

Spring 2014

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GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

GVC  
Annual  
Meeting  
See page 6



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# Genesee Valley Chapter BMW Car Club of America

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# Project Heisenberg:

This past summer a client and I were having a lighthearted conversation about the possibility of buying and modifying a 3.0cs to turn into the ultimate daily driver. Thinking the conversation was just going to be a fantasy, we threw around a few ideas. The first was just finding and converting some year E9 3.0 into a replica CSL. The conversation quickly turned into, "What about a v10?" "Maybe even using the smg." We went back and forth about where to begin and what parts to use to make it as street drivable as possible. After doing some research about possible fitments for the engine and transmission for the v10, we realized it was probably in the best interest to go with a new S65 out of an e9x m3, and the project came to life from there.

A few months went by and after quite a bit of research we found both of the donor cars. I am sorry, and we all apologize here and will most likely be disliked for this from the purists, but... we found a nearly perfect e9 locally. One Polaris silver 1974 3.0cs automatic in rust-free condition. Originally blue from the factory, repainted somewhere in its life to Polaris silver, only a couple owners and it lived in south western United States until it was brought to upstate NY and then garage kept. We all do understand this could be considered sacrilegious, taking a perfect 3.0cs and planning on cutting it apart but what really dictated our project was a lack of rust. Rust is the most difficult flaw to work with when restoring a car or creating a project like we are doing for our customer. Rust creates lots and lots of unnecessary time patching new metal panels in place. The e9x donor car was found online through an auction site. My client and I were very nervous buying a totaled car, unseen, untested and not even being able to hear it run. To us, making the correct decision the first time and the right choice for our customer was extremely difficult. There was really no way for us to go look at the m3. Knowing the website guaranteed the car ran and drove was our only saving grace. All the other cars we were looking at had no guarantee. After several phone calls to the auction company, our client purchased the car and had it shipped to us. After several days of anxiously waiting, the e93 m3 arrived. We towed the car into our shop as quickly as we could and began the work to try and start the m3. After inspection on the lift we found out why the car was totaled. It had hit something rather large and then proceeded to run it over. The entire drive train had moved towards the rear of the car about 8 inches. Destroying the front sub frame en-



gine mounts, completely ripping the transmission mounts off from the body, it didn't look good. As far as the engine, it was completely intact and with a battery jump pack, moving some broken bits from the front, and looping a broken oil cooler, it fired right up! A huge sigh of relief came over all of us here and the process of rebuilding the important parts began.

In the meantime we started to strip the e9. We brought the car down to a bare metal chassis. With nothing left except metal, we reinforced the entire car to provide structural integrity throughout the marrying phase of the drivetrain from the m3 to the 3.0. Looking like somewhat of a jungle



gym inside the 3.0, we sent the body of the car out for metal cleaning. This is a couple week process of chemical stripping the shell to bare metal, removing all impurities and all the nasty undercoating so the shell is easier to work with when rebuilding the main front and rear frame to hold the e93 front and rear sub frame. Back at the shop we began the long process of carefully removing the drivetrain from the m3. This is not as simple as it may seem; we made a special jig to hold the drivetrain in perfect placement to mate it to the 3.0. Fortunately our shop is conveniently located next to a local steel supplier, so it was very convenient for us to get the huge l-beams necessary to make the jig needed.

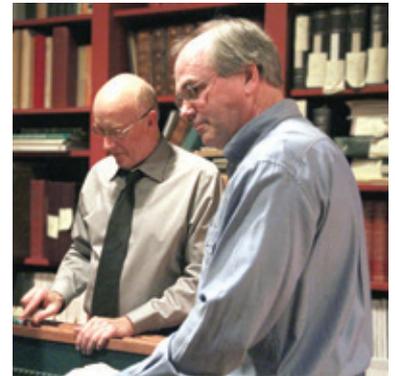


The e9 has since returned from the alkaline bath and was sent to the body shop to be primed. Once the body returned from priming, the mating process began. The E9x M3 engine and drivetrain were fitted to the jig, and adapted as necessary. The body of the e9 was delicately lowered onto the jig and fabrication madness began! These two masterpieces were not designed to be together, so intricate craftsmanship was required. From the transmission tunnel to the strut towers, everything has been custom fabricated. Future blueprint includes custom CSL wide body, stealth roll cage, vintage motorsport wheels, complete overhauled interior with vintage bucket seats, Motion Control coilover system, and the list goes on and on.... Not bad for a street car!



This is where the project stands to date. With the many people following this project, we found it fitting to hold an online naming poll. We sorted through many great suggestions and decided, Heisenberg (from Breaking Bad) fit perfectly. As the character on the hit A&E series, the calm, intelligent school teacher (3.0cs) turns into an evil maniacal villain (mating the 3.0cs to the drivetrain of the m3 and adding the CSL flares) fit perfectly. There are new additions to this project daily, be sure to stay tuned to our website and our Facebook page!

# Annual Meeting







# Performance tires meet WNY snow storm and triumph...not

“A continual dropping in a rainy day and a contentious woman are not unlike.”  
– Proverbs 27:15



In the litigious and politically correct society in which we reside, I risk quoting scripture to describe the weather as Mike G. (BMW Genius.@Towne BMW) and I head out to attend the annual meeting and charity fundraiser of the Genesee Valley Chapter BMWCCA at the Country Club of Rochester. Although my colleague does not mirror a contentious woman in any way, the consistent rain falling does bring to mind all the rainy day songs that clog my brain cells with useless information. The weather forecast calls for rain, more rain and the possibility of more rain. I don't remember the part about the possibility of snow showers. No matter. Mike and I are driving to the meeting in a new 2014 Titanium Silver 435xi. Regrettably I don't remember looking at the tires. But what could go wrong. We will be piloting an X-drive BMW. What *could* go wrong?

Mike and I arrive at the meeting just in time for the Hor d'ourves (sic). Wow. Those miniature BLTs were exceptional and the open bar was a life saver -- more about that later. For those that attended I don't think it is necessary to go over the minutes of the meeting nor the auction that occurred after dinner. Another wow on the buffet. I elected for the pasta with chicken cooked in olive oil; mucho compliments to the caterers.

All attendees are given a casino token to cash in for chips and Mike and I decide to try our hand at the roulette wheel. I manage to go broke in a matter of minutes. I guess I'm an all or nothing kind of guy. But Mike manages to show some constraint and actually win some money for charity. As we are gambling I happen to look out to the parking area. OMG (O' Morris Garage) it's snowing. It's not just snowing; it resembles Hollywood snow. You know snowflakes that float to the ground and glisten, are you listening? Wait, stop the scene. This is the last Saturday of the month of March. Rain I can understand. But snow. Who can you blame? I blame Al Gore, this whole global warming thing is wreaking havoc on our sensibilities. He should have stopped after he invented the internet; nobody has credited him for worldwide communication, why should he take the credit for predicting a couple of landslides and icebergs cutting ties with Mother Iceberg. But I digress...let's get back to the story.

Sometime around 9:45 PM I turn to Mike and say, "I think it might be wise if we head back to Buffalo. It looks like it's getting pretty nasty." He agrees and we gingerly sneak away without too much commotion so as not to cause a distract-

tion.

Our 435 is covered with snow and the temperature must have dropped 20 degrees. Mike says he will drive. Good news for a codger such as me. I will navigate. We don't need no GPS (spoken with a Mexican bandit lilt). We know where we are going and upon getting on the interstate, we set out for Buffalo. The highway is coated with at least 2 inches of snow and we don't see a plow for miles. But something weird starts to happen. Every time Mike tries to accelerate, the 4's rear end starts to break away. This is not good. I look at Mike and he looks at me. We both ask in unison, "Did you check on the tires?"

Here comes "O' Morris Garage" again. THESE ARE PERFORMANCE TIRES!!

Our maximum speed is 40 mph. Cars ahead of us, in the distance, have their caution lights blinking. Mike does an excellent job of steering the car in the ruts that materialize out of the packed snow and we are in for a long haul. There is no turning back and like mushing in the Alaska Iditarod, there will be no stopping to seek refuge. We could be attacked by a reindeer.

We arrive in Buffalo a little before 1 AM. We arrive at the dealership so Mike can get his 135i convertible (with winter tires) and I brush off my 320xi (six inches of snow on the roof). I'm parked in the office park in a snow drift. Will it make it? No problem. This little 3 has an attitude. Give me more. I can handle it. I put it in reverse and it plow through like an Austrian yodeler on snow shoes.

Lesson learned. If you live in upstate New York and you want to drive during the winter, performance tires -- like the word says -- are for performance driving.



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And that should complete our little yarn about our lesson in tire tread applications. But my Bluetooth is ringing and I see it is Mike G on the other end. I answer.

"Marc, can you come back to the dealership. I'm stuck and I can't get up." I do a U-turn in the middle of Main Street and travel back to the BMW Center. There he is -- midway up the rise in elevation. We shake our heads and laugh. Thusly ends our travail never to happen again; and as I drop him off at his home I say, "This will make a great story for the newsletter!" Mike says BMW Genius and Towne BMW client advisor with good intentions and driving acumen prove that "Life starts when you move outside your comfort zone!"

Yea right.



# 2013 GVC Financial Statement

<b>BALANCE SHEET</b>			
	<b>12/31/13</b>		<b>12/31/12</b>
<b>Assets</b>			
Cash in Bank Accounts	\$190,922		\$175,667
Deposits	826		1,313
<b>Total Assets</b>	<b>\$191,748</b>		<b>\$176,980</b>
<b>Liabilities &amp; Equity</b>			
Other	\$10,813		\$2,645
Equity	180,935		174,335
<b>Total Liabilities &amp; Equity</b>	<b>\$191,748</b>		<b>\$176,980</b>
<b>INCOME STATEMENT</b>			
	<b>F/Y 2013</b>		<b>F/Y 2012</b>
<b>Income</b>			
Driving school fees	\$174,587		\$158,219
Other event fees	18,789		11,125
Membership dues	18,329		18,365
Autocross fees	7,515		9,240
Newsletter sponsorship	5,412		5,308
Rebates from National	2,000		1,500
Other	510		331
<b>Total</b>	<b>\$227,142</b>		<b>\$204,088</b>
<b>Expenses</b>			
Driving schools	\$156,802		\$152,418
Other events	32,412		23,315
Newsletter	7,662		10,184
Misc./other	7,607		7,556
Insurance	7,149		7,314
Autocross	4,535		8,259
Meetings	3,117		2,623
Telephone/postage	1,258		1,122
<b>Total</b>	<b>\$220,542</b>		<b>\$212,791</b>
<b>Net Income (Loss)</b>	<b>\$6,600</b>		<b>\$(8,703)</b>

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# BMW's Expanding Product Line



Lately I've had many BMW-related conversations revolving around the newest offerings from the brand. Whether with aficionados or casual observers, it's clear to many that BMW is expanding and changing their product line. For some the business case seems obvious (offer more products to reach more consumers), while the other side is convinced this is a brand dilution (a front-wheel drive BMW? Heresy!).

I'm somewhere in the middle. For years, I was baffled at how Mercedes-Benz could offer so many product lines and still manage to turn profits. They've got A, B, C, E, and S-classes, plus vans and trucks. But the first time I drove a B-class, their strategy seemed apparent. The S-class is the quintessential Mercedes: luxurious and quiet inside, powerful and safe enough to get you to your destination without any problem (and in style). The B-class has none of these features, save for the safety. It's a loose-steering, upright-sitting city car which happens to have a giant three-point star on the front. And the back, so whether you're coming or going, people know it's a Mercedes.

Which is not to say it wasn't a good car; it just wasn't a great Mercedes. This is the folly that many are finding now about the new CLA. It's an OK car; is it a Mercedes? Not as we know it, and hopefully not representative of the future of MB cars (or maybe for the sake of BMW, we hope it is the future of Benzes!).

The CLA must be top on BMW's target list. As it was released at the end of last year, it helped Mercedes beat BMW in total USA sales. I'm sure that caused some steamed heads in Munich.

Meanwhile, north of Munich, the Audi A3 sedan was developed and released in the US.

The CLA and the A3 sedan both start under \$30,000 (about \$100 under, but under nonetheless), and are about the same size as their big brothers were ten years ago. People are accustomed to and accept these brands as front-wheel drive, because they have been for many years. Though in the case of Audi, the majority of their cars are offered as Quattro all-wheel drive models. Here's where BMW could pull a fast one - is an all-wheel drive 2-series Active Tourer still a front-wheel drive BMW? Kind of, but not really. BMW would be wise to offer the 2AT in the US as an Xdrive variant to eliminate the FWD displeasure.

But they can't hide how it looks, which is somewhat un-BMW like. So before they bring that vehicle to our shores, expect to see a small sedan (E46-sized) with four doors, either as a 1-series or a 2-series Grand Coupe, starting somewhere under \$30,000 (maybe \$100 less?). It'd be great to get all-wheel drive at that price, but it's unlikely. As a 1- or 2-series derivative, though, it would have rear-wheel drive. Arguments over.

In a German car magazine a friend brought me recently, the Mercedes-BMW comparison was nicely laid out in a two-page infographic. The "model-o-meter" (it sounds better in German than the translation) was broken down into separate car classes: very small (city) cars, compacts, mid-size, large sedans, luxury cars, sports cars, SUVs, and vans. Each branch of the graphic shows how the companies were playing catch up: The 2AT is the new



and only BMW offering under “vans,” to combat the B-class, while MB is playing catch up on their SUV line, supplementing sporty-coupe-like SUV’s to fill in their gaps as BMW has done with its even-numbered X’s. At the small end, BMW actually has an advantage, as all of the Mini line is grouped in the city car category against the Mercedes’ Smart cars; hardly a fair comparison, really.

But it’s in the middle classes where the real battles are fought. Mercedes has A-class hatchbacks and the CLA sedan in the compact class; BMW is actually a bit more diversified, with the 2er convertible and sedan, and the 1er hatchback. But as this is the bumper crop of the market, BMW will have to offer their 1-series four-door sedan sooner rather than later. Where Mercedes used to show off their diversity, with C- and E-class sedans, wagons, coupes, and convertibles, BMW has made big strides to catch up and re-invent. Now you can have permutations of sedans, wagons, coupes, convertibles, GT’s, and Grand Coupes in nearly any flavor of 3-, 4-, 5-, or 6-series. BMW found out how to easily adapt their molds, and they aren’t holding back. The GT may be a body style no one asked for, but if it sells at a profit, why not build it? They’ll stop if the market dictates it (see the 5er touring in this country).

And how does Audi fit in? More similarly to BMW than Mercedes, though without quite the product depth. They had the two-door versus four-door name differentiation first (where do you think BMW came up with the idea?): A4 sedans and A5 coupes/convertibles/four-door coupes; A6 / A7 lines, etc. And as der **bayerische** brief

BMW has Rolls-Royce to feed the super-wealthy, so does Audi / Volkswagen with Bentley. Mercedes unfortunately shutdown the Maybach brand, keeping it only as a high-end trim on a super S-class.

So, while BMW seems to be making a lot of changes lately, it’s a market reaction in order to keep them up-to-date, relevant, and profitable. As long as they keep producing quality products that remind us they’re the Ultimate Driving Machines, then there’s no cause for concern. Though if they finally build that April fool’s Day M3 pickup truck, I may second guess this judgment.

Speaking of pickups: in my quest for breadth in the global automotive industry, I asked my brother-in-law to bring me back a South African car magazine on a recent trip (appropriately titled, Car). In it, I learned that a pickup truck is referred to as a “bakkie,” and that there’s a Chinese manufacturer called GWM (Great Wall Motors, not just a close, partially dyslexic knock-off of BMW). Car also tried to clear up the identity confusion of the 3- and 4-series’ lines, by listing the length, width, and height of the sedan, GC, GT, coupe, and convertible.

Remember: if it’s the long one, that’s a GT. But if it’s the wide one...that’s actually the GT too, by a few millimeters. With the 4 GC, they say, “BMW has closed the circle and confused us all. Here we have a four-door vehicle that is based on a two door, which in turn is based on a four-door.”

As long as they all drive well, I don’t mind being confused.



BMW

# Today's Automotive Technology

vs.

# Automotive Enthusiasts'

Each new model coming from BMW these days is loaded with more and more bells, whistles, sensors, cameras, and computer programming. Now robots can drive your car and park it – so there is little need for the driver. This reminds me of the days when we commuted to Florida in our Bonanza. I would take off and climb to altitude, punch the auto pilot button, lock into the GPS navigation system – and read a book. After a while the trips became boring and I had to fight dozing off. This, I fear, is where today's automotive technology is leading us.

This is not entirely BMW's fault. Between the bureaucrats and the environmentalists, every major automobile manufacturer is being forced to meet ridiculously high mileage standards, and eventually eliminate the use of fossil fuels entirely.

BMW's new i8 is the poster child for their current techno-marvel, and hybrid caper (well documented in this column for the past few years). You have undoubtedly seen it in every issue of *Roundel* and most other car magazines. It's a beautifully designed coupe with skinny, hard-riding tires, and room in back for only legless grandchildren. It will never surpass the M1, or even come close to the E92 M3. I

remember when I took delivery of my 2004 E60 with the first version of i-Drive. It took the salesman 30 minutes to walk me through the controls so that I could drive it home – plan on much more than 30 minutes for the i8.

Now let me speak for the automobile enthusiast – such as you who are reading this article now. We are hardly a blip on the radar screen of most BMW marketing guys because we represent less than ten percent of those who buy today’s Bimmers. However, BMWgmbH would not exist without us. When they imported the 2002 sport sedan (simple car with a strong engine, great suspension, manual tranny that snicked through the gears, and handling that has hardly been improved upon to this day) they needed no Madison Avenue Ad agency to hype its value – all that was required was for one of us car nuts to drive the thing. After a few years they sent over the E30 M3 (again a simple car with no frills) that you could drive on the track right out of the box – and win.

So here is my plea to the suits in Munich. Make another



model for us gearheads that mimics the concept of the 2002, and the E30 M3. No – it won’t top the sales charts or please the greenies – but it will keep your core constituents happy and preserve your reputation as one of the very few sports car manufacturers left who appeal to their loyal customers – and not just the stuffed shirts who run our world today.

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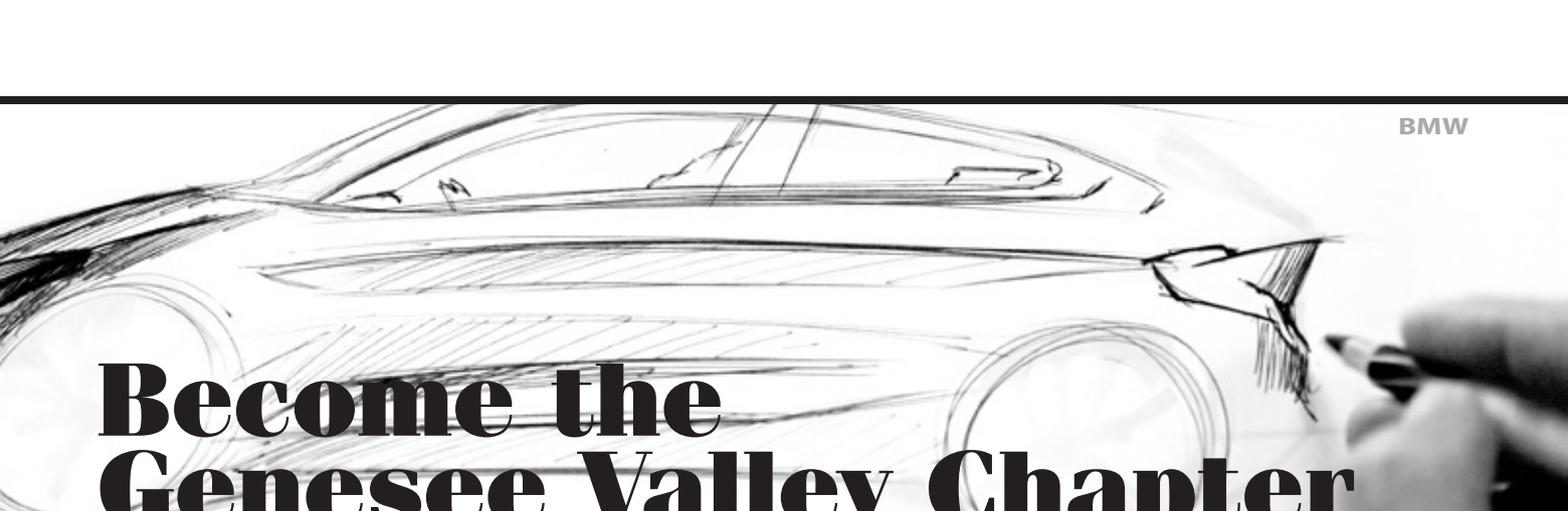


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# Become the Genesee Valley Chapter TREASURER

Effective January 1, 2015 your Club will be in need of a Treasurer. The current Treasurer will be available to help with the transition. The position of Treasurer is part of the Executive Committee and Board.

**The following are key responsibilities as per BMW CCA (Operations Manual, section 7.4):**

- “Keeps and preserves the records and books of accounts reflecting the financial condition and operation of the Chapter and any corporate documents that obligate the Chapter financially.
- Prepares the annual financial report for submission to the National Office.
- Prepares the report of financial condition to be provided to the Chapter membership each year.
- Ensure required fees and taxes are paid on time.
- Monitors and maintains the Chapter bank account; monitors account to ensure it remains in balance and that all funds received from the National Office have been received and properly credited.”

**The following are the key additional responsibilities for GVC BMW CCA Treasurer:**

- Responsible for all financial record keeping for the Club.
- Responsible for issuing refunds/credits for Driving Events using MortorsportReg.com
- Issuing approximately 200 checks per year.
- Working with event coordinators and preparing budgets for the larger events and presenting such to the Board for review and approval.
- Prepare year to date P&L on a monthly basis and present to the Board.
- Attend the monthly Board meeting while not required, is very informative.
- Responsible for **coordinating** year-end reporting including filing of necessary tax returns.

Background: 3-5 years of accounting or strong bookkeeping experience. Books are kept on a cash basis and are maintained on Quicken.

Those interested candidates should notify Andy Blake, email [andyblake01@gmail.com](mailto:andyblake01@gmail.com).



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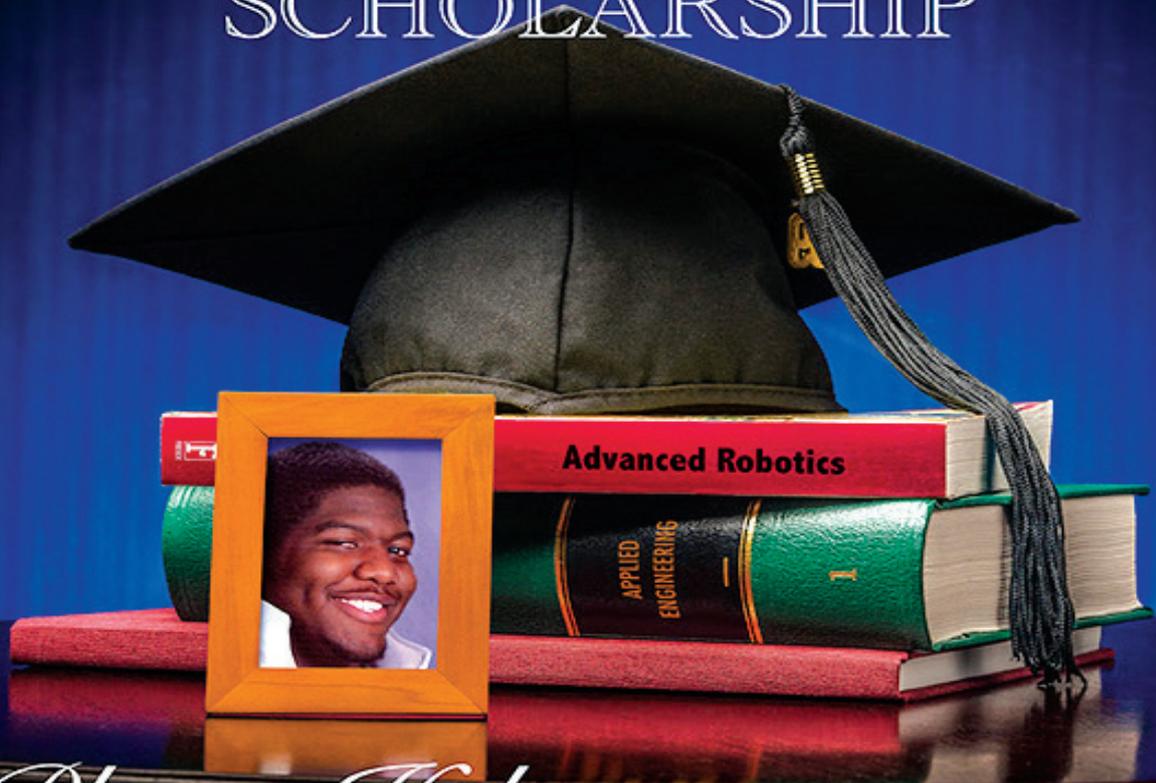
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\*Acceleration claim based on BMW AG test results. Figures based on 23 mpg city/33 mpg hwy for 328i Auto Transmission. May change as a result of EPA testing.  
†Whichever comes first. For full details on BMW Ultimate Service® visit [bmwusa.com/ultimateservice](http://bmwusa.com/ultimateservice).  
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# 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.racf.org/Donate](http://www.racf.org/Donate), or your tax deductible check, with "Joel Ajavon Memorial" in the memo line, should be made out to:

The Community Foundation  
500 East Ave  
Rochester, NY 14607

## TIRE RACK STREET SURVIVAL



It's 6:42 am on a Saturday morning. Bodies emerge from BMWs or work vehicles with about a hundred orange cones, tire gauges, air compressors, bags of cracked corn, pop-up tents, wrenches, signage, 62 T-shirts, course binders, an overhead projector, a laptop computer, a stack of schedules, dry erase boards, pads of waivers, checklists, walkie talkies, a bullhorn, wristbands, brooms, a leaf blower and a bazillion pens. Others bring coffee, creamers, stir sticks, coolers, napkins, cups, paper plates, bagels, juice, muffins, garbage bags, apples, bananas, and tablecloths, not to mention water, water and more water. From distances of sometimes more than a hundred miles, others are driving through the darkness to a parking lot at Monroe Community College or Watkins Glen International.

These folks are not sleeping in after a long work week. They are not having breakfast with their families, not heading to the golf course, nor on their way to the public market. It's another Street Survival school hosted by Genesee Valley BMW CCA.

2014 marks our 11th year of hosting these Tire Track-sponsored teen driving events governed by the BMW CCA Foundation. These volunteers greet the students

and parents, provide classroom instruction, and most importantly, jump in the passenger seats of the students' cars, teaching them physics and automotive handling skills that they will NEVER get in Driver's Ed!

**This spotlight shines on all the volunteers who make this worthwhile program happen!**

Since 2004 this club has helped over 500 young drivers learn how to make educated decisions when driving, so that when (not if) they are confronted with a dangerous situation, they are able to save the lives of their passengers, themselves, and others sharing the road.

I'm not going to mention the names of these generous folks; they aren't in it for any glory or to see their names here in print. If you read this newsletter and attend club events, you already know who they are.

I'll use the ink instead to encourage you to join them for the next Street Survival on July 19th at Monroe Community College. Come and instruct, help with course layout, tech student vehicles, chase cones, pick up food, etc. To get involved, contact Seth Berlfein at [m9seth@rochester.rr.com](mailto:m9seth@rochester.rr.com) or Ike Neilsen at [gtracer37@yahoo.com](mailto:gtracer37@yahoo.com) For more information on the program, visit [www.streetsurvival.org](http://www.streetsurvival.org).

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# NEW MEMBERS

## January

Chuck Backus  
Janet Bermel  
Thomas Brady  
Scott Brown  
David Dombroski  
David Donohue  
Robert Eden  
Roy Glosser  
Richard Haslinger  
Karl Hutchinson  
Reed Kemp  
Alexa Kenyon  
Matthew Kielich  
Daniel R. Kildare  
John H. King  
James Kirchmeyer  
Kevin Kroetsch  
Eric Matzan  
Julie Mecklenburg  
Richard Morose  
Ron Primerano  
Paul Santoro  
Bruce Schmidt  
David Siembor  
Thomas Szczygiel  
Frank Ungaro  
Richard Vendette  
Lawrence Vilardo  
Jeffrey Wellington  
Brummitte Wilson  
David Zebro

## February

Vernon K. Beaty  
Robert Cannon  
Paul John Daccursio  
James Robert Kaskie  
Joel Kumro  
Warren T. McGrail  
Steve Moose  
John Stuart Silverman

## March

Tom Arnold  
Tyler Brant

Dale Clough  
Michael Grear  
Lynne Johnson  
Andrew Kohler  
Richard E. Lathrop  
Charles A. Leighty  
Nick Love  
John V. Maguire  
Joe Pechacek  
Nicole A. Pensyl  
Barry E. Riffle  
Lester Robinson  
Jake Schmitt  
Jay Sofianek  
Nathan Sunseri  
Peter Sykes  
Judy Ann Trigg  
Robert Woepfel  
Mark Spero Zaharis

## April

Brian Biittner  
John S. Bird  
Rick Boroski  
Matt Crowley  
Tina Crowley  
Kyle Engebrecht  
Steve J. Feather  
Leslie Geer  
Thomas Keily  
David Klock  
David Kunz  
Margaret Kunz  
Saul D. Moshenberg  
Jason Nicholson  
Andrea Pool  
Stephen Rossi  
James David Shoffitt  
Jennifer Shoffitt  
David Michael Smith  
Germain St-Denis  
Jennifer Thomas  
Holly Williams  
Jacob Wilmott  
Peter J. Winnett  
John Zolondkiewicz

# 2014 Calendar of Events

## June

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, Car show – County Line Raceway & Fellows Road Park - shelter #2

## August

6th, Wednesday, Car Night – Log Cabin Family Restraint  
16th, Saturday, Autocross – CMAC  
20th – 21st, Wednesday & Thursday, Ultimate Driving School – WGI  
24th, Saturday, Autocross – RIT

## September

5th – 7th, Driving School with Trillium (Canada) – Mosport  
27th, Saturday, Autocross – Cherry Valley Motorsport Park

## November

8th, Saturday, Street Survival School – WGI

## December

6th, Saturday, Holiday Party – TBD

PLEASE VISIT OUR WEB SITE AT

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

FOR LATE BREAKING NEWS AND UPDATES!

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<https://www.facebook.com/pages/Genesee-Valley-Chapter-of-the-BMW-Car-Club-of-America/149495871785439>

# 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

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# Genesee Valley Chapter of BMW CCA

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Click on "Classified Ad Forums."

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Spring 2014 Volume 58 • Issue 1



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