

Spring 2012

# der BAYERISCHE briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



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This year, we in the Genesee Valley Chapter are celebrating our thirtieth anniversary. Thirty years! That's a milestone to be proud of. When our chapter was formed, the first E30 3-series hadn't even been produced yet. The 320i was the current offering from BMW in that class, having been introduced as the successor to the 2002. Think of all the great BMWs that were yet to come over the next three decades.

I'm always impressed with how many long-term members are still active in our chapter today. I recently had the opportunity to talk with Joe Ajavon about the very early days of GVC. Out of a desire to get to know other BMW owners, Joe made contact with BMW CCA in the seventies to inquire about starting a local chapter here. Through his efforts, a meeting was held at the local BMW dealership and the chapter evolved from there. Gail Davis, Bill O'Neill, and Gene Skic were among those who attended that very first meeting of BMW enthusiasts in Rochester. The size and strength of our chapter today is a direct result of the hard work and dedication shown by those early chapter members and others that have joined over the years.

In February I was able to attend the national BMW CCA Chapter Congress in Dallas and meet with organizers from chapters around the country. This was a good opportunity to share strategies for running a successful chapter and learn what others are doing that works well. It was interesting to learn about chapters at different levels of maturity and the ways they operate. From these meetings, two things became clear: we are very fortunate to have a world-class race facility

in our region and we are equally fortunate to have a core of dedicated leaders that allow us to operate at a premier level. Concurrent with the Chapter Congress, was a national Driving Events Coordinator conference. Our DEC leadership team led by Bill O'Neill presented our advanced driver training approach to a receptive audience. This was further evidence of how our chapter operates at the highest levels and how we are viewed by the rest of the club as one of the top chapters in the country.

There were also many discussions about the practical aspects of managing a chapter. One thing that has been scrutinized recently, by none other than the IRS, is where our revenue stream comes from in terms of members versus non-members. It seems that in order for BMW CCA to retain its status as a not-for-profit organization, the services we offer have to be mainly for the benefit of our members. This doesn't present a real problem for us, but there will be more emphasis in the future to ensure that the majority of participants in our Ultimate Drivers' Schools are active members of GVC or another chapter. Earlier this year our chapter was further distinguished in being selected by the

IRS for an audit of our 2009 finances to verify compliance. This was not the kind of recognition we were hoping for! Our treasurer, Joe Burke, did a fantastic job preparing statements and digging up details to satisfy all of the inquiries. We survived the audit, but, we and the rest of BMW CCA have been alerted to the importance of keeping a close eye on the sources of our income.

As we look to the warm season ahead, we have teenage driver safety schools, high performance driving schools, autocrosses, a club race, and a scattering of social events planned or being drawn up to provide plenty of opportunities to get together with other BMW owners and enjoy our cars and each other's company. I look forward to meeting a lot of new people and seeing a lot of familiar faces at the events this year. Please keep an eye on the upcoming events column on our web site and consider "friending" our Facebook page.

See you at the races.

## 2012 Calendar of Events

### May

5th & 6th Sat & Sun – **\*Ultimate Driving School** – Watkins Glen  
12th Saturday – **AutoX** – Letchworth State Park  
26th Saturday – **AutoX** – Genesee Valley Kart Track

### June

17th Sunday – **AutoX** – WGI with PCA

### August

8th Wednesday – **Car Night** at the Log Cabin  
22nd & 23rd Wed & Thurs – **\*Ultimate Driving School** – Watkins Glen

### September

15th Saturday – **AutoX** – Letchworth State Park  
21st, 22nd & 23rd Friday, Saturday & Sunday – **\*Ultimate Driving School** – Watkins Glen  
29th Saturday – **AutoX** – Cherry Valley Motorsport Park

\*Registration will open for all Driving Schools on New Year's Day

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# The Electrocution of BMW

Not too terribly long ago, the suits at BMW were vehemently denying that they would ever be building electric cars. Now they are in the business up to their elbows, and seemingly investing a good portion of their research, development, and marketing budget in this endeavor.

Why?

After all, electric cars will never become 'The Ultimate Driving Machines' – not unless they can find some way to repeal the laws of physics. Electric cars are heavier, must have low rolling resistance tires (stiff ride), have relatively low power propulsion – and most of all -- limited range. All this is anathema for high performance driving. Electric cars cost considerably more to own and operate as compared to petrol engines (battery packs alone average \$8000-\$15,000 per vehicle) and they take considerably more time to 'refuel.'

The real deal-breaker, as far as a business plan is concerned, is that the most optimistic marketing experts predict that less than 3% of world-wide vehicle sales will be plug-ins or hybrid plug-ins by 2020. Nonetheless, Munich says 'damn the torpedoes, full speed ahead.'

At last year's Frankfurt auto show, they introduced two electric vehicles that have been heavily promoted in the media and shown at recent BMW events. The i8 concept (formerly called the Vision) is a hybrid with a 335 HP petrol engine and 130 HP electric motor.

This swoopy 2+2 vehicle has been touted as a future replacement for the M3 (lots-a-luck – see Perspective, Brief, winter 2009) and should be on sale in 2013.

The i3 Concept is a pure electric vehicle with a 170 HP electric motor. It reportedly seats 4 comfortably and, likewise, should be on sale in 2013.

ActivE is the symbol for BMW's alternate propulsion ambitions and will encompass the aforementioned i8 and i3 as well as an electrified 1-series (that will hit our shores this December) and the Mini E. More will come.

There are many clouds on the horizon for electric vehicles. Even the most environmentally-minded buyers are balking when they learn how much more money they will have to pay for what eventually turns out to be only a marginal increase in true fuel economy.

The Chevrolet Volt is encountering strong head-

*continued on page 6*

winds in their attempt to achieve estimated sales. First cost is about \$41,000 (including a \$7,500 government subsidy). The comparably sized and powered Chevrolet Cruze costs about \$17,000 (try doing the math on owning & operating costs for this example). General Motors reported that the Volt missed their modest sales projection (10,000 cars) for 2011 by about 25%. To add to their grief – the safety Nazis at the National Highway Traffic Safety Administration are investigating fires that have erupted in a few Volts.

The highly touted Fisker luxury plug-in sports cars (produced by Henry Fisker, former BMW designer) are also in stormy waters. According to a report filed by the NHTSA, all 239 of the \$103,000 Karmas produced so far have been

tion is to gain market acceptance and justify the building of infrastructure to support 'refueling' – all of which will ultimately be financed by us – the lowly taxpayer.

In view of all this, we come back to the supposition of why BMW is divesting their time and energy in this deep pool of electrocution. The only answer has to be the politics of environmentalism. The Green Party of Germany and the Sierra Club of the US hold sway over their respective governments. Also, crushingly high mileage standards have been imposed by governments around the world. So BMW and other automobile manufacturers are investing some of their profits in order to insure future profits.

It is a sad scenario, but bit-by-bit our government is re-



recalled due to a fire safety hazard. The company is also in financial trouble and looking to the government for a bailout.

Another gathering storm involves complaints by owners of electric cars, that the advertised range of these vehicles is 'optimistic.' A number of Nissan Leaf owners are complaining that their cars are running out of 'juice' long before they expected. The fear of being stranded runs high on the list of buyer reluctance.

Most manufacturers are losing money on every electric vehicle they sell – up to \$10,000 per vehicle. Their justifica-

stricting freedom of choice for the "greater good." Hang on to your Bimmer – it's likely to be the last ultimate driving machine.

Beyond all – I believe that BMW should not try to be all things to all people. My business mentor once told me, "Never leave business for business." The 'green' automobile market may well fizzle when people realize that they have been sold a bill of goods. As it is now BMW Gmbh builds the best automobiles in the world – but if they continue to divert resources into pie-in-the-sky Hybrid-Electric vehicles, they may not reign supreme for very long.

# One Day at the Welt

During my last trip to the BMW Welt this past summer, there were several new cars being shown that caused great excitement for me. In spite of it being my third visit in a little over a year, I never tired of the experience. The cars were always changing, and there was always a fresh crop of diverse deliveries. Seeing people pick up their new BMWs for the first time is nearly as exciting as being the recipient (and it's a lot cheaper to experience over and over again).

My dad was visiting me during this trip to the Welt, after a morning spent at the Munich airport, and a few days before our road trip south to Switzerland. Dad had accompanied me on my first visit to the Welt the previous year, when we took time for a factory tour, but did not have enough time to tour the museum next door. For this visit, though, we had all afternoon to soak up as much BMWness as we could. The factory tours were shut down, though, as the company was retooling for F30 3-series production. The museum was open, but with a catch: it too was being re-tooled, so only about 2/3 of the exhibits could be viewed. On the plus side, because of this, entry was free! So, beyond the usual permanent pieces, we had an abridged look at the Art Cars (Jeff Koons' M3 was still MIA!), and an up-close look at the 328i Homage concept - sitting next to its namesake.

This is a concept car worthy of attention: its details honoring the 328i, like the leather engine cowl straps that go through the carbon fiber body work, show that the designers probably sat for days staring at the original before penning the modern version. That unpainted carbon fiber makes a nice contrast next to the classically white 328i, too. Seeing this in the flesh alone was worth my visit for the day - I would have even paid to get in!

Back in the Welt, we were treated to some new-at-the-time products, some of which have now become available for US consumption: the new 6er convertible, presented in a swanky living room scene straight out of an Alpine chateau; the now-ubiquitous two liter, four cylinder turbo, debuting under the hood of the X1 (still a favorite in Germany); and, the piece everyone was dying to get near, the 1er M Coupe.

This was just a few months after the fire-breathing 1er became available, so not many were around, and

I was excited to see one up close. Just like the rest of the Welt's offerings, it sat on a stand against the wall, with a little information podium touch screen to find out information like power (lots), price (don't forget the 19% German tax!), and pollution (no EfficientDynamics label here). However, most of the other cars on display wore more non-descript coats; this car helped draw you in with its Valencia Orange exterior. I studied its flared fenders, wide wheels, and sculpted valances, and headed for the driver's door - which was locked. Scheisse.

So I read more about the car at the podium - then noticed that a sentence said, "If you would like to see the inside, just ask."

I ran to the nearest employee, fearing that someone else would get there first. He was more than happy to let me in, he said. Then the key fob didn't work. Either the key hadn't had enough time inside the car to recharge, or so many people were getting in and out that the battery was worn down from locking and unlocking. No matter - we proved that

the mechanical key still works in the door. The interior felt very much like my 120d, but with all the right touches: a little fatter steering wheel, a little tighter seats, and Alcantara trim replacing the highly reflective plastic wood to which I had grown accustomed. I sank in and ran the gearbox through its paces, picturing the sound of the engine ahead revving.

The pseudo-salesman must have read my mind. "Turn on the radio," he instructed. "You know how to use the iDrive? Go to the USB input and play." They had engine recordings pre-loaded onto a USB drive, with files for engine startup, pulling away from a stop, high-speed pass, and general throttle blipping. I hit play; the salesman turned up the volume; a crowd formed. We all smiled.

After saying my thanks and letting the next onlooker try out the seat, my dad asked me if, in spite of the color, I'd take one. I looked at the exhaust, at the wheels, and nodded. But sitting next to the mighty M was a black 120i in 5-door fashion. It had a sport package, cloth seats, a sunroof, big wheels. It was so much more reason-



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# In the land of WD-40, BMW USA Launches its 6th Generation 3 Series Sedan

By: Marc Minnick

Unlike WD-40, which took 40 attempts to get its formula to displace water from metallic objects, (explaining the first part of its signature acronymic name: water displacement) and how many attempts until they got it right (40), the new 2012 3 series gets it right with its sixth generation version of a car that appeared in the mid 70's as a 320i.

The event starts off with an introduction to the new car under a large white tent in a parking area of the Marriott Del Mar, a

**We are given micro iPods with headphones which instruct the listener what to look for on the 6 automobiles. This is called a competitive walk-around. Kind of like the evaluation that an adolescent boy makes before asking a girl out on her first "soiree."**

swanky suburb of San Diego where all the streets have Spanish names and the cars are all shiny. Under the tent is a 2012 328i (F30) the previous year's model E90 (2011 328i), two 2012 Audi A4 Quattros and two 2012 Mercedes Benz C250 sedans. We are given micro iPods with headphones which instruct the listener what to look for on the 6 automobiles. This is called a competitive walk-around. Kind of like the evaluation that an adolescent boy makes before asking a girl out on her first "soiree."

We poke, prod, stroke and eyeball every inch of the cars. We look for differences in dimensions. We sit in driver's seats, passenger seats, rear seats and, sometimes through the instructions of the unthinking iPod, on each other.

What I take away from this exercise is that, in most part, our new car is better in every way. The F30's trunk is larger than its competitors. Its rear door opens 12 degrees more than the previous model. The F30's powerplant has 29 more ponies than the Audi and 39 more than Mercedes. And this is out of a four cylinder!

This is just a sampling of what is to come. We are going to trash the competition and it's going to be fun!

Next up is off to one of many conference rooms where we will be instructed as to how to execute a perfect delivery. BMW has taken a little bit of a drubbing in the initial quality surveys of Consumer Reports recently. The outcome of this, BMW is convinced, is because during the delivery process, DTU's are glossed over. What's a DTU? Difficult to understand, such as operating controls that work quite well, but are totally different from the customer's previous car. Audi had such a problem back in the 80's when drivers were confusing gas pedals with brakes.

Improvements that have been made in the new F30 include cup holders being located where the driver expects them to be. The hood has a double pull hood release lever. First pull unlocks hood. Second pull pops it open. Who hasn't run fingers

under the hood lip, praying not to look foolish when not finding the disappearing lever?

But the Mother of all possible DTU's that is yet to come is Auto Start-Stop. If this is not explained to the customer, you can be sure that you will have customers complaining that their cars are stalling in traffic. We will experiment with this later in the city drive. This new feature does take some getting used to. You are forced to grapple with the fact that your car keeps turning off at red lights and in snarling traffic jams. It's good for the planet and your pocketbook, but unnerving when it first happens. Imagine Grandma explaining to the arresting officer, "My car lunged forward when I pressed the accelerator."

One more conference room meet and then we are instructed to exit to the "Drivers' Briefing Room."

Waivers are signed, instructors are waived, and we are pumped.

The lead pro driver instructs us of our responsibilities as representatives of BMW, and informs us to obey all traffic laws. He instructs us that all forms of smoking, he chuckles, are not allowed in the cars ("No Fumar"). And, if you veer off course, we will find you and hunt you down like a dog! Off to the parking garage we go!

Most everyone pairs up with a partner with whom they will switch positions midway, but I am left without a date. No matter. I climb into a jet black with oyster interior "Sport Line," and we are off. We travel north on El Camino Real headed for Fairgrounds Racetrack. The drive is through rolling hills, switchbacks, scenic paths and deserted highway. It's California!

Now this is where the real fun begins. The track drives are set up in two distinct patterns. The farthest to our right is the Competitive Comparison Track. This is where we will drive the Audi A4 Quattro, the MB C250 rear-wheel drive and the 2012 F30 RWD. The pattern starts with a 60 yard straightaway with a sharp turn to the right. Ten yards and a half moon to the left, a half moon to the right and then some S turns and you know the rest. When it's my up I go straight to the crimson red Audi. I'm going to show my colleagues what a great driver I am. The pole man waves me off and I stomp on the accelerator. The Audi accelerates late off the downshift as if it is waiting for me to really get into it. But I'm into it. I brake when I should and steer and accelerate exiting the corner. It plows. And hits cones. I correct and finish the course -- not wanting to push fearing I might be perceived as an inexperienced driver. As I'm exiting the Audi, "Troy," one of the trainers, says to me. "Surprised?"

"Drive no differently in the F30. Don't back off. It's more the car than you."

I take his advice and it's as if the car goes exactly where I will it go. This is incredible!

We're there until the sun starts to set.

On driving back to the hotel, a lime green 320i pulls next to me at the light. I glance to check out the driver, thinking it might be an authentic California girl. Instead, I swear it was the ghost of Jim Morrison drivin' that car and he was giving me the thumbs up. What a car! What a trip!

# 30 Years of the Genesee Valley Chapter

BMW CCA



1989 WGI June UDS





1989 Christmas Party



Photos courtesy of Ed Lee

# years

1988 Annual Meeting



# 1988 Halloween Party



# 1988 WGI July UDS





1987 WGI September UDS



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able than the car from which I had just emerged, which looked ready to pounce on passers-by, and yet you could still tell the 120 was sporty at heart: the Ultimate Driving Machine. I tried to consider buying a 1M when I got home, but I couldn't rationalize it in the least. But a 5-door 1er? I'd be one of the first to sign up.

After Switzerland, we again wound up in Munich as my dad headed back to the US, about ten days before I would pack up and do the same. After dropping him at his hotel near the airport, I got on the A92 Autobahn to head home to Heidenheim. While merging from the speed limited A92 to the unrestricted

A99, I saw a strange 1-series going by in the fast lane: its shape gave it away as the as-yet unavailable new F20 1-series.

The chase was on.

I quickly got over to the left and put my foot down, calling on all 258 lb-ft and 177 hp to catch up to this lightly camouflaged test vehicle (the only stickers left covered the Roundels, so you weren't quite 100% sure it was a BMW!). I quickly was into some triple-digit miles per hour (all legal; boy, do I miss that), and was on his tail. The driver had a laptop running in the front seat, collecting some kind of data. For all I know it was fuel consumption at high speed, because once the traffic cleared he was on the power and pulling away from me again. I got a good look at the profile as he exited - nice car indeed. I'll say again, sign me up! If I could even have the hard decision of choosing between gasoline and diesel, I'd be that much happier.

But for now, I keep dreaming about a full range of 1's in the US. I chat with my friends and colleagues in Germany about their car-buying temptations, how fuel is expensive, cars are expensive, the F30 is nice looking, and an M135i would be just right...BMW has taken one step in the right direction by bringing the powerful and thrifty 28drive engine to our shores. It's a step that will hopefully help usher in small cars and more compression ignition engines in the years to come.

I'm here, waiting patiently!



## 1984 Monthly Meeting





# 1982 Fall WGI GTP Race



## Over the Years...



# Over the Years...



# Autocross

The new year is well underway and it will be a year of change in the autocross program. New locations and new people are on the docket and the hope is it is the best year yet.

The first change is an important one. If you don't have a new helmet, take a minute and check the SNELL sticker inside your helmet. It will have to read 2005 or 2010 to be acceptable to use this year. Start looking now for a deal on a new helmet if you need one. Mine is on order already.

Next, I would like to introduce two new players that have stepped forward to assist in running the autocross program. Steve Lawless and Paul Smith have volunteered to start learning the ropes with the goal of Steve and Paul administering the program for the next two years. Many thanks to Steve and Paul for stepping forward. And thanks to all the others who assist at events to make the day go smoothly. All the help makes the events happen.

We have some new locations on tap for 2012. First is the return to a historical location for the club. It's been years since the last event, but GVC will be going back to Avon and the Genesee Valley Kart course. There will be a special restriction for this event - all cars have to be street muffled. The course is landlocked by housing and we don't want to aggravate the neighbors.

The schedule also includes two events at Letchworth State park. Early in the year we will be able to use the large lot in front of the swimming pool. Come fall we will be returning,

but in the smaller lot at the swimming pool. If you were there last fall for the first event, you may have found it to be small, but it was an interesting course. Keep in mind that only registered cars are allowed at the state parks.

In June we will be holding an autocross in the North Pad-dock at WGI during the Porsche club event that weekend. It promises to be fun with all the Porsches in attendance on the track. Let's have a good turnout and find out which German car is the fastest.

July brings another new location. The plan is to have an event at Hamlin Beach State Park in the western most lot near the lake. It will be fun to have the lake as a backdrop, and hopefully we have some nice shore breeze to cool off the hot competition.

The last event of the year will be our annual fall trip down to Cherry Valley Speedway. Let's hope for some lovely fall weather for what has often been a great event. It's always fun to finish the day with a trip to the local winery for some nice apple wines and a bag full of fresh fried apple fritters.

This year represents a new chapter in the clubs autocross program and promises to be a good one. Check the website and the Facebook page for late breaking news and event results. Also, check out motorsportsreg.com and pre-register for the events. It's free to use and eases the line at registration in the morning. Come on out and join us.

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**Randy** - 30 years experience on all makes/years of European cars. Owned Phoenix Imports in East Rochester. 3 years as race mechanic for BMW team.

**Tom** - an experienced machinist, NASCAR Sprint Car mechanic, and has worked several years on everything from an E-Type Jag to a Lancia Fulvia.

**Restoration** – Justin Raymer

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**Sales, Owner and Manager** – George Leopard

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# Dispelling the Numbers at the Pump

While prices at the pump are rising, it is difficult to resist the temptation to get the lowest priced fuel. But are you really saving money by doing this? As a technician, I am asked this question often. Hopefully after reading this article you will become more aware and informed about the grade of gas you are selecting.

To make sure you are getting the most of your fill-up, let's look at what is going on behind the numbers. The basic principle of octane rating is measuring gasoline's ability to resist engine knock (or how much fuel can be compressed before it spontaneously ignites). When gas ignites by compression, rather than by the spark from the spark plug, it causes knocking in the engine.

The grade of gas is calculated by the formula  $R+M/2$ . R stands for RON (Research Octane Number), which comes from running gas in a test engine under low severity engine operation. The M stands for MON (Motor Octane Number), which is derived from running a similar test at more severe operating conditions (higher rpm and higher inlet temperature). The number shown at the pump is the average of the RON and MON, known as the anti-knock index (AKI).

To make things simple, higher compression engines require a fuel that is less likely to ignite. If you are reading this article, chances are you drive a BMW. BMWs have high compression engines, and therefore require higher grade fuel.

If you're using the wrong fuel for your car, you are going to notice some excessive noise -- most commonly known as pinging or knocking. This is the fuel igniting at the wrong time during the compression stroke. When this occurs your engine can somewhat

compensate for this because it is listening through knock sensors. These sensors talk to the engine electronics and then try to increase or reduce the timing to get your car to run properly.

Besides the noises (knocking and pinging), the most common sign of improper fuel being used in your car will be lower fuel mileage and poor performance. What will happen inside your engine will be carbon buildup -- on your valves and anything else inside your combustion chamber such as spark plugs -- and in most newer cars, your injector tips. This will cause rough idle and eventually your check engine light will come on.

Basically, if you're trying to save a few dollars at your next fillup, this is what it's going to cost. For a 15-gallon fillup of 87 octane at apx \$3.79 a gallon costs \$56.85. Putting the right fuel in, 93 octane at apx \$4.00 a gallon, costs \$60.00 -- only a \$3.15 difference. Now let's look at the cost of repairing damage to components. One spark plug for a 2009 BMW 335 retails for approximately \$23. That car requires 6, which comes to \$138. If an injector fails, at approximately \$135 each, to replace all 6 costs \$810. A fuel system cleaning could be upwards of \$100. This doesn't even include diagnosis and labor costs! That \$3.15 difference doesn't seem so bad now, does it?

So, all in all, check your owner's manual and get up to date on exactly what you should be filling up with next time you are at the gas station.

## BMW CCA CHAPTER FINANCIAL STATEMENTS

### BALANCE SHEET

	Current Year Ending 12/31/2011	Prior Year Ending 12/31/2010
<b>ASSETS</b>		
Cash in bank accounts	149,417.63	141,166.07
Inventory		
Equipment		
Accounts receivable		
Prepaid expenses/deposits	34,900.00	37,569.00
Other		
<b>Total assets</b>	<b>184,317.63</b>	<b>178,735.07</b>
<b>LIABILITIES &amp; EQUITY</b>		
Accounts payable		
Other	1,200.00	1,790.00
Equity/retained earnings	183,037.63	176,955.07
<b>Total liabilities and equity</b>	<b>184,317.63</b>	<b>178,735.07</b>

### INCOME STATEMENT

	Current Year Ending 12/31/2011	Prior Year Ending 12/31/2010
<b>INCOME</b>		
Membership dues	18,611.20	18,620.92
Rebates from National	2,000.00	300.00
Advertising revenue	2,600.00	5,335.00
Driving school fees	163,094.42	156,561.85
Audcross fees	8,140.00	6,830.00
Other event fees	11,559.83	11,674.30
Merchandise sales		
Interest	470.52	591.47
Misc./other (list on page 2)		
<b>Total income</b>	<b>206,795.97</b>	<b>200,003.49</b>
<b>EXPENSES</b>		
Newspaper costs	6,677.36	8,705.06
Postage	109.82	292.21
Insurance	9,203.35	8,774.30
Driving school expenses	152,163.52	150,681.66
Audcross expenses	7,393.18	5,535.28
Meeting expenses	1,053.70	1,559.12
Other event expenses	10,526.06	28,209.72
Telephone expenses	732.49	659.82
Misc./other (list on page 2)	3,683.95	2,036.33
<b>Total expenses</b>	<b>200,713.41</b>	<b>205,654.45</b>
<b>Net income (loss)</b>	<b>6,082.56</b>	<b>(4,650.96)</b>

### NOTES

Inventory and Equipment: only include items that you have never included in expenses  
Accounts receivable: only include items that you have included in income  
Accounts payable: only include items that you have included in expenses

### VERY IMPORTANT

Current year equity/retained earnings: this should equal the prior year equity/retained earnings plus (or minus) current year net income (loss). This form will be rejected if this equation is not correct.

### SUBSTITUTIONS

You do not have to use this form. However, a substitute form must include the above information and be in balance.

### QUESTION? NEED HELP?

Call Louis Goldman, Treasurer at 805-499-3049 for assistance.

### MISC./OTHER

	Current Year Ending 12/31/2011	Prior Year Ending 12/31/2010
<b>Misc./other income:</b>		
<b>Total misc./other income</b>	<b>0.00</b>	<b>0.00</b>
<b>Misc./other expenses:</b>		
Professional fees	431.00	744.40
Storage fees	582.00	814.00
Charity	2,000.00	0.00
Other	290.95	478.13
<b>Total misc./other expenses</b>	<b>3,683.95</b>	<b>2,036.53</b>

CHAPTER: Genesee Valley Fed ID Number: 22-2003209  
PREPARED BY: Joseph L. Burke TEL NO.: (585) 425-1604  
DATE SUBMITTED: 1/8/2012

# New Members

## November

Michael Altman  
Richard Catipovic  
Robert Cockrell  
Stephen Cohen  
Robert Gawron  
Anthony Grizanti  
Judith Grizanti  
Mary Holland  
Richard Kapp  
Adam Keil  
Edward Kellerman  
Len Kolakowski  
Arash Korangy  
James Mack  
Peter Mason  
Denise McKenzie  
Dylan McKenzie  
Travis Newberry  
Patrick OConnor  
Salvatore Pantano  
Biltekoff Peter  
Mark Stebbins

Lori Teibel  
Franco Vigna  
Roderick Zimmerman

## December

Patricia Ahrens  
Robert Cieslak  
Robert Davis  
George Di Matteo  
David Finger  
Linda Hart  
Matthew Hart  
Michael Hart  
Richard Hart  
Andrew Henry  
Raul Izquierdo  
David Magellan  
Harold Miller  
Ryan Mott  
Grace Powers

## January

Brian Borowiec  
Andrew Danner

Haley DeNardo  
Joe DiPasquale  
Aaron Donlon  
Steven Dunn  
John Emanuel  
Rebecca Emanuel  
Taylor Frey  
Nicole Gleason  
Elise Groll  
Liam Hansen  
Richard Hexter  
Michael Horan  
Sam Houseworth  
Paul Kenjerska  
Alexandra Korinis  
Brandon Mac  
Jonah Morreale  
Ryan Mott  
Sierra Murray  
Alan Palermo  
Shawn Patane  
Josiah Peck  
Edward Przedziecki  
Greg Sacks

Frederick Scalzo  
Arianna Scaptura  
Gregory Schaffer  
Christian Schneller  
Alex Schonfeld  
Ethan Schwed  
Dakota Simpson  
Max Strollo  
Austin Thomas  
Sydnee Tolpa  
Jamie Ussery  
Kevin VanDelden  
Alan Winzenried

## February

Judy Biltekoff  
Charles Carty  
Doris Cockrell  
Jeffrey Genter  
Peter Gerace  
Bob Isbitski  
Christine Kennedy  
Marcus Kroll  
Rina Kumar

Lori Logic  
Carol Lorenzo  
Igor Loverincevic  
Henry Maglente  
Kevin OLeary  
Brian Pavlovitz  
Allen Pettee  
Michael Sansano  
Susan Skolnick  
Joseph Sorrentino  
Wendy Stebbins  
Donald Stephans  
Bill Swanson  
Susan Viti  
Mark Weissman  
Skip Wilday  
Nathan Zurek

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Click on "Forums" then "Classified Ad Forums."

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spring 2012 Volume 56 • Issue 1



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