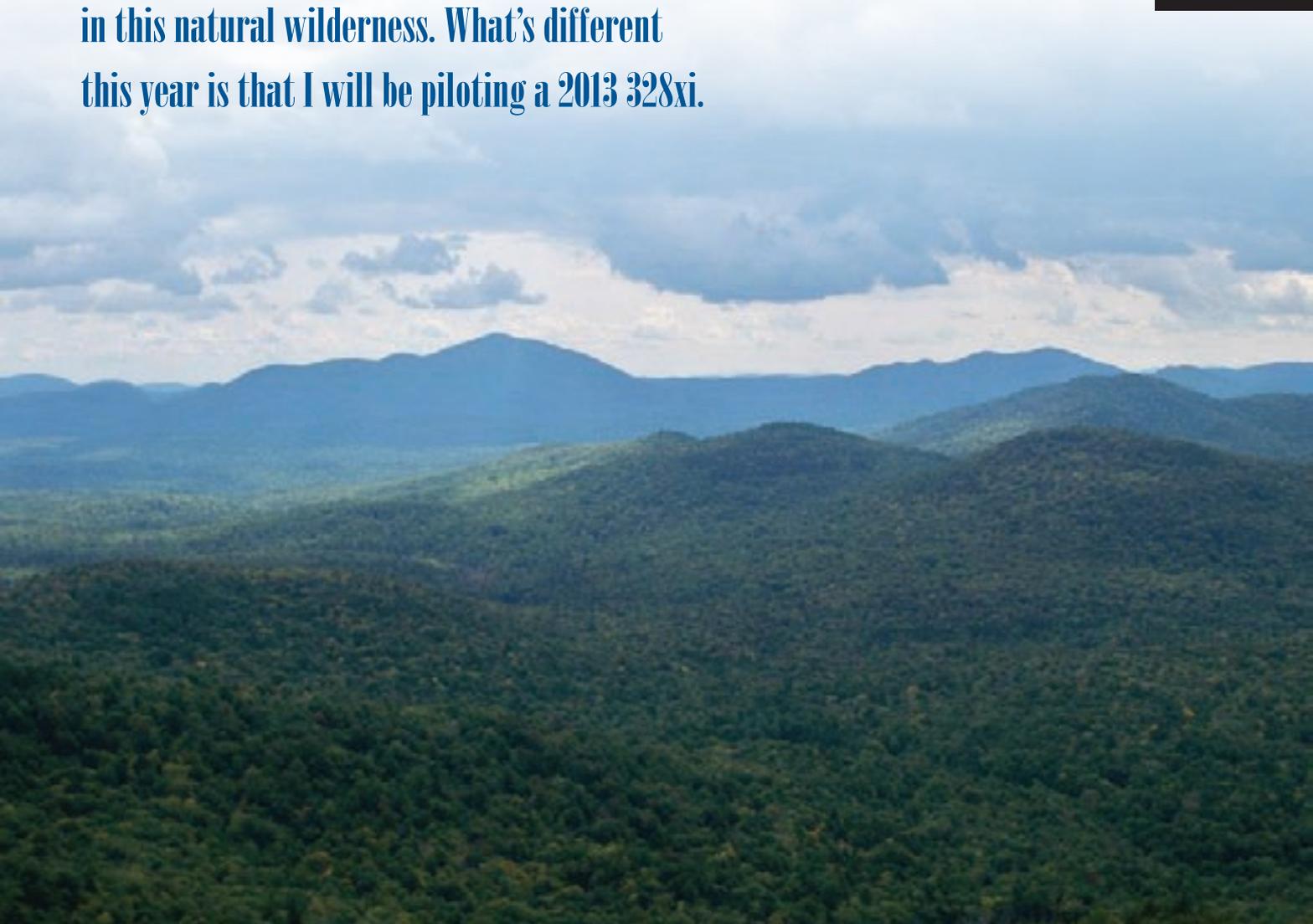
BEEES

It is late August and the nip in the air is evident as we pull out of the family compound to once again travel to the northeastern part of the state known as the Adirondacks. The name “Adirondacks” is an Anglicized version of a derogatory term used by the Mohawk tribe to describe the inhabitants of this vast mountain range. In the Mohawk tongue it means “they who eat trees.”

Our mission is not to eat trees, but to vacation in this natural wilderness. What’s different this year is that I will be piloting a 2013 328xi.

**Please welcome
Marc M. Minnick,
Das Fahrersitz
(The Driver’s Seat),
client advisor, BMW
sales, Towne BMW.**

**MarcM_{MINNICK}
DAS Fahrersitz**





BMW brings back the 328 in xDrive for 2013. The 2012 was a late arrival, appearing on the American shores in late winter. The F30 as it is known among the cognoscenti is the evolution of the award winning E90: longer wheelbase, redefined lines and numerous updates that put this car among the premiere class of performance luxury sedans.

My ride of choice is a Luxury Line Black Sapphire with Dakota Saddle leather. This car sparkles like a black diamond and it just oozes elegance and machismo. Apologies to the lady readers, but some cars exude manliness and this is one of them. The luxury line which adds \$2100 to the "sticker price" adds value by coming with sportier leather steering wheel, dark anthracite wood trim, trim finishers in pearl gloss chrome and most important: 18" multi spoke alloy wheels. In addition to other options like cold weather package and premium package, I added technology package to the list of options.

For myself I have had the hardest time to accept new technology in performance cars, but I am excited to play with BMW's latest technological advance, "Head-up display." Head-up display projects vital info such as vehicle speed and check warnings onto the windshield in the driver's line of vision. The information is displayed in a dim yellow that's not objectionable and is visible only to the driver.

Bags are packed and the participants are eager and tired as we pull on to NY 90, due east into the rising sun. This will

be my opportunity to try out the "ECO PRO" mode. BMW says that a driver can expect up to a fuel savings of 20 percent in this setting. ECO PRO uses engine management software. It accomplishes this by adjusting the upshifts in the auto transmission; upshifts occur sooner and remain in a higher gear. This setting is not for a more spirited ride, but rather a "cruising mode." In this mode the driver can see how they are saving fuel economy. A BMW Efficient Dynamics Display is shown in the bottom portion of the tachometer. There is also an extended functions cluster which will display via a blue bar chart. This chart shows a range of fuel consumption. The bar will turn from blue to gray when the driver applies pressure to the accelerator pedal, and fuel consumption rises quickly.

I now realize that I'm not an ECO PRO kind of guy when a "Kid in a GTI" blows by us like we are standing still. I switch to the "comfort mode" and stay in this setting until we reach Watertown for bathroom breaks and lunch at the Watertown's gourmet restaurant, "Burger King."

From Watertown we head due east on route 3. Taking the alternate route of 3A we actually travel through the nether regions of Fort Drum and save maybe ten minutes of travel time. We will stay on route 3 and set the next rest stop at Tupper Lake where I will switch to "Sport Mode."

I inform my travelers that we are very close to "Adirondack State Park." I fill their heads with such interesting facts as it



to avoid tourists and the “The French,” I look for the alternate route to avoid the downtown district. Alas, it’s closed for repairs. We are almost there!

From Lake Placid we travel due south on highway 73 .The highway is the best route to get to where we will be lodging the next 4 days: the Keene Valley Lodge Bed and Breakfast.” Keene Township is in the heart of the high peaks. This trip we set our sights on Mount Goodnow. Mount Goodnow is small Adirondack peak (measuring only 2,685 feet tall). At its summit stands a 60 foot “Fire Tower” that gives the viewer a panoramic view of most of the High Peaks. We will hike this trail tomorrow and claim our rewards at the Lake Placid Brewery.

We check into the lodge late afternoon and make plans to go to the Ausable Inn. The Ausable Inn is within walking distance from the lodge, so we gather up our appetites and make off for some real authentic Adirondack cuisine: craft beers and home cooking. This is the writer’s choice. I order the “special recipe” barbecue pork ribs with corn on the cob and baked potato. I wash this down with a chocolate stout, brewed with just a hint of sweetness, and I declare my allegiance to the chef and his heirs. The girls order blueberry and strawberry pie, and all remnants of shame disappear when I finish what they can’t. We trek back to the lodge and I top the evening off with a fine Dominican cigar. This is life in the Adirondacks!

Mount Goodnow is in the town of Newcomb. Population of minus 2 -- an exaggeration , of course, but who lives in these burgs. Smokey the bear and his posse?

Actually it’s a really cute little town with a diner that substitutes for a gas station and a place to buy supplies and even get your curtains repaired. Who has curtains in this town? I suppose these questions will never be answered.

After stopping at the visitors center, I receive “GPS-like” directions as to how to find the parking lot to the trailhead to Mount Goodnow.

“Nice car, where ya folks from?”

“Buffalo.”

“I luv ya chicka wings.”

“Thanks Ranger Rick, are we close to the trailhead to Mt. Goodnow?”



is largest state park in the nation with over 6 million acres of land mass, larger than Yellowstone, Yosemite, Grand Canyon and Glacier combined. They’re not impressed and go back to their personal mobile devices. The terrain begins to change and now it’s my time to switch to “Sport Mode.”

Sport mode is number 3 of the 4 modes that can be accessed by a single rocker switch located just west of the E-shift lever. What I feel immediately is the reduced power steering input to the steering wheel. The highway becomes serpentine and feedback from the steering wheel feels extremely accurate and firm. I love it!

The acceleration is more immediate and stays in 3rd or 4th gear before upshifting to the next tallest gear. This is true sport driving; the car tells me it wants to be pushed, and push I do. My family in the rear seats expresses some displeasure. “Dad, it feels like a roller coaster back here. We’re going to lose our lunch if you keep this up.” “Sorry guys, I’m testing the sport mode.” I back off, but still stay in sport. This is too much fun.

Next stop is Tupper Lake for fuel and breaks.

We continue from Tupper to Saranac Lake -- an “All America City,” home of one of America’s national historic registered hotels, “The Hotel Saranac.” Built in 1927 and temporary lodging for US presidents and international dignitaries for the 1932 Winter Games. We pass through Lake Placid. Attempting



"Mount Goodnow? Can't miss it. It's just after the white sign."

"Which white sign?"

"There's only one mister. If you miss it you've gone too far."

"Thanks a lot Ranger Rick. What do we pay you anyhow?"

"Be nice," says my wife as we peel away like our lives are in peril of the dreaded Newcomb mind freeze.

The remainder of the day is filled with an exhausting hike to the summit, ascending the fire tower and feeding the chipmunks energy bars and bananas. I hope there is no law prohibiting feeding the wildlife with lowfat energy bars. If there is we're criminals of the wild.

On our last day at the lodge, we bid our farewells to the proprietor of the fine house of hard beds and superb breakfasts and head back the southern route through Long lake and Old Forge.

Once again ends the annual family trek to the Adirondacks and a return to the grind of city life.

Upon leaving the Township of Keene my daughter drawls (in backwoods Langued'oc).

"What car is dis?"

We all speak in unison.

"The ultimate driving machine, a BMW."

They all laugh.

"Hey guys, Ranger Rick might have been a little slow, but have a little respect. He's a guvment employee and he asked me for my business card!" LOL



Pittsburgh Vintage



The Bimmer Boy

story & photos by
russell LABARCA

GRAND

PRIX





Most of the car shows I've been involved with have a specific requirement for a showing entry: The Vintage in Winston-Salem (pre-war through E30's, currently); Waterfest (a Volkswagen show where the focus is on modern water-cooled VW's, as opposed to the air-cooled cars that started it all); Radnor Hunt Concours d'Elegance (whose invitation-only show cars are carefully selected to "represent an educational and aesthetic experience for guests."); and so on. These requirements deliberately narrow the field of cars, so there's some upper limit to the quantity (and in many cases, the quality) of cars being shown.

The International Car Show, part of the Pittsburgh Vintage Grand Prix's week of events, willfully bucks this trend. It seemed to me the requirements were pretty simple: if it's a car, and it was built in a country on Earth, it'll have a spot to show (though even if its country of origin no longer exists, it would still find a home somewhere). The number of cars is limited to the available space on the golf course grounds, and, this year, due to the less-than-ideal weather Saturday, there was a lot of room left over. Which is not to say there weren't a lot of cars showing; there were somewhere between one and two thousand, and I'm told that in the past, with nicer weather, the number can double that.

On the drive in it did not take long for the theme of juxtaposing classic and modern rides to show itself.

As we rolled through downtown Pittsburgh, it became clear we were approaching a classic car festival: an early Bentley Mulsanne S was to our left, a chopped '30's Ford

As we rolled through downtown Pittsburgh, it became clear we were approaching a classic car festival: an early Bentley Mulsanne S was to our left, a chopped '30's Ford roadster was for sale on the side of the road, a Sunbeam Alpine idled ahead of us, rough and loud, and a man leaned way out of his towering pickup truck to yell to us, "Nice BMW, man!"

roadster was for sale on the side of the road, a Sunbeam Alpine idled ahead of us, rough and loud, and a man leaned way out of his towering pickup truck to yell to us, "Nice BMW, man!" And yet, also in the traffic queue sat water-cooled Porsches, a Golf R32, and Subaru WRX's, all going to the show. No one could complain for lack of variety.

We had a long time to sit and admire the back of the red Alpine. The final quarter mile into Schenley Park was a one lane, uphill drive, and traffic had come to a stop. My Uncle Bob and I discussed what type of motor must have been in the diminutive car - or we tried to discuss it anyway. The engine was so lumpy and noisy it was almost impossible to talk over. We let the Alpine roll a little further ahead in an effort to minimize its auditory impact and masking of our own 2002's engine, and to see what kind, if any, of exhaust it had. That's when we saw the green trickle it left behind.

I pointed this out, and Uncle Bob mentioned something about not wanting to drive through it and slick up his own tires, but luckily the hill was smooth and sloped enough



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to let it flow straight back and underneath the middle of our 2002. The Sunbeam stopped as traffic did, and the little stream continued. Once traffic moved again, though, the Sunbeam pulled ahead, and a larger green puddle was left in its place. The coolant looked like a water balloon filled with green Jell-O mixture had exploded under the car. And each time it moved forward, another bomb was dropped.

This sort of situation makes you instinctively check your own temperature gauge for anomalies. Was it hot enough to cause us to overheat in traffic? Was the entrance into Schenley Park about to become a parking lot of popped hoods, steam, and green pavement? Are burst radiators contagious? As they say on the airplane safety video, "Secure your oxygen mask before helping others." Our temperature gauge showed we were just fine (as expected; it really wasn't that hot, and the tank's cooling system is well taken care of), and all was well with the 2002. Now it was time to help the Alpine.

It was clear that the only outward sign of a problem was the trail of Ecto Cooler coming from underneath the car; there was no steam from the hood, no smoke; nothing that might have told the driver and passenger that something was going quite wrong under the bonnet of their little British roadster. I decided to play humanitarian and put my camera down (as opposed to playing photojournalist

and documenting the carnage) and hopped out of the '02 to run up and let them know they were bleeding out. Of course a big hole in traffic had to open just then, and the Alpine pulled way ahead, so I found myself jogging uphill after a little red roadster, as the '02 pulled back up equal to me, while gawkers on the street taking in the car show looked at me curiously. I smiled back politely.

Yelling to the Sunbeam did no good, of course, because of the lack of an exhaust pipe. But traffic stopped again, finally, and I got to the passenger window. "Hey man, you're losing a lot of coolant!" I hollered. "Yeah," he said casually, "we know." That was all. Apparently this was not an uncommon occurrence.

Several thoughts passed through my mind: Does he really know how much he's losing? Is he used to losing a little here and there, but this time he's flooding the roadway, and doesn't realize? Or does he fill up the reservoir before and after each drive as standard operating procedure, all the while leaving behind a green trail, as some kind of real-life GPS track? Does the EPA know about this?

I hopped back into the '02, explained that my cause for concern was no cause for concern to the members of the Alpine crew, and we decided to leave ourselves enough of a gap to be able to get around the car in case, when the time came, he was not able to pull completely off the side



of the road.

Thankfully, that point came once inside the entrance to the park, so the able-bodied cars could easily drive around the now steaming roadster. We wished them well.

As we drove to the BMW corral, I took in the layout of the car show. Each country had its own section: German Hill held BMWs and Minis (I was surprised to see more Minis willing to show in the German section rather than the British area); the Italian Cortile held a variety of exotics and Fiat's (another amusing juxtaposition); the British cars were split into Jags, MG's and Healeys (sardined in their rows), and a Bentley-Rolls area; the Japanese section had all varieties of (mostly modified) Miatas, Civics, and Subaru (the best of which was one completely covered in mud); and the American section, hosting generations of Corvettes and Mustangs, Studebakers, and more. I couldn't possibly fathom inspecting all of them in the time we had.



We parked the 2002 in a good spot, right next to the Spaten/Franziskaner beer tent, and browsed the excellent selection of old and new Bimmers. Bob and I discussed cars to add to our fantasy garages (for me a Z8 and 850CSi, for Uncle Bob a selection of V10 M-cars and a beautiful E30 M3). We then browsed in VW-land, then on to the Mercedes-Benzes, Porsches (where the owner of a clean GT3 RS 4.0 got his camera out to take pictures of other cars. How cool is that?!), Ferraris, Lamborghinis, Audis, and more. There seemed to be no end, which was just OK with us.



All the while, the time trials for the main event Vintage Grand Prix were happening just a few yards away at turn 13, providing an ever-present soundtrack of loud cars on full throttle. Occasionally the new M5 would run through the course, as a pseudo-Ring Taxi, with some lucky occupants onboard. It was usually sideways.

The course at Schenley runs on the public roads that wind through the tree-filled park. You definitely hear the



cars before you see them at any given turn, and it isn't for long that they're in viewing position. The race is not super competitive, but it's still fun to see everything from old F1 cars, open-wheel track cars, Datsuns, Healeys, Jags, Porsches, and BMWs (including GVC's own Woodstock team of Hughes-Hopkins) go screaming through the woods.

The culmination event is the Sunday race, but unfortunately our schedule didn't allow us to stay over for the following day. We could have used that second day to see the other half of the show cars we passed by, too.

This was the 30th year of the Grand Prix, and it shows no signs of slowing down anytime soon, especially thanks to the Allegheny Chapter's leadership. I'm eager to get back next year for more racing action, and a new crop of old and new show cars – even bleeding British roadsters.

I saw an Alpine the other day on the way to work. I left plenty of room between us on the road so I could get around him, just in case...

2012 Calendar of Events

December

14th Friday –
Holiday Party:
George Eastman
House



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Twilight of the Gods

If you are building a high-performance machine, there is no substitute for cubic inches of displacement, or naturally aspirated engines, and no substitute for hydraulic steering.

BMW invented the sports sedan and continually improved it until it became The Ultimate Driving Machine. The formula was simple: start with a powerful naturally aspirated, silky-smooth engine, drop it into a chassis with independent suspension and strong disc brakes at all four corners, and then add a magic suspension (that many copied but none ever duplicated).

Unfortunately nothing good lasts forever, and the current crop of Bimmer sport sedans no longer meets those criteria. BMW GmbH has caved into the pressure from their government (plus our government) and from the environmentalists to meet ridiculously high mileage standards for petrol engines. The U.S. government has just released final fuel economy standards that are set to nearly double the average mileage of cars and light trucks (SUVs) to 54.5 MPG by 2025.

If you are building a high-per-

formance machine, there is no substitute for cubic inches of displacement, or naturally aspirated engines, and no substitute for hydraulic steering. All this has become a thing of the past for BMW as they rush to downsize engines, add turbo-charging, and substitute electric steering. I might add that the main competition (Mercedes, Audi, and Porsche) are following suit. In the future if you want unmitigated performance you'll have to go to Ferrari, Lamborghini, Lexus, Viper, or Corvette.

We have owned every 5-Series starting with the E12 right through my current E60 545-6 speed. I also have considerable seat time in my son's F10. Therefore, I feel qualified to objectively compare the iconic E60 to its F10 replacement.

It's not a pretty picture.

E60 545-6-speed

First laid my eyes on it at the 2003 Frankfurt Auto Show. Then test

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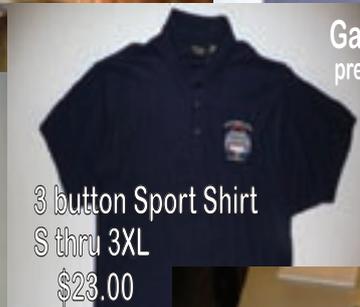
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drove it on the Autobahn, through the Alps, and on the Nurburgring Nordschleife. It was then – and still is – the best of the breed. The auto journalists reacted poorly to the ‘Bangle butt,’ ‘Dame Edna’ headlights, and ‘Flame surfacing’ – but none ever criticized its handling (although some complained about the newly designed “Active Steering”). Frankly I still marvel that a 3900 lb. car that can accommodate 5 people and their luggage (admittedly in a pinch) can also hold its own on the track (we ran it at Virginia International Raceway). Time has softened the critique of its styling and time has enhanced the appreciation of its incredible performance. It remains the best car, overall, that I have ever owned or driven.

F10 5-Series

This is a handsome automobile. It has more leg room, elbow room and a longer wheelbase. All this should produce a more comfortable ride. Fact of the matter is – those damn run-flat tires (I replaced those on my car with Michelin Pilot Sports), give the E60 a better ride. The deal-breaker, in my opinion, is that adding girth and 500 lbs of weight plus smaller turbo-charged engines and electric steering moves the F10 out of the sports sedan arena and into the luxury sedan category – kind of a junior 7-Series.

Most of the Roundel scribes have tip-toed around this issue, but Automobile Magazine reports; “BMW has shown a penchant for messing around with things that didn’t need to be messed with.” Also, if a normally aspirated BMW six-cylinder delivers its torque like a burning fuse, the turbo versions are more like dynamite. You know what precedes a flat torque curve? A lot of torque – all at once.”

So I’ll take my case to court and state that BMW no longer makes a true 5-Series Sport Sedan.

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E92 M3

If you are lucky enough to own an E92 M3 (or any M3 for that matter) – for God’s sake don’t trade it for what is coming down the pike.

Autoweek reports; “BMW is less than a year away from officially revealing the fifth generation of the menacing M3, the first to receive turbo-charged six-cylinder power. The performance sedan, code-named F80, is expected to appear as a lightly veiled concept at the 2013 Geneva motor show. In a departure from previous generations, this M3 will be launched exclusively as a sedan, a move that brings it in line with the larger and more expensive M5. But purists might still question the decision to go with the turbo-charged engine that will bring an end to the illustrious era of naturally aspirated power plants for the M3. Additionally, for the first time since its inception in 1986, there will be no manual gearbox. We don’t have all the specs on the next generation M3, but it’s safe to say that this sedan will be an agent of change for BMW performance machines.”

There has been a battle going on in Munich for many years between the ranks of the traditionalists and the marketing group. That battle has been won (hopefully for the time being) by marketing. Now BMWGmbH is everyman’s car company. If you want to continue the thrill of driving The Ultimate Driving Machine ----- hang on to what you have.



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New Members

June

Bethany Aust
Gary Ayer
Shane Brown
Kevin Bullis
Jill Fratangelo
Matthew Hohler
Michael Jetty
William Kovalick
Vladimir Lapchuk
Mark Lockhart
Dan Long
Charles Maraia
Don McClintock
Michelle Michalow
Alexander Pagan
Mahase Prasad
Kyle Schmitt
Edward Schreyer
Daniel Smith
Gregory Sterman
Gregory Stewart
Jennifer Thomas
Donald Warhol
Dan Wilcox

July

G. Kennard Beacher
Thomas Brady
Evan Casey
Kristen Cooper
Frank Dec
Andrew Dunmire
David Dunmire
Michael Dunmire
Joseph Farrell

Stephen Fletcher
Robert Fox
John Froman
William Fuller
Jeffrey Gangi
Joseph Gehm
Anthony Gerace
James Hall
Keith Hatswell
Richard Hautaniemi
Greg Kalbach
Karen Mammano
Owen Marks
David Murphy
Clare Oshei
John Pelloni
Peter Phillips
David Pierce
Michelle Raczka
Christopher Randall
Bill Reitebach
David Rodman
Elizabeth Saptura
Matteo Saptura
Michael Schmidt
Mark Stessing
Phyllis Taylor-Smith
Joseph Todaro
Carrie Weber
Dale Wood

August

Gabrielle Agostinelli
Ken Carpentier
Sean Cawley
Saul Cohen

Cooper Connor
Christa Constantine
Robert Dambrauskas
Lorraine Davis
Alexandra Decker
Matthew Durawa
Micheal Etu
Kate Hall
Charles Howard
Scott Leary
Natalie Lichtenstein
Michael Mcenroe
Cara Miller
Jonathan Moriarty
Liam O'Leary
Morgan O'Leary
Ben Ostrovsky
Katherine Peck
Eric Philippone
Doriel Pryntz-Nadworny
Muhammad Qureshi
Henrey Rachfal
Regina Radice
O'Shea Regan
Scott Schang
Josh Sharaf
Amy Sharn
Robert Smith
Taylor Soong
Daniel Stacey
Andrea Stasko
Mike Stasko
Kevin Stottler
Debra Thom
Rachel Wambach
Adam Wilkins
Frederick Xlander



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