

der Bayerische Brief

Spring 2017 | Volume 60 | Issue V

Genesee Valley
Chapter BMW Car
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A Tribute to **6**
Bill & Mary Kling



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CONTACTS.

PRESIDENT

Thomas (Ike) Neilson
585-281-0017
GTRacer37@yahoo.com

VICE-PRESIDENT

Jeffery Gabel
jeff.gabel@partnersandnapier.com

SECRETARY

Steve Lawless
slawless001@hotmail.com

TREASURER

Andy Blake
andyblake01@gmail.com

MEMBERS AT LARGE

Harry Warren (Buffalo)
hlwarren@buffalo.edu

Jon Coffin (Syracuse)
joncoff@hotmail.com

Jim Tulloch (Rochester)
James Tulloch (TAJ911@rochester.rr.com)

Mel Dillon (Rochester)
Melvin Dillon (gvcmel@gmail.com)

SOCIAL EVENTS CHAIR
Position Open

AUTOCROSS

Mel Dillon
gvcmel@gmail.com

DRIVING EVENTS COMMITTEE

Bill O'Neill
DEC Chair & Driving School
Chief Instructor
585-747-4419
chief_instructor@gvc-bmwcca.com

Dave Lanni
Driving School Director
585-370-6566
dslanni2@gmail.com

Jim Dresser
Driving School Student Registrar
585-624-9890
m3jim@gvc-bmwcca.org

Ken Buschner
ITS Chief Instructor
kenbuschner@gmail.com

STREET SURVIVAL SCHOOL

Ike Nielsen
Street Survival – Co-Chair
GTRacer37@yahoo.com

Seth Berfein
Street Survival – Co-Chair
m9seth@rochester.rr.com

CONCOURS & CAR SHOWS

Ken Buschner
585-747-8880
Kenbuschner@gmail.com

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CLUB HOTLINE 585-624-9890

EMAIL m3jim@gvc-bmwcca.org

WEBSITE www.gvc-bmwcca.org

NEWSLETTER

Joe Ajavon – *Editor*
585-738-9024
jajavon@rochester.rr.com

Elaine Lanni – *Co-Editor*
eellaanni@gmail.com

WEBMASTER

Jim Dresser
585-624-9890
m3jim@gvc-bmwcca.org

MARKETING

Jeff Gabel
jgabel@partnersandnapier.com

AD REP

Gene Skic
gskic@frontiernet.net

REGIONAL REPS

Karl Hughes – *Syracuse*
315-687-5799
khughes@cnyira.com

Robert Krause – *Buffalo*
716-631-9125
Myboxis12@hotmail.com

Dan Neal – *Buffalo*
RangerDan97@gmail.com

PRESIDENT'S LETTER.

Ah, Spring! Normally at the end of February we are knee-deep in snow, dreaming of those days when it's gone and we can enjoy warm weather once again. Normally, our everyday cars would be some dismal shade of salt and slush. Normally, there are several big piles of snow in my driveway by this time of year big enough to hide a MINI or two, and nobody would be the wiser. Normally, even though the Democrat and Chronicle says we are only seven inches shy of our average snow fall for the season, it sure doesn't feel like it.

Everybody has heard of Indian Summer, those lovely fall days when it warms up after the first frost; time for a Fall Foliage Tour! Here in Western New York we sometimes get a different season: Eskimo Spring. You know, when it becomes nice for a few weeks toward the end of winter; and then you wake up one morning and it is 20 degrees and snowing again. Many of us TJ's (track junkies) remember that infamous Mother's Day a few years back at our "Spring" Ultimate Driving School, when we awoke to find a good inch or more of snow on our cars and the track!

Hopefully we won't have an Eskimo Spring this year.

TJ's typically take the winter to do maintenance or little projects on our cars before "track season" starts in earnest. At this writing, our first Ultimate Driving School is a scant sixty days away! I am told that the spring school is filling up fast, but there's still plenty of open seats for beginners. For those of you who have never done a High Performance Driving School, you may want to consider doing one this year. It really is a unique, and, for some, a transformative experience.

Driving Schools are just that: schools where you can learn about driving your car in a safe and controlled environment. You do not have to worry about oncoming traffic; drivers in the fast lane going ten miles an hour under the speed limit; drivers who decide to speed up just as you try and pass them; and there are no police. Brock Yates's widow Pamela told us some great stories at our Car Talk and a Beer in February. One of the tales was of Paul Newman and how he loved the race track because who you are and what you do outside the track does not matter. You were all there because you loved cars and driving. Driving schools are about having fun with your car and a bunch of like minded car people.

We have much on tap for the spring. First up is our joint Niagara PCA/GVC Instructor Seminar on April 1 at the Burgundy Basin in Pittsford, which is open to instructors and aspiring instructors. Then there's a Buffalo members area get together April 5 at Rod Reisdorf's Mr. Best Wrench shop on Grand Island for Cars, Coffee and a Movie: Rush (Lauda vs. Hunt 1970's epic Formula 1 saga). And don't forget our traditional Pancake Run to Cartwrights' Maple Tree Inn on Sunday April 9th.

For those interested in our very popular first driving school at the end of April (pray we don't get an Eskimo Spring), sign up now or risk being waitlisted! Larry, Rick and Mark at Eksten Autoworks are hosting a tech inspection for this school on April 12. I would suggest calling ahead to see if you need to sign up for a



**Ike Neilson, President
Genesee Valley Chapter
BMW Car Club of America**

Hopefully
we won't
have an
Eskimo
Spring
this year.

specific time slot.

Then we are happy to announce our new spring Tire Rack Street Survival Teen Driving School on Saturday, May 6, at Watkins Glen International. For the sake of any new drivers in your family, do not miss getting them signed up for this event! These schools are about teaching all the emergency maneuvers that Driver's Ed does not teach, but can save a new driver. This is our tenth year of the schools and it never ceases to amaze me the change in students from the beginning to the end of an event. First thing in the morning they are less than happy about being at the school and think that it is going to be a combination between a AAA and driver's ed seminar and will be horribly boring. One student told their instructor, "Don't tell my mom, but this is fun and I am learning a ton." Ah kids....

A parent said of the Tire Rack Street Survival Teen Driving School, "Dear Sirs,

today I brought my daughter to your Street Survival training in Willamsville, NY. It was AMAZING! It exceeded my expectations for the day. I was impressed by the professionalism of everyone there and the sheer amount of time behind the wheel for the students. I'm looking forward to bringing my son back next year so he can learn these invaluable skills. Thanks again, Kevin Jordan" **Other items of note:**

- The beautifully revamped Bayerische Brief you are holding in your hands is the product of much work and effort by the dedicated GVC team of Joe Ajavon, Elaine Lanni, and Jeffery Gabel. If you like what you see here, please be sure to give them a pat on the back for a job well done. And, if you happen to be doing business with one of our wonderful sponsors who have placed ads in the Brief, please take a minute to thank them for supporting the club.

- We have a job opening. Beloved, long-time social director Michelle Buschner has moved on to head the Genesee Valley Gardening Club. While Tony Barbagallo and Ian Dickerson continue to do a great job with some of our regular social events (e.g., Car Talk and a Beer, Fall Foliage Tour, Pancake Run, etc.), we NEED a new person to take over heading up the larger social events, like our Holiday Party and Spring Charity Ball. Please consider helping us out.

I invite you to consult the event calendar in this issue, and make your way over to our website, GVC-BMWCCA.org, for more information about our upcoming year. Don't forget to "Like" us on Facebook.

See you on the road; I'll be the Blue M3 sedan flashing his lights at you. •

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TRIBUTE TO BILL & MARY KLING

By Mark & Judi Kling

The couple who owned the first BMW Dealership in Western New York.

My first clear memory of my parent's business was this song, played on the radio in the showroom in what was then Kling Sales and Service.

In its first incarnation, formed as a partnership between my father, William B. Kling, and a business partner (whose name is lost to me without my mom who remembered everything), it was MidTown Motors. Located on the corner of Ontario and East Street in Honeoye Falls, it was at first a Datsun dealership. Back in the early to mid-60's you could go to the New York Auto Show and become a franchised Datsun dealer. We would fly to Newark on Mohawk Airlines (\$28 one way if memory serves) with every adult driver we could gather and then drive the cars back up Route 17 as new inventory.

Traveling on 17 back then in an early Datsun 1600 roadster was quite the ride!

At some point the relationship dissolved and my father "Bill" continued on. He roped my mom, Mary, into the business as VP, secretary, title clerk, office manager and, for those of you who knew my father, public relations. Yes, Dad could be a little crusty sometimes.

'Round about 1966 at the New York Auto Show, dad ran into Manfred von Saucken, a representative of BMW, through Hoffman Motors. Manny and Dad came to an agreement, and next thing you knew, both Datsun and BMW shingles were hung. Dad was never a fan of the brand, and Datsun was gone by late 1967. With BMW off



Mary & Bill Kling
Retirement Party in 1982



Mary in the Shop



Jo Anne, Sue & Mark Kling
Mary & Bill's Children

and running now, our first truckload of Neue Klasse 1600/1800 sedans hit the ground. 1600 and 2002s were not far behind. Some of you might remember BMW service in Syracuse by Gert Ernay. CheckPoint in Buffalo and AutoSport by Jiri in Binghamton went in at the same time and were close and cooperative working associates.

After the dissolution of MidTown Motors, the business became Kling Sales and Service. The slogan "Kling to the road with BMW" was coined by Larry O'Brien, proprietor of the Honeoye Falls newspaper located next door.

What to say about Dad? Decidedly a man of his era. Served stateside in WWII. Nearly killed by Elmer Schmidt when Elmer drove an early hand control car off a lift, pinning Dad against the wall and breaking his back. That resulted in lifelong chronic pain. He was an unfiltered Camel smoker most of his adult life, often lighting one from the last. He had the semi-permanent nicotine streak up the side of his brush cut head from perching lit cigarettes over his ear—often alarming customers by working with raw fuel nearby. He had an enormous and short temper—I remember an uncooperative ZF transmission being airborne once. He did not tolerate fools well. On the flip side, if he liked you, there was no end to what he would do for you. Case in point, our own Joe Ajavon. One of our earliest customers, Joe would stop by looking for bits and pieces for his early '02. Dad couldn't be bothered by this new guy hanging around, so it was left to the more diplomatic Mom to help Joe out. Ever so slowly the ice thawed and Joe would be granted the time of day. Eventually Dad's sometimes evil sense of humor would strike. Like when Joe showed up with his new fiancé Gale. Dad dryly remarked that this was not the same woman Joe was in with last week. Ouch. Obviously over time, the Ajavons became close family friends. Gale even served duty at one time during Dad's last few months.

Strangely Dad hated selling cars. A necessary evil. "Can't fix it if you don't

sell it." He did not like to dicker over the price. I distinctly remember once seeing a gentleman being asked to leave and being told to buy a car down the street from Elmer Schmidt. But your serviced-here used car usually brought a premium at trade time, so it probably evened out for the customer.

Dad could fix anything. Babbitted bearings. He made fly cutters for valve relief in pistons for Mikes '02. He was a gunsmith. He could speak an entire sentence with nothing but curses, and did frequently. Dad was also a pilot, owning a Bellanca Citabria 7KCAB. He liked to fit fields for neighbors and good friends, the Hollenbecks, on their family farm. He liked a glass of scotch on the rocks or a cold German Pils every now and again. There was usually some beer in the shop fridge, to be enjoyed at the end of the day.

No one was more different from my Dad than my Mom, Mary. She had the most remarkable memory. If later in life I ran into an old customer somewhere, she would instantly remember what they drove, when they bought it, what they had before and after, and even had anecdotes about them. She had a mind for numbers as well. Dad would have been up a creek for sure without her. She answered the phone the majority of the time. I can hear her calling "BILL!" across the shop and Dad responding grumbling under his breath, when interrupted. She was the one that usually built the initial relationship with the customer. Good thing, as some would no doubt been put off by Dad's "What do YOU want?" attitude. She was surely the glue that held it all together.

Along with mom and dad, early personnel were Clair Patterson, Milner "Mike" Noble and Ray Kircher.

Clair was always calling me "Mop Head" and placing me on a creeper and shooting me out the west service door across the sidewalk onto Ontario Street. Obviously surviving I wonder -- was it luck or Darwinism? Clair was truly a sweet guy, not a mean bone in his body. Clair, his wife Pat, and their
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family lived in the apartment above the store. Both Clair and Pat are still alive and well, living in Naples. Clair served in Korea and was a member of the American Legion. It was always amusing to watch Clair “march” in local Memorial Day parades. Clair had a well-known affection for Genny Cream Ale.

Mike was an excellent wrench, but was best known for two things. One, along with Dad, he would give the most awesome test rides to customers down Boughton Hill Road. Intentionally placing wheels off the pavement through the uphill left-right and surviving to tell about it usually sealed the deal! The second was the SCCA B Sedan 2002 that set many lap records throughout the Northeast. Especially impressive was watching him through the chicane at the end of the back straight at the Glen—on two wheels, having bounced off the curb! My earliest racing memories of Mike are at an autocross at Xerox—me watching from the back seat of a Classic Mini with his then girlfriend Cathy—and ice racing a SAAB 93 or 96 on Honeoye Lake during the winter festival. We always had to tow it backwards in gear to clear the cylinders. Damn thing would run backwards as well—nasty two stroke! Rides home from the shop in the winter time always allowed Mike to demonstrate huge e brake slides into our driveway at home! The Inka 2002 pictured is his original B Sedan 2002. It currently resides in South Dakota.

Ray was an interesting guy, serving in the Army during Vietnam. Somehow he was always available to work. Some days you wouldn't see Ray. Next thing you knew, the federal marshals were there looking for him. Sometimes they caught up with him unexpectedly and hauled him away in cuffs. Equally unexpectedly, Ray would show up a couple weeks later, ready to work. It was a nearly endless cycle of AWOL—Ray and the marshals.

In 1974 the business moved to West Main Street in Honeoye Falls, right at the village line. The previous building was a rental, but this was purpose

built and ours. Business continued to grow. Hoffman Motors was replaced by BMWNA. Mt. Read BMW appeared—to my parents' dismay. Now there would be shuffling inventory back and forth between our house and the store. Why no, we don't have a Malaga Bavaria. The cars were becoming more expensive, more upscale. I remember a 1974 3.0CS, Fjordblau, tan pigskin. We were stunned at the msrp: \$16,000! The first 530i came out—thermal reactors! We always said we could have built a building's foundation from cracked cylinder heads. The 320i was introduced—front struts and tires at 20,000 miles anybody? Warranties were 12-12 then. Interest rates were brutal in the 1970s. Floor planning was running anywhere from 17-21%. Leasing was almost unheard of. This was the era of a different crew in the shop. Ed Bardo came in and stayed 'till the end. An avid Chevrolet guy, he had a nice '68 L79 Corvette convertible and a very cool '36 Chevrolet sedan with a solid lifter 396. Woof! Fast Ed! Billy Herman was around for a few years, with his giant head of raging red hair. He coined the name “Pops” for Dad, which stuck forever. My one-time brothers-in-law Dan Parsons (Sue) and Doug Smith (Jo Anne), put their time in as well. Yes, I was even drawn in, albeit kicking and screaming. During high school I had established myself at the local airport as a glorified lot guy—I learned to fly, trading labor for flight instruction. However, it was deemed necessary that I join the family enterprise. In the summer of 1977, I gave up the airport and picked up the family trade.

As the years went by, Dad became very interested in retiring. The whole point in the new building on West Main Street was to build equity and sell it when the time came for retirement. We had been through three factory reps by this time—Manny, Robert Scarsdale, and finally Ken Ackroyd. BMWNA was applying pressure to have the business move to West Henrietta Road. Dad had looked at adding Saab, and even briefly had talks with Fiat. Fiat wanted



Bill working in the shop on West Main Street



Bill Kling Air Force WWII



Gale Ajavon & Mary Kling at the Retirement Party



an initial inventory of 500 units and talked of locating at the old SouthTown AMC Jeep building. Phew, glad that didn't happen. More and more Dad just wanted to be done. When Mom and Dad were ready to sell, initial talks began with Rick Dorschel. Ultimately, after some fireworks, that deal went south. Next up was John Holtz. John turned out to be a man of his word, and, on a handshake, the deal was done. So, during the summer of 1982, John Holtz assumed ownership of the BMW franchise and added it to his budding empire.

Mom and Dad thoroughly enjoyed retirement. Mom gardened, knitted, and crocheted. Dad worked the neighbor's farm, gardened, flew a little and puttered in the shop with his gunsmithing. Ultimately a lifetime of smoking and working in dirty dusty environments caught up with Dad. He died on leap-year day 1988. Mom stayed in the house by herself for another 21 years. An unattended fall signaled the beginning of the end, and she passed on May 16, 2009. A fitting testament to them both was the number of customers and business associates—friends really and truly—that attended both funerals.

Customers were always an integral part of the business. Not so much the

obvious need for them for you to survive as a business, but the personality, fun and color they add to your everyday life. To name a few, with apologies to some I know, but haven't listed or those whose names I've lost:

- **The Ajavons**, who could forget the Tii Turbo?
- **Charlie Stancampiano** (Stand on the piano to Clair) and the Tii Touring. I think I still have one of your old high compression pistons floating around. Venolia if I remember correctly?
- **Gene Skic**, sorry about ruining the paint on your hood!
- **Dr. Ames**, world renowned collector of Parker Shotguns.
- **Katherine and Dr. Alling**, "Bring that piece of shit in here so I can look at it!" Dr. Alling would discuss scary advanced mathematics with Dad. He was Bill Nye the science guy for mathematics.
- **Jeff and Terry Hume**, also of "bring that piece of shit in here so I can look at it!" and then "get that piece of shit out of here!" Terry was my 2nd grade math teacher. Jeff and Terry have been our close friends seemingly forever. Jeff took me to my first 24 Hour of Daytona during the awesome early IMSA days. Sense a pattern here?

- Going for a ride with the late great **Stan Parker** in his 320i, going down Works Road at 105 mph, listening for "unusual piston noise." I got that duty. Thanks Stan, first time I broke the ton with a customer!
 - **Eddie David**, of Cheesy Eddies and an enormous Newfoundland. That car was never the same. We were never short of cheesecake. He brought us blems when he came in.
 - **Mrs. Stebbins**, horse lover, used her 320i like a pickup. Couldn't get your hand around the e brake lever because the hay and straw packed in there.
 - **Dick Wesley**, originally our attorney, NY State representative from Livonia who went on to be a judge on the Court of Appeals.
- There were many others, not named here, but remembered fondly. •

A Memory from Long-Time Customer, **Gene Skic**

“As a long time service customer of Kling BMW, I have a few fond memories of Bill Kling.

You never knew how Bill would respond to a comment, no matter how innocent it seemed.

I once dropped off my Agave 2002 to have a set of new Bilstein HD gas pressure shocks installed. I was looking forward to the enhanced ride

control and cornering performance. I could tell Bill was not thrilled with the idea of modifying a perfectly good street car. When I pulled up on a warm summer day to pick up my car, the doors to all the shop bays were open and there was Bill inside resting on his lawn tractor smoking a Camel. I expectantly inquired, “ Bill, how’s my car ride with the Bilsteins installed?”

He came back with, “For crying out loud, you can run over a piece of fly crap now and you’ll know if its upside down or right side up!” It was his way of telling me he disapproved of the harsh ride in my previously unspoiled 2002. The car even sat a bit higher. I drove the car for a few days like that. He was right. They were too stiff for a stock setup. I had him change back to stock shocks the next week. He must have thought I was OK, because another time I came to pick up my car at the end of the day. I asked how he was doing and he said he was heading out to fly his plane. “Do you wanna go for a ride?”

Without thinking, I said, “sure.” In few minutes I was sitting behind him in what must have been his Bellanca Citabria and we were bouncing down a makeshift runway in an old field, rapidly gaining speed. As he gracefully left the ground behind, I realized I knew nothing about his flying credentials, the mechanical condition of the aircraft or any local air traffic control. My fears were soon allayed as I could see he was in his element at the controls of his plane. We cruised over the beautiful Honeoye Falls country side with the sun behind us and for a little while all was well with the world. We were back on the ground too soon and it was time to head back to the shop.” •



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Robert J. Bovee, Rick Bovee, Kevin Silverman, Adam Fredericks
Owner Owner Owner Owner

In our December 2016 issue of der Bayerische brief, there were two errors of authorship:

- Wonderful Sunday Afternoon Excursion....Pierce Arrow Museum (p. 22) was written by Trudy Bantle, pictures also by Trudy Bantle.
- NY Salvage Inspection (p. 17) was written by Scott Brown, pictures also by Scott Brown.

Our apologies for this oversight.

Memories of Willis and Mary Kling

Alan Shepardson

[Ass't. Ed. note: Alan is Elaine Lanni's brother, who introduced the BMW marque to our neighborhood gang of gearheads, which included Stan Parker.]

Mary, Bill's wife, was a very important part of the dealership in the late 60's. She ran the office and helped Bill control his temper issues.

Mary had another customer with a 1968 red 1600 (like mine) who never waxed it. So every time it came in for service she would polish and wax one section in hopes it would inspire the owner to take over. It didn't!

My first meeting with Bill was for the test drive. Bill drove first and demonstrated that you could put the right side wheels in the gravel shoulder at 60 mph and recover safely. I'm sure my father (who was along for the ride) never forgot that move!

Bill had an employee whom I caught one time working on an XKE with a

mallet, chanting "undo" as he tried to get the wheel spinners off.

A doctor from Pittsford owned a Lambo Miura which he brought to the shop in downtown Honeoye Falls for regular service. Bill hated to work on it and had to manually lift the car to get it onto the lift for service. The owner always made him show that he had proper insurance, as the car was usually there overnight.

He also sold Datsun, and cursed at them since they weren't designed with maintenance in mind, and he said you had to disassemble them to work on them. Eventually he dropped them, figuring they wouldn't be successful in this country. Did I mention that Bill did a lot of swearing?

I discussed with Bill Kling how I couldn't keep up with a 2002 on the expressway one time. He said leave it in third gear -- as fourth was really like an overdrive. After that my car didn't seem to object to the occasional 8000 RPM redline!

3000 mile oil changes, new points and valve adjustments came up quite frequently, and Bill was always ready to turn things around quickly. He had a big fan pointed at the engine to help get it down to the correct temperature so he could get started.

Kling Sales and Service was always a friendly accommodating dealer towards this 18-year-old newly turned aficionado of the marque that very few people knew existed. •

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CANNONBALL RUN

By Gale Ajavon

I think most people in my little circle of life know how fortunate I am that my wonderful (and retired) husband Joe drives me to and from work on a daily basis. Well, on a recent evening, unknown to my husband, I am running about 25 minutes late. It's 4:55 p.m. as I enter the car, and he says, "I was about to call you. I am supposed to be at the Back Nine at 5 p.m. to meet and dine with the speaker prior to the Genesee Valley Chapter meeting tonight." He adds, "You can have dinner and leave prior to the meeting." I don't normally stay for the meeting, as I am not a car kinda' girl. But of course I agree to dinner.

So prior to dinner, small talk ensues and an unknown female arrives. A few members enthusiastically engage her in conversation. Dinner ends, and the stranger, Pam Yates, is introduced. Now, I don't know anything about Ms. Yates, or her late husband Brock, but I am aware of a movie called *The Cannon Ball Run*. I never saw the movie or even know the content of the movie, but I was pretty sure it was a 'car' movie.

Well, am I glad that Joe invited me to dinner!

I didn't know Pam Yates was the speaker, or even the topic, but I did learn some interesting things that evening. I learned that Brock Yates wrote the book *Cannonball!* and the screenplay for the movie *Cannonball Run*, that he was open to adventure, had a zest for life, liked to drive fast cars, and that he and Pam had an adventure of a lifetime being on set in California as the movie was in production.

Pam shared how movies are filmed and produced, and how spontaneous moments were captured and embedded into the making of *Cannonball Run*.

I just loved the story about Brock, Pam, another driver, and a physician (I think he was a radiologist) who was not an actor making up some ridiculous explanation to two police officers as to why they were speeding in an ambulance from NYC to California versus flying. It was really funny when Pam told us she was the fake
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MEMORIAL
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Continued from Page 12...

patient in the ambulance with the fake IV in her arm, and that she and the doctor were sweating bullets in an attempt to make the illusion appear real. It worked, they didn't get a ticket! Pam shared that they actually met the police officers many years later and recalled their exploits. I am sure the entire movie is great, but I've got to see Cannonball Run just to see this part.

The GVC audience response was enthusiastic, and resulted in discussion about Brock the man, journalist, and writer, Cannonball Run's continued success, and his car collection.

Pam ("Pammie" to Brock) was a dynamic speaker in that she shared the strength of their relationship through life's ups and downs.

Did I tell you that I'm glad I stayed for the meeting? Who knows, I probably will stay after dinner for the meeting next time. Especially if I get to meet and listen to such a prolific author and speaker as Pam Yates.

So now I know that Genesee Valley BMW CCA is not just about cars!!!!!! •



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GVC DRIVING EVENTS 2017

Bill O'Neill • Chair, GVC Driving Events Committee
Chief Instructor, GVC Ultimate Driving Schools

As I sit here gazing out my window at the stark but beautiful landscape of a March blizzard, it hardly seems possible that GVC's first driving school-related event of the 2017 season (our annual GVC/NRPCA Instructor Seminar) is only a couple of weeks away. By the time this article sees print, our first Ultimate Driving School (UDS) at Watkins Glen will be upon us.

As is our habit, we opened registration for all our HPDE's (i.e., high-performance driving event) at midnight January 1 (www.gvc-bmwcca.motorsportreg.com). The calendar includes the following events at world-renowned Watkins Glen International:

- Three weekend Ultimate Driving Schools (April 28-30; June 9-11; Sept. 29 – Oct. 1).
- One midweek Advanced HPDE (August 16-17) in partnership with Niagara Region PCA.

The April and June schools are open to drivers at all levels. The August Advanced HPDE is a one or two-day open-track event, for advanced/expert drivers who are BMW CCA or PCA members ONLY. Likewise, the Fall weekend school is for intermediate, advanced and Solo (Group S) level drivers only.

Beginners have three ways to be

introduced to HP driving at our April and June weekend schools, listed in order of intensity from a "toe in the water" to "full boogie":

- Taste of the Track, our popular, low-pressure, and very affordable, Sunday afternoon intro to track driving.
- Novice Track Day, a Friday one-day novice school for BMW CCA members only.
- Big Weekend, a three-day event for beginners combining Friday's Novice Track Day with the traditional Saturday-Sunday two-day driving school.

Special Offer! Performance Driving 101 is an online "eCourse" developed by professional driving coach Ross Bentley of Speed Secrets fame as an introduction to high performance driving for beginners. GVC is offering this eCourse at no cost to ALL beginners enrolled in NTD or our 2-day school at our driving schools this year.

What's new this year?

GVC's Driving Events Committee has been busy during the off-season devising new ways to market our HPDE program to attract participation and make the UDS experience even more fun. Here's a sample of what we came up with:

- GVC Loyalty Program: Attend all three weekend driving schools in 2017, get \$100 credit toward any GVC HPDE in 2018.
- Bring a Friend: Sign up a friend who has never participated in a GVC driving school, and get either a \$75 credit toward another driving school, OR access to a garage bay for the entire event for you and your buddy (subject to availability).
- Buy a Session: Purchase an additional half-hour track session at our weekend schools for \$50. Group S (Solo) drivers only.
- Garage Party: Back by popular demand! Stick around at the track Saturday evening to enjoy a beverage on us, share track experiences and feats of bravery with fellow drivers, instructors, staff, and guests.
- Data Acquisition: We will be making a concerted effort to offer instruction in the use of data acquisition systems, which have proven very useful in improving driving skills and performance. Inexpensive but sophisticated smartphone apps (e.g., Harry's Laptimer) make such systems readily available to anyone. •



Please visit our web site:

www.gvc-bmwcca.org for late breaking news and updates!

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BMW CLUB OF GENESEE VALLEY

Events for 2017

Below are the GVC events scheduled as of this date. Please consult the club's website for an up-to-date listing off all events, to find additional information about a specific event and/or to sign up.

April:

April 12 - GVC Tech Inspection at Eksten Autoworks

April 28-30 - Bridgestone GVC BMW High Performance Driving School at Watkins Glen International

May:

May 6 - TireRack Street Survival Teen Driving Spring School at Watkins Glen International

May 24 - GVC Tech Inspection at Eksten Autoworks

June:

June 3 - The Little Speed Shop Cars and Coffee

June 9-11 - High Performance Driving School at Watkins Glen International

June 11 - Genesee Valley BMW "Taste of the Track I" at Watkins Glen International

June 18 - GVC Autocross at Monroe Community College

June 18 - Movie Night, "24 Hours-One Team, One Target" in Syracuse at Aster in Armory Square

June 25 - GVC and SCCA Joel Ajavon Charity Autocross at Monroe Community College hosted by The Little Speed Shop with a Cars and Coffee in the morning

July:

July 15 - The Little Speed Shop Cars and Coffee

July 16 - Pistons and Pigs, A European Cars Show and Pig Roast at Granger Homestead in Canandaigua

July 22 - Joel Ajavon Memorial Car Show at Exit 11 Auto on W. Henrietta Rd. in Rush, NY

July 22 - TireRack Street Survival for Teen Drivers at Erie Community College North Campus, Main Street

July 23 - GVC Autocross at Erie Community College in Buffalo

August:

Aug 16-17 - Genesee Valley/Niagara PCA Advanced High Performance Driver Education at Watkins Glen International

August 27 - GVC Autocross at Monroe Community College

September:

Sept. 13 - GVC Tech Inspection at Eksten Autoworks

Sept. 22-23 - Saratoga Auto Auction

Sept. 29-Oct 1 - Genesee Valley Club Fall Ultimate Driving School at Watkins Glen International

October:

Oct 1 - Fall Genesee Valley Club "Taste of the Track II" at Watkins Glen International

Oct - Date to be determined, GVC/SCCA Autocross at Xerox in Webster

November:

Nov 4 - TireRack Street Survival Teen Driving Fall School at Watkins Glen International

OTHER NON-CLUB EVENTS OF INTEREST TO OUR BMW MEMBERS.

July 8 - Vintage at Saratoga-BMW Patroon Region Chapter Lawn Show

July 14-16 - Pittsburg Vintage Grand Prix. Like old cars? Races and car shows. A spectacle!



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Venator Composite SA2015 Racing Helmet

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FEATURES \$639.95

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- *Colors: White, Gloss Black (Plus \$35.00 Matte Black)
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- *sizes 7 1/8 thru 7 3/4



Carbon Devil Ray SA2015 Racing Helme

New for 2016, this helmet features a plush interior with flow through venting, new strap with anodized buckles and optional placement of the gel ear cups. Also FIA approved.

FEATURES \$879.95

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- *Includes padded helmet bag
- *Sizes: XS thru XXL



Venator Carbon Fiber SA2015 Racing Helmet

New for 2016, this helmet features a plush interior with flow through venting, new strap with anodized buckles and optional placement of the gel ear cups. Also FIA approved.

FEATURES \$999.95

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- *Radio Communications may be added
- *Includes padded helmet bag
- *Sizes: XS thru XXL



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VACATIONING IN BALI: DRIVERS' PARADISE – OR NOT

Vacation by Charles V. Stancampiano, Janice L. Bradley and Celia Bradley
Text by CVS | Photos by CVS and JLB | Near death experiences by CVS

So you've landed for a wonderful vacation in a tropical paradise. You pick up your rental car (a red Mustang GT convertible) and head out on the open roads which loop and dive between verdant rain forests and scenic volcanic peaks while providing breathtaking views of enticing black sand beaches and foolhardy surfers.

WAIT! Stop this train of thought. You were thinking of Hawaii. This is not Hawaii; this is Bali -- the other tropical paradise. Bali is one of the 13000+ islands that comprise the country of Indonesia (the fourth most populated country in the world). It is located 8 degrees south of the equator, is home to 4 million people, and is 80% Hindu, although Indonesia itself is 90% Muslim. There are two seasons: wet and dry, and it is much like Hawaii in many ways. There are rain forests, volcanoes, surfers, Australian tourists (instead of Japanese) and great beaches. You just won't be doing much driving.

You can actually rent a car as advertised by the photo of the rental car sign (they're even "self-driving"!).

1. Yes you can rent a ride. Just don't.

For a variety of reasons this is not



recommended. First, there's the whole driving-on-the-left-side-of-the-road thing. This might not bother you if you are English or insane. Second, the traffic mix is decidedly un-American. There are many more scooters than cars. Scooters with an adult and three small children. Scooters with dogs. Scooters carrying huge objects or piles of produce. Scooters that tourists have rented. Scooters with no lights at night. Many riders have no helmet. Third, the traffic does not follow the "normal" rules for yielding right-of-way or spacing of

vehicles or passing or horn blowing. Vehicles pass scooters that are passing trucks that are passing buses, etc. etc.

2. Reach out and there's a scooter with four riders 1 inch from your car.

Do you remember George Carlin's famous admonition, "Anyone driving slower than you is an idiot and anyone going faster than you is a MANIAC!"? In spite of all the driving chaos and horn honking, there is no anger in negotiating traffic. No one gets upset. Horn blowing is polite communication, not an audible middle finger. There are no obscene gestures and no weapons drawn; the local culture frowns on displays of aggression or anger. In spite of the chaos, there might be a lesson in this somewhere.





3. Even the side of a trash truck reminds you to be calm in traffic.

Given this situation, the only reasonable thing to do is to hire a driver, which is what we did during our 9-day stay in Bali. One of our drivers was Made (pronounced MAH-day) who skillfully took us from place to place in a Toyota Wish, which is a mini-van/MPV positioned below the Toyota Ipsum and above the Spacio (Wikipedia is extremely helpful here...). Another popular choice for tourist travel is the similar Suzuki Ertiga MPV, as unknown in America as most of the car models we saw in Bali (Suzuki Splash ring a bell?). Our driver explained that he did not own a car, but that he owned a scooter and he, his wife and two daughters would all get on it on a daily basis. Since riding in traffic is a death-defying thrill-a-minute experience, I thought it would be helpful if Made explained the Hindu burial customs practiced in Bali. There is a requirement that the deceased be cremated (Bali is an island with limited real estate); however, it is expensive to cremate one person at a time. So to cut down the costs, the recently departed are buried in conventional graves until enough bodies have been accumulated to warrant a mass cremation. This allows costs to be shared among families in a village. Mass cremations are held every five years or so. Practical and cost effective like a scooter.

A word about the roads in Bali. Near larger cities, the highways are modern, but much of the island has narrow lanes barely one car wide that curve sharply up the mountainous slopes. Here is a typical exchange between Made and myself. On the way to the magnificent UN Heritage Site Tegalalang rice paddies, we encounter a road about five feet wide. There is a dotted white line optimistically painted down the middle. There are no shoulders, just fields of rice under water on both sides.

Made says, "This is a two way road."

I say, "No it isn't."

"Yes, it is."

"I see the line, but I don't believe it."

Luckily, no one was coming the other way.

I know there are classic and special interest cars in Bali, but we saw very little. Find interesting YouTube videos by searching on "Car Show Bali 2016." Maybe no one drives their prized autos during the rainy season. After all it's only 86F and it might rain.

In nine days we saw one BMW E36 slammed to the ground, several Mercedes and one real motorcycle. One thing that was obvious was that Jeeps are held in high regard. So much so that we saw more than one Suzuki Samurai with JEEP emblems prominently displayed. Most amusing was a Smart car disguised as a shark.



4. Insert JAWS theme music here.

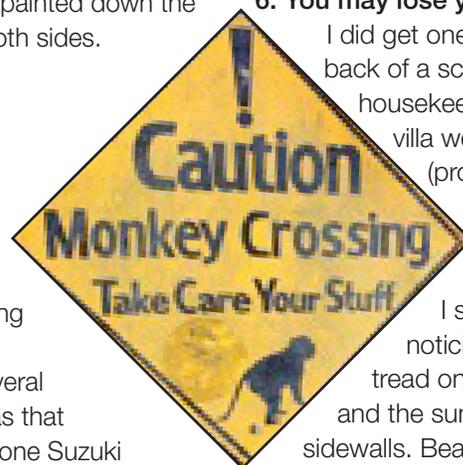
Perhaps the most important thing we learned in Bali was don't mess with the monkeys in the Sacred Monkey Forest.



5. A poster at the Monkey Forest gives good advice.

6. You may lose your sunglasses!

I did get one ride on the back of a scooter from the housekeeper of the Airbnb villa we stayed in. June (pronounced YOU-knee) gave me a lift to the money-changer. I survived, but kept noticing the lack of tread on the scooter tires and the sun-blasted cracked sidewalks. Beautiful place with beautiful people, but leave the M cars and American safety notions at home! •



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WHY SHOULD YOU PARTICIPATE IN AUTOCROSS?

Let Mel Tell Ya Why!

by Mel Dillon

Two Thousand and Seventeen. A four digit number or a statement that a new year of autocross is just around the corner.

Autocross, what is it? First off, it's fun. Hell yeah. Why wouldn't it be a lot of fun to be driving your favorite car around at the limit of its performance without repercussions. Try that on the street and you may find yourself meeting several new individuals from the fields of law enforcement, towing and insurance. On an autocross course it's allowed and even encouraged. Go a little wild. When was the last time you were encouraged to slide your car around a corner. So yeah, it's fun. You'll never see a frown on the face of a driver coming off a good autocross run. Second, it's educational. You would never drive your car this hard on the street. The possible negative results on sheet metal and your insurance premium could be catastrophic. But on an autocross course you will learn how your car handles at the limit of braking, turning and acceleration. The

worse outcomes, a slow run, maybe a scrub mark from a cone on your car. That slow run can be fixed on your next pass on the course. The cone scrub mark comes right off with a little cleaner polish on your next wash and wax session. And the education on how your car handles in extreme conditions may just help you avoid an accident someday. Talk to any experienced autocrosser and they probably have a tale about how they subconsciously maneuvered around something/ someone and avoided a potential accident.

Lastly, it's people. Autocrossers are a community of individuals that share a common interest. Every event is a group gathering and a family reunion with lots of hands making light work of the day's activities.

Do you need a specially modified car - NO! Absolutely not. In fact, the best learning experience is participating while driving the car you use daily. Experience adds to your skills set and you will get faster and better. And

there are always experienced drivers available to sit in the right seat, guide you around and coach you on where to make improvements. Take advantage of them.

Want to get involved? Then come out. It's that simple. Everyone had a first event, confused about what to do when, but feeling the infectious excitement of participation. Once you take that first step you may find it's hard to stop.

Best way to get started? Sign up for the excellent Finger Lakes SCCA Novice school on May 6th at Monroe Community College (flr-scca.com/autocross). By participating you can get a figurative year's worth of timed runs in one day. They start with simple maneuvers and incrementally build your experience and skills. You will complete the day exhausted, but the experience gained will be invaluable.

Two thousand and seventeen. Looking forward to it being a good one. Hope to see you at the starting line. •

GVC SPRING AUTOCROSS

by Mel Dillon

By the time you read this, the snow will have melted and the early days of summer will be upon us. Then again this is upstate New York, so hopefully you are not reading this while sheltering in place from some “interesting” weather event. Ah, the joys of living in upstate New York. [Ass’t Ed’s note: I’m in day 4 of no power as I read this!]

We have a full schedule of autocross events planned for 2017 including a pair of joint events with the Finger Lakes Region SCCA. If you want to see a lot of different cars chasing the cones, then you have to stop by one of the joint events. It’s not uncommon to have 75 or more different cars competing.

Our season starts on June 18 at Monroe Community College, and the following weekend we’ll be back at MCC with the SCCA for the Joel Ajavon charity event. This year promises to be a big event with The Little Speed

Shop kicking the morning off by hosting their Cars and Coffee event at MCC. Stop by, have a coffee, check out the car show and maybe try your hand at the autocross. All proceeds go to the scholarship fund in memory of Joel.

July 23rd we are planning an event at Erie Community College in Buffalo, the first time we have held an autocross there. If you are in the area, we encourage you to stop by and participate. The following weekend we will be back at Monroe Community College for another circuit around the cones.

Fast forward to August 27th for our last event at Monroe Community College for 2017. August at MCC always proves to be a hot one; so if you come, bring lots of water and sunscreen.

September will be quiet for the autocross crowd, but we encourage

you to participate in other events the club holds. And suddenly October will be upon us, and the last event which will be a joint event with Finger Lakes SCCA at Xerox in Webster. This is a nice large lot and last year’s event was a fast flowing course that was a challenge to drive well.

Let me close with a plea to those who enjoy the sport. We need some new faces to assist in running the autocross events. Your compensation is seeing the smiles on the participants’ faces at the end of the day! Without the volunteers who run this program, it would not exist.

For more information about the autocross series, visit our website at gvc-bmwcca.org or follow us on Facebook at <https://www.facebook.com/GeneseeValleyChapter>.

Looking forward to seeing you dodging the cones. •





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*0-60 time based on BMW AG test results for the X5M and X6M.
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THE STORY OF MY E30 ADDICTION

Part One: My Humble Beginning

by Dan Neal

In his book “Memoirs of a Hack Mechanic,” author, geophysicist and self-described car guy, Rob Siegel very accurately details the beginning of a boy’s evolution into a “Car Guy.” His statement thereafter is “In every Car Guy’s life there are two important cars at different moments.” The first he describes is “the car that makes him fall in love with cars in general.” For Rob it was a 1963 split window Corvette. The second he describes is “the car that imprints on the young car guy, the car that becomes a part of him”; for Rob that was a BMW 2002. Much like Rob I remember both the car that made me fall in love with cars, and the car that imprinted on me.

The Village of Bergen, in Genesee County, is where I called home for the first 17 years of my life. My family resided in a modest house with a large yard on a dead end street. The house I was raised in happened to have an attached garage; it was not the best garage in the world, but it provided shelter from the elements. My mother

always had very utilitarian and basic cars, the favorite of which (she would have several of them in my youth) was the Pontiac Grand Am. My father, like most men, always had a pickup truck; but despite his southern roots, his brand of choice was Nissan, and that choice was not limited just to trucks. I very fondly remember the car that made me fall in love with cars in general, and it’s origin was the Land of the Rising Sun.

Now, at this point you may be asking yourself “Why is he talking about Japanese cars in a BMW Newsletter?” Well the answer to that is simple. Every story must start somewhere, and mine begins with a maroon colored 1979 Datsun 280ZX Turbo. I remember it well--how excited my father was when he found the ad in the paper (long before the days of Craigslist). This car brought him such joy! To me, even at the young age of 7, I couldn’t help but admire the flowing lines of the S130, how everything seemed to just look right. The true fun of this car was the

first winter. There was no way that dad would allow the car to reside outside, but mom had to have her Grand Am parked inside as well; so for the first and only time I recall, dad very thoroughly cleaned the garage. See, our garage was a bit strange; the door was about 14 feet wide, but the garage itself was 24 feet wide, so with the right maneuvering you could fit 2 cars into it. That is exactly what dad did, and for that winter the car was tucked nicely to one side of the garage, leaving the door space to mom’s 1995 Grand Am.

So, now that I have bored you with the story of my automotive beginnings, let’s get to the start of my automotive obsession--that car that left a deep imprint.

It was a day I remember quite well: August of 2004. In less than one month I would be starting high school. I had already imagined what I would be driving in two short years, when I got my license, but then I saw it. The “it” is what would become a lifelong
Continued on Page 20...

Continued from Page 19...
obsession for me.

As I walked down the street towards my neighbor's house, I was oblivious to my neighbor's attractive daughter and her visiting girlfriend. My gaze turned towards his car and I realized I had never seen anything so beautiful!

The car parked at the end of my neighbors drive was an Alpine White E30 M3. This car had a sudden and lasting impact upon me. I had never

seen something so absolutely beautiful. The way every square inch of the car just flowed perfectly was a sight to behold; it was at this moment that I knew that one day I would own one.

Now this is just the beginning; little did I know, at the age of 14, that it would be 6 years and multiple other vehicles until I would (partially) achieve my dream.

To be continued... •





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