

Winter 2013

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GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA



New M4:  
Still the Ultimate  
Driving Machine?  
See page 14

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# Genesee Valley Chapter BMW Car Club of America

# Contents

Winter 2013 Volume 57 • Issue 4

## Sponsors

Please support the advertisers who support us...

The Little Speed Shop .....	2
Mini of Rochester .....	11
Bavarian Autosport .....	15
Gault Auto Sport BMW .....	15
Towne BMW .....	17
AutoLinc.....	18
Eksten Autoworks .....	18
SpeedShield .....	20
Turner Motor Sport .....	21

- 4 • Club Racing** GVC hosted the largest club race of the season
- 6 • Das Fahrersitz** You can't catch me, says the 2014 X5
- 10 • President's Paddock** As another year winds down...
- 12 • Bimmer Boy** MPact East 2013
- 14 • Perspektive** New M4: Still the Ultimate Driving Machine?
- 18 • Das Tech** Efficient Dynamics is a marketing term
- 22 • Calendar of Events** See all 2014 events!



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# BMW

# Racing

by John Bulbulia

In Sept 2013 Genesee Valley BMW hosted the largest club race of the season. Coupled with the inaugural Endurance racing series this year (a 4-hour race), it was quite a busy weekend with well over 100 BMW race drivers attending the weekend's events. Watkins Glen has always been a popular venue, traditionally having racers coming in from locations thousands of miles away just to have the opportunity to race at our events. It is an honor for us to host and I personally thank so many people that make this race a success. Particularly, I want to thank Mary Pierotti who is the club race registrar. Actually, I have had this roll in the past and it is extremely difficult and equally as important to ensure just who is registered, medical data is readily available and making certain we know which drivers are in which cars at any given moment.

With so many moving parts, it is crucial that all individuals involved operate on the same page. With this said, I would again like to thank the staff from BMWCCA sent in for this particular event.

David Brown	Assistant Comp Steward
Larry Fletcher	T&S Endurance Race
Ken Williamson	Endurance Comp steward
Patrick Spikes	Tech (organized party too)
Roland Nieves	T&S Sprint Race
Bruce Smith	Tech
Dick Cadieux	Tech
Dean Croucher	Comp Steward Sprint Race





by The Little Speed Shop

The Endurance Race was named after Joel Ajavon who lost his life in a tragic car accident in August 2013. Joel was the son of one of this chapter's founding members: Joe Ajavon. Joe and Joel have been pivotal individuals to this chapter and are part of our extended family. I was honored to be invited to ride as a passenger in the Joel Ajavon BMW Endurance race Pace lap car. Joe Ajavon drove his son Joel's car here as we did one lap as pace. Again, we offer our deepest and sincere condolences to your loss.

Unfortunately our chapter had more sad news with the passing of Geoff Atkinson. It is with deep sadness that we say goodbye to a great friend of our BMW Genesee Valley Chapter --a mentor and a very, very fast racer. Recently Geoff Atkinson lost his long battle with brain cancer, but he will live in our hearts for a long time.

*Club race chair John Bulbulia and BMWCCA timing and scoring Roland Nieves get ready for the endurance race from the timing tower*





# DAS FAHRERSITZ

story & photos by  
MARC M. MINNICK

• “With a powerful motor and some hideaway wings. Push in the button and you can  
• hear her sing. Now, you can’t catch me, No baby you can’t catch me.” - Chuck Berry

It’s late afternoon and with the GPS set for the garden state of New Jersey, my colleague and I are on our way to the “2014 BMW Ride and Drive.” We will drive Porsche Cayennes, Audi Q7s, Mercedes MLs and Infiniti’s new attempt at the Luxury SUV market -- the QX60. We will make great time by way of the southern route. Traveling down 17 near the border towns of Waverly, NY (home town of my great granddaddy, Isaac H. Minnick, sergeant 10th New York State Cavalry), then dropping down Route 81 by way of Scranton (hometown of VP Biden and “The Office”), a short hop on the Interstate 80, then south on 287. We will make this 400 mile trip in just under 6 hours. We will lose 30 minutes just attempting to reach our hotel.

Now I know why I would not want to live anywhere close to NYC.

But tomorrow we will experience the all new 2014 BMW x5, and that makes up for the bumper-to-bumper New Jersey traffic.

We check into our rooms and agree to meet for dinner someplace in the hotel. We settle on the sports bar and we are both underwhelmed by the service and victuals. My partner senses my displeasure and announces to God and Country, “I have cigars.” That’s why I like Jerry; he’s always there to brighten a sour evening.

We traipse over to the bar and order “Glenlivet 15 on the





# You can't catch me

*says the 2014 X5*

rocks." I'm not a Scotch Whiskey connoisseur, but now I know what the big deal is. We walk outside to the "smoking area" in front of the Hotel lobby and light up the two "Fighting Cock" cigars. I laugh at the name and Jerry explains the proper way to smoke a cigar to a novice such as myself.

"Make sure you blow some smoke out before you inhale. It will cool the burn and you'll get more of the flavor."

We smoke our cigars and savor our libations. "Still friends after all these years"

Welcome to Englishtown Raceway Park!

The sign that greets us as we enter the park sets the mood for the day. The BMW X5 will be our teacher today and the raceway will be our classroom. We sign our driver's waivers in the main tent. Sign in for attendance, grab our lanyards that

signify what group we belong to. Drink some coffee, down some donuts and we are ready to Drive!!!!

The day will be comprised of 5 events, 3 which are driving events. Those are ones I'm excited about.

Test drive, autocross and off road are the three driving events. Everyone will drive competitive marques and the new BMW X5, and then we meet to discuss differences and similarities.

Jerry and I are assigned to different groups, so we don't get to drive together. But this is an opportunity to meet new people that do the same thing I do: drive and sell BMWs.

My first driving event is the autocross. This event will focus on acceleration, transmission performance, braking and maneuverability. I'm first up in a Mercedes ML350. The ML has a 3.5 liter V6, which is capable of producing 302 horsepower at



6500 RPM. The first part of the autocross is a 1400 foot straight. We are instructed that if you floor it, all these cars should be able to reach 60 mph before you have to brake. OK, so let's go. I jam the accelerator to the floor and she takes off nicely -- reaching 60 mph before I brake hard and turn off to the right. The transmission is stalk mounted and I am not comfortable with this design, but the car shifts smoothly and quickly. Impressive, but not impressed. Next up is the Infiniti QX60. This car also has a 3.5 liter V6, but only produces 265 HP at 6400 RPM. OK, let's go; I jump on it. The initial acceleration is... "Where is it? Initial acceleration is unresponsive and sluggish and it finally picks up steam too late. Now it's time to brake. My thoughts are "How typical of an "Asian" motor. Revvs are too high to get any responsiveness. Good car for "Soccer Moms,"

but certainly no contest against the star of Germany.

Now it's my turn to drive the X5 35i. I'm familiar with the car so this should go well. I jump on it. Acceleration comes on very quickly and I feel as if it was a second quicker than the ML -- reaching speed and shifting quicker and smoother. Later in the day I find out the X5 35i times in at 6.73 seconds 0-60, as opposed to the ML at 6.87. Was it just my imagination? I don't think so.

We finish the Autocross with the Audi Q7 and I'll leave it at that. I used to like Audis. What happened? Not impressed. Better than the Infiniti, but no match for its German brothers. Its steering felt light, but the car understeered in all of its turns. It feels solid, but heavy in the front, not at all balanced like the X5. All of the cars except the X5 have significant body roll and

disconnected steering feel. I did not know our car was that much better until I drove it along with its competition. Yes. It's that good. I needed to experience it and now I'm convinced.

The best is yet to come. We will actually play follow-the-leader on the raceway. The raceway is a 1.4 mile track with a 1400 foot straightaway, a 16 degree banked left turn, sharp right turn after straight and a series of esses. We are told to pay attention to the green cones, as these are to signify the apex of the turn. Most importantly, pay attention to the braking signs and don't come up too close to the car ahead of you. They might be experiencing a panic attack.

We will drive in groups of three. One driver, one riding shotgun and one rear passenger to take notes if they hold on to their notepad.

We start with the Infiniti and me and my partners groan. "Do we have to?"

I actually scared by this car. My partner (much more experienced at this thing) says "I'll drive first." He scares the "H" out of us. When you accelerate the rear end collapses into its shocks. What would happen if you had a load in the rear seats? He is actually able to get some drifting to happen (he took off the traction control), but fights with it to keep it on the track. I'm up next. I try to imitate his style. No way Jose. Take me home, I want to go home.

I drive the Mercedes ML next. It fights with me all the way. The suspension is tuned to eat up bumps for a luxury ride, but actually produces a lot of body motion when you push it hard. If this is performance, I must be missing something.

The Porsche Cayenne outperforms all the others in all categories, and I'm curious as to how the X5 will measure up. My partner reminds me that the

Cayenne S is \$12,000 more dollars than the X5 35i. A more fair comparison will be the X5 50i -- and we get to drive it next.

New for 2014, the X5 50i has an updated V8 with 45 more horses than its predecessor and 30 more lbs. ft. of torque.

Ron (the best driver ) drives first. The X5 does everything right. Acceleration

is awesome and body roll is almost nonexistent. The car begins to be referred to as the "Monster." It blows away everything including the Cayenne S.

Well, that's about it. We drove cars , discussed strategies for selling, and all agreed that the 2014 X5 50i is the best it's ever been and destined for sold out orders.





## PRESIDENT'S PADDOCK ANDY BLAKE

As another year winds down and the warmer months are behind us, it's always nice to reflect on the driving and social activities GVC members have enjoyed during the past year. Our high performance driving schools at Watkins Glen International race track and our autocross events continue to draw a good turnout of enthusiasts eager to explore the performance boundaries of their BMWs. More moderate driving events were also enjoyed early in the year with the Pancake Run and WGI Opening Day drives. And we got together for a picnic during the summer and a chili cook-off in the fall as a way to relax and chat about the joys of owning and driving these beautiful cars.

I was especially pleased we were able to hold a general membership meeting in the Buffalo area, thanks to the generous sponsorship we receive from Towne BMW/MINI in Williamsville. Our geographic footprint is very wide across Western NY and I am well aware that many of our members are not always able or willing to make the trek to Rochester to participate in our social gatherings. In order for us to successfully accommodate BMW enthusiasts in other cities, we need individuals that can coordinate localized activities. The BMW dealer network is certainly a good way for us to reach out to our members. We have already had discussions with Gault Auto Sport BMW in Endicott (near Binghamton) to look into

holding a general meeting, similar to the one held in October, to bring together chapter members in that area. Our membership meeting in the spring at MINI of Rochester showed that the Rochester area dealers also enjoy bringing our members in to get better acquainted.

This year also had its somber moments, leaving us mourning the loss of one of our youngest members, Joel Ajavon. Our chapter recently celebrated the 30th anniversary of its formation, largely due to the efforts of Joel's dad, Joe Ajavon, and a core group of enthusiasts in the Eighties. Joel was raised as a BMW lover and was following in his father's footsteps as a true M aficionado. His calm demeanor and readily-shared smile will be dearly missed at our social and driving events. As a club, we share in each other's joys and sorrows and this year has brought us a healthy share of both.

With the holidays approaching, we have our year-end party to look forward to and our annual meeting after the New Year arrives. My sincere wish is for all of our members to be safe and happy during the winter months and to welcome 2014 with a renewed sense of enthusiasm for enjoying the company of other club members and the cars we love to drive.

See you at the races.



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# THE BIMMER BOY

story by  
RUSSELL LABARCA

## MPact East 2013

I've written in the past about the variety of car shows that run throughout the year: vintage, modern, supercar, etc. This past September I attended MPact East in Baltimore, which presented itself as a very interesting show: BMWs and Exotics. Sort of to say, the planners didn't want a free-for-all, but if they can get some Lamborghinis to show up, who would say no to that?

A friend of mine from the National Chapter, with a Dakar E36 M3, alerted my uncle Bob and me to this year's show. Browsing some online photos from the 2012 gathering, the cross-section of cars seemed very obvious: vintage cars could be counted on two fingers; tricked out E92 M3's required both hands (in reality, a set of toes was needed too!).

So, in order to help stand out a bit more, Bob decided we should attend in his stock '72 2002, rather than his own E36 M3 (our duty to also help "class up the place"). As a rarity at this

show, maybe we should have been parked with the exotics and one-offs.

Attendance assumed the '02 (a.k.a the Tank) was up to the challenge of getting there, of course. The show was on a Saturday, and Bob called me Friday night to say he was giving the '02 a shake-down run. An incredibly mechanically sound car, this was to see if a recently duct-taped driver's side mirror would hold on. The after-market mirrors, in place for almost twenty years, had developed a tendency to pop off if jostled just right, and the driver's side was being particularly jumpy. But, the Tank held together, and all systems were go for Saturday's launch.

Then, I get this morning phone call: "Well, I'm in Milroy (just south of State College). I've got a bad valve stem." I immediately pictured the cylinder head torn apart, pistons scarred, valves destroyed, and countless other damage possible. MPact didn't





seem to be in the cards.

Before I could express my disappointment and condolences, he clarified: "A guardian angel in a Corvette put his window down next to me on the highway, hollering, 'Your right rear tire is low!'"

This was also a recent, recurring issue, rooted in replaced tire valve stems in the '02's wheels. Annoying and a setback, but repairable. Parked adjacent to the cab of a Mack Truck, the Tank was minus one wheel while an immediate repair was applied, which proved to be lasting.

MPact is held at Baltimore's Inner Harbor, in the parking lots between the Ravens' football stadium and Camden Yards, home of the Baltimore Orioles. Lots of open space for plenty of cars, and enough left over for an autocross event which was run all day.

When we arrived, the scene was as predicted: as we pulled in, two Gallardos and a Ferrari 360 were on their way out. This left only three other Lambos still parked, separated from the large gathering of BMWs.

We watched the autocross for a bit, enjoying the Audi R8's flying times (though he was bested by a well-driven Honda S2000, proving that power-to-weight + skill = success). The cars running ranged from track-rat CRXs to stock E90's, various WRX's, and a few Minis sprinkled about.

The 2002 earned a few thumbs up here and there, and when we first parked, a flock of cameras came over to capture something other than outrageous-colored M3's (greens, oranges, matte finishes). There was even one other '02, a modified tii for sale, and the BMW's represented certainly ran the variety gamut: represented included E30, E31, E36, E39, E46, and E90's of various models. Even a variety of X1-5's, too. There was a bit of segregation not just between exotics and BMWs, but also between the gearheads and the show-cars: many of us gathered by the autocross to take in the visual

and audible treasures offered by cars being put through their paces; on the flipside, music of the dub step genre was playing throughout the day, at high volume, for the large-wing, bright-color, big-wheels, whose-car-is-louder crowd (the guy in the E36 M3 didn't stand a chance against the E65 V10). But luckily the dub step stopped when a whole slew of NY V8 M3's decided it was time to roll, and away they went, with much revving fanfare.

All in all it was a nice day (including exceptional weather) to see some cars that I wouldn't normally hang around. Having seen them from all angles, I have a new interest in E92 M3s. Hopefully the successor will be as appealing.

I was tossed the keys to the Tank for the drive back up to York, and it struck me that it had been several years since I last had a drive in that car. I won't let it lapse that long again. As much fun as it is making your S65 bounce off the rev-limiter, the visceral feel of unassisted steering, somewhat-ample power, and a smooth shifting manual 4-speed is hard to beat. Vintage cars keep you actively involved. We continued to count thumbs-up on the drive home.

So it is possible to take a vintage stock BMW to a show, sit it among exotics and the outrageous, and come away unscathed. Just give it a shake-down beforehand.

And keep duct tape handy. As I sat at a traffic light on the way out of Baltimore, I heard a clunk and saw the driver's mirror disappear below the window belt line. I reached out and grabbed it, hung on by the thinnest of duct tape margins, and as the light turned green, nonchalantly handed the mirror over to Bob in the passenger seat as we proceeded on. Back in York, we put a few more yards of tape on it, and it survived the drive back to State College without a problem.

The driver behind me, though, seemed very puzzled – or he was just waiting to see what else would fall that I couldn't catch. Vintage cars will keep you busy that way.

*continued on page 16*



## New M4: Still the ultimate driving machine?

First the good news. The eagerly awaited replacement for the E92, code-named F32, is up on power (2HP) up on torque (103 bhp), and a half-second faster (0-62 in 4.2 seconds vs. 4.7 for the E92). Oh – and hopefully Munich will still offer a manual transmission for those Damn Yankees that haven't completely caught up to the computer age yet. Beyond this there's little to cheer about for those of us who love to drive and race Bimmers.

M GmbH unleashed the first M3 in 1986, and immediately it jumped to the head of its class – on the road and at the track. The E30 M3 was a lean, mean, no-frills machine with a 2.3 liter, 4-cylinder, 200 HP engine (a little thrashy in the mid- RPM range, but a strong durable racecar). It was a pure, responsive driving machine with none of the electronic distractions, added weight and diminished feedback that have become an inescapable part of the current M cars. It also weighed in at almost 1000 pounds less than the new M4.

BMW's engineers have made much of the larger size of the M4 coupe, boasting that the 4-series rides on wider tracks and the body is longer and wider (although lower in height). They also freely admit that one of their main achievements was to improve the "numb electric steering" of the current 3-series cars. Whether or not they achieved their goal remains to be seen. Jacky Jouret, Editor of Bimmer Magazine, writes about her road test of the new 4-series coupe in the November issue: "As far as the type of information that the [steering] wheel delivers, it's far better than the 3-series, yet it's somewhat muted compared to what comes through the chassis itself. Drive over a series of lane departure ridges [or curbs on a racetrack?] and you'll feel them more sharply through the floor than you will through the steering wheel."

Like the Roundel scribes, Jacky tip-toes around the fact that the M4 simply does not have the same steering feedback as previous M machines.

Angus MacKenzie, journalist for Automobile Magazine, asks the question, "Has BMW's go-fast division lost its way? Instead of finesse we get electronics." He describes the new M launch control to make his point. It goes like this: "Start the car and drive six miles. Come to a complete stop and turn off traction control by holding down the button for a few seconds. Now, put the transmission in auto mode and toggle the most aggressive shift setting. Lightly press the brake – just graze it with your foot – and hold the shifter forward until a checkered flag appears on the screen. Now press the gas and hold it at a steady 3000 RPM, but you can change that up or down to compensate for the grip offered by the road surface by pressing up or down on the cruise control buttons, though it always reverts to 3000 RPM for every subsequent launch." This is the ultimate driving machine?

Robert Cumberland, Automotive Design Editor for Automobile Magazine calls the current crop of BMW's "Bavarian Buicks." He bemoans the fact that Munich, in its quest to be everyman's car company, is losing its edge with its core constituents.

On the other hand – I do not wish to be thought of as a curmudgeon, living in the past and psyched out by the future. BMW is still the best automobile manufacturer in the world today. The odometer on my 2006 545 is just about to turn 100,000 miles and it drives exactly like it did when I first put the pedal to the metal after taking delivery at the factory. I would love to take European Delivery on a new one, but BMW has nothing to offer me that is as good as what I have.



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from page 13



# THE BIMMER BOY





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# DAS TECH KEVIN VAN VALKENBURGH

Over the past few years, BMW has been marketing all of their vehicles with Efficient Dynamics. Several people have contacted me looking for clarity on this subject, and for the remainder of the article that is exactly what I will do.

Efficient Dynamics is a marketing term in which BMW is using in order to describe the reduction of the overall vehicle weight and emissions while increasing power. Since the inception of Efficient Dynamics, BMW has started using new construction methods such as aluminum and magnesium. Not only has BMW Group changed the construction of their vehicles, but they have also reduced the CO2 emissions by more than 25%. BMW has made very specific changes to their vehicles in order to effectively market the Efficient Dynamics.

*Listed below are a few of these changes.*

In order for BMW to market a "lighter overall vehicle weight," the front end from the a-pillar forward is now made from aluminum rather than steel, its original material. this concept started with the E60 5 Series. Not only have they changed the front end construction material, but they are now riveted and bonded to the steel chassis to help with this overall weight reduction. BMW didn't stop with the weight reduction there.... The engines are now made from magnesium and aluminum rather than cast iron.

The BMW Group has also made several changes in order to once again make its customer happy by "reducing vehicle emission." On the Z4, BMW has introduced electric power

assist steering. This type of steering is supported by an electric motor rather than a hydraulic pump driven off the engine. This helps to ensure that energy is used only during actual steering inputs; therefore, if the wheel is not moved, there is no extra power used to assist the wheel. Another effective way BMW has reduced emissions is by introducing the auto start and stop feature. This feature automatically shuts the vehicle off when it senses it coming to a standstill. The car will then start again once the gas pedal is pressed or the clutch pedal is re-engaged.

Although there are several other changes that BMW has made, I will lastly touch base on the change regarding brake energy regeneration in which the vehicle only recharges the battery when decelerating, coasting or braking rather than the conventional systems that charge at all times. This process has allowed fuel consumption to be reduced by over three percent.

BMW, like all other manufacturers, is under constant pressure and scrutiny to reduce vehicles carbon footprint, while maintaining performance and esthetics. BMW will continue to stay ahead of its competitors and is planning on reducing CO2 emissions over 20% by 2020. Soon we will see more and more hybrid vehicles along with the experimentations with alternative drive technologies. BMW is doing all of this for its customers in order to produce the most exciting vehicle in the world!



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# NEW MEMBERS

## August

Sharon Lynn Badenhop  
Brad Blain  
Peter Carapella  
William J. D'Angelo  
James Robert Fashano  
Tom Lowell Fountain  
Mark Gasper  
Richard Lawrence  
Goldstein  
Dennis Gutfeld  
William C. Howard  
Gyoung Kim  
Allen Matthew Lawrence  
Tara Lundgren  
William Patrick McKenna  
Christopher Moll  
Marilyn Murphy  
David Sykes  
Alex Zazubec

## September

Jason Aspromonti  
Reza Banifatemi  
John Escolas  
Hans Fuller  
Jim Gramlich  
Klaus Hartkorn  
John Whitney Hutton  
David J. Irish  
Marcin Kiersnowski  
Adrienne Lanni  
Elaine S. Lanni  
Spencer Nichols  
Kirk Olsen  
Christopher Powers  
Matt Quinn  
Dennis Teagarden

## October

Norman Adams  
Lisa Becker  
Walter Bukowski  
Nathan Cassata  
Hankyo Chang  
Edward Cotter  
Ann F Foley  
John Ginnetti

Gail Halim  
Kathe Healy-Adams  
Paul Hicks  
Leah Hughes  
Mike Karipidis  
Michael Lannan  
Keith Paul Liebmann  
Joseph Matteliano  
Kevin McMahon  
Evan N. Monkemeyer  
Barry Muskay  
Wayne I. Ohl  
Okechukwu Onwubu  
Kenneth Pearsen  
David Rahner  
Maritza Ruh  
Alan Selman  
Randall Shoemaker  
Steve Sofferin  
Satya T.  
John E. Werner  
Henry Wilamowski  
Dale Ziemba

## November

Justin Arnold  
Ian Bachelor  
Christopher Brunschweiger  
Chance Campana  
Dean Conley  
Spencer Crane  
Allan Dauscher  
Glenn Davies  
Southwick Devon  
Claire Dickerson  
Chelsea Didas  
Mark Dworsky  
Frank Femia  
Hannah Folkerts  
Dave Louis Gaesser  
Dustin Gibian  
Allie Gleason  
Sara Gnolek  
Tyler Goelz  
Rob Hurley  
Shannon Johansen  
Ethan Madden

Marc Michael Minnick  
Rob Nolan  
Tim Nolan  
Bob Thomas O'Connor  
Kenneth Riedl  
Alexander Riley  
Jake Robison  
Mariah Robison  
Connie Rockow  
Neil E. Rockow  
Rachel Schaal  
Andrew Seidman  
Bnai Silverbush  
Wyatt Smith  
Brian Staton  
Brian Stottler  
Isabella Weber  
Olivia Weber

## December

David Ash  
Andrew Brew  
Thomas Coons  
Michael DiGiacomo  
Paige Dolphin  
Christopher Duquin  
Elise Grakowsky  
Devin Lewis  
Jeffrey Lewis  
William Lewis  
Blieden Max  
Emma Milligan  
Afton Minavio  
Alec Minavio  
Frank Pessia  
Nathan Shone  
Megan Smith  
Dan L. Snowberger  
Dan Staton  
Nicole Thomas  
Thomas Tobias  
Taylor Tubbs  
Matthew Twaits  
Megan Twamley  
Brody Walsh  
Ryan Wood

# 2014 Calendar of Events

## March

29th, Saturday, Annual Meeting and Casino Night Charity Fundraiser - The Country Club of Rochester

## April

5th, Saturday, HPDE Instructor Seminar - Burgundy Basin  
6th, Sunday, Annual Pancake Run - Cartwright's Maple Tree Inn  
13th, Sunday, Watkins Glen Opening Day - BMW CCA will join up with Niagara Region PCA for a drive to WGI race track for Opening Day

## May

2nd - 4th, Friday - Sunday, Ultimate Driving School - WGI  
24th, Sunday, Street Survival School - MCC

## June

13th - 15th, Friday - Sunday, Ultimate Driving School - WGI  
27th - 29th, Friday - Sunday, Sahlen's Six Hours of The Glen hospital tent & Car Corral - WGI

## July

12th, Saturday, Street Survival School - MCC  
26th, Saturday, Go Carts and Picnic - TBD

## August

8th, Wednesday, Car Night - Log Cabin Family Restraint  
20th - 21, Wednesday & Thursday, Ultimate Driving School - WGI

## September

5th - 7th, Driving School with Trillium (Canada) - Mosport

## November

8th, Saturday, Street Survival School - WGI

## December

6th, Saturday, Holiday Party - TBD

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

PLEASE VISIT OUR WEB SITE AT

[www.gvc-bmwcca.org](http://www.gvc-bmwcca.org)

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# Membership

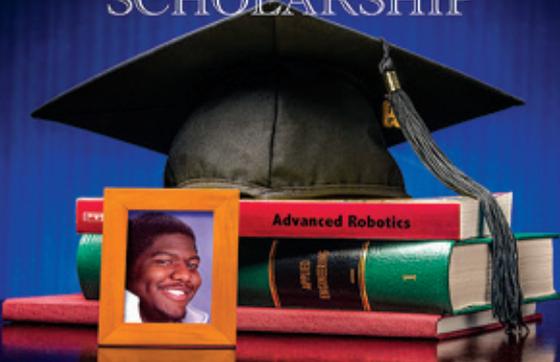
## in BMW Car Club of America

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

**Contact National Office:  
BMW Car Club of America**

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

## JOEL AJAVON MEMORIAL SCHOLARSHIP



*Please Help...*

Our community is joining together to create a permanent memorial to honor the life of Joel Ajavon. His wonderful spirit and giving nature brings us together to honor his memory. The rules and regulations governing scholarships are complex and we have enlisted the help of a special advisor at the Rochester Area Foundation who will assist with administration, guidance, IRS filings, etc. The concept is to award an annual scholarship to a worthy student studying Robotics or Engineering, which were Joel's educational choices. If you would like to contribute to this most worthy cause, visit [www.raef.org/Donate](http://www.raef.org/Donate), or your tax deductible check, with "Joel Ajavon Memorial" in the memo line, should be made out to:

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