

BMW CCA National Board Meeting Minutes – March 21, 2009, Greenville, SC

The March 21, 2009 meeting of the BMW CCA National Board was called to order at 8:05 a.m. by President Bruce Hazard. In attendance at that time were Board members, President Bruce Hazard, Executive Vice-President Mark Jon Calabrese, Secretary Mike Mills, Treasurer Louis Goldsman, North Atlantic Vice-President John Sullivan, South Atlantic Vice-President Paul Dunlevy, North Central Vice-President Leonard Mueller, South Central Vice-President Mark Doran, and Pacific Vice-President Steven Johnson. National office staff in attendance Executive Director Frank Patek, Stephen Schlossman, Peggy Helmke, Linda Axelson, and Tricia Williams. Roundel staff in attendance Satch Carlson, Phil Marx, and Suzin Koehler. Also in attendance were North Central Vice-President elect Mike Lingenfelter, Secretary elect JR Schneider, Bill Wade on behalf of the Driving Events Committee, and Blue Ridge Chapter members Byron and Sueann McCauley. Tom Straws formerly with the BMW Performance Center was in attendance briefly.

Reports from the officers were tendered. Reports from the President, Executive Vice-President, Secretary, Treasurer, Pacific Vice-President, South Central Vice-President, North Central Vice-President, and North Atlantic Vice-President were offered as previously submitted. South Atlantic Vice-President Paul Dunlevy noted amendments to his previously filed report that the Sunshine Bimmers Chapter newsletter had been received and their probation had been lifted. Executive Director Frank Patek offered no amendments to his previously filed report. Roundel managing editor Phil Marx noted that updates have already been submitted to his filed report. The Club Racing report of Mike Mills was introduced without changes, as was the Driving Events Committee report by Bill Wade.

National events Director Linda Axelson reported that Oktoberfest 2009 is moving ahead with headquarters set at Lake Lanier Resort in Georgia. The website for Oktoberfest 2009 is reported as being up and running as of March 10th. Registration has begun with 84 registrants as of the date of the meeting. The Driving School has 71 registrants. Driving school capacity as noted to be 90 students per day at Road Atlanta. Club racing capacity is set at 30 per day for Saturday and Sunday. Activities focusing on Group 308, the currently active number of club members from the first 5000 members joining the BMW CCA, has been initiated with special activities planned for Oktoberfest honoring the 40th such event.

Oktoberfest 2010 has been scheduled for Road America, Wisconsin, with the assistance of the Badger Bimmers. The Osthof Resort is planned as the headquarters for the event. A parade from the track to town is anticipated.

A potential site target for Oktoberfest 2011 would be Barber Motorsports Park in Alabama. We currently have the opportunity to obtain 2009 rates for the track if the commitment is made on a preset deadline this year. Mark Jon Calabrese and Linda Axelson have scheduled a site visit to the Barber track and facilities. Oktoberfest 2012

has been tentatively scheduled for Colorado. No specific details were provided in that regard. The Oktoberfest Report from the National Events Director was identified as providing financial results from past events.

Driving Events Congress

Committee chairperson Bill Wade presented the Driving Events Congress report. The report indicated 135 participants, representing 54 chapters had gathered for the conference in New Orleans. The location at the airport was given high marks as having avoided distraction of the entertainment district. The two-hour presentation of Ron Langford with Master Drive was highly rated by the participants. Over one half of the attendees were first-time participants. Discussion conducted concluded the need for increased promotion by regional vice presidents. Observations were made that the Autocross seemed to be a neglected area and as a consequence an Autocross Advisory Group is to be created. The expense report remains pending.

Chapter Congress.

Executive Director Frank Patek noted that the Chapter Congress is tentatively scheduled for late February or early March of 2010. Discussions are centering on a central location of either Dallas or Houston. We are anticipating participation by five members from each chapter leadership group, which would also include the newsletter editors and webmasters. Discussion is also underway regarding the possibility for Regional conferences with Video links as an alternative.

Regional Events

Pending regional events include Vintage in the Vineyards, the Pittsburgh Vintage Grand Prix with BMW as a featured marque. It was observed that the Vintage Grand Prix also has a schedule conflict with a function at Lime Rock, which will split the efforts of BMW North America.

The West Coast Concours has signed a contract according to vice president Steve Johnson. The dates and timing will compete with the Concours Italiano. The Monterey event is to be known as the West Coast Summer Concours, with the Golden Gate Chapter and Central California Chapter to split the sponsorship dollars provided from BMW North America. There's some question regarding the availability of sponsorship support.

Bimmerfest has been scheduled for May 2nd. The BMW CCA display is to be utilized at that time. The Puget Sound chapter is hosting the E-30 picnic and the BMW CCA display is also to be utilized at that event. There have been no other requests for additional regional events.

Observations were made that the tracking of newsletters and chapter reports remain lacking, as do some areas on the BMW CCA website.

Club Racing

Club Racing Chairman Mike Mills noted that bill collection from sponsors for 2008 sponsorship is lagging. He also noted that the pending 2009 sponsored agreements are awaiting approval. Mr. Mills noted that a current conflict in the operations manual apparently requires contract approval by the board before final execution is possible. There was discussion regarding which contracts actually require approval. A subcommittee consisting of Bruce Hazard, Steve Johnson, Mark Doran, and Frank Patek was appointed to review the operations manual and to address possible revisions in the contracting requirements. Frank was requested to clean up the operations manual and to prepare an index matching various topics to reference appropriate sections of the manual. A review of the bylaws was also placed upon the committee.

Driving Events Committee

Driving events director Bill Wade noted that in discussions at the Driving Events Congress had resulted in approval of the recommendations setting forth and establishing penalty procedures in the driving events guidelines. Points of approval included helmet designations, technical inspection forms, standardization of medical forms, corner worker notification, timing equipment prohibitions, clarification regarding the positioning of windows up or down, the prohibition of open wheel cars in run groups with closed wheel cars, emergency medical technician requirements, the update on rollbarr standards materials, and clarification of retractable hard tops being considered the equivalent of a convertible.

A motion for approval of the proposed changes was made by Louis Goldsman and seconded by Steve Johnson. The motion was to approve the operations manual revisions and changes as had previously distributed at the Driving Events Congress and approved by the participants. A vote of the board was conducted and the motion passed unanimously.

Election update.

Frank Patek reported on a relatively poor turnout in the electronic election procedure. The total reported voting is approximately 2431 votes, which was about 1000 votes less than the last paper ballot election conducted in 2008. Discussion included current election requirements for the mailing of an election ballot and how compliance can be achieved at reasonable costs. Concern was also expressed regarding the presumption of electronic access by all of our members and the possible exclusion of voting opportunities for those members not so equipped with the elimination of a paper ballot option. Review of the election process will be an on-going project with one specific topic for investigation involving the alternative of counting the ballots in-house rather than utilizing an outside accounting firm. It was noted that we currently have approximately 50,000 e-mail addresses of the general membership, although it is uncertain as to the number of valid, current functioning addresses.

Discussion was conducted regarding the election outcome where in the term limit proposal was passed. A clarification by consensus of the board members was that the current term being served by board members at the time of the bylaw change will count towards the new term limit timeframe.

The dates of the next election for the Board positions following adoption of the Bylaw change was agreed as follows: President – 2112; Executive Vice-President – 2011; Treasurer – 2010; Secretary – 2011; Pacific Vice-President – 2010; North Central Vice-President – 2012; South Central Vice-President – 2011; North Atlantic Vice-President – 2010; & South Atlantic Vice-President – 2012.

Technical Service Officers

Discussion regarding the technical service representatives or advisers existed. A question was raised regarding the need to replace departing service officers, and it is the perception of the current TSA staff that a declining number of phone calls because of other forums, such as the Internet makes the TSA's less necessary. Some discussion also existed regarding the possibility of disbandment of the technical service advisors, although the general consensus was that the advisors provide current value in the membership and disbandment was not considered something appropriate at this time. There is interest in transitioning the TSA program to the website once a moderated forum for technical issues can be created.

Club Benefits & Membership Promotion

The Executive Director reported that an optional track/high-performance driving school insurance program is now in place for driving school participants when on the track. The credit card program is also up and running with approximately 500 new applicants. The provider is pleased with the results of the initial mailings. The national office is making plans to attend national and regional events with a display booth to protect and promote club membership and benefits.

Financial Status Review.

Treasurer Louis Goldsman discussed the differences from an accounting standpoint of an audit versus a full financial review. An audit in accordance with Generally Accepted Auditing Standards is more comprehensive than a Review. He noted that the up-dated 2008 year- end financial report does include a correction of deferred income that had been estimated on previous reports. The December 31, 2008 Financial Statements, with the Independent Auditors' Report thereon, was presented to the Board. It is the Treasurer's recommendation that we continue to obtain annual independent audits rather than just annual reviews.

Discussion was undertaken regarding development of a policy for the IRS Form 990 preparation and review. The policy would also include a determination on the release of

information. Louis Goldsman was requested to draft recommendations for the operations manual regarding the Form 990 preparation, and the annual conflicts and confidentiality releases as executed by the Board Members. The discussion was undertaken regarding development of a Financial Committee. The conclusion was to leave those duties with the Board as a whole serving as the review committee.

Chapter Issues.

Reports of compliance of the chapters were distributed. Newsletter timeline reminders were discussed. Chapter officer updates are due at the present time, and there are no chapters on probation.

Membership Drive.

Frank reported as having received 25 referrals as of this time. Discussion was undertaken regarding renewal versus new member costs. The follow-up non-renewal survey is an ongoing project. Discussion was held regarding a chapter education efforts for new member recruitment.

International Council.

The September meeting is scheduled for Germany. The results of the survey being conducted by the International Council are still pending. The plan for car and motorcycle club logo revision remains under way, as does the discussion from BMW AG regarding their request for agreement on terms for utilization of trademark information.

BMW North America Member Rewards Program.

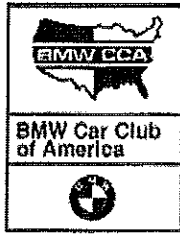
Mike Lingenfelter described a dealer program being utilized in his area to assist in the maintenance of member loyalty to assure that their customers will be eligible to participate in the rebate program. The Member Rewards Program has shown a great increase in dealer participation as reported by BMW of North America.

New Business.

Discussion was initiated by regional Vice President Steve Johnson regarding recognition of deceased club members. The recent death of Genesee Valley member and Club Race Steward Stan Parker was noted. The suggestion was made to provide funding to the Street Survival Program with the development of Scholarships as memorials to deceased club members. The consensus of the Board was this would be a good utilization of the charitable fund distribution for the budget item already in existence. Additional discussion regarding the safety status of our currently owned merchandise in the club's inventory. It is noted that the Consumer Product Safety Commission has placed restrictions on any child-oriented merchandise that may have lead contaminants in its manufacturing process. Examination of the inventory is underway.

The agenda for future meetings was set with June 13 and 14th, 2009 at a location to be determined. The board meeting set for October 2nd and 3rd will be conducted at Oktoberfest in Georgia. The first two meetings for the year of 2010 will be set on January 23rd and 24th and March 20 and 21st. It is anticipated the annual meeting will be held during the March meeting.

The conference call agenda has been set for 6 p.m. Central Time on April 16th and May 14th.



BMW Car Club of America, Inc.
Bruce Hazard
President
7403 S. Tamarac St.
Centennial, CO 80112
303-324-6541
President@bmwcca.org

March 15, 2009

To: Board of Directors, BMW CCA
Executive Director, BMW CCA

Subject: President Pre Meeting Report – January 2009 Board Meeting

Travel & Expenses:

- – Board Meeting January -, Scottsdale, AZ

Planned Travel:

- – Board & Annual Meetings, March 21-22, Greenville, SC

Respectively Submitted

Bruce Hazard



BMW Car Club of America, INC
Mark Jon Calabrese
Executive Vice President
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Germantown, TN 38139
Voice (901) 759-9085 H, (901) 378-1888 C
E-Mail MJ@calabrese.cc

March 15, 2009

To: Board of Directors, BMW CCA
Executive Director, BMW CCA

Subject: Vice President's Pre-Meeting Report, March 21-22, 2009 Board Meeting

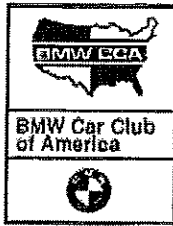
TRAVEL

- Travel to New Orleans for DEC conference .

At this time I have nothing to report other than conversations with Linda Axelson have assured me that we are doing fine in the planning of Octoberfest 2009

Respectfully submitted

M J Calabrese



BMW Car Club of America, Inc.

Mike Mills

Secretary

19252 Masterson Place

Castro Valley, CA 94552

510-962-4006

Secretary@bmwcca.org

March 18, 2009

To: Board of Directors, BMW CCA
Executive Director, BMW CCA

Subject: Secretary Pre Meeting Report – March 2009 Board Meeting

Travel & Expenses:

- January 10, 2009, Board Meeting, Scottsdale, AZ
- March 6-8, 2009, DEC Congress, Metairie, LA

Planned Travel:

- March 21, 2009, Annual and Board Meeting, Greenville, SC

Board Meeting Minutes:

The January Board Meeting Minutes were approved via email on March 17, 2009.

MOTION: Louis Goldsman made motion to approve the minutes of the March Board meeting on March 17, 2009. Mark Doran seconded the motion and on March 17, 2009 the motion was approved. **INFAVOR:** Bruce Hazard, Louis Goldsman, Mike Mills, John Sullivan, Mark Doran, Len Mueller, John Sullivan, Steve Johnson. No vote received: Mark Jon Calabrese.

Conference Call's:

Notes are attached for the conference calls held on February 5, 2009, and February 24, 2009.

Respectively Submitted

Mike Mills

Minutes of the February 5, 2009 Conference Call
of the BMW CCA Board of Directors

Attendees: Bruce Hazard, Louis Goldsman, John Sullivan, Len Mueller, Steve Johnson, Mark Doran and Paul Dunlevy. Mike Mills was absent. Mark J. Calabrese joined the call at 7:45 PM.

President Bruce Hazard called the meeting to order at 7:00 PM

- 1) Steve Johnson made a presentation on behalf of the Central California Chapter regarding the West Coast Summer Concour. Discussion of the event followed detailing the benefits to the Club of helping the chapter host this marque specific event during the Monterey Weekend.

Steve Johnson moved to approve a Chapter Development Grant of \$5,000.00 to Central California Chapter to host this inaugural event. Additionally he moved to approve a loan of \$5,000.00 to Central California Chapter to be repaid within 30 days of the event being held.

Second was by Louis Goldsman.

All present voted in favor.

- 2) Len Mueller discussed the Penalty Assessment Procedure being proposed by the DEC. The Board agreed to discuss further and provide a response following its next teleconference. After approval by the Board the proposed procedure is to be presented at the Driving Events March 7-8, 2009 meeting for ratification.
- 3) Executive Director announced the 2009 Membership Drive would proceed if there were no further adjustment to the plan requested by the Board. There were none.
- 4) Executive Director asked for approval of the proposed HPDE Insurance program Lockton Affinity.

Len Mueller moved to accept the proposed agreement with Lockton Affinity.

Second was by John Sullivan.

All present voted in favor (MJ Calabrese was present for this vote)

- 5) Board agreed to move its regularly scheduled February conference call to Friday February 20, 2009 at 6:00 PM.
- 6) Board moved into sensitive session to discuss personnel.

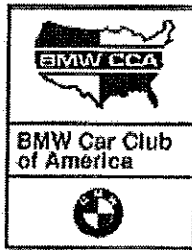
BMW CCA BOARD CONFERENCE CALL
NOTES: FEBRUARY 24, 2009

All in attendance except Mike Mills

Discussion of the upcoming Driving Events Conference.

Board agreed they were in favor of the suggested changes to the Ops Manual being made by the DEC.

Request was made of the staff to e mail hotel and shuttle information to everyone.



BMW Car Club of America, Inc.
Louis P. Goldsman
Treasurer
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March 6, 2009

To: BMW CCA Board of Directors
BMW CCA Executive Director

Subject: Treasurer's Pre-meeting Report

Travel: BMW CCA Board Meeting, January 10, 2009 – \$271.55

Planned Travel: BMW CCA Board Meeting, March 21, 2009

Income Statement – Period Ending December 31, 2008 (Preliminary)

Ordinary Income/Expense	
Total Income	\$5,126,346.51
Total Cost of Goods Sold	<u>1,308,829.29</u>
Gross Profit	\$3,817,517.22
Total Expense	<u>3,714,775.24</u>
Net Ordinary Income	\$102,741.98
Net Other Income	<u>(93,769.27)</u>
Net Income	<u>\$8,972.71</u>

Balance Sheet – As of December 31, 2008 (Preliminary)

ASSETS	
Total Current Assets	\$508,144.07
Total Fixed Assets	276,439.22
Total Other Assets	<u>1,896,348.17</u>
TOTAL ASSETS	<u>\$2,680,931.46</u>
LIABILITIES & EQUITY	
Total Current Liabilities	<u>\$2,307,789.17</u>
Total Liabilities	\$2,307,789.17
Total Equity	<u>373,142.29</u>
TOTAL LIABILITIES & EQUITY	<u>\$2,680,931.46</u>

While the amounts shown above are preliminary numbers and do not include certain adjustments, reclassifications or other changes that may result from an audit currently underway it is not anticipated that the Net Income will change.

Respectfully submitted,
Louis Goldsman

BMW Car Club of America, Inc. Profit & Loss Budget vs. Actual January through December 2008

	TOTAL		
	Jan - Dec 08	Budget	% of Budget
Ordinary Income/Expense			
Total Income	5,126,346.51	4,870,325.00	105.26%
Total Cost of Goods Sold	1,308,829.29	1,359,779.48	96.25%
Gross Profit	3,817,517.22	3,510,545.52	108.74%
Total Expense	3,714,775.24	3,733,542.27	99.5%
Net Ordinary Income	102,741.98	-222,996.75	-46.07%
Net Other Income	-93,769.27	29,900.00	-313.61%
Net Income	8,972.71	-193,096.75	-4.65%

SUMMARY VERSUS BUDGET - BY CLASS:			
	BETTER	WORSE	
	(\$000)	(\$000)	
Chapter Congress	14.3		
Club Racing	37.0		
Driving Events	7.8		
National:			
Board	1.2		
Chapters	23.1		
General		272.2	
Oktoberfest	146.6		
Raffle	199.9		
Roundel		58.5	
Website	103.0		
TOTALS	632.9	330.7	
NET	202.2		

Note: National-General includes the adjustment for the correction of the deferred membership revenue calculation

	As at December 31, 2008
ASSETS	
Total Current Assets	508,144.07
Total Fixed Assets	276,439.22
Total Other Assets	1,896,348.17
TOTAL ASSETS	2,680,931.46
LIABILITIES & EQUITY	
Total Current Liabilities	2,307,789.17
Total Liabilities	2,307,789.17
Total Equity	373,142.29
TOTAL LIABILITIES & EQUITY	2,680,931.46

Steve Johnson
Pacific Region VP

March 17, 2009

BMW CCA Executive Director
BMW CCA Board of Directors

Re:Pre Meeting Report

We are in the final stages of starting a new chapter in the Tri Cities, WA. That makes 14 out west.

Bimmerfest will be May 2, 2009 @ the Santa Barbara Polo Field, a new all grass location....hope the kids don't screw that up.

The West Coast Concour may soon have a name change to" The ultimate Affair"

Travel This Quarter;

GGC Driving School @ Laguna Seca
DEC Meeting, New Orleans
Board Meeting, SC

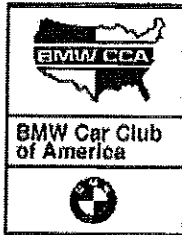
Travel Next Quarter:

Central CA Chapter Driving School @ Buttonwillow
LA Chapter driving School @ Auto Club Speedway
Bimmerfest, Santa Barbara
San Diego Clean Car Picnic
Pasco, WA. To deliver new Charter

I look forward to seeing everyone in S.C.

Respectfully Submitted,

Steve Johnson
Pacific Region VP



BMW Car Club of America, Inc.
Mark Doran
South Central Regional Vice President
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southcentralrvp@bmwcca.org

To: *Board of Directors, BMW CCA*
Executive Director, BMW CCA

Date: March 16, 2009

Subject: South Central RVP Pre-Meeting Report for March 21-22, 2009 Meeting

Travel & Expenses

January 9-11, 2009 – Board Meeting – Scottsdale, Arizona – \$159.00
January 29 – February 1, 2009 – DEC Planning Meeting – Newark NJ - \$427.56
March 6 – 8, 2009 – DEC Congress – Metairie, LA - \$351.10

RVP Discretionary Funds – None

Planned Travel

March 20 – 22, 2009 – Annual and Board Meeting, Greenville, SC

Respectfully submitted
Mark Doran

To: Board of Directors, BMW CCA

Subject: Pre Meeting Report for NCRVP

Date: March 15, 2008

Travel: Greenville, SC, for March 21 board meeting

Planned Travel:

None for a while! Just back to DEs and racing; See you at Vintage at the Vineyards.

Chapter Issues:

Illini is doing an excellent job with their newsletters. The principle, Steve Hyland, is pretty much doing it alone and though trying very hard and producing great results, cannot sustain such a lonely effort indefinitely. He hasn't had much luck getting others to help too much, but doesn't want to see the chapter fail. Illini has had much better meeting turnouts and event participation since the newsletter resumed. Hopefully this will soon translate into more member participation in keeping things together. Steve [REDACTED] needs to feel this chapter is more an effort borne in part by others as well. Perhaps we [CCA Board] can find other ways to support him until the Illini cavalry arrives.

Sunbelt and Kansas City are hosting their second joint effort, again crossing regional lines, in July. Though I'm confident they will again do an outstanding job, they are concerned regarding sponsorship and finances. It's worth keeping in touch with the event poohbah, Mike Staub.

Discretionary Funds Expended:

\$100 each to Buckeye and Bluegrass for a joint effort held last month.

I would recommend the new RVP do something similar for Northern Ohio and the Motor City Chapter to recognize and promote their first joint DE in April, another recognition of economic times. Sunbelt and Kansas City are hosting their second joint effort, again crossing regional lines, in July. Though I'm confident they will again do an outstanding job, they are concerned regarding sponsorship and finances. It's worth keeping in touch with the event poohbah, Mike Staub.

[REDACTED]

[REDACTED]



BMW Car Club of America, Inc.
Paul Dunlevy
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March 15, 2009

Subject: South Atlantic RVP Pre-Meeting Report

Travel

Puerto Rico for 15th Anniversary Celebration
New Orleans for DEC Congress

Discretionary Funds - None

Planned Travel

Board meeting Greenville 3/20/09

Issues - Sunshine Bimmers is going on probation due to failure to publish a newsletter after repeated requests, warnings, pleading, etc.

Received invoice for Sebring Corral from FSC chapter after I had already turned them down. FYI, I still don't intend to authorize payment.

See you Friday!

Respectfully submitted,

Paul

To: BOD BMW CCA, Frank Patek

From: John Sullivan NA RVP

Date: March 16, 2009

Re: Pre-Meeting Report

Past Travel: Scottsdale AZ BOD Meeting January 9-11 2009

Future Travel: Greenville SC Annual Meeting/BOD Meeting March 20-22 2009

Relevant Notes: Green Mountain Chapter seems to be active again under their new Chapter Officers. They have had several BOD meetings, a couple of events one in particular that I am recommending that other Chapters take advantage of and that is a Diesel Demo Day/Evening at a Dealership. They held such an Event at their local dealership and had 20% of the membership attend. I have booked four Dealerships, to participate in this Event, in the Boston Area.

Two other Chapters in the NA Region are also arranging such an Event in their Chapter areas. The Event (Pre-Registration on the Website and a check box for Test Drives) consists of Ten Test Drives (5:30PM -6:45 last Demo Drive at 6:45PM). The Main Event at 7-9PM will feature a Field Engineer from BMW NA doing a Power Point Presentation and Q&A Session.

Each Dealership will have a trip out to a Service Bay to hoist a new Diesel on the lift with a Tech explaining the uniqueness of the Diesels. There will also be a Special Parts Discount for that Evening only. The timing is perfect here to create more floor traffic at the Dealer Showroom's. I have been working with Larry Koch with regard to arranging Field Engineers to do the Presentation at the various Dealerships that want to participate.



BMW Car Club of America, Inc.
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March 18, 2009

To: BMW CCA Board of Directors

Subject: Executive Director Pre-Meeting Report

2009 Driving Events Conference

The event was held March 6-8, 2009 at the Sheraton Four Points Hotel in New Orleans. Congratulations to the DEC for organizing and holding a well attended and well received conference. The hotel received mostly good reviews in spite of its location.

A hotel located in New Orleans proper would have been preferable to many attendees, but the site close to the airport was adequate and the hotel staff was extremely accommodating. A hotel located within walking distance of the French Quarter would have cost 50% - 100% more than the Four Points and would have added ground transportation costs to the event. The location served to preserve attendance as at least one attendee commented that they would have left at noon to walk around the French Quarter had they been able to.

2010 CHAPTER CONGRESS

Location TBA, but my recommendation is to hold the event in either Dallas or Houston during a February or March timeframe. Both are hub cities with Southwest Airlines service. As this Congress will combine Chapter Presidents, Treasurer, Recruitment Chairs with Newsletter/Webmasters I recommend we use a similar format as we did in New Orleans. Two members to a room and the hotel should be near the airport with free shuttle transportation. Because of the expanded nature of this Congress we should give consideration to extending it by one day.

OKTOBERFEST 2009

National Events Planner Linda Axelson has submitted an updated progress report. I echo her note of quiet optimism for good attendance. The expanded room block at the host hotel is very encouraging, but should be tempered with the knowledge that we are six months out from the event and the economy remains weak.

Peachtree and Sandlapper Chapters have proven to be strong partners on this event and their assistance and cooperation are greatly appreciated. The Wednesday tour to the BMW Performance Center and Manufacturing Facility will be a highlight of the event and credit for this goes to Mike Renner and Kenn Sparks for their professionalism and dedication to the Club.

BIMMERFEST

Space has been reserved for BMW CCA and the local California Chapters will be invited to attend and work with the staff to ensure a significant BMW CCA presence and recruitment effort. Central Cal, LA and San Diego Chapters have all expressed their desire to be a part of the event.

In my previous January report I suggested hosting some type of ancillary event for BMW CCA members who are attending Bimmerfest but economics will preclude that expenditure. Instead we will announce a gathering place and encourage members to meet there on Friday evening before the event.

REGIONAL EVENTS

National Events Planner Linda Axelson and I continue to work closely with the organizers of the Vintage in the Vineyard, The Pittsburgh Vintage Grand Prix and The West Coast Concours – The Ultimate Affair.

Vintage in the Vineyard will occur at the Shelton Vineyards in Dobson, NC, the weekend of May 30, 2009. The event will conclude on Sunday May 31st with a tour of Vintage BMW's on the Blue Ridge Parkway ending in Asheville, NC with a private tour of the Biltmore Estate and a photo in front of the famous home. BMW CCA and Liberty Mutual are sponsors of this event. Updates can be found at www.vintageatthevineyards.com.

The Pittsburgh Vintage Grand Prix will begin July 10 and culminate on July 19, 2009. BMW is the marque of the year for the event and Allegheny Chapter has accepted the challenge of hosting a Club Race, a Corral and many other exciting events including a tour of the Laurel Highlands and the Frank Lloyd Wright home Fallingwater. In case you are not familiar with the Schenley Park weekend, this is the only vintage race in the country which is run on city streets. The Schenley Park course includes curbs, stone walls, trees and lots of hay bales. The course is a direct throwback to the 1950s. In addition to the racing, there are also 2500 or more show cars in attendance. A first time guest at the 2008 event described it as "Eurofest plus a whole lot more." Although the PVGP typically draws over 200,000 spectators during the course of the week, crowds are never a problem. Most importantly, proceeds from the event benefit two very worthy charities, the Allegheny Valley School and the Autism Society of Pittsburgh.

BMW CCA and Liberty Mutual are sponsors of this event. Details can be found at www.alleghenybmwcca.org.

The West Coast Concours – The Ultimate Affair is being organized by the Central California Chapter and will be hosted at the Rancho Canada Country Club in Carmel, California. This event anticipates display of 150 BMW's on the RCCC Golf Course. Event will occur August 14, 2009.

BMW CCA and Liberty Mutual are sponsors of this event.

Monterey Festorics will occur August 14-16, 2009 The BMW CCA Golden Gate Chapter's Festorics event at Laguna Seca Monterey is perhaps the most significant of this chapter events celebrating the mystique of BMW and our appreciation for our BMW's.

MEMBERSHIP REWARDS

BMW NA has announced their decision to include diesels in the 2009 Member Reward Program. This was a late decision and we believe based on our direct appeal to Larry Koch. After Tricia Jones informed me of the number of requests from our members to have diesels included in the program I sent an appeal to Larry for inclusion. Larry deserves thanks for recognizing the interest of our members in the new diesels and for getting them added retroactively to the Member Reward Program for 2009.

The 335d sedan is eligible for a \$500 Membership Rewards rebate; a CPO 335d is also eligible for \$500.

A new X5 xDrive35d qualifies the buyer for Membership Rewards rebate of \$1,000. The CPO X535d (as *Roundel* calls it) qualifies for \$500.

Buyers of a new X6 are eligible for a \$1,000 Membership Rewards rebate, while a CPO X6 is eligible for \$500.

A new 1 Series is eligible for a \$500 Membership Rewards rebate; a CPO 1 Series is also eligible for \$500.

ROUNDEL/MEMBERSHIP SURVEY

The Roundel Survey is coming together and will be conducted by Ipsos Mendelsohn of New York. The survey is being done to update our current membership demographics and should provide effective data for the acquisition of advertisers. We also plan to seek readership and membership satisfaction data.

AFFINITY/MEMBER BENEFIT PROGRAMS

The new **Partners Plus Credit Card Program** formally launched in mid January 2009. As of March 12, 2009 541 BMW CCA Members had applied for the card. 514 decisions had been made and 259 cards issued. The relationship with PartnersFirst has been very positive and they are working with us to assist in the development of chapter events and to increase membership.

Liberty Mutual began offering the BMW Performance Insurance Program to CCA Members in February of 2009. Currently they are committed to six full page ads in Roundel for 2009 as well as providing sponsorship to three BMW CCA Regional Events. It is too early to offer results of the program.

Roadside Assistance has been available through Nations Safe Driving since November. Program cost is \$3.00 per member per month or \$36.00 per year and provides coverage for the member, spouse and up to three children. To date we have sold 153 upgrades to Premier Membership. Members receive a hard plastic card with their membership and benefits information.

High Performance Driving Event Insurance is now being offered to BMW CCA Members through Lockton Affinity. The affordable single-event, physical damage insurance offered by the HPDE Insurance Program can be used as a valuable tool to attract new drivers to our events that are concerned about their insurance coverage for track events and retain our current driving enthusiast members that are affected by auto policy exclusions. This coverage is available at a 9% discount to BMW CCA members attending BMW CCA events.

MEMBERSHIP

The economy has taken a toll on our membership numbers in the last five months. In February of 2007 total membership stood at 76,094 a year later it was down 96 members to 75,988. In February of 2009 our total membership stood at 73,648 which is a decrease of 2446 from our 2007 numbers.

This slide in membership must be reversed if we are to continue our current level of operations without cuts in service and programming. The 2009 Membership Drive was just announced and will soon be e mailed to every member with a valid e mail address. For purposes of renewals we begin notifying members 90 days in advance of membership lapse. Renewal notices are sent both electronically and via US Mail with return envelopes. Samples of the e mailings we use are below:

Dear {{{full_name}}}

Our records indicate that your membership in the BMW Car Club of America will lapse sometime in the next 90 days. Now, we may be the largest car club in the world, but I want you to know your loss would be felt--and we do not want to lose you.

While I believe the greatest benefit of the BMW CCA is our ability to form lasting friendships and bonds of camaraderie--yes, the people are more important than the cars! I would like to remind you of the other benefits of membership. And since we are constantly looking for ways to enhance the membership experience, you may not be aware of some of our newest benefits:

- Roundel Magazine, called one of the best car-club magazines in the world by Car and Driver.
- Driving schools, autocrosses, rallies, Street Survival schools, local meets, and the Club Racing program.
- National events like Oktoberfest.
- Regional festivals, concours, and Club corrals hosted by our 65 local chapters.
- Access to technical advisors, the Club Ombudsman, and online forums all designed to improve and maintain your BMW driving experience.
- Discounts on parts and services at participating BMW dealers and independent shops
- The BMW CCA Membership Reward Program which may entitle you to a rebate of \$500 to \$1500 from BMW NA on the purchase or lease of a new or certified pre-owned BMW from an authorized BMW Center.
- A 20% discount on driving programs at the BMW Performance Center.
- A personalized BMW CCA Visa card.
- The BMW Performance Insurance Plan for auto and home through Liberty Mutual.

- We now offer Membership Plus, an extra-cost upgraded membership that gives you access to a world-class Roadside Assistance program that covers you and up to four family members living in the same household.
- All members are entitled to special BMW CCA discounts at Avis and Hertz, JLBG Health Insurance, the Biltmore Estate, Anheuser-Busch Amusement Parks, the Grove Park Inn, and Brooks Brother's clothing stores.

Since some of the Club benefits depend on continuous enrollment without a lapse in membership, we are trying our best to keep you informed of your upcoming expiration date. To prevent a lapse in your membership please visit our website, www.bmwcca.org to renew online. If you prefer take a moment to call us toll free at 800 878-9292 to renew your membership over the phone using your MasterCard, Visa, Discover, or American Express card. If you would rather renew by mail, [click this link](#) to download a renewal form, complete it, and mail or fax (864-250-0038) it to the National Office.

In order to prevent a lapse in your membership you must renew prior to 11:30 PM ET on the last day of your membership. The surest way to meet that deadline is to renew online. By utilizing the following steps you can do just that.

A. If you have never registered on the BMW CCA website, go to Step 1. You will need your membership number.

B. If you have a username and password but are not sure if you linked your membership, look on the home page below your username after logging in. You should see your membership number there. If not log in to the website and click on I'm a member and I want full access to the website.

Step 1 Go to bmwcca.org/index.php?pageid=joinchoice
After checking, "I have read, and agree to abide by the BMW CCA rules",
Click **Register**.

Choose a username, password and enter your email address.
Click **Complete Registration**.

Step 2 Next you'll need to verify your membership enter your:

Primary Membership Number:

First Name:

Last Name:

Membership Type:

Your name must be entered as it appears on your membership card or on your Roundel mailing label.

Step 3 Next go to <http://bmwcca.org/index.php?pageid=pm> That's it!

If you have any problems, please call 800 878-9292 by 5:00pm Eastern time.

I hope you will renew your membership today, so you don't miss a moment of the fun and excitement we all feel when sharing the BMW experience with other like-minded friends. And if you're still not convinced, please take a moment to call me, or write and let me know what it would take to bring you back to the Club. If you have already renewed please forgive this intrusion on your time.

Wishing you all the best,

Frank C. Patek, II
Executive Director

BMW Car Club of America
640 South Main Street
Suite 201
Greenville, SC 29601
www.bmwcca.org

864.250.0022 telephone
864.250.0038 facsimile

Lapsed Members receive the following e mail. Prior to its next mailing this letter will be updated to reflect an offer from PartnersFirst. If a member renews and signs up for the credit card PartnersFirst will issue a statement credit of \$20.00 on their new credit card.

Dear <name>

I couldn't help noticing that your membership in the BMW Car Club has lapsed, and while we may be the largest car club in the world your absence has already been felt and we miss you. If you forgot to renew please take a moment to call us toll free at 800 878-9292 and renew over the phone using your MasterCard, Visa, Discover and American Express. Or if you prefer you can renew online, at your leisure, by visiting our website: <http://www.bmwcca.org>.

Membership in BMW CCA has many benefits, most importantly are the lasting friendships built and yet to be built. By renewing today you won't miss a moment of the fun and excitement we all feel when sharing the BMW experience with other like minded friends. While that is all most of us need I want to remind you of some of our other benefits like:

- Roundel "...one of the best car club magazines in the world." – *Car and Driver*
- Driving schools, autocrosses, rallies, *Street Survival*, local meets and Club Racing.
- National Events like Oktoberfest
- Access to Technical Advisors, Club Ombudsman and Online Forums all designed to improve and maintain your BMW Driving Experience
- Regional festivals, concours' and club corrals hosted by our 65 local chapters.
- Discounts on parts and services at participating BMW dealers and independent shops.
- The BMW CCA Membership Reward Program that may entitle you to a rebate of \$500.00 to \$1500.00 from BMW NA on the purchase or lease of a new or certified pre-owned BMW from an authorized BMW Center.

If all that does not convince you I hope you will call or write and let me know what it would take to bring you back to the Club.

Wishing you all the best,

Frank C. Patek, II
Executive Director

BMW Car Club of America
640 South Main Street
Suite 201
Greenville, SC 29601

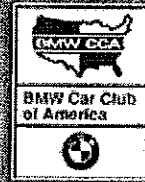
864.250.0022 telephone
864.250.0038 facsimile
www.bmwcca.org

To recruit new members we are doing a test e mail to 20,000 BMW 3 Series and 5 Series Owners. PartnersFirst has also agreed to extend a \$20.00 statement credit, upon approval, to anyone signing up for membership and the credit card. Below is the e mail that is being sent:

BMW CCA

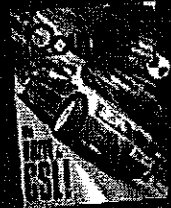
BMW Car Club of America

join the experience



Join Now to Enjoy Exclusive BMW-CCA Rewards, Discounts, Education, and Events!

MEMBER BENEFITS



Exclusive
Roundel
magazine

- Largest association of BMW owners
- Discounts on parts & services, roadside assistance, insurance, and more!
- Driving Schools, rallies, autocrosses, safety schools, local meets, and BMW CCA racing
- Premier Members receive access to our Roadside Assistance Program

Join Today!

1-800-878-9292

www.BMWCCA.org

Dear BMW Enthusiast,

Thank you for allowing me to introduce you to the BMW Car Club of America. As the world's largest car club, the BMW CCA has more than 75,000 members in the United States. If you are as enthusiastic about driving your BMW as we are about ours, then we want you as part of the Club!

I want to personally invite you to explore the benefits of membership. You'll find a wide and wonderful variety of activities and events designed to help you learn about, maintain, drive, and enjoy your BMW. Sixty-five Chapters throughout the country can assist you locally—and open the door to a world of camaraderie among like-minded enthusiasts.

Our website, www.bmwcca.org, and our world-class monthly magazine, *Roundel*, offer up-to-date information about Club events and special promotions. Whether you own a brand-new BMW or a classic model; whether you're interested in technical information, driving challenges, social events, or consumer tips, you belong in the BMW Car Club of America!

However, while I believe the greatest benefit of the BMW CCA is our ability to form lasting friendships and bonds of camaraderie—yes, I think the people are more important than the cars—I would also like to inform you of the other benefits of membership. As a member of the club, you will enjoy:

- *Roundel* Magazine, called "one of the best car-club magazines in the world" by Car and Driver.
- Driving schools, autocrosses, rallies, Street Survival schools, local meets and get-togethers, and the BMW CCA Club Racing program.
- National events like Oktoberfest—a vacation for gearheads!
- Regional festivals, concours displays, and Club corrals hosted by our 65 local chapters.
- Access to technical advisors, the Club Ombudsman, and online forums—all



designed to improve and maintain your BMW driving experience.

- Discounts on parts and services at participating BMW dealers and independent shops.
- The BMW CCA Membership Reward Program—which may entitle you to a rebate of \$500 to \$1,500 from BMW NA on the purchase or lease of a new or Certified Pre-Owned BMW from an authorized BMW Center.
- A 20% discount on driving programs at the BMW Performance Center.
- A BMW CCA Visa card personalized with the image of your choice and allows you to earn points to pay for your BMW CCA membership.
- The BMW Performance Insurance Plan for auto and home, through Liberty Mutual.
- All members are entitled to special BMW CCA discounts at Avis and Hertz, BMW CCA Health Plans, the Biltmore Estate, Anheuser-Busch Amusement Parks, the Grove Park Inn, Grand Bohemian Hotel, All Kessler Hotels, and Brooks Brothers clothing stores.
- Become a **Premier Member** for an additional fee and you and up to four additional family members will be enrolled in our first-in-class Roadside Assistance Program. Premier Members and their families are protected in both the US and Canada. A few of the many benefits are listed below:
 - 24 Hour Dispatch Emergency Towing for the United States and Canada.
 - 24 Hour Dispatch Emergency Roadside Assistance
 - 24 Hour Dispatch Emergency Delivery Of Supplies - Gasoline, water, oil, etc.
 - 24 Hour Dispatch Tire
 - 24 Hour Dispatch Emergency Battery
 - 24 Hour Dispatch Lockout Service
 - Map Routing Service - A map and travel route to the destination of your choice
 - \$1,000 accidental death & dismemberment plan due to any type of vehicle accident.
 - 24 Hour Theft, Hit & Run Protection - A \$500 reward for information leading to the apprehension of any person(s) committing the hit and run.
 - Automotive Discounts at Jiffy Lube, Maaco, Precision Tune, Aamco and Meineke.
 - Credit Card Protection and Notary Services
 - Message Center Services and Lost Luggage Protection
 - Benefits good in the US and Canada

I hope you will Join the BMW CCA Experience today. Don't miss a moment of the fun and excitement we all feel when sharing the BMW experience with our friends—and with the

BMW Car Club of America, you have a lot of friends!

Wishing you all the best,

Frank C. Patek, II
Executive Director

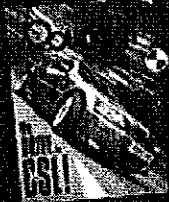
P.S. Become a member of the BMW CCA by April 5, 2009 and get half off the membership fee. Sign up for the new BMW CCA Rewards card and you can get 50% off your new BMW CCA membership! We'll reimburse you with a \$20 statement credit toward your new BMW CCA Membership once you are approved for your new card!

BMW Car Club of America
640 South Main Street, Suite 201
Greenville, SC 29601
Office: 864 250-0022
Fax: 864 250-0038

Below is an HTML e mail that will be sent out to all new members and periodically to new members. I would like to see this appear in Roundel also, with whatever modifications are necessary.



MEMBER BENEFITS



Exclusive
Roundel
magazine

- Largest association of BMW owners
- Discounts on parts & services, roadside assistance, insurance, and more!
- Driving Schools, rallies, autocrosses, safety schools, local meets, and BMW CCA Club Racing
- Premier Members receive access to our Roadside Assistance Program

Join Today!
1-800-878-9292
www.BMWCCA.org

Premier Membership

Become a Premier Member for an additional fee and you and up to four additional family members will be enrolled in our first-in-class Roadside Assistance Program. Premier Members and their families are protected in both the US and Canada.

View more information about Premier Membership

Member Rewards

Rebates Up to \$1,500

BMW CCA members in good standing may be eligible for substantial rebates on the purchase or lease of a new or Certified Pre-Owned BMW from any authorized U.S. BMW Center

Rebates currently range from \$500 to \$1,500 depending on the model. Learn More.



Roundel Magazine

Declared one of the finest car club magazines in the world by Car and Driver, each monthly issue has 140+ pages of articles, reviews, photography, and classifieds dedicated to all things

BMW.

View Sample Issue

Member Discounts

Cellular Service Discounts

Cut the cords. Cut the bills. Keep the savings.

Switch to the Now Network™ and save BIG on new devices, great offers and your monthly bill when ordering from the BMW dedicated site.

15%

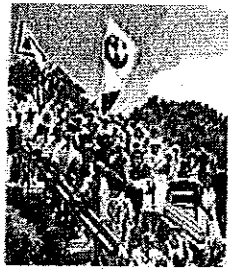
off Sprint & Nextel monthly recurring charges

some restrictions apply

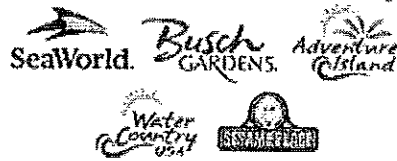
Insurance Discounts



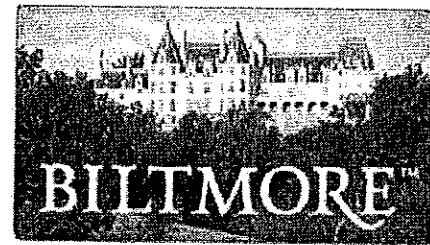
Travel Discounts



WORLDS OF DISCOVERY

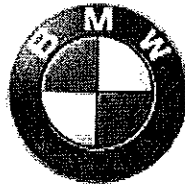


GRAND
BOHEMIAN
HOTEL
ASHEVILLE



BMW Performance Driving Schools

BMW CCA High Performance Driving
Event Insurance



HPDE Insurance Program
Insurance Program Administered
by Lockton Risk Services

Clothing Discounts

Golf Rental Discounts



Auto Care Discounts

Auto Rental Discounts



Go to Avis and
enter code:
AWD #1358190

Go to Hertz and
enter code:
CDP_ID #289425

Member Privileges:

- Access to our Technical Service Advisors for personalized advise.
- Ombudsmen to help with dealer issues.
- Outstanding national events including BMW CCA's premier annual gathering.
- Regional festivals, concours, and club-sponsored corrals at major road races
- Driving schools, autocrosses, rallies, safety schools, and Club Racing.
- Free classified ads on the website and in Roundel magazine.
- Friends of BMW: A roster of fellow BMW CCA members who can offer coffee and conversation, repair tools, workspace, sometimes even help when you're out on the road.

- Club library and video services. Borrow BMW-related books and videos
- Availability of a BMW CCA affinity credit card.
- Free BMW CCA decals available from the club office.
- Access to all areas of the growing online community at BMWCCA.org.

85 Local Chapters

BMW CCA's local chapters provide a range of social, technical, and driving events. They're your gateway to many of the club's driving schools, rallies, and autocrosses. Many events are geared toward the novice mechanic or driving event participant.

Special Interest Groups

As if all things BMW weren't special interest enough, some of us like to drill down further into the minutia of Bimmer lore. These independent groups are organized around specific vintage or rare BMWs. They provide information and activities ranging from driving events and web-based digests to publications and news bulletins.

Social Networking

Add BMW CCA to your social network, Join us here:





BMW Car Club of America, Inc.

640 South Main Street
Suite 201
Greenville, SC 29601
Phone 864 250-0022

Board Meeting Report

March 20, 2009

To: BMW CCA Board of Directors
From: Manager/National Events

2009 DEC National Congress

The BMW CCA's 2009 DEC Congress attracted 135 participants to New Orleans LA, over the March 6-8 weekend. These important contributors to the success of BMW CCA driving events programs enjoyed the sights and courtesies of New Orleans and the French Quarters. Representatives from 54 chapters were in attendance and had the opportunity to engage with Ronn Langford of Master Drive, and his "Coaching for Personal Performance" presentation. In addition, Pete Lyons – BMW CCA Risk Manager spoke with the attendees about Risk Management and Event Insurance. Joe Marko of HMS Motor Sport reviewed Crisis Communication and Emergency Response Management Plans. Larry Koch, our banquet guest speaker, fielded questions about the State of the BMW Union. Survey results:



Response Summary

Total Started Survey: 77
Total Completed Survey: 77 (100%)

Page: Untitled Page

1. Was this the first BMW CCA DEC Congress you have attended?

	<i>answered question</i>	74
	<i>skipped question</i>	3
	Response Percent	Response Count
Yes	55.4%	41
No	44.6%	33

2. How did you learn of the DEC Congress?

	<i>answered question</i>	76
	<i>skipped question</i>	1
	Response Percent	Response Count
Email from National	30.3%	23
News From National	28.9%	22
Another Chapter volunteer told me about it	22.4%	17
<input type="checkbox"/> view Other (please specify)	18.4%	14

3. What was the most important factor in your decision to attend this conference?

<i>answered question</i>	76
<i>skipped question</i>	1

3. What was the most important factor in your decision to attend this conference?

	Response Percent	Response Count
Seminar topics	39.5%	30
Friends were attending	1.3%	1
It was organized for BMW CCA volunteers alone	6.6%	5
Location	6.6%	5
Speakers	1.3%	1
Social/networking opportunities	3.9%	3
BMW CCA paid the lion's share of costs related to your attendance	6.6%	5
<input type="checkbox"/> view Other (please specify)	34.2%	26

4. How would you rate the following elements of the Chapter Congress?

	<i>answered question</i>					77
	<i>skipped question</i>					0
	Very Satisfied	Satisfied	Neutral	Unsatisfied	Very Unsatisfied	Response Count
Overall Event	54.5% (42)	39.0% (30)	2.6% (2)	3.9% (3)	0.0% (0)	77
Format of Program	48.1% (37)	41.6% (32)	7.8% (6)	1.3% (1)	1.3% (1)	77
Content of Program	42.9% (33)	45.5% (35)	10.4% (8)	1.3% (1)	0.0% (0)	77
Speakers	57.3% (43)	36.0% (27)	5.3% (4)	0.0% (0)	1.3% (1)	75
Networking Atmosphere	55.8% (43)	39.0% (30)	5.2% (4)	0.0% (0)	0.0% (0)	77

4. How would you rate the following elements of the Chapter Congress?

Social Atmosphere	61.0% (47)	31.2% (24)	3.9% (3)	3.9% (3)	0.0% (0)	77
Length of Program	42.1% (32)	52.6% (40)	3.9% (3)	1.3% (1)	0.0% (0)	76
Materials Provided	43.4% (33)	43.4% (33)	6.8% (5)	5.3% (4)	1.3% (1)	76
Time of Year	58.4% (45)	28.6% (22)	9.1% (7)	3.9% (3)	0.0% (0)	77
Location	45.5% (35)	36.4% (28)	14.3% (11)	2.6% (2)	1.3% (1)	77
Hotel	29.9% (23)	42.9% (33)	19.5% (15)	3.9% (3)	3.9% (3)	77
Food	21.1% (16)	47.4% (36)	19.7% (15)	5.3% (4)	6.6% (5)	76

5. Would you attend a conference like this again?

		<i>answered question</i>	76
		<i>skipped question</i>	1
		Response Percent	Response Count
Yes		97.4%	74
No		2.6%	2

6. Was there any information or any topics that you expected and/or wanted to hear about that were not covered?

<i>answered question</i>	48
<i>skipped question</i>	29
	Response Count
view	48

7. What Improvements or suggestions do you have for future BMW CCA DEC Congresses?

answered question 55

7. What improvements or suggestions do you have for future BMW CCA DEC Congresses?

skipped question 22

Response
Count

[view](#)

55

2010 Chapter Congress

Dallas?

OKTOBERFEST 2009 – Road Atlanta – September 28 -October 4, 2009

Oktoberfest on-line registration opened on Tuesday, March 10 as scheduled. As of this writing, there are 79 registrants, 24 First Timers - 71 driving schools and 5 M3 packages. Will update numbers at the Board Meeting. The TSD Rally — organized by the Georgia Sports Car Club, is progressing on schedule. I expect the first draft in the next week or two.

Due to overwhelming response, Legacy Lake Lodge at Lake Lanier has increased the number of rooms in the BMW CCA hotel block.

The Oktoberfest sales drive will start mid-April. The first letter going out will be sent to last year's sponsors, vendors and advertisers with an offer to renew their 2008 buys. Reasonable deadlines will be set for every phase and will be adhered to.

OKTOBERFEST 2010 – Road America – August 23 – August 29, 2010

The host hotel will be the Osthoff Resort in Elkhart Lake, WI. Darcy Yench, President of the Badger Bimmers, hosted the inaugural 2010 planning meeting this weekend past with her core group of volunteers.

Couple of teasers for our 2010 get-together 1) A parade with police escort into town from Road America with race cars, etc 2) Drives on the old courses (two configurations) that go through town and the surrounding countryside 3) And schedule permitting, Sabine Schmitz will be joining the Oktoberfest festivities.

OKTOBERFEST 2011 – Barber Motorsports – October 10- October 16, 2011

I am traveling to Barber, April 17 -19 – Mustang 45th Celebration event - to meet with Clark Virden, Zoom Motorsports and Ron Denning, Heart of Dixie President. Mark Jon will be joining me for the royal tour of the facility and the surrounding area.

OKTOBERFEST 2012 – Colorado?

Track?

Oktoberfest Profit/Loss

Year	Location	# of Registrants	Income	Expense	Profit/Loss	National/Chapter Split
1993	Golden Gate	?	\$20,120.36	\$12,488.05	\$7,632.31	
1994	Boston	?	\$139,368.26	\$120,302.53	\$19,065.73	
1995	Rocky Mountain	?			(\$7,304.13)	
1996	National Capital	?	\$178,198.26	\$176,347.37	\$1,850.89	
1997	White Mountain	823	\$194,607.75	\$166,148.20	\$28,459.55	
			\$160,			
1998	Florida Chapters	537	552.00	\$199,442.00	(\$38,890.00)	
1999	Hoosier	564	\$181,921.00	\$190,745.70	(\$8,824.70)	
	South Atlantic					
2000	Chapters	1000	\$327,970.50	\$249,308.02	\$78,662.48	
2001	National (NH)	747	\$232,873.81	\$246,578.03	(\$13,704.22)	
2002	Rocky Mountain	753	\$213,161.25	\$248,379.73	(\$35,218.48)	
2003	Austin, Texas	453	\$62,647.00	\$78,708.36	(\$16,061.36)	
2004	Los Angeles	611	\$216,051.00	\$279,389.00	(\$63,338.00)	
2005	Greensboro	689	\$172,638.00	\$140,188.41	\$32,449.59	
2006	Grand Rapids	416	\$155,067.50	\$154,230.26	\$837.24	
2007	Ft. Worth	437	\$157,215.00	\$171,153.33	(\$13,938.33)	
2008	Watkins Glen	1162	\$404,027.57	\$219,120.13	\$184,907.44	\$34,386.71
2009	Road Atlanta					
2010	Road America					
2011	Barber Motorsports					



Roundel Managing Editor's Pre-Meeting Report

*****The following report may contain confidential information intended for the use of BMW CCA board members in preparing for their meeting. It is not intended for publication or dissemination. A summary version for inclusion in the meeting minutes will be provided to the secretary as requested. *****

March 16, 2008 (update)

From: Phil Marx, managing editor

Roundel Report

Publication:

We've just completed the April '09 issue. That issue will contain 136 pages, plus covers, and the following features:

BMW Truckin'

The 400-horse twin-turbo X650i is a flat-out motatin' machine, according to Terry Shea

Lights (Nearly) Out

The Detroit show was eerily empty, still BMW showed some new technology, by James Chew.

Won Over By A One

David Haueter says the 128i may be a bargain—especially with Turner Motorsport upgrades.

Mazda Meets Mini: Round Two

The JCW Mini and Mazda RX-8 are more similar than you might think, according to Haueter .

BOOK REVIEW

Prestige, Status and Works of Art, by Thomas T. Solley, is reviewed by Larry Sanata.

Cover story: Run, Billy, Run!

Turner Motorsport scores the first Koni Challenge win for an M3 at Daytona, by Brian Morgan.

First Date

Meet the Rahal-Letterman ALMS M3 team at a Sebring test session with David Haueter.

Zip, Zap, And Gone

The KERS system gives BMW-Sauber a jump on the Formula 1 field for 2009, by Bill Siuru.

COVER

Bill Auberlen at Daytona, photo by Jon van Woerden.

Advertising Revenue:

Through the February issue, advertising pages were down over 18% and billings were down over 25% for the year. Payments received were down 16%. Advertising page count in the February issue was down over six pages compared to last year. The good news is that our 144-page March issue contained more ads than the same month last year's 152-page issue, bringing March-year-to-date advertising to 11% less than last year in page count but with payment lagging 20% behind. Preliminary figures for the upcoming April issue show our '09 136-page issue will contain slightly less than four fewer pages than our April '08 issue which should put our YTD advertising page count for the for the first four months of 2009 at 10% behind last year. As ad manager Michael Slaff explained in a report several months ago, retaining advertisers and finding new business doesn't come without concessions that have obvious revenue consequences.

Editorial Calendar:

The current monthly editorial calendar should be supplied to board members prior to the meeting by the editor-in-chief.

Production Costs:

The 144-page March issue had a per-copy printing cost of a very reasonable \$1.06. The February issue had a per-copy printing cost of \$0.96. Due to the recent postal-rate increase announcement, we expect our periodical rate to increase by approximately 3.96% in May when the changes take effect. On the good-news side, Publishers Press has passed along a paper price decrease on our two primary paper stocks which resulted in close to a \$700 savings on the March issue.

Financial:

I have received no additional Club/Roundel financial reports from the office since my last report.

Club Website and *Roundel*:

Doesn't seem to involve me at all so I'll leave that to others. .

As always, we continue to feel *Roundel* is fulfilling its mission to inform, entertain, and provide a sense of community for our members. Your suggestions and constructive criticism are welcome and encouraged. If there are any questions, please don't hesitate to contact me.

Sincerely,

Phil Marx
managing editor
BMW CCA *Roundel* magazine



***Roundel* Editor-in-chief's Pre-Meeting Report**

March 17, 2008

From: Satch Carlson, editor-in-chief

***Roundel* Report**

March issue: We seem to have had some printing issues, with at least a few copies missing pages. Members who send notice of their defective copies are sent replacements; so far most of the affected have been notifying National, and I forward the few who think I have a stack in my closet.

April issue: As Phil notes, the April issue is in its final phase. We did managed to get a last-minute item from the BMW Performance Driving School into the Briefs section, noting their entry in One Lap of America in May. It will be interesting to see whether they can actually recruit BMW CCA members in this fashion.

May issue: The May issue features a cover story by David Haueter on the Active Autowerke supercharged M3. It also contains a feature by Marc Biunno on the US launch of the Mini convertible. I believe our Mini coverage will continue to be a source of new enthusiasts—that is, new members—as Mini continues to try to define itself in terms of connection with its buyers. There is already one publisher of a Mini magazine—*MC2*—who has figured out that newsstand sales are a doubtful approach; he has been aggressively pursuing the notion of a Mini club, but has so far been rebuffed by Mini USA, perhaps for reasons of personality more than logic.

We have had informal conversations with Mini through Andrew Cutler about the possibility of inserting a quarterly publication—*Wings*—either within *Roundel* or packaged with it. The International Council seems to have taken the stance—now abandoned by BMW NA in the wake of their legal difficulties—that BMW and Mini are poles apart and never the twain *et cetera*; Mini's position when assailed by *MC2* has been that "Mini owners are independent individuals; they are not joiners," which we know is not exactly the case.

In any event, there is competition out there for the eyes of Mini owners, so I will continue to try to keep their interest. It may be an excellent time to begin discussions of the possibilities presented by our Club structure that allows non-geographic chapters; a Mini "superchapter"—i.e., a Mini club under the BMW CCA umbrella—might well bring us more

members constituting a new demographic. However, any attempt to round up and herd these *Ministas* will be fraught with resistance. Meanwhile, we do try to keep those already in the fold content with at least some attention in our pages.

Editorial Calendar: After the shipping of the May bundle on March 14, the “bulge in the snake” has moved to June, as you can see from the attached calendar.

CCA website and *Roundel*: We have successfully divided news items into three categories: Club news, BMW news, and racing news, each with one or two “front page” items, which seems to have pleased Brian Morgan. For a while, it seemed that every time he posted a new racing story, often filed late at night under stressful conditions, the next day it would be bumped by the announcement of a new BMW 5 Series PAS or a new Club benefit. Now the racing news remains until it is bumped by other racing news. The same benefit applies to Club news, which serves to notify members of new benefits.

As for making parts of the website more “magazine-like” in appearance, we remain hopeful of the possibilities but realize that this objective is not the highest priority.

My highest priority is to generate new members through the website, and I still believe that our best chance of achieving this goal is through an interactive online Tech Talk. Frank has done a remarkable job of negotiating with Mike Miller, and I believe we are all agreed in principle that online Tech Talk would be a great benefit to our members and a strong motivation for non-members to join. However, we simply cannot afford it at this time. And when we do make such a commitment, it should be at a point when we can hit the ground—or the Internet—running at full tilt.

Meanwhile, I agree with Phil that *Roundel* continues to fulfill its mission: to inform, entertain, and provide a sense of community for our members. And the upcoming survey should give us some insights into areas where we can improve those services, as well as providing some clues in regard to new directions we might take.

Satch Carlson, editor-in-chief

Roundel Magazine

ISSUE MONTH	AUTHOR	STORY	NOTES
ELECTION STATEMENTS			
December	Roemer	Roemer: 10 Best BMW Buys	
	Walton	Facelift 3 Series	
	Haueter	Haueter AC Schnitzer 335i	
	Chew	Chew Columbus Day Parade	
November	Haueter	X6 xdrive50i vs. Infiniti FX50	
	Siuru	Siuru Electric Mini	
	Lupiano	Lupiano BMW Welt delivery	
December	Morgan	Targa Newfoundland	COVER STORY
	Queck	Queck American At Monza	
	Sanata	Sanata Family Affair Racer	
October	Morgan	1800 TiSa history	There are some problems with this story...
LA Auto Show			
January	Wright	Michael Izor profile	WE GOT THE PHOTOS!
December	Kostas Kofidas	Four Generations of M3	
	Shea	Walker 1931 BMW	
	Walker	Walton Retro Runs	
	Walton	Chew: 128i convertible	
	Chew	Cross-country with the top down	
May	David Bowman (OTT)	BMW Design sculpture	Kill
August	Kirkland	Aluminum radiator install	Postponed indefinitely
August	Carlson	BMW artist for Lime Rock	Postponed indefinitely
February	Carlson	Three generations of M3s at Goodwood	Kill
March	Wright	BMW guy falls for Porsche--and back	I think this may never arrive
Possible cover story			
Dinan 135			
Yokohama tire test			
BMW CCA needs at CES			
ONX Cruz			
24 Hours of LeMons			
MARCH (if it gets here on Wright)			
	Shea		
	Zettler		
	Broughton		
	Xing		

	Morgan	Racing 2009 Preview	
	Spira	Spira King Diesel	
	Walton	Walton Weismann	
	Linguist	Linguist iPhone camber	
	Sanata	Vintage racing 2002s	
May	Hauter	Profile: HMS Motorsport, Joe Marko	hadn't arrived by August 2007; may resched in 2008
March	Calabrese	M coupe versus M coupe	Kill: used as column fodder
APRIL 2008			
	Shea	X6 in the Carolinas	
MARCH	Chew	Detroit Auto Show	
APRIL	Haueter	Turner Motorsport 128i.	
JANUARY	Haueter	Mini Cooper S John Cooper Works versus Mazda	
	Sanata	Sanata: Book Review Old Catalogs	
APRIL	Morgan	Daytona	COVER STORY
APRIL	Haueter	ALMS Sebring test: Rahal-Letterman BMW M3	
	Siuru	FI KERS systems	
May	Calabrese	7 Series nav system versus aftermarket	Probably won't happen
June	Haueter	RJ Valentine Euro M6	Probably won't happen
APRIL	Carlson	Vintage rally in Germany	Probably won't happen
MAY 2008			
MAY	Haueter	Active Autowerks M3	COVER STORY
	Biunno	Biunno: Mini convertible drive	
	Haueter	328xi vs. Audi A4 Quattro	
	Roerner	Bangle At BMW	
	Self	Isetta project	
	Sanata	Sanata 700 vintage racer	This might go well with Sanata 700 story
	Siuru	New Fuel-Efficient technologies	This might go well with Self Isetta story
FEBRUARY	Wicklund	Wicklund S14 into 2002	
	Haueter	book review: Inside the BMW Factories	
	DeWitt	BMW Aero Engine	
	Shea	Shea Boosted Bimmers	
	Morrison	Morrison Short-shift	
	Tackett	Here und there: The Autobahn versus the Interstate	
	Sanata	BMW 2002 drifter	

Jacobs (OTT)		Jacobs Back Pain	COVER STORY
JUNE	Bunker	B is for Blower	Expand to the Internet Expand to the Internet
JUNE	Schnitzer	Annual German Tour story	
FEBRUARY	Shea or Louv	BMW Motorcycle school	
	Carlson	New Z4 in Spain (or wherever)	
	Carlson	X6 M preview	
	DeWitt	DeWitt: Montoya at BMW-Williams	sidebar by Jared Rahall on cross-country drive
	Morgan	F1 steering wheel	
January	Eric Eickenberry	Modding the E46 M3	
	Lippert	E36 transmission swap	
January	Mosley (OTT)	Buying an M3	
	Merriman	Merriman East Coast chapter drive	
January	Bartolucci	Motorrad rally and Eiffel tour	
May	Benson Tongue OTT	West Coast Z groups	
February	Berchak	Lance White profile	
January	Bird	VIR country-club track	
June	Blazey	Bentley X5 manual review	
March	Wright	Colin Bach profile	
April	Roemer	Bobby Rahall's 2002	
	Haueter or Morgan	BMW Art Cars in New York	
	Chew	Mini convertible reunion road trip	
MAY	Will Young	Cross-country Z1	
January	Patterson	Korman M3	
	Saylor OTT	Great Pumpkin Run	
April	Vossler	Vossler Buffalo Run	
MAY	Morgan	Sebring	
JUNE	Shea	NY Auto Show	
JUNE	Carlson	New Z4 launch	
JUNE	Shea	5 Series xDrive wagon	

5/2

JUNE	Walton	New Mini convertible launch	
JUNE	Haueter	335d drive in Nevada/Southern California	
JUNE	Haueter	Book Review: Peter Egan's <i>On The Road</i>	
JUNE	Morgan	Sebring	
JUNE			
July	Brock	BMW V8 desert racer	It looks like he's finally going to write this story...
July	Ertelt OTT	Ertelt Baur	COVER STORY?
JUNE			

JULY			
JULY			
JANUARY	Chew	Mini convertible to high-school reunion	
	Haueter	Dual-Clutch Comparo: M3 M-DCT vs. Mitsubishi Sportronic (in Evo MR) vs. Audi S Tronic	
JULY	Haueter	Haueter-2009-BMW Art Cars in New York	
JULY	Bunker	Prime 2002ti	
JULY	Morgan	Grand-Am, Koni Challenge at New Jersey	
	Miller	Vendor profile: Euro Depot	Moved to July as Dave isn't sure when he can get the cars
	Carlson	Continental tire test in Texas	
January	Fink, et al	Country Club tracks (New Hampshire, BeaverRun, VIR)	
January	Galler (OTT)	Galler-Life With a Tii	
March	Haueter	BMW race cars book review	

This was supposed to have been done already. . .

AUGUST	Miller/Schnitzer	Odum collection	
	Morgan	Grand-Am, Koni Challenge at Lime Rock	
	Haueter	Grand-Am, Koni Challenge at Watkins Glen	
January	Holan	Diesel conversion	
January	Lachman	Video cameras for your BMW	
March	Lippert (ott)	E36 trans swap	
May	Meissner	California Dreamin'	
	Self	Vintage at the Vineyards	photos by Kris Linquist?



Mike Mills
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March 18, 2009

To:

Board of Directors, BMW CCA

Subject:

Pre-meeting Report

Travel:

- Metairie, LA; DEC Congress

Planned Travel:

- Greenville, March Board meeting

Another Loss:

- On Friday February 27, 2009 Stan Parker one of the original Competition Stewards for the Club Racing program and a founder of the Genesee Valley Chapter passed away.

2009 Schedule:

- 26 events on the 2009 calendar (3 completed and 2 more expected)
 - Down three events from 2008
- 4 CR managed race schools plus 4 approved commercial school dates.
- All Premier, National and North American Challenge events designated.

Respectfully Submitted,

Mike Mills

BMW Car Club of America Driving Events Committee

To: BMW CCA Board
Len Mueller - BMW CCA Board Liaison - DEC
From: Bill Wade – Driving Event Committee Chairman
Date: March 17, 2009
Subject: Quarterly Report – 1st Quarter 2009

Tasks Completed –

1. Facilitate multiple DEC Committee conference calls.
2. Facilitated DEC Committee Congress Planning meeting in Newark NJ.
3. Facilitated DEC National Congress New Orleans, LA March 6-7th

Tasks Continuing –

1. Coordinating / Promoting ITS Schools.
2. Monitoring Driving Event discussions on CCA yahoo groups, e-mails, phone calls.
3. Revising Proposed Minimum Standards Items discussed at DEC Congress for presentation at Board meeting.

Tasks Anticipated –

1. Proposed Minimum Standards Items discussed at DEC Congress for presentation at Board meeting..

Board Action Needed –

1. Proposed Minimum Standards Items discussed at DEC Congress.

Travel Completed –

1. DEC Committee meeting Newark NJ; Jan. 30-Feb 1.
2. DEC National Congress New Orleans, LA; March 6th-8th.

Travel Anticipated –

1. 1st Quarter 2009, Annual Board Meeting, Greenville, SC

Respectfully submitted,



Bill Wade
Driving Event Committee Chairman

BMW Car Club of America Driving Events Committee

Proposed Addition #1 –

3.5, Appendix A – Driving Event Minimum Standards Compliance Enforcement Procedures

3.5.A.1 Introduction

As noted in 2.17.4 and 3.5.1, BMW CCA supports driving events for its members. Because these events contain the potential for property damage, personal injury or worse, minimum standards have been established for the conduct of certain driving events as conducted by BMW CCA chapters so as to minimize the risk of any of these happening. Adherence to these minimum standards is mandatory for any chapter conducting an event for which minimum standards have been published. BMW CCA Driving Event Minimum Standards are in Chapter 3 of this Operations Manual.

3.5.A.2 Minimum Standards Compliance Enforcement

3.5.A.2.1 When a possible violation of a Driving Event Minimum Standard is identified the applicable Regional DEC representative will advise the Chapter, preferably the chapter President, and the applicable Regional Vice President that a possible violation of a Minimum Standard has been brought to the attention of the DEC.

3.5.A.2.2 A DEC review panel comprised of the elected or appointed Regional DEC members will investigate and reach a conclusion as to whether or not there was failure to comply with a Minimum Standard. To conclude there was a failure to comply, at least four Regional DEC representatives must vote in the affirmative.

3.5.A.2.3 If the DEC review panel concludes there was a failure to comply with a Minimum Standard the DEC will recommend corrective action in accordance with 3.5.A.3 below. A "Preliminary Determination of Noncompliance and Recommended Corrective Action" will be presented to the chapter Board of Directors/Officers who will have 14 calendar days to respond in writing to the DEC. Upon receipt of the chapter response, or expiration of the 14 day response period, the DEC panel will issue a "Final Determination" to the chapter that (i) confirms the preliminary determination and corrective action, or (ii) adjusts the recommended corrective action, or (iii) rescinds the preliminary determination. If the DEC panel confirms the recommended corrective action or determines a lesser corrective action is appropriate the corrective action will be implemented. If the DEC panel, after receiving the chapter's response, determines a more severe corrective action is appropriate the DEC will provide a new 14 calendar day period for the chapter to respond.

BMW Car Club of America Driving Events Committee

3.5.A.3 Corrective Actions for Noncompliance

3.5.A.3.1 Any corrective action recommended or implemented shall be commensurate with the importance of the Minimum Standard from a safety and risk perspective and the severity of the noncompliance. The chapter's probation status and prior noncompliance history will be considered by the DEC. The recommended corrective action is at the discretion of the DEC.

3.5.A.3.2 For a failure to comply that the DEC panel concludes is minor and of no immediate consequence the DEC shall send a letter to the elected officers of the chapter pointing out the failure and with a request that the chapter take steps to avoid a future failure to comply.

3.5.A.3.3 The DEC may place the chapter on probation. The probationary period is at the discretion of the DEC but may not exceed one year. During the probation period, in addition to any other forms or submissions required to conduct each chapter driving event, the chapter shall submit to the DEC a document signed by two elected officials of the chapter that the chapter understands that adherence to any Minimum Standards is a required condition for conducting an activity as a BMW CCA activity and acknowledging that any failure to comply with a Minimum Standard may result in appropriate action that could include revocation of the chapter's charter as provided for in the BMW CCA, Inc. Bylaws, Article 10, Section 3 and Ops Manual Chapter 6, Section 6.13.

3.5.A.3.4 For failures to comply with Minimum Standards that could have or did result in an increased risk of damage or loss, that may or may not be covered by insurance or may result in increased insurance costs for all chapters in the future, the DEC may apply an insurance surcharge against the chapter. The surcharge may be applied for the specific noncompliance and/or future failures to comply with the specific Minimum Standard during a stated period not to exceed 18 months. The insurance surcharge shall not exceed an amount equal to four times the current insurance rate for the type of event associated with the noncompliance. Application of an insurance surcharge requires the affirmative vote of at least four members of the DEC panel.

3.5.A.3.5 In addition to any other corrective actions, if the DEC deems it appropriate to send an observer to a future driving event conducted by the chapter, the chapter shall pay all travel costs for the observer. Travel expenses will be reimbursed by the chapter in accordance with BMW CCA travel expense reimbursement policies per Ops Manual Section 4.1.2.

BMW Car Club of America Driving Events Committee

3.5.A.4 Appeals

3.5.A.4.1 If a chapter disagrees with either the final determination of noncompliance with a Driving Event Minimum Standard or the corrective action imposed, within 10 calendar days of receipt of the Final Determination of Noncompliance and Corrective Action issued under Section 3.5.A.2.3 above the chapter shall inform the DEC that it wishes to appeal the decision.

3.5.A.4.2 An appeal will be based upon a written submission from the chapter. Within 28 calendar days of receipt of the notice of noncompliance the chapter shall submit, in writing, all facts, circumstances, information and evidence the chapter wishes an appeal committee to consider. This will be referred to as the chapter appeal package. The DEC will provide to the DEC Appeal Committee all information it considered in reaching its decision.

3.5.A.4.3 Upon receipt of a chapter appeal package a DEC Appeal Committee shall be formed. The DEC Appeal Committee will be comprised of the BMW CCA Board Liaison to the DEC, if one has been appointed under Ops Manual Section 2.8, otherwise the BMW CCA Executive Vice President; the Chairman of the DEC if the Chairman is not an elected or appointed Regional DEC representative; any other members of the DEC appointed by the BMW CCA Board of Directors and two chapter driving event chairs (by whatever title the chapter uses). One of the chapter driving event chairs will be selected by the DEC and one will be selected by the appealing chapter. No member of the chapter involved or anyone previously involved in the driving event or the DEC decision may be a member of the DEC Appeal Committee.

3.5.A.4.4 The DEC Appeal Committee will review all information submitted and determine the following:

- Was there a failure to comply with the specified Driving Event Minimum Standard?
- If yes, was the corrective action commensurate with the noncompliance?

A "NO" answer to either question requires a unanimous vote by the DEC Appeal Committee. If the DEC Appeal Committee, by unanimous vote, determines that the corrective action is not commensurate with the noncompliance it shall recommend to the DEC what it believes would be appropriate corrective action. The DEC shall take into consideration the DEC Appeal Committee recommendation and either confirm or modify its prior imposed corrective action. The DEC shall document the basis for its conclusion.

3.5.A.5 National DEC Appeals Committee

The purpose of the National Appeals Committee is to address any issues brought to the Board of Director's attention that are unresolved after due process within the Driving Events Committee and DEC Appeals procedures.

BMW Car Club of America Driving Events Committee

The National DEC Appeals Committee is comprised of the BMW CCA President, another Officer of the BMW CCA Board of Directors other than a Regional Vice President, selected by the President, and a Regional Vice President selected by the President. A National Board member connected with the chapter involved or otherwise previously involved with the alleged noncompliance may not serve on the National DEC Appeal Committee.

Decisions of the National DEC Appeal Committee are final and binding.

6.11 Driving Events

Chapters that conduct driving events for which minimum standards have been adopted and included in the Operations Manual, such as driving school and autocross minimum standards, are required to comply with those standards. Driving school minimum standards and compliance enforcement procedures are contained in Section 3.5. Autocross minimum standards are contained in Section 3.6

End of Proposed Addition

BMW Car Club of America
Driving Events Committee

Proposed Change #1 - Helmets

Current Standard -

For Drivers Schools

2.6.1 HELMETS - Helmets must be worn by all participants during all in-car sessions other than low speed (50 mph or less) track familiarization sessions and touring laps referenced in section 2.8.6. All helmets must be rated at least the current Snell rating or the immediate prior rating (i.e., if currently available standard is Snell 2005, then Snell 2000 is required). A one-year grace period applies after general introduction of the current standard.

For Autocrosses

2.6.1 Helmets - Helmets must be worn by all participants during all course runs. All helmets must be rated at least the current Snell rating or the immediate two prior ratings (i.e., if currently available standard is Snell 2010, then Snell 2005, then 2000 is required). Helmets may be either SA or M rated.

A one-year grace period applies after general introduction of the current standard.

Proposed Standard –

For Drivers Schools

2.6.1 HELMETS - Helmets must be worn by all participants during all in-car sessions other than low speed (50 mph or less) track familiarization sessions and touring laps referenced in section 2.8.6. All helmets must be rated at least either the current or immediate prior Snell rating (e.g., if currently available standard is Snell SA/M 2005, then Snell SA/M 2005 or 2000 is required); or the corresponding SFI ratings commencing with SFI 31.1/2005 and SFI 41.1/2005 (SFI 31.1 and SFI 41.1 are comparable to Snell SA and Snell M, respectively)

A one-year grace period applies after general introduction of the current standards.

For Autocrosses

2.6.1 HELMETS - Helmets must be worn by all participants during all course runs. All helmets must be rated at least either the current or immediate two prior Snell SA or M ratings (e.g., if currently available standard is Snell 2010, then Snell 2010, 2005 or 2000 is required); or the corresponding SFI ratings commencing with SFI 31.1/2005 and SFI 41.1/2005 (SFI 31.1 and SFI 41.1 are comparable to Snell SA and Snell M, respectively)

A one-year grace period applies after general introduction of the current standards.

BMW Car Club of America
Driving Events Committee

Current Suggestions

Recommendation – Use of full-face helmet with face shield in place and neck brace is strongly recommended

Proposed Suggestions

Recommendation – Use of full-face helmet with face shield in place is strongly recommended. The face shield of a full face helmet should be closed or removed from the helmet. (The visor affects the deployment of the airbag forcing it into the eye's of the helmet user, driver or passenger and violently forces the head backwards).

If open faced helmets are used, the visor, common to these helmets, should be removed for the same reason.

BMW Car Club of America
Driving Events Committee

Proposed Change #2– Standard Minimum Pre-Tech Form

Current Standard -

2.8.1 TECH INSPECTION - Pre-event tech inspection by a qualified entity (e.g. dealer, authorized service center, mechanic) is required. Participants are solely responsible for the safe condition of the vehicle to be driven to, at, or from the event.

While on-site inspection as a follow-up to the pre-event inspection is not required, it is recommended.

A sample tech form is available from the National Office. Chapters may add additional requirements.

Tech forms are to be collected at the event.

In the event of an incident in which a participant vehicle may have sustained physical damage the chapter may require the vehicle to undergo an additional tech inspection and may disallow continued participation of the vehicle until and unless satisfactory repairs are made.

Proposed Standard –

Following form to be added as Appendix T

Tech form to be distributed.

BMW Car Club of America
Driving Events Committee

Proposed Change #3 – Standard Minimal Medical Form

Current Standard -

2.8.2 MEDICAL INFORMATION - registration materials should include a request for a contact in case of emergency, an inquiry regarding drug allergies, and an inquiry as to whether the participant wishes to provide any other health/medical information. Such information should be available to provide to on-site emergency personnel. Chapters must take precautions to keep medical information confidential, and only release it to authorized emergency or medical personnel.

Proposed Standard –

Following form to be added as Appendix M

BMW Car Club of America
Driving Events Committee

Confidential Driver Medical Information

Driver's Name _____

Age _____

In Emergency, Notify: _____

Phone numbers _____

Is this person at the track? ____yes ____no

Person at the track to notify _____

Mobile phone number _____

Current Medical Conditions

Current Medications:

Drug Allergies

Personal Physician:

Phone _____

BMW Car Club of America
Driving Events Committee

Proposed Change #4 – Corner Workers

Current Standard -

2.8.3 CORNER WORKERS - are MANDATORY for the entire time that Students and/or Instructors are on the track at speed and must be in constant two-way voice communication with a control person(s) at all times.

Flag meanings will be clearly communicated to participants prior to the first on-track session.

Chapters may use their judgment in requiring corner workers during low speed touring sessions and low speed exercises.

Experienced SCCA or professional corner workers are highly recommended. Students may be used as corner workers, preferably as supplements to ~official~ corner workers.

If Students are used as corner workers they must receive written information on their duties prior to the event and verbal information on the task and on flag use (in a drivers meeting and/or classroom).

Corner workers should clearly understand their responsibilities and authority. They should be used as the eyes and ears of the event management and encouraged to report Students in need of help, who are driving too aggressively or dangerously, passing incorrectly, etc.

Proposed Standard -

2.8.3 CORNER WORKERS - are MANDATORY for the entire time that Students and/or Instructors are on the track at speed and must be in constant two-way voice communication with a control person(s) at all times.

Flag meanings will be clearly communicated to participants prior to the first on-track session.

Chapters may use their judgment in requiring corner workers during low speed touring sessions and low speed exercises.

Experienced SCCA or professional corner workers are highly recommended. Students may be used as corner workers, preferably as supplements to ~official~ corner workers.

If Students or other volunteers are used as corner workers they must receive written information on their duties prior to the event and verbal information on the task and on flag use (in a drivers meeting and/or classroom).

Non-professional trained corner workers are acceptable when experienced SCCA or professional corners are not available.

Corner workers should clearly understand their responsibilities and authority. They should be used as the eyes and ears of the event management and encouraged to report Students or Instructors in need of help, who are driving too aggressively or dangerously, passing incorrectly, etc.

BMW Car Club of America
Driving Events Committee

**Proposed Change #5 – Timing Equipment / Data Acquisition at
DE's**

Current Standard -

2.8.5 EVENT TIMING - LAP TIMING IS NOT ALLOWED

Proposed Standard -

2.8.5 EVENT TIMING - While timing by individuals is discouraged, timing and data acquisition will be allowed with the provision that no real time display can be used inside the car during the session. If the display can not be turned off it should be covered so as not to be seen by the driver or instructor while the car is being operated.

At no time will the collection, comparison, posting, or recording of lap times be permitted by event organizers.

|

BMW Car Club of America
Driving Events Committee

Proposed Change #6 – Retractable Hard-top cars at DE's

Current Standard -

2.8.7 CONVERTIBLES - are not allowed to participate in sessions driven at speed without a roll bar and 5- or 6-point harnesses. Arm restraints are strongly recommended. The use of a roll bar meeting the minimum requirements described in Appendix B is strongly recommended. Cars with factory installed, fixed rollover protection (targas, t-tops, etc.) are a chapter decision. Cars equipped only with factory pop-up posts are not allowed. Exclusion of convertibles is also a chapter option.

Proposed Standard –

No Change

About the National standards

Vehicle safety standards are laid out in NHTSA (National Highway Transportation Safety Administration, a unit of the Department of Transport) regulations, collectively known as the FMVSS (Federal Motor Vehicle Safety Standards).

Roof crush resistance standards are found in FMVSS §571.216. As of the most recent version (10/1/2008), a force of 1.5 times the car's weight (but not to exceed 5000 lb) is applied in a specified location and manner to the car's roof, which must deflect no more than 5 inches.

Convertibles are specifically exempted from the roof crush standard per FMVSS §571.216.S3(c). However a manufacturer may at its option decide to comply with the normal standard instead of following the alternate standard for convertibles (see below).

NHTSA's definition of a convertible in FMVSS §571.201.S3 is this: "Convertible means a vehicle whose A-pillars are not joined with the B-pillars (or rearmost pillars) by a fixed, rigid structural member."

Convertibles that do not follow the roof crush standard must instead comply with the occupant protection standard of FMVSS §571.208.S5.3 which specifies a 30 mph lateral rollover with top up and windows closed. The pass criterion per FMVSS §571.208.S6.1 is that a test dummy be contained "within the outer surfaces of the vehicle passenger compartment."

Conclusions

The DEC is consistent with NHTSA in considering vehicles with folding hard-tops to be convertibles.

Fixed-roof are required to meet roof crush standards but convertibles are not.

It's possible that some convertibles may meet the fixed-roof standards if their manufacturers have opted to do so. It's not clear whether there is any way to know which, if any, convertibles fall into that category.

Recommendations

BMW Car Club of America Driving Events Committee

That we define convertibles in the same language as, and with reference to, the FMVSS regulations. This would provide a clear rationale for our position based on objective criteria.

That we maintain the current regulations to the effect that convertibles are allowed in high speed events only if they have safety equipment consisting of a full cage or a compliant roll bar (per Appendix B) plus 5/6-point harnesses. Factory hoops or pop-ups don't comply. Chapters may at their option decide to exclude convertibles altogether.

Internally we might wish recognize the future possibility that some hard-top convertibles may have passed the same roof crush test as fixed roof vehicles, and that if that could be established then they should be considered for participation high speed events.

BMW Car Club of America
Driving Events Committee

Proposed Change #7 – Windows

Current Standard –

2.8.8 WINDOWS/DOORS/SUNROOFS - Driver and front passenger side windows must be completely down while on the track. Doors must be unlocked. Sunroofs must be closed/latched.

Proposed Standard -

2.8.8 WINDOWS/DOORS/SUNROOFS - Driver and front passenger side windows must be completely down while on the track. Doors must be unlocked, when possible. Sunroofs must be closed/latched.

2.8.8.1 - It is the chapter's option to allow windows up only in inclement weather. If weather causes the cars to run with windows completely up, turn signals will be used for giving passing signals. A standardized system is to be used and made very clear to all students and instructors prior to implementation. If track prepared/race cars are participating in this event and have no turn signals, these cars are to keep their windows down in all sessions and use the conventional point-by signals.

Proposed Change #8– Open Wheel Cars at DE's

Current Standard –

None

Proposed Standard –

2.9 Open Wheel Single Seat Cars - Open Wheel Single Seat Cars are not allowed to participate in any run group where street sedan type cars are on the track at the same time.

BMW Car Club of America
Driving Events Committee

Proposed Change #9 – First Response Requirements

Current Standard -

4.0 EMERGENCY SERVICES - All requirements of the event insurance regarding emergency services must be adhered to.

At a minimum the following is required:

- An on-site ambulance during all times when the facility is used for high-speed activities.
- One or more licensed EMTs with the ambulance at all times.
- Fire extinguishers in the pit area and at all manned corner stations.

Should the ambulance or EMT personnel be required to leave the site, no high-speed activities of any kind may be conducted until their return to duty. Low speed (under 50 mph) touring laps or exercises may be conducted as facility tours and to continue instruction if allowed under the event insurance policy and with approval of the facility.

Recommendation - chapters should have a written emergency response plan.

Proposed Standard -

4.0 EMERGENCY SERVICES - All requirements of the event insurance regarding emergency services must be adhered to.

At a minimum, the following is required:

- An ambulance staffed with two EMTs that remains on-site at all times when the facility is used for high-speed activities
- Fire/Rescue equipment and trained personnel capable of firefighting and vehicle extrication
- Fire extinguishers in the pit area and at all manned corner stations

Should the ambulance have to leave the site, no high-speed activities of any kind may be conducted until they return to duty. Low speed (under 50 mph) touring laps or exercises may be conducted as facility tours and to continue instruction if allowed by the facility.

Recommendation: two staffed ambulances be present so as not to shut down the event in case one ambulance has to provide a transport.

Recommendation: an ambulance capable of providing advanced life support (Paramedics) be utilized.

Recommendation - chapters should have a written emergency response plan.

BMW Car Club of America
Driving Events Committee

Proposed Change #10 – Material Size for Roll Bars

Current Standard -

B.2 MATERIAL

B.2.1 The roll bar hoop and all braces shall be seamless, , or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025, or equivalent). It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel shall be the responsibility of the participant.

B.2.2 The size of the tubing shall be determined based on the vehicle curb weight as follows:

Vehicle	Roll Bar	
Curb Weight	Mild Steel	Alloy Steel
Under 1500 lbs	1.5 x 0.120	1.375 x 0.090
1501-2500 lbs	1.75 x 0.120	1.625 x 0.095
Over 2500 lbs	2.25 x 0.120	2.00 x 0.095
	2.00 x 0.180	

(Outside Diameter
x Wall Thickness
in inches)

The minus tolerance for tubing diameter and wall thickness shall not be less than 0.010 inch below the nominal value.

An inspection hole of at least 3/16-inch diameter shall be drilled in a non-critical area of the roll bar hoop to facilitate verification of tubing wall thickness.

Where bolts and nuts are used, the bolts shall be at least 3/8-inch diameter SAE Grade 5 or equivalent.

Proposed Standard -

B.2.1 The roll bar hoop and all braces shall be seamless, ERW (Electric Resistance Welded), or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1010, 1020, 1025, or equivalent), or chrome molybdenum alloy steel tubing (SAE 4125, 4130, or equivalent). It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel shall be the responsibility of the participant.

B.2.2 The size of the tubing shall be determined based on the vehicle curb weight as follows:

Vehicle	Roll Bar	
Curb Weight	Mild Steel	
Under 2000 lbs	1.50 x 0.120	(Outside Diameter
2001-3500 lbs	1.75 x 0.120	x Wall Thickness
Over 3500 lbs	2.00 x 0.120	in inches)

The minus tolerance for tubing diameter and wall thickness shall not be less than 0.010 inch below the nominal value.

An inspection hole of at least 3/16-inch diameter shall be drilled in a non-critical area of the roll bar hoop to facilitate verification of tubing wall thickness.

Where bolts and nuts are used, the bolts shall be at least 3/8-inch diameter SAE Grade 5 or equivalent

End of Proposed Change #10