

THE ULTIMATE DRIVING COMMUNITY... BUILDING THE FOUNDATION



BMW Car Club of America
FOUNDATION

Dedicated to the Promotion of Safety
and the Preservation of History



C A M P A I G N C H E C K P O I N T



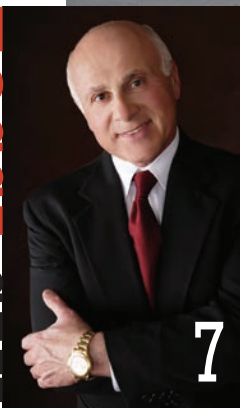
TWO WORLDS TWO CLASSICS TOO FUN



ISSUE **7** 2015



4



7



8



10



10

- 2** Foundation Leadership
- 3** Letter from the Chair
- 4** *Classics at the Biltmore* excels
- 7** A Chat with RJ Valentine
- 8** A Thousand Miles of Memories
- 10** Saluting our new Ambassadors
- 10** Tire Rack Street Survival® Update
- 11** Campaign Donor Listings

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Can't believe that was just two short years ago that the Foundation launched the Capital Campaign with the purchase of the 7-acre plot and 15,000 sq ft building adjacent to the BMW Performance Center. I am amazed at our progress:

- Tire Rack Street Survival Schools are up 20%
- Online TRSS Instructor Training has been launched
- A new Street Survival and a new Foundation web site have been launched
- The Publicity Committee is in full swing
- The Ambassador Program has been launched
- We are in our new building, with a growing archive; and
- The Foundation has become a destination for enthusiasts as they pass through South Carolina.

None of this could have occurred without the support of our generous donors and sponsors. In the past two years we have raised over \$2.1M toward our \$7M Capital Campaign goal. This is good progress, but a little slower than our initial ambitions. At the beginning we were probably overly optimistic about the pace of fundraising. On the other hand, we have been extremely conservative with our cash and investments. As a result, the Foundation is in its best financial position since its inception in 2002.

So, what's next for the Capital Campaign? What's the path to raise the remaining \$5M? Well, here's where we are headed:

- We have created a TRSS "Case for Action" brochure. Purely focused on Street Survival, this brochure focuses on our 5-year growth plan and where we will invest to grow the number of schools and student participation.

- We will launch a new "Case for Action" brochure for the Library, Archives and Museum in August. Similar to the TRSS Brochure, this brochure will outline our long term growth ambition, including a vision for an expanded facility along with ways that you can personally become part of the Foundation legacy.

THE CHAIR

LETTER FROM



- We will launch an "Annual Giving" program in October. This will be similar to the programs that many universities employ. Some of you are already participating in our initial "annual giving" program.
- We will formally launch our "Legacy Giving" program, also in October. This program is focused on how you can share your personal legacy as a BMW enthusiast through estate planning and donations of memorabilia and BMWs. Several people are already participating and you may have seen some teasers for this program already.
- Lastly, we will continue to solicit donations from individuals, organizations and sponsors who have a passion for the Foundation and its programs.

Our progress will continue to be tracked in this newsletter, with major funding and program announcements posted in the Roundel Weekly and Facebook. So stay tuned and stay involved. We are making great progress!

An
unqualified
success

Classics

AT THE BILTMORE

By **Scott Blazey**



The BMW Car Club of America Foundation's first-ever car show at the Biltmore Mansion is now both history and an unqualified success.

The air was clear on the morning of Saturday, June 27, when the first of 47 exceptional automobiles arrived on the grounds of the estate built by George Vanderbilt at the close of the 19th century. Rain during the night had swept the driveway clean, but the evening showers and the possibility of rain during the day prompted the Biltmore authorities to ask that the event be held on the pavement, instead of on the lawn.

That was not a problem for the BMW CCA Foundation's car show team, headed by Scott Hughes and Ian Branston, which adjusted with speed and precision. New rows were assigned to the judged and display classes and the stately grounds were soon brought to colorful life, as one by one each car took its assigned place after having its portrait taken in front of the mansion.

Volunteers from both the BMW CCA Foundation and the BMW Car Club of America worked to create order from chaos, which was a challenge as the natural tendency for car enthusiasts like these was to assemble around each new arrival to gawk and talk about how beautiful it was. But the volunteers suppressed their "car guy" instincts and guided the participants to their spots. Each class had its own designated area, and by 9 AM, those areas were filled with Brass Era, Pre-World War II, Post-War American and Foreign, and Contemporary American and Foreign cars. Non-classed display cars that covered the past 60 years were also a popular attraction for the spectators.

Rain threatened, but the first-ever *Classics at the Biltmore* led a charmed life. The judges judged, the spectators spectated, and the car owners beamed with well-deserved pride, and through sheer willpower by all concerned, the

rain was kept at bay. Only a few drops made it to the ground, and that was after judging was complete.

Each era was ably represented. The oldest car was a 1911 Buick 33; the youngest, a 2015 Alfa-Romeo 4C – Launch Edition. The rarest car was a one-of-one: Bobby Rahal's 1986 March 86-C – the very car in which Mr. Rahal won the 1986 Indianapolis 500. The car that consistently drew the most attention was probably David Cowart's 1957 Ferrari 250 Testa Rossa, a beautiful car made from different body and chassis parts, but still with race provenance. The body was on the car driven in the 1958 Twelve Hours of Sebring by 1958 Formula One World Champion Mike Hawthorn. These cars were proof that those who came to the first ever BMW CCA Foundation *Classics at the Biltmore* got their money's worth.

In addition to strolling among the spectacular cars, most visitors also took the opportunity to stroll through the Biltmore House, the family home of George Vanderbilt, youngest grandson of Cornelius, the founder of the Vanderbilt empire. The home remains in the Vanderbilt family to this day, as its current owner, William Amherst Vanderbilt Cecil, 88, still lives on the grounds. More than 1,000,000 people visit the Biltmore annually, but the visitors on June 27th received a bonus when many of them came to marvel at the *Classics at the Biltmore*.

Net proceeds from *Classics at the Biltmore* and the previous evening's fund-raising dinner will benefit the BMW CCA Foundation's Street Survival teen driving program.

Sponsors that helped make *Classics at the Biltmore* a success include Hagerty Classic Car Insurance and Michelin Tires.

(continued)





Sponsor's Choice Award
1941 Lincoln Continental
Owner: Lee Huffman

Best in Class - Post-War American
1960 Chevrolet Impala Convertible
Owner: Jim Clifford



People's Choice Award
1931 Packard 833
Owner: Brian V. Guarco

Best in Class - Post-War Foreign
1966 Ferrari 275/GTB/4
Owner: Susan and Henry Wilkinson



Best in Class - Brass Era
1911 Buick 33
Owner: Fred Harley

Best in Class - Contemporary Classics American
1955 Chevrolet Corvette
Owner: Paul and Mary Meyer



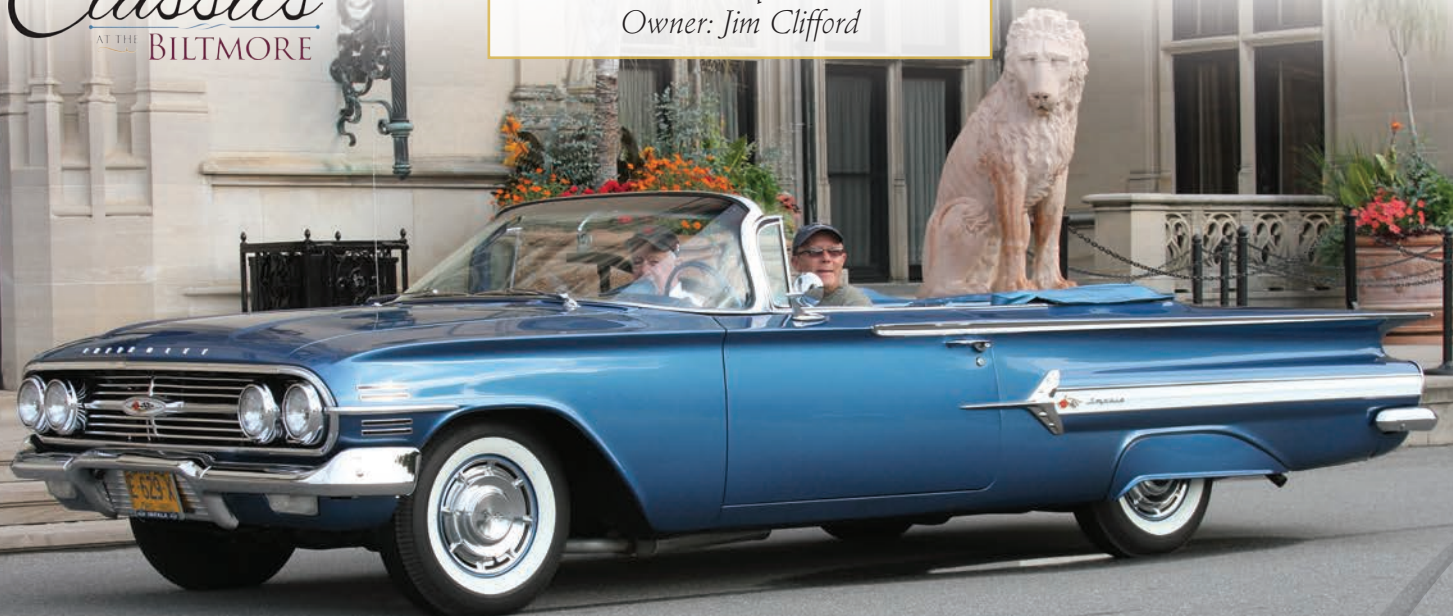
Best in Class - Pre-War
1941 Lincoln Continental
Owner: Lee Huffman

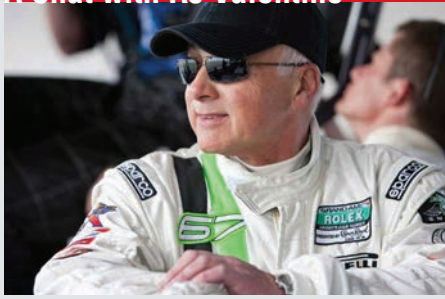
Best in Class - Contemporary Classics Foreign
1994 Porsche RS America
Owner: Bill and Linda Funderud



Best in Show

1960 Chevrolet Impala Convertible
Owner: Jim Clifford





Background: RJ Valentine has enjoyed a long history of involvement in professional motorsports, dating back some 35 years. Often referring to racing as his “golf game”, the fact is, Valentine was a fixture on the grid of the legendary Trans-Am series for nearly a decade, recording a total of 127 starts.

Actually his driving career has covered a much broader scope, with many stints in IMSA, SCCA and Sportscar, culminating in his GT victory in the 2009 Daytona 24-hour in a Porsche GT3 with Andy

Lally and Marc Bunting. BMW fans might also remember Valentine drove the famous M3 GTR with Team PTG for the 2005 season with Kelly Collins and Tommy Milner; a very significant car in BMW history that remains in his stable to this day!

But many who know best point to him as a serial entrepreneur by nature, with dozens of business interests, both in and out of motorsports, including the state-of-the-art indoor karting center at F1 Boston, his record-setting Jiffy-Lube Franchises, his innovative history with MBA Insurance Services, software development, commercial real estate, track ownership interests at New Jersey Motorsports Park, the KISS Barrier Company, a venture capital fund, and the list goes on.

It also widely known that RJ is highly sought after for charitable work, initiating a wide swath of annual fundraising activities; even serving as a focal point for politicians seeking endorsements in the rough and tumble world of Massachusetts politics! To this day he maintains a monthly calendar busy enough to exhaust a man half his age!

As busy as you are, why did you agree to serve on the Honorary Committee of the BMW CCA Foundation?

Well the BMW CCA Foundation has established quite a record over the last decade of doing very valuable work in communities all across the country with the Tire Rack Street Survival program, work that I passionately believe in. So when asked, I felt it was an honor to serve, and try and lend a hand.

What about the Tire Rack Street Survival program is poignant to you?

The key to this type of hands-on training for teens is the prevalence of what I call “hand-me-down” vehicles in families today. The fact that this training curriculum necessitates the kids drive the cars they use every day makes all the difference when they are inevitably confronted with an emergency situation they did not expect or foresee. How they react to these situations, and how well they understand the limits of the vehicle they are driving, can save a life.

Is there any universal “rule of driving” that you would hope all teenage drivers could learn right from the start of their driving experience?

I talk a great deal about “situational awareness”. On the racetrack we take it as second nature, but for most drivers on the road today, and I mean adults, let alone their teens, there is startling lack of awareness regarding what is in front of you, around you, even behind you, that can lead to deadly circumstances unfolding far quicker than you could ever imagine when someone does something unexpected.

As an “uber” enthusiast and lifelong competitive driver, what about modern day driver training do you find disconcerting?

These kids never get a chance to explore the limits of what their vehicle can do. Modern driver training is far too removed from real world experience where the limits of your vehicle, and importantly of your tires, are reached and exceeded. How can we expect them to deal with emergency situations if they have no basis of comparison or experience understanding their vehicle’s capabilities?

Call it what you like, but making time for these kids on a wet skid pad is essential for any proper vehicle dynamics training to be ingrained, and the sooner the better, as far as I am concerned.

Is there anything you would like to add about the new threats of distracted driving, modern-day automotive technology, air bags and ABS, etc. and the sense of invincibility it can inspire?

To my way of thinking there are two clear issues here. The first is put the damn phone away, and focus on what you are doing behind the wheel. This is critical. Texting behind the wheel is incredibly prevalent and dangerous for everyone out there with you, including me!

Secondly, the rush to add very complex technology into your dashboard is all the rage to attract the younger generations, but I find it a very worrisome trend. This potential distraction is not doing our young people any favors. This trend, along with the introduction of the many valuable advances in active safety in today’s cars, also seems to have the unfortunate tendency to further separate young people from the act of driving, when we need to be training them in the exact opposite direction – towards full and serious engagement whenever they are behind the wheel.



The Italian Immersion Imagine



by **Scott Hughes**

photos courtesy of
BMW Group Classic

dreaming that BMW NA and BMW Classic invited YOU to drive their 1939 BMW 328 Mille Miglia Roadster in the 2015 edition of the world famous Mille Miglia rally.

Imagine your first ever trip to Italy entailing a demanding, high speed, 1000+ mile mega-adventure in this rolling museum sculpture that finished 5th overall in the 1940 Mille Miglia with race drivers Willy Briem and Uli Richter.

I was privileged to have that opportunity this May, sharing the ride with Alexander Bilgeri, NJ based VP, Corporate Communications of the Americas, who, naturally, is a great communicator, co-driver/navigator, and traveling partner. Add the outstanding support services of the BMW Classic Team and a cadre of photographers chasing us through the Italian countryside, plus five more 328s in the BMW Team, and we were a force to be reckoned with.

The original Mille Miglia was a flat out race,

run from 1927 to 1957, with famous winners including Sir Stirling Moss. Reincarnated as a rally (no official speeds over 49.99 mph, or it becomes a race); fielding 450 cars of all makes and models from all counties and brands that ever competed in the real MM (mostly Italian, of course), with drivers of all ages, experience and talent, the Mille Miglia provides an adrenalin rush of sights, sounds, people and places that is irreplaceable and unforgettable.

My official role had me listed as a journalist for Roundel magazine (giving Satch pause, for sure), with Alexander and me as Team USA among the other five strong International 328 Teams representing Italian, German, Chinese and Japanese BMW enthusiasts. I also enthusiastically represented BMW CCA and the BMW CCA Foundation, reminding everyone about our unique Street Survival teen driving program (while breaking nearly every traffic law possible in our quest for victory).



Mission number one - proudly represent all things BMW and bring this marvelous museum piece back in one glorious piece.

Mission accomplished! Alexander and I finished with the #146 328MM in 85th place among the 450 entrants and ranking 3rd among the 328 Teams.

Everyone asks two questions. Would you do it again? OF COURSE! What's your favorite part of the experience? Nearly EVERY moment! Put a diehard BMW racer in an exquisite BMW and tell him to go fast and win! What else could you want? Besides the 328MM, wonderful roads and excellent rally organization, the dominant memory is the people! EVERYWHERE! If you made a turn in the entire 1,000 miles and didn't see people, you were lost! School children were let out to watch us pass, elderly people who may, in fact, have watched the real race back in the day, and everyone in between, frantically waving Mille Miglia flags and

cheering us on. Recognizing the Team of 328 BMWs (generally running near each other) and cheering even louder. The city centers and castles were both magical to see (normal traffic is not allowed in those areas) and CROWDED. One town was so crowded we left the car and walked to the checkpoint. The crowds were amazingly engaging, some even offering us pizza, beer, wine and ice cream.

My eternal thanks to all of the BMW family who made this magnificent adventure possible!!

The adventure continued with a few days between the end of the Mille Miglia and the equally world famous Villa d'Este and Villa Erba Concours on Lake Como. BMW arranged a 5-Series Touring for my use, and I managed visits to Portofino and the practice sessions for the Monaco Grand Prix.

The concours were spectacular, but that's another story.



AMBASSADOR



Saving Lives,
Saving History

The Foundation would like to thank our growing list of Ambassadors, and

to thank Bob and Sheila Morin for recruiting them!

| | |
|-------------------|-----------------------------------|
| Barbara Adams | Windy City |
| Patrick Arnold | Lone Star |
| Jayne Beechuk | Buckeye |
| Tim Beechuk | Buckeye |
| David Brighton | Iowa |
| Carol Gardner | St. Louis |
| James Itabashi | First Coast |
| Rick Largen | Illini |
| Anna Maripuu | National Capital |
| Greg Mondeau | Sonora Chapter |
| Bob Morin | Connecticut Valley, Everglades |
| Sheila Morin | Connecticut Valley, Everglades |
| Leslie Koch Moyer | Nittany Bimmers |
| George Ohlweiler | Green Mountain |
| Larry Schettel | Windy City |
| Lonny Shirk | Nittany Bimmers, Florida Suncoast |
| Lou Ann Shirk | Nittany Bimmers, Florida Suncoast |
| Bobbi Treen | Everglades |
| Mike Washington | Smoky Mountain |
| David Yando | Old Hickory |
| Lora Yando | Old Hickory |

Tire Rack Street Survival Mid-Year Statistics

Completed Schools

2014 - 40

(25 BMW CCA, 11 SCCA, 4 PCA)

2015 - 38

(22 BMW CCA, 12 SCCA, 4 PCA)

Active Schools - open for registration

2015 - 22

(16 BMW CCA, 15 SCCA, 1 TR, 3 PCA)

Students Per School, Average

2015 - 26.6

(29.3 BMW CCA, 21.3 SCCA, 27.8 PCA)

Sold Out Schools

2015 - 22 of 38 - 58%

(20% increase from 2014)

The Morins, Dave Rich, John Sullivan, Joe Robinson and Connecticut Valley volunteers spread the word during BMW Days at Lime Rock.



Make a donation, meet our generous donors, get the latest updates, see your Chapter's support, and more online at www.bmwccafoundation.org



Do you shop Amazon.com?

Amazon donates 0.5% of your purchase price to BMW CCA Foundation when you select the Foundation as your charity! Bookmark the link <http://smile.amazon.com/ch/03-0437428> and support us every time you shop.

THANK YOU CAPITAL CAMPAIGN DONORS

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| Louis Goldsman | Leo Newland | |
| Bruce Hazard | Nick Owen | |

Gold \$10,000 or more

| | |
|---------------------------|------------------------------|
| Anonymous | Connecticut Valley Chapter |
| Boston Chapter | Enterprise Holdings, Inc. |
| Buckeye Chapter | Michael Mitchell |
| BMW CCA | Michelin North America, Inc. |
| BMW of North America, LLC | Sandlapper Chapter |
| Classic BMW Plano | Tire Rack |

Silver \$5,000 to \$9,999

| | |
|-------------------------|----------------------------|
| Delaware Valley Chapter | National Capital Chapter |
| Erik and Molly Wensberg | Nittany Bimmers |
| Everglades Chapter | Smoky Mountain Chapter |
| Frank Patek | T. Giovanis & Company, LLC |
| Genesee Valley Chapter | Tarheel Chapter |
| Lonny and LouAnn Shirk | United BMW Roswell |
| Martin Foundation | |

Bronze \$1,000 to \$4,999

| | | |
|----------------------------------|--------------------------------|-----------------------------|
| Old Hickory Chapter | Kansas City Chapter | Oregon Chapter |
| Allegheny Chapter | Kashif Abdul-Rahman | Patroon Chapter |
| Barbara Adams and Larry Schettel | <i>in honor of Lara Rahman</i> | PCA Peachstate Region, Inc. |
| Bluegrass Bimmers, Inc. | L. James Liu | Peachtree Chapter |
| BMW Car Club of Sacramento | Lindsay Draime | Puget Sound Region |
| Bob and Sheila Morin | Los Angeles Chapter | Quad Graphics, Inc. |
| Brian Larson | Maurice and Sandra Cozzo | Reliable Carriers, Inc. |
| Choo Choo Bimmers Chapter | Mini of Rochester | Road Runner Chapter |
| David and Lora Yando | Mr. and Mrs. David M Ronyak | Robert and Peggy Fisher |
| Dwayne Mosley | Chris Rich | Robert D. Mitchell |
| Elliott Schnackenberg | David Gannon | Rocky Mountain Chapter |
| Enthusiast Auto Group | George Lear | San Diego Chapter |
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| Hawaii Chapter | Terence B. Simcoe | Sunshine Bimmers Chapter |
| Heart of Dixie Chapter | Louise E. Watts | Thomas Myers |
| Hoosier Chapter | <i>in honor of John Watts</i> | Wendie Martin |
| Houston Chapter | New Jersey Chapter | Westfall Group |
| Ian and Lindsey Branston | New York Chapter | White Mountain Chapter |
| Jim Diem and Kathy Mincin | Nittany Bimmers Chapter | William Chambers |
| | Odometer Gears | |

The Legacy Program at the BMW CCA Foundation



You can't take it with you...but you can make a difference by including the BMW CCA Foundation in your will. Thank you!

To make a donation, please visit
<https://www.bmwccafoundation.org/donate-to-the-foundation/>

For a complete list of donors, go to: www.bmwccafoundation.org/support-the-foundation/we-thank-our-generous-donors/





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EVENTS

UPCOMING

- | | |
|------------------------|---|
| August 14 | Legends of the Autobahn <i>Nicklaus Club Monterey, Monterey, California</i> |
| August 15 | Tire Rack Street Survival (TRSS), <i>Family Arena, St. Charles, MO</i> |
| August 16 | TRSS, <i>Marina Airport, Marina, CA</i> |
| August 16 | TRSS, <i>Warminster Community Park, Warminster, PA</i> |
| August 22 | TRSS, <i>Gwinnett County Fairgrounds-Sugarlo, Lawrenceville, GA</i> |
| August 22 | TRSS, <i>Tire Rack, South Bend, IN</i> |
| August 29 | TRSS, <i>Faith Christian Assembly, Melvindale, MI</i> |
| August 29 | TRSS, <i>Colorado State Patrol Track, Golden, CO</i> |
| August 30 | TRSS, <i>Aladdin Shrine, Columbus, OH</i> |
| September 12 | TRSS, <i>New Hampshire Motor Speedway, Loudon, NH</i> |
| September 12 | TRSS, <i>Salem High School, Salem, OH</i> |
| September 13 | TRSS, <i>Pittsburgh International Race Complex, Wampum, PA</i> |
| September 13 | TRSS, <i>Hoover Metropolitan Stadium, Hoover, AL</i> |
| September 13 | TRSS, <i>Lone Star Park, Grand Prairie, TX</i> |
| September 21-27 | BMW CCA Oktoberfest, <i>Stockton Seaview Hotel & Golf Club, Galloway, NJ</i> |
| September 21-27 | Charity Golf Outing, <i>Stockton Seaview Bay Course, Galloway, NJ</i> |
| October 16 | BMW CCA Foundation Open House, <i>Spartanburg, SC</i> |
| October 17 | European Auto Festival, <i>Spartanburg, SC</i> |



We've reached 29% of our goal.
Get involved and connect with us now:

864-329-1919

www.bmwccafoundation.org

www.streetsurvival.org

