

Winter 2015

der **BAYERISCHE** briet

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See page 12

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An Expression of Joy

BMW

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NORTHEAST RVP

GVC's Mel Dillon throw's his hat into the race



Seems like only yesterday that I purchased an E30 coupe and a year later found out about this club. Since then it's been a great adventure attending driving schools and Oktoberfest celebrations and meeting club members from all around the country.

While on this merry ride I've served as an officer in different positions for the Genesee Valley chapter and have worked alongside other hardworking members of the chapter at a succession of HPDE, autocross and social events. I served as part of the committee for the 2008 Oktoberfest and was the primary contact during the week. For the last two years I've also volunteered my time at Oktoberfest to run the Photo contest.

In running for the position of North Atlantic Regional Vice President my goal is to take the lessons learned over years of local chapter activities and merge them with the

successful practices of other regions to strengthen the value club membership represents to others. I intend to meet with other chapters to discuss increasing membership numbers and participation in events. Things like social media must be applied along with the traditional methods of communication to market our club to outsiders and refresh the image of the "chapter" to existing members.

The ideal summation of my term as North Atlantic Regional Vice President would be to see adjacent regions working to strengthen both individual chapter events and together to enhance regional events.

I appreciate your consideration for the position and encourage you to ask questions online at <https://www.bmwcca.org/forum/index.php?categories/candidates-for-north-atlantic-regional-vp.336/>

Remember to vote. The ballots will be in an upcoming edition of the Roundel.

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Get these dates into your calendars:

April 29-May 1

June 10-12

August 17-18

September 30-October 2

In retrospect, 2015 was a strange year for the GVC Ultimate Driving Schools program. Management announced that the track was going to shut down in August, after the NASCAR Sprint Cup race (naturally), for a complete and long-overdue repaving. Thus, we would be losing our late August "midweek" school, and after running our two remaining schools during the first weekend in May and the second weekend in June, our season would come to an abrupt end before the summer even began. Worse, we lost all the revenue we normally would have gotten from the August school, and this had a significant impact on the chapter's bottom line.

I don't know about the rest of you track junkies out there, but I suffered from major WGI withdrawal symptoms.

On the bright side, we easily sold out both the May and June schools. We also had great success introducing a very affordable, half-day introductory driving school program, dubbed "Taste of the Track" (ToT), to entice the "silent majority" of club members who have never driven on a race track into trying the exciting sport of high-performance driving. Participants were feted with breakfast snacks and lunch, attended a novice classroom, took their cars through tech inspection, and then went onto a "hot" track for two half-hour sessions under the expert guidance of a GVC instructor. To our delight, the few slots available sold out fast, and the event generated a lot of enthusiastic feedback from the participants. We are happy to announce that ToT will be offered again at our schools in 2016.

As 2015 comes to a close, we have very exciting news about our 2016 Driving School program. Through a combination of shrewd negotiating (thank you, DS coordinator Dave Lanni), management's abiding respect for our 32 year history offering driving schools at the Glen, and frankly, some dumb luck, we have secured **FOUR driving school dates** for next season. These include **three** 3-day weekend schools and one 2-day midweek (Wed-Thurs).

Get these dates into your calendars: April 29 – May 1, June 10-12, August 17-18, and September 30 – October 2.

Naturally, you jaded skeptics out there are probably thinking "Okay great, four events... So what's the catch? There's always a catch."

Damn right there is. The "catch" is that the track has raised its rental fees substantially. If we commit to a three-year contract, the rates increase to the tune of **33%** for weekend and **54%** for weekday driving schools (non-competitive), and **25%** for race ("competition") days (e.g., BMW Club Races) over the 2015 rates. These rates are obviously driven by the need to recover the repaving costs. Less obviously, this major bump also brings the Glen's fees in closer alignment to what other big-time tracks have been charging their clientele for some time now.

Turns out, the Glen was a bargain. Who knew?

Having read that, you are now probably thinking, "Uh-oh. Will I be able to afford a GVC driving school now that the club is faced with these exorbitant increases?" Indeed, we have heard through the grapevine that some clubs are being forced to raise their fees substantially. But we (i.e., GVC's Driving Events Committee) view that strategy as counterproductive, and wanted to insulate our participants from such massive fee increases. So we put our creative heads together to come up with strategies to combat the increase in expenses without having to raise fees any more than we have done each year in the recent past. To do that, we looked for ways not only to increase participation, but also to reduce our track expenses through innovative scheduling. Here's what we came up with:

- 1) First, we went for the **significant discount in the track rental fees** by locking ourselves into a three-year contract. There are downsides to this, but the savings more than offset the risks.

- 2) Second, we are adding a **one-day Novice Driving School** to run on Fridays in the May and June schools, and Sunday in September. We hope to attract around 30 drivers for each novice school. A one-day event may be very attractive because ancillary costs (e.g., lodging, meals, fuel, vehicle wear and tear, time away from work or family) will be much lower than for a full two-day DS.
- 3) Third, we will add **one additional student run group** on Saturdays and Sundays at the May and June schools, while still offering four sessions per day for each group. We accomplish this sleight of hand in part by renting an extra hour of track time on Saturday, and by combining student run groups on Sunday afternoon, when many students leave early to get a head-start on the long drive home.
- 4) Fourth, we will **reduce our track rental expenses** at our September Driving School and Club Race by having all racing on one day (Saturday). This saves us the considerable additional cost of having two race days charged at the “competitive” rate. Club Racers will still get plenty of track time with practice and qualifying on Friday, and up to four races on Saturday.

New for 2016 (See GVC website for details and registration information):

- 1) Taste of the Track: Our pilot program in 2015 goes mainstream in 2016. It includes Sunday afternoons at all weekend schools. Limited to 15 drivers, BMW CCA members only; GVC members get priority if there’s a waiting list.
- 2) May and June weekend schools are open to Group S, Advanced (A and B); Intermediate (C), and Novice (D), driving in 4 separate run groups.
- 3) September DS and Club Race weekend are open to Group S, Advanced, and Intermediate students, and Club Racers (4 races, Saturday only), driving in four separate run groups. Beginners may register for the one-day Novice School on Sunday only, which replaces the Club Racers’ slot on the schedule.
- 4) Friday formats:
 - a. May: Open track for Group S and Instructors (passing anywhere with point-by); Novice Driving School (~30 students with instructors, four 20-25 min sessions, driving school passing rules).
 - b. June: Open track for Group S and Instructors; Instructor Training School; Novice School.
 - c. September: Open track for Group S, Instructors. Practice and qualifying for Club Racers (four 30-min. practice sessions, extra hour of track time for qualifying).
- 5) August midweek Advanced HPDE: Advanced HPDE with Niagara Region PCA. Advanced/Expert (SLIP L5 or higher) drivers only. Open track format, limited instruction available.
- 6) Garage space for instructors included in fee.
- 7) Garage bays available for rental to students or club racers.
- 8) Last but not least: A brand new track surface at the Glen

Unchanged in 2016

- 1) Ample track time
- 2) Best instructors
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- 7) GVC Swag
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Registration opens
on motorsportreg.com
on (or about) January 1st

**See GVC website
for details:**

www.gvc-bmwcca.org



BMW's Continuing Quest for a Supercar

Engineers are developing a new halo car which will be the i8's evil twin

We reported in the Spring 2015 edition of brief (The Hybrid Caper: Sequel # 3) of engineering's quest to add some cojones to the tepid i8 'Halo' car. The new model would be labeled i8s (code named M100) and be enhanced with a 500 HP powertrain, overhauled suspension, beefed up brakes, stiffer chassis, increased downforce, and wider tires.

After months of development, then-chairman Norbert Reithofer killed the project at the eleventh hour – fearing that M100 would hamper the eco-focused i8 which cost \$billions to establish. However, now Munich has a new chairman, Harald Kreuger, and a new boss, Frank van Meel, at M Division. Consequently, they want to pick up the baton again.

Brand engineering has always been the strength of BMW, and for a long time the engineers have wanted an offering that would compete with Ferrari, Lamborghini, and Aston Martin. Some of the suits in top management still see hybrids and electric cars as the future, but there are many who see these vehicle types as a passing fancy that will fade with time. As a thirty year member of BMWCCA ----I heartily agree that the middle initial of BMW should still stand for Motor.

Enter the successor to the stillborn project M100 – only this time it's a brand new ballgame. Munich is developing a mid-engine supercar with a V8 engine. They are in talks with McLaren and will partner to put the car into production. The top-secret flagship is scheduled for an unveiling at the 2017 Frankfurt show. Another new kid on the block at Munich – R&D chief Klaus Frohlich – is in exploratory talks with McLaren as this goes to press.

The supercar is scheduled to be in dealerships for 2019; a coupe is top priority, with a roadster to possibly follow. The

body would be twinned with the carbon fibre monocoque of McLaren's P16 (codename for the next generation McLaren 650S). It will have a V8 monster-motor supplied by BMW (who else?). Output would be boosted by four chargers (two exhaust-driven, two powered by electric motors). This state-of-the-art engine would yield more than 750 bhp. Insiders claim that a plug-in hybrid is not on the agenda.

The passion to do a supercar burns brightly within BMW's new chiefs, but of course there is also those who would stay with the politically-correct policies that exist. Those of us who understand energy utilization of automobiles, and have a modicum of common sense realize that hybrid automobiles are a joke –perpetrated only by ecologists and politicians - who don't have a clue about owning and operating cost comparisons.

R & D is wise to keep trying to develop a super car; high performance sports cars are what made BMW and should sustain them long after this hybrid silliness has gone the way of the ways. Sales of electric vehicles in the U.S. are down significantly. Sales of the formerly hot Prius were down 24% in August; the Honda Insight was off 70%, and the Nissan Leaf dropped 56%. A combination of lower gas prices and the expiration of Federal subsidies contributed to the collapse of electric cars. On top of this, I'm betting that owners are sick of waiting 30 minutes or more at gas stations (which are few and far between) to 'fuel' their vehicles, and are also tired of planning activities around their vehicle's range of operation. Oh - and the sales of hybrid vehicles have dropped off the charts.

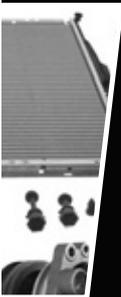
Now, let's just hope that the suits in Munich won't kill off the re-instated M100 project as they did before.





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Did Someone Mention

SWAP

MEET?

by Jim Tulloch

Some members may have seen the Snow-Busters Automotive Swap Meet hosted by the Niagara Region Model T Restorer's Club on the website's Calendar of Events. Wondering why this event is on our calendar? That's a great question! The answer is a Genesee Valley BMW Club swap meet is embedded in the event. The management has agreed to reserve 30+ spaces for our first swap meet.

Swap meets are events organized for people to sell old parts left over from their previous cars that were too good to throw out. It is my guess there are garages and basements full of old BMW parts just waiting to be appreciated by someone else. The good news is BMWs rarely die and young guys and gals have come to appreciate the E28, E30, E36, and E46 BMWs. They repair and improve their cars and are always looking for parts. Some of our more seasoned members also appreciate the simplicity of those cars. I know, you can sell or buy online, but it is "buying by picture" and then, of course, there is the cost of shipping. It's much more fun to rummage through a bunch of stuff, find the perfect part and haggle with the seller. Yes, friendly bargaining is allowed and encouraged. As a frequent vendor at swap meets (I've had lots of stuff...still do!) it is gratifying to sell a part to someone who really needs it at a fair price.

Have you been hoarding old BMW parts forever? Now is the time to bring them to the swap meet and exchange them for folding money! So, see what you have hidden

in corners and forgotten about. Then consider coming to the swap meet and renting a space. Maybe you have a friend to share the space? All the information is on our website including Rob and Adam Reisdorf's contact information to ask questions. Spaces can be reserved by contacting Lee Wass. Lee's contact info is also on our website.

A few more things about swap meet.

- Clean parts sell better.
- If you are selling, bring a table to make your items easier to see.
- Bring big stuff like body parts that cost a ton to ship.
- As a seller, bring some cash so you can make change.
- Be there early for the best bargains or that rare part.
- Most buying is done early in the day or just after lunch.
- Bring cash.
- Most vendors pack up by early afternoon.
- Have fun; the people are great!

Where and when is Genesee Valley's first BMW swap meet? It is at the Event Center located on the Fairgrounds in Hamburg, NY. The date is Sunday, February 7, 2016. Yes, it is indoors and what else have you got going on Super Bowl Sunday? The swap meet could be the best part of the day!

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*0-60 time based on BMW AG test results for the X5M and X6M.
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BMW to Showcase the Intersection of Art, Design, and Cars in new Gallery at the Petersen Automotive Museum, the “Armand Hammer Foundation Gallery, presented by BMW of North America.”



Woodcliff Lake, NJ – December 3, 2015 . . . As the Petersen Automotive Museum in Los Angeles opens its doors to the public after undergoing massive renovations, BMW is proud to present its new gallery space – the Armand Hammer Foundation Gallery presented by BMW of North America. The gallery will exhibit three BMW Art Cars throughout 2016, as well as a Z4 used by artist Robin Rhode in 2009 to create BMW's famous marketing epithet, "An Expression of Joy," demonstrating BMW's commitment to culture and the arts. BMW will also be the official transportation provider for the museum.

The BMW Art Cars are uniquely positioned at the intersection of innovation, design, cars and art. "The BMW Art Car collection contains a diverse array of unique artistic approaches from the last 40 years," said Thomas Girst, Head of Cultural Engagement at the BMW Group. "These 'rolling sculptures' represent the core of BMW Group's global cultural initiatives, and we are pleased to showcase some of these impressive works in our new gallery space at the Petersen Automotive Museum."

The BMW 3.0 CSL painted by Alexander Calder in 1975, the first in the now iconic series of BMW Art Cars, and the BMW 850i CSi painted by Los Angeles local David Hockney in 1995 will be on display at the museum's opening. Alongside his BMW Art Car, the gallery will also exhibit the BMW Art Car maquette done by David Hockney. A maquette is a scale model that BMW provides the artists so they can work on their project prior to creating the full scale Art Car. These maquettes are essentially three dimensional rough sketches to help the artist understand how their designs and vision would translate onto the body of the automobile. Later in 2016, the BMW Art Car painted by Matazo Kayama in 1990 will be displayed.

The Robin Rhode BMW Z4 Roadster is not an Art Car, however, it exemplifies the company's creativity and support of the arts. In 2009, to help launch the

CONTINUED on Page 14





CONTINUED from Page 13

second generation BMW Z4 Roadster, Rhode utilized the car's tires to apply paint to a large canvass, as he directed a driver where to steer the vehicle. The result was "An Expression of Joy." Further information: <http://www.expressionofjoy.com/#>.

As the official supplier of transportation for the Petersen Automotive Museum, BMW will also provide an all-new 7 Series sedan for VIP shuttle service, in its first year of the partnership.

For more than 40 years now, the BMW Group has initiated and engaged in over 100 cultural collaborations worldwide. The company places the main focus of its long-term commitment on modern and



contemporary art, jazz and classical music as well as architecture and design. In 1972, three large-scale paintings were created by the artist Gerhard Richter specifically for the foyer of the BMW Group's Munich headquarters. Since then, artists such as Andy Warhol, Roy Lichtenstein, Olafur Eliasson, Jeff Koons, Zubin Mehta, Daniel Barenboim and Anna Netrebko have co-operated with BMW. The company has also commissioned famous architects such as Karl Schwanzer, Zaha Hadid and Coop Himmelb(l)au to design important corporate buildings and factory plants.

The BMW Group takes absolute creative freedom in all its cultural activities – as this initiative is as essential for producing groundbreaking artistic work as it is for major innovations in a successful business. Further information: www.bmwgroup.com/culture and www.bmwgroup.com/culture/overview.

Petersen Automotive Museum The Petersen Automotive Museum Foundation is a non-



*“I wanted art - reflecting and learning about art,
the act of losing myself in it - and motor sport to
be the purpose of my life”*

—Hervé Poulain • Commissioner of the first BMW Art Car

profit 501(c)(3) charity. The Museum is located at 6060 Wilshire Boulevard (at Fairfax) in Los Angeles, California, 90036. Admission prices are \$15 for general admission adults, \$12 for seniors and students with ID, \$7 for children ages 3 to 12. Active military with ID, personal care attendants and children under three are admitted free. Museum hours are 10am to 6pm. For general information, call 323/930-CARS or visit www.petersen.org.

The Armand Hammer Foundation (“AHF”) was formed in 1980 as a California Nonprofit Public Benefit Corporation by Dr. Armand Hammer, the chairman of the Occidental Petroleum Corporation. AHF supports numerous charitable, religious and

educational organizations as well as acquires, maintains and loans works of art for public exhibition.

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 based in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South

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BMW Car Club
of America
Genesee Valley Chapter





Start

by Ian Dickerson

On a drizzly day in September we had a great meeting with cars in their beginning stages of restoration to cars in their prime. We had fifty people brave the weather for our GVC BMW “Start to Finish” tour today. Special thanks to Joe Ajavon for hosting the start of our tour, and to Antonino Barbagallo for hosting the finish. We started out with coffee and donuts at Joe and Gale’s house, visiting and checking out Joe’s multiple cars-in-progress. There was also a healthy assortment of “free range” transmissions, engine and exhausts in Joe’s garage to entice the most devoted Bavarian parts swapper.

Members drove a diverse sampling of Munich’s finest, and Tourings were particularly well represented, with an e30, e46 and newer 3-series, and an e39 5-series present. We also had a great diversity of non-touring represented, from current cars to a 1969 1600. We then drove to Tony’s shop and checked out his fabulous collection of German and not-so-German cars, and had lunch proved by Gary Matteson and gelato provided by Uncle Russ. Following lunch we had a great presentation on cleaning and protecting our cars from the infamous Rochester winters by Eric from C.A.R. products, Aratari Products, and Grand Finale Detailing.



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PRESIDENT'S MESSAGE

JIM TULLOCH

This has been a very active year for our club, and the fall was no exception. In the last few months there have been a number of social events aimed at attracting both seasoned and new members. The board has been pleased with the participation at these events.

On November 14th we had our Annual Meeting at the Clark House at Shadow Lakes in Penfield. There were about 45 members in attendance. What a great venue – warm and inviting. After drinks and a buffet, each officer reported on their area of responsibility and plans for next year. In a nutshell:

A major source of revenue for the club is our driver schools. Because Watkins Glen shut down early for resurfacing we had one less event in 2015. While the loss of this event had some impact on the bottom line, our financials remain very solid and the future looks bright.

We have four driver schools scheduled for next year: three 3-day weekend dates and one 2-day mid-week school. The club gained an extra weekend! The Driver School Committee has been meeting to determine how to best structure the schools to attract new participants while maintaining our driver school veterans. A BMW Club Race is also planned. An article in this newsletter details our driver school plans for next year.

Despite some rainy weather for a couple of events, our Autocross group did well this year. Participation was good and competition close. The local PCA Chapter was also invited to participate. The series had the additional benefit of a full sponsorship from the Little Speed Shop. There are plans to expand the schedule next year to include events in Buffalo and Ithaca.

GVC held two Street Survival programs in 2015: one at MCC in late spring and a second at the Watkins Glen International racetrack in the fall. Street Survival introduces students to the traction limits of their car under controlled conditions and with an instructor in the car. It's a unique program and GVC remains committed to deliver for 2016.

Work continues on updating our website. This has required substantial time commitment and promises to be very effective. Right now a first of the year introduction is anticipated. Stay tuned.

Our social planners envision a full season of activities for 2016. The goal is to have a variety of regularly scheduled events throughout the year. As our membership is so diverse, it is a challenge to identify events that will be popular. Member input/suggestions are always welcome. Contact me and I will pass the word.

This fall three auto dealers graciously opened their doors to Genesee Valley BMW members. The dealerships were Towne BMW in Buffalo, BMW of Rochester (with their beautiful new facility) and Garber Porsche (also a new facility). The open houses were each scheduled for 6-8 on a weekday evening. The dealerships exhibited new cars, gave access to their service areas, and made key personal available. They also supplied food/drink and some door prizes. The dealerships all expressed sincere appreciation for club members and recognized the importance of establishing and maintaining mutually beneficial relationships with the club and its members. Quality service and fair pricing were emphasized. Believe me folks, having local dealerships who support our club and appreciate our members as customers is a big deal. Also, don't forget both BMW dealerships offer discounts on parts and service. Just identify yourself as a BMW club member. Let's support those who support us.

Each year the club has a fundraiser for a designated charity. This year our club's Charity Committee identified the Al Sigi Community of Agencies as the organization to receive the donation. The event will take place on Saturday, March 19th at Oak Hill Country Club and promises to be our best one yet. All proceeds will go directly to the charity. This is an evening to have fun and open your wallets to a great cause.

Reservations can be made on our website.

In closing, a word about club membership. This past year the club membership has remained stable. That is good news. The not-so-good news is our membership retention was 80% and is about average for the North Atlantic Region. When your membership is up for renewal, please be sure to think about all the benefits your membership provides. They include:

Rebates of up to \$1500 on new passenger cars and up to \$500 on certified pre-owned (CPO) autos. You must be a member for at least one full year. Do not let your membership lapse or the count starts over.

Discounts at some dealerships for parts and service.

Discounts on a variety of items from hotels to car rentals to car parts.

Go on the national website to see them all. It is impressive.

Roadside assistance for towing, fluids, flats, battery, and lockout service. Again, check the national website for particulars.

And, of course, the Roundel and the wonderful people who make up the membership of the Genesee Valley Chapter.

On behalf of the Officers of the club I wish you a Happy and Fulfilling New Year.

NEW MEMBERS

September

John Cosachov
Herman J Garcia
Asher O Hockett
Amanda Kosicki

October

Dallas Antonio
Christopher Baum
Max Bednarczyk
Nick Bosso
Spencer Cummings
Ben Desino
Alyssa Erb
Josiah Files
Priscilla Files
Kyle Gibney

Mark Harissis
Julia Jones
Liz Leadley
Patricia Malkin
Marc Mazerolle
Brian McCann
William D. Morrison
Emma Palermo
Morgan Ramos
Robert Ramos
Hannah Rosen
Peter S. Smith
Nathaniel Topham
Dylan Wainwright
Daniel Watkins
Tal Zahavi

November

Matt Avino
Brent Blazey
Zachary Brown
Nicholas Castine
Mike Centola
Sherri Ciminelli
Paul Cody
Kyle T Cuviallo
Stacy Dewald
Slaven Dreno
Janene Falzone
Rob Fischmann
Patrick Fricke
Michael Frink
Gerald Grace
David M. Hostutler

Michael J Hostutler
Anne Joynt
Laura Kokanovich
Igor Lovrincevic
Peter McCauley
Buffy Miller
Timothy Mulvey
Daniel Neal
Daniel Oliverio
Judith Ortman-Nabi
Charlotte Otterbein
Philip Perna
Thomas Pezzino
David Raymond
Jeffrey Rockoff
Dana B Smith
Yijiang Xu

2016 Calendar of Events

February

7th Sunday

14th Annual Indoor Snow-Buster Automotive Swap - Erie County Fairgrounds Event Center

March

19th Saturday

Social/Annual Meeting - Oak Hill Country Club

April/May

29th-1st Friday-Saturday

Ultimate Driving School - WGI

June

10th-12th Friday-Saturday

Ultimate Driving School - WGI

August

17th-18th Friday-Saturday

Ultimate Driving School - WGI

September/October

30th-2nd Friday-Saturday

Ultimate Driving School - WGI

PLEASE VISIT OUR WEB SITE AT

gvc-bmwcca.org

FOR LATE BREAKING
NEWS AND UPDATES!



<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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Winter 2015 Volume 59 • Issue III



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