

Fall 2015

# der **BAYERISCHE** briet

GENESEE VALLEY CHAPTER BMW CAR CLUB OF AMERICA

BMW R 1200 R

See page 14



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# Genesee Valley Chapter BMW Car Club of America

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Fall 2015 Volume 59 • Issue III

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# Autocross

by Sean Grant

**M**other Nature decided to smile down upon the Genesee Valley Auto Cross season sponsored by the Little Speed Shop on August 16th. The weather was sunny and warm and the competition was fast and furious. Over 50 auto crossers joined us for an exciting yet technical course that proved to be quite entertaining for all. Spectators at the event were treated to a wide variety of makes and models ranging from a 940 Volvo to your choice of color ///M3. Tim Moriarty took top honors in the BMW class edging out Steve Lawless by just 2 tenths to secure the win and precious points toward the Top Gun Series. Mel Dillon in his Porsche Boxster proved street tires can perform under pressure. A big thank you goes out to all the participants as well as the spectators for helping

us make our 4th event a tremendous success.

Haven't joined in on the fun yet?! Not sure what you are waiting for but you have only 2 more chances this year to come out and have the time of your life. Now is the time to dust off your car and tell the spouse you have "gone fishin'" (for cones that is!). Cherry Valley will play host to our next event on September 26th. Nestled in the heart of apple fritter country, Cherry Valley offers a unique and challenging kart course.

Breaking News! Our 6th and FINAL event will be held at MCC on October 25th. Grab your helmet and make no excuses...We will see you there! Got a question? Feel free to email Steve or Sean through the website.

# BMW

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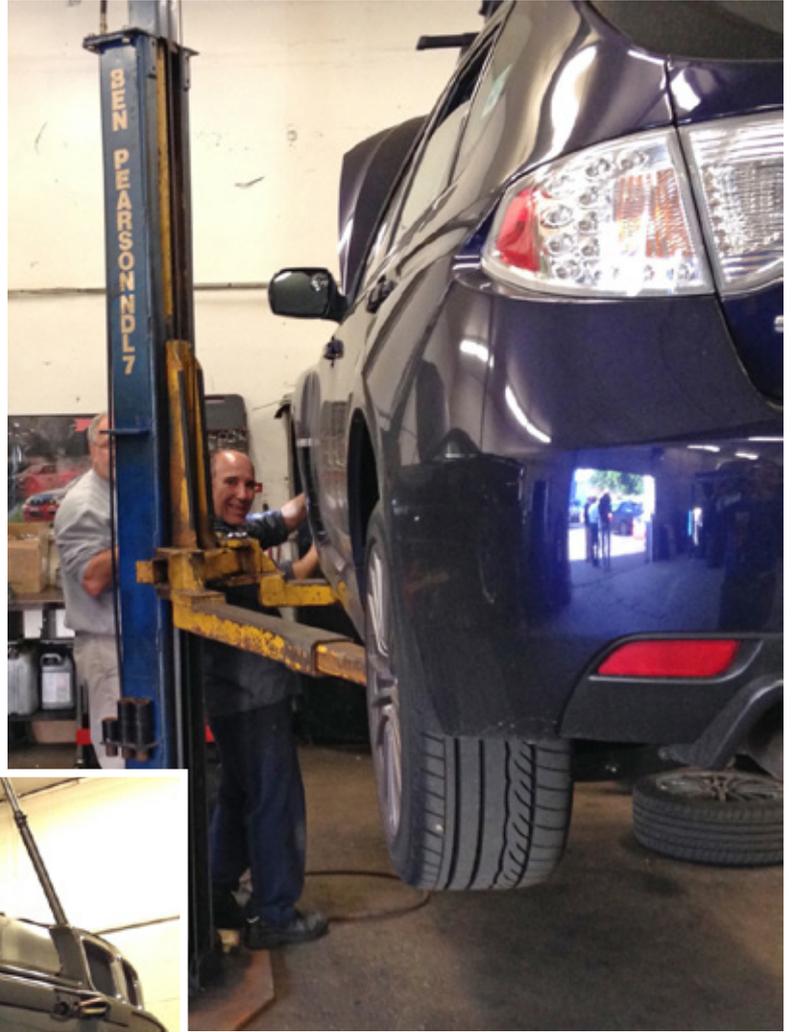
# Carting in the Wet

by Dave Lanni



On Sat. 7/25 a few brave souls attended our annual Go Kart event. The weather in Rochester was rainy but for those of us who chanced it, the weather at County Line Raceway was great. Those who showed up had plenty of track time and had many great on track battles. We experienced about a half hour of rain during which the track was closed but once the rain stopped we were treated to a fun, slippery track that actually challenged the drivers. Our record of no rainouts for this event remains intact!





# TECH



# NIGHT

photos taken by Ian Dickerson





## THE ONE THAT GOT AWAY

I've owned almost every model series since my first 1979 E12; and yet the one coveted most – the fantastic Z8 – slipped through my fingers.

The sad story starts when we read of its availability in Roundel (where else?). Had I known that this instant classic would be limited to a couple of cars per dealer for the first year I would have reacted sooner, but when we got around to calling my dealer, Burdick BMW in Syracuse, they advised that their allotment of two cars was already sold for the first year's production. Then we contacted Braman BMW of Palm Beach (near our winter residence) and were told that they were- in effect- auctioning their reservations and had sold the first car for \$250,000 (against a MSRP of \$128,000). Braman's scalping presented a public relations problem for BMWNA, but there was little that the factory could do about it since the dealers owned the cars and the MSRP was only a suggested selling price (Burdick BMW did not engage in scalping).

The Z8 was the most desirable automobile that BMW ever produced. It was designed to evoke the classic 507 (manufactured from 1956 – 59) and to celebrate the millennium. Total production equaled 5703 automobiles built from 1999 to 2003. The Z8 had an aluminum body and chassis and used a 4.9 liter engine that produced 400 HP and 370 ft-lb torque. The factory claimed a 0-62 mph time of 4.7 seconds, but Car and Driver magazine tested one at 4.2 seconds and found that it outperformed the contemporary Ferrari 360 Modena.

I had just about resigned myself to joining a long waiting list for the Z8 at Burdick BMW when

the sales manager called. He advised that the guy who had ordered the first Z8 called and wanted to cancel because his wife was diagnosed with a terminal disease. He wanted to know if he could get his \$10,000 down-payment back. Naturally, I agreed to take over his reservation and delivered a check to the dealer immediately.

This was the first time I ever ordered an automobile before driving it. Being a staff writer at the time for Roundel, I had contacts at BMWNA headquarters in Montvale New Jersey. Consequently I arranged to drive a Z8 that they were testing. The test drive was not very revealing on the congested highways around Montvale; however, it did become evident that the Z8 did not have a sports car suspension and it was not designed for the track. Even so – I still wanted it.

Then I got a call from Burdick's sales manager advising that the original buyer wanted to re-instate his reservation. It seems that the buyer had listed his reservation on E Bay and received three bids for \$250,000. I wanted to fight it, but Burdick conferred with their lawyer and were told that the original buyer could sue since he had a signed contract.

Eventually, my lust to own a Z8 subsided and I fell in love all over again when the E92 M3 emerged, and set a new benchmark for BMW. It soon became the ultimate road and track car. I have owned

mine now for 7 years and will never part with it.

Meanwhile the Z8 has fulfilled its promise of being a modern day classic. Owners who have kept their cars in good condition can expect the value to exceed the original MSRP of \$128,000.

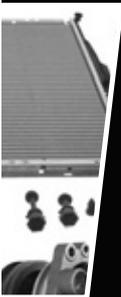


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# DAS FAHRERSITZ

story & photos by  
MARC M. MINNICK

Jackson Center, Ohio is centrally located in Mid-Ohio. For those who possess a desire to know what it means to be an American, it is also the home of Airstream Inc. Airstream manufacturers travel trailers and Class B motorhomes. It is a campus comprised of a 134,000 square foot factory that exclusively manufactures travel trailers, a service department with a factory, waiting lounge and retail store, and a separate building that specializes in the remanufacturing of the Airstream Interstate (Mercedes Benz Sprinter), and a small trailer park for owners that wish to camp on the premises. In 2014 Thor industries, the parent company of Airstream, authorized an expansion of an additional 94,000 square feet to house additional production and office space. Airstream, although part of Thor industries, is its own master. Its management, engineering and team workers take no orders from its parent, and since its acquisition in 1980 it has managed to keep the company true to its founder's design principles and philosophy.

Airstream was conceived in Southern California, inspired by the wanderlust of a young salesman that sold radio advertising in the Los Angeles area. In his spare time he moonlighted as a publisher of regional trade magazines. Hard times brought on by the stock market crash of '29 compelled this young salesman to rethink his career path. He returned to his home state of Oregon with his new bride to delve into his passion -- the outdoors -- but regrettably his passion wasn't shared by his reluctant wife. So, never one to give up so easily, he decided to build a home on wheels that would be their home away from home. In his first attempt he purchased a used Ford Model T chassis, affixed a wood floor to the chassis and after traveling to their destination attached a tent to the frame. The home away from home leaked when it rained and was cumbersome and time consuming to assemble and break down. His wife wasn't pleased and his idea of "luxury camping" was almost lost. Still not deterred he went back to the drawing board and designed a permanent tear-shaped structure on another Ford chassis

and installed a kerosene stove and ice chest as luxury options. It was a hit with his wife, and when his neighbor requested he build one for him too, an epiphany occurred. He could turn passion into a money-making venture. He sold his design blueprints in "Popular Mechanics" under the heading "How to build a trailer for one hundred dollars." In a short time he earned his startup capital and his idea was ripe for the next step. Husband and wife packed their bags and moved back to Southern California. He was going into the travel trailer business and southern California was the breeding ground.

Airstream was founded in 1931 in Culver City California by Wally Byam. Although Wally's idea was ripe for the times, it was not unique. Glenn Curtiss of the Curtis-Wright airplane company was toying with lightweight trailers using aircraft technology; and by the time Wally's company was started, forty eight other trailer companies were in business. Five years later more than 400 existed. Today, only one of those companies still exist, and that company is Airstream.

Today I will be touring the Airstream factory and getting a first-hand look at the secret recipe of what makes an Airstream an Airstream. We begin our day with breakfast at the local Great Western Hotel and then will file into a Prevost tag axle bus. We're all excited to start the day and I overhear conversations of which the subject is the RV business. RV salespeople from all over the USA are attending and a common theme is heard throughout the land. Business is the best it's ever been. I'm a novice to the industry so I don't know what it was like before. Eventually I will want to find out why this is and what is causing it, but for now I will sit back and listen and learn. Our trip takes about twenty minutes and once we get off the interstate all that one can see is cornfields, trucks, farmhouses and American flags. This is true America and purity of the American ideal. Self-sufficiency, patriotism and a Silverado in every driveway. As we approach the factory, I hear comments from my colleagues that range from "How big is Jackson Center?" and "What do these people do for fun?" Fun is purely subjective. One man's tractor pull is another man's gross misuse of farm machinery. Not to worry, we will find out soon enough as the driver pulls up to the security check point and informs the guard we are RV salesman coming to tour the factory.

"God Love 'em," he says as he smiles and tips his hat.

His salutation is sincere, but with a hint of "I wouldn't wish their job on my worst enemy."

Inside the factory we are met by an Airstream employee who will walk us to the upstairs offices for classroom training, bagels, Danish and coffee. To get to training we will walk through the factory that is already humming with workers at their assigned locations. We will want to stop

**Continued** on page 15

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\*0-60 time based on BMW AG test results for the X5M and X6M.  
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# BMW presents the BMW M6

# FRANKFURT

**M**unich (DE), 15th September 2015. BMW has set a course for the future in GT racing: The newly developed BMW M6 GT3 was presented to a specialist audience at the 66th International Motor Show (IAA) in Frankfurt am Main (DE). The racing version of the BMW M6 Coupe will be sent into action by numerous privateer teams from the 2016 season in a host of championships and renowned race events around the world as part of the BMW Sports Trophy.

BMW Motorsport has channelled its vast well of experience amassed since 2010 with the BMW M6 GT3's successful predecessor, the BMW Z4 GT3, into the development of the new car. Indeed, the new GT3 racer boasts a raft of improvements, particularly in the areas of drivability and economy. One example is the use of a series-produced engine with M TwinPower Turbo Technology, which develops higher output and an increase in torque. Moreover, with its centrally positioned driver's seat and

*Continued on page 17*



# GT3 at the IAA Cars 2015 in

# KFUURT



BMW

# BMW R 1200 R Named One Of "10 Best 2015 Motorcycles"

by Ultimate MotorCycling Editor

Woodcliff Lake, NJ – September 21, 2015...  
The BMW R 1200 R has been named one of the "10 Best 2015 Motorcycles" by Ultimate MotorCycling editor Don Williams.

In his annual Editor's Choice article, Williams writes, "With the 2016's showing up in full swing and the 2015 models disappearing from our fleet, it's time to assess the 10 Best 2015 Motorcycles...I ride a wide range of motorcycles, and love every genre on two wheels. Some people specialize, but I have access to almost every motorcycle made, so why limit myself?"

Commenting on BMW's new roadster, Williams observes, "...BMW has gone back to basics while forging ahead. Taking the 125 horsepower liquid-cooled motor from the GS and RT, and then putting it in a chassis with inverted forks. I greatly enjoyed the power and predictable handling of the R 1200 R, especially with the Dynamic ESA and Shift Assistant Pro. There are few motorcycles more comfortable for all-day rides, be they in the crowded city or open rural runs..."

We couldn't agree more!

For more information on Ultimate MotorCycling's "10 Best 2015 Motorcycles," visit: [https://ultimatemotorcycling.com/2015/09/09/10-best-2015-motorcycles-editors-choice/?utm\\_content=6c6f92aa5340af9d80b84e4e0f4e357b&utm\\_campaign=Robly%20September%201%20Newsletter&utm\\_source=Robly.com&utm\\_medium=email](https://ultimatemotorcycling.com/2015/09/09/10-best-2015-motorcycles-editors-choice/?utm_content=6c6f92aa5340af9d80b84e4e0f4e357b&utm_campaign=Robly%20September%201%20Newsletter&utm_source=Robly.com&utm_medium=email)

## BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; Designworks, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 339 BMW passenger car and BMW Sports Activity Vehicle centers, 149 BMW motorcycle retailers, 124 MINI passenger car dealers, and 36 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

**Continued** from page 10

and look in awe but are instructed to keep moving. Factory tour will occur later we are told. We will be broken up into two groups: the yellow team and the green team. I will be part of the yellow team. We will stay in the classroom while the green time will tour the factory. This is a very good way to break up the classroom into a smaller more intimate learning experience and leave the better Danish pastries for my team to feast on. Already, at this early stage, a rivalry begins to occur between teams. One of my team members refers to the green team as the "Green Meanies," probably as a direct result of a green team commenting on her open toe foot footwear . In an adult response to a direct assault on one of our team members, we chose to take the higher ground and earn the moniker the "Mellow Yellows." True to our "nom de guerre" some of us more seasoned (code for over 50) team members begin to nod off after an hour and half of power point and rapid fire information overload. We are told to pay attention because there will be a quiz at the end of the day. Myself, I will take copious notes and hope to earn the coveted title of "last man standing," and forgo a trip to the principal's office.

After lunch it's time for the Mellow Yellows to don

earphones with portable receivers that give us the ability to hear our tour guide, Tim Maxwell. Tim is a long time employee of Airstream and really knows his stuff. As we tour the factory we will stop at a work station and Tim explains what the worker is doing. Now we begin to see the Airstream "magic." These people are actually happy. Tim challenges us to find a grumpy soul in the factory; If there is one, he or she did not come to work today. We witness the riveting of the panels, the cutting of the floor boards, the craftsmanship of the cabinet makers, the machine that stretches the aluminum for the cowling fascia, and the list goes on. What defines this manufacturing process is there isn't a robot anywhere in the factory. Five hundred fifty eight employees make up the entire work force of Airstream and every one of these people have at least two or three family members behind them. Business is booming. Since 2006 Airstream trailer sales are up over sixty percent and touring coaches 400 percent and growing. This company is the real deal.

Wally Byam once said. "Don't live in the past, or future, make history." History is being made every day and it is known in Jackson Center Ohio as AIRSTREAM.

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**Continued** from page 12

long wheelbase, the BMW M6 GT3 offers a driving feeling unparalleled on the racing scene. The net price of the car is 379,000 Euros.

“The BMW M6 Coupe production model provided us with the perfect basis for developing our new GT racing car,” said BMW Motorsport Director Jens Marquardt. “The heart of the BMW M6 GT3, its engine, has been transferred from the production car with only minor modifications. Furthermore, the car sets new benchmarks when it comes to safety – with a completely re-designed front, a large distance to the safety cage, and the driver’s seat oriented well towards the centre of the car. With the BMW M6 GT3, our customer racing teams can look forward to thoroughbred motor racing technology. The BMW M6 GT3 incorporates many findings from works racing projects, while at the same time being cost-oriented towards customer racing. The BMW M6 GT3 is BMW’s most economic GT racing car ever: with significantly lower running costs than its predecessor the BMW Z4 GT3, as well as longer lifecycles for cost-intensive parts – and all that while at the same time increasing performance. And let’s not forget the design: with its athletic lines, the BMW M6 GT3 is a real eye-catcher. I am confident that we are excellently positioned for the future with this top model in our customer racing range.”

The BMW M6 GT3 weighs less than 1,300 kilograms, and the transaxle drive concept, sequential six-speed racing gearbox



BMW

and body aerodynamics optimised in the BMW wind tunnel also highlight the imminent arrival of a full-blooded racer from BMW Motorsport in 2016. The reliability, efficiency and ease of maintenance of the BMW M6 GT3 will likewise be tuned to master the demands of endurance racing, and its longer wheelbase promises to deliver significantly improved handling characteristics compared with the BMW Z4 GT3. As well as the car itself, BMW M6 GT3 customers will also benefit from the service laid on by BMW Motorsport support engineers and a trackside supply of parts.

In May 2015, ahead of the 24-hour race at the Nürburgring-Nordschleife circuit in Germany, BMW Motorsport customers from around the world were treated to an exclusive first glimpse of the BMW M6 GT3 – not to mention a detailed presentation of the car by drivers and engineers – at a “closed room” event at the BMW M Testcenter Nürburg. The GT racing car was subsequently introduced to fans of “the most powerful letter in the world” at the traditional M Night event on the Friday before the classic endurance race in the “Green Hell”. Customer teams in North America were able to feast their eyes on the BMW M6 GT3 for the first time at the United SportsCar Championship (USCC) in Watkins Glen (US), where the racing car was given its first public appearance on the other side of the Atlantic in late June.

The BMW M6 GT3 was then **Continued** on page 18



BMW



*Continued from page 17*

revealed to teams, drivers and fans at the Spa-Francorchamps 24-hour race in Belgium – the most important GT race in the world. And now, the car has appeared in BMW Motorsport racing livery for the first time at the IAA.

The BMW M6 GT3 has undergone an extensive programme of testing on a variety of circuits over the course of 2015. This has allowed the experienced BMW works drivers to amass many valuable kilometres at the wheel of the BMW M6 GT3, and to carry out important work on the baseline set-up of the new GT and endurance racing challenger. This new poster car for customer racing is now undergoing a final round of fine-tuning prior to its race debut in the coming year.

# TECHNICAL DATA

## Dimensions

**Length:** 4,944 mm

**Width:** 2,046 mm

**Wheelbase:** 2,901 mm

**Weight:** less than 1,300 kg (without driver)

## Engine

**Model:** P63 production engine with M TwinPower Turbo Technology

**Type:** V8

**Capacity:** 4,395 cc

**Output:** up to 585 hp (depending on classification)

**Oil supply:** Oil system, based on dry sump, developed by BMW Motorsport

## Chassis

- Self-supporting steel chassis
- Welded safety cage in line with latest FIA standards
- Carbon-fibre crash structure at front and CFRP crash element at rear

## Wheels/Tires

**Wheels:** front / rear: 13" x 18"

**Tires:** 310/710 x 18"

## Driver Aids

- Racing ABS
- Racing traction control

## Suspension

- Double wishbone axle (front and rear)
- Anti-roll bar (front and rear), adjustable from exterior
- Adjustable shock absorbers (front and rear)

## Transmission

- Lowered drive train
- Transaxle gearbox
- Mechanical differential lock

## Tank

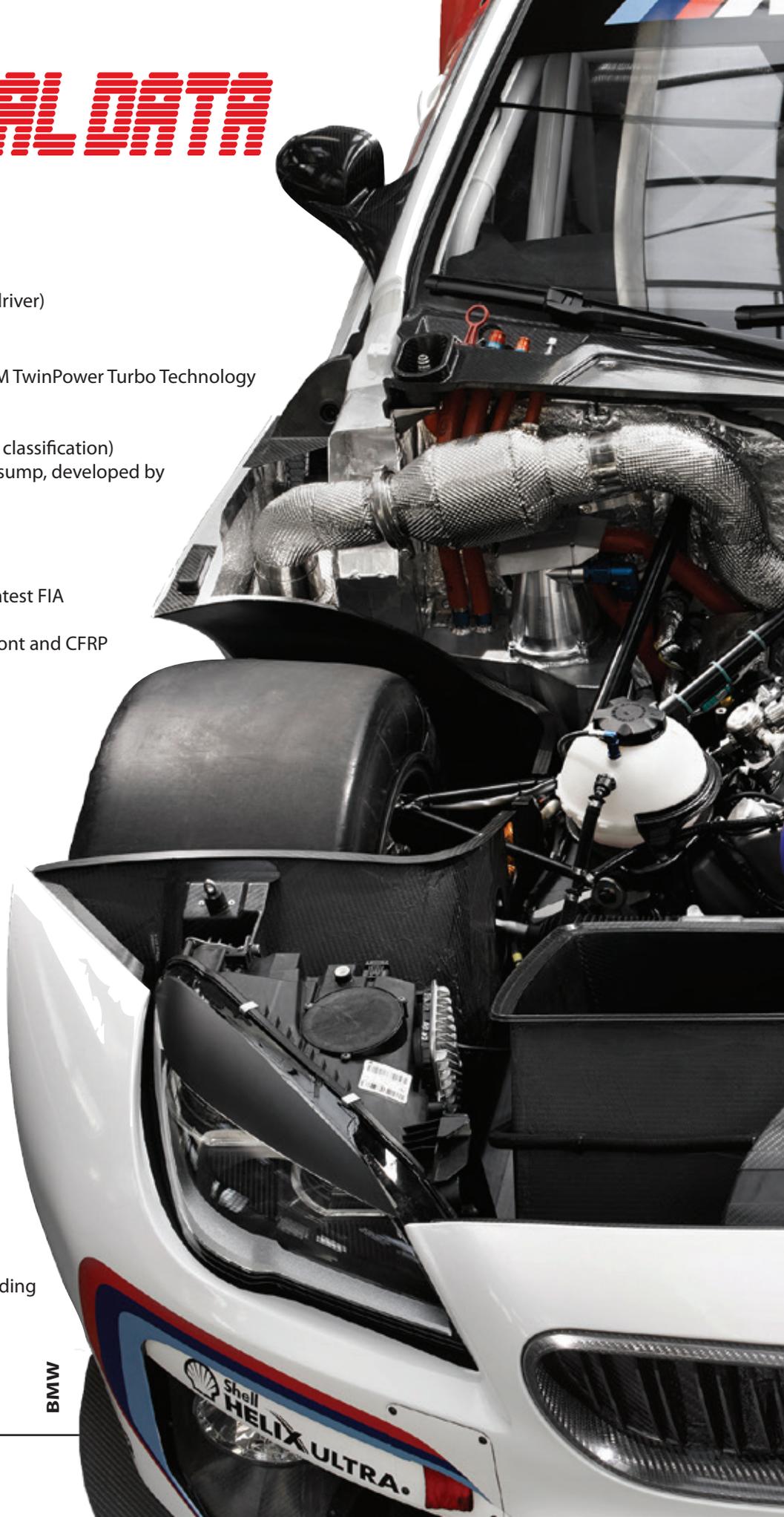
- FT3 safety tank
- Capacity: up to 130 litres (depending on regulations/BoP)

## Brakes

- 6-piston, fixed calliper (front)
- 4-piston, fixed calliper (rear)

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## PRESIDENT'S MESSAGE JIM TULLOCH

**W**hy do people join car clubs and other social organizations? In the not too distant past it was simply a case of common interest. People joined a car club because of their interest in the marque and to socialize with other car nuts. They just wanted to belong. In the early days of our club there were a few formally scheduled events each year and many informal activities where they helped each other tinker with their cars and/or consume a keg of beer. Many events were informally organized on the spur of the moment. Clubs were simple then. Most car clubs had a 3 or 4-page club newsletter mimeographed by someone at work and sent to maybe 200 or so members. What is interesting about the Genesee Valley BMW Car Club is the number of the original car nuts; oh I meant to say founding fathers, who are still active in organizing our club's activities. We have recently begun archiving old photos of early club members and club activities. The club must remember the past. The photos will able to be seen on our website.

As clubs grew in popularity, so did memberships. In the 70's BMW was really just getting a foothold in the US market. By the mid 1980s BMW was the darling of the yuppie crowd. Everyone had to have a 325! More members meant more organization, more complexity and, well, just more of everything. The 80s and 90s saw a dramatic increase in the number of BMW owners and club membership.

Increased membership brought a greater diversity of members. No longer were the members insatiable car nuts with grease under their fingernails. Everything needed to be bigger and better. Car clubs had more social events, more track events and bigger parties. Picnics and Concours events became popular. Of particular note, during this period of growth, the main source of club communication remained the newsletter and Roundel...and let's not forget the land-line telephone! Coincidentally, the 80s and 90s found substantial growth in all clubs. This was an era when what you drove, where you lived and what clubs you belong to reflected your social status. And, of course the 325/535/635 models were great and trouble free.

Fast forward to today. In general, clubs (such as golf, yacht, car etc.) are having trouble maintaining membership. BMW-CCA membership is no exception. The BMW product line has grown dramatically. E cars, sport sedans, M cars, SUVs, Minis of all sorts and diesels can be found on the showroom floor. Is a pickup truck on the way? There are more BMW owners than ever before, but membership is an issue. The club must make some changes to attract and maintain membership. One of

the changes we need to make is how we communicate with our current membership. Look at what has happened to communications in the past 15 years. Sophisticated websites, email, texting, tweets, Facebook etc. The landscape sure has changed. Everything is instantaneous today. The club is taking steps to improve our lines of communication.

An area of considerable focus has been our website. Our Webmaster Jim Dresser, along with Jeff Gabel and Andy Blake, has been designing a revised website which could be online by as early as November of this year. Those who have been using the website may have already noticed some changes. I am very excited about the work they are doing. It is not an easy task. They will make it a place you want to visit to see what is going on with respect to club activities, other information and services. Stay tuned.

Another source of information for members is the GVC Facebook page managed by Mel Dillon. Mel has items on Facebook as soon as they happen. It is as close to instantaneous as possible. Many members reference the GVC page on almost a daily basis just to see the latest interesting stuff regarding BMW club activities and other car stuff. If we have an autocross on Saturday, there are pictures on Facebook on Sunday. Mel's expertise, enthusiasm and commitment make our Facebook page possible.

A third source of information is this newsletter, der Bayerische Brief edited by Seth Berlfein and Elaine Lanni. The newsletter has focused on general interest articles and write-ups of club activities. It comes out quarterly and is mailed to each member. The day of the printed newsletter is coming to an end. Sometime, in the not to distant future, the newsletter will become part of the website. By using our website, the newsletter will no longer be restricted by print and mailing restrictions. It can become an ongoing series of articles and/or information delivered in a timely fashion and revised/edited as needed.

Establishing more effective communications will not be enough. We need to know why members joined the club. Today, if someone were to ask me why people join the Genesee Valley BMW Club I would have to say I have no idea. I can tell them we are currently 1200 members strong covering all of western New York from route 81 West. I know that our membership numbers have remained reasonably stable, but I do not know what we can do to create more value for the membership. We need to find that out and take steps to ensure the continued health of our club.

# NEW MEMBERS

## June

James Colacicco  
John F. D'Aurizio  
Matt DeGracia  
Mike DeLaney  
Catherine Liles  
Jay Liles  
Greg Matson  
Shamal Peiris  
Marc Pukos  
Robert Ricks  
Ryan Schultz  
Michael Smith  
Norman Stessing  
Eric Stong  
Lee Woodring

## July

Aaron Armstrong  
Rick Barney  
Thomas Beecher  
Frank Bialy  
John Biggs  
Sarah Clare  
Matthew Durawa  
Jessica Eastwood  
Richard Everett  
James Fashano  
Francois Faust  
Deborah Fromen  
Michael Gallina  
Daniel Galyon

Steven Gattuso  
Karen Gesell  
Derek Knop  
Gail Komar  
Sarah Lafalce  
Dan Long  
Michael Martineck  
John Oehler  
Scott Pallotta  
Brian Pan  
John Petruzzi  
Andrea Quaroni  
Tim Renzoni  
Charles Roach  
Kurt Saccone  
Lynn Safarian  
Kenneth Salemi  
Justin Small  
Michael Taves  
Peter Trigg  
Robert Veltz  
Skip Wilday

## August

Lowell Dickerson  
Thomas A. Jambro  
Isak Leo  
Timothy Lingeman  
Timothy Murray  
Joseph S. Provvidenza  
John Charles Rector  
Lawrence Wolfe

# 2015-2016 Calendar of Events

## October

**25th** Sunday  
AutoX – MCC

## November

**14th** Saturday  
Annual Meeting – The Clark House

## December

**5th** Saturday  
Holiday Party – The Rabbit Room at  
The Lower Mill

## March

**19th** Saturday  
Social/Annual Meeting – Oak Hill  
Country Club

PLEASE VISIT OUR WEB SITE AT

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

**FOR LATE BREAKING  
NEWS AND UPDATES!**

LIKE US ON



<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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Click on "Classified Ad Forums."

# der BAYERISCHE briet

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