

der Bayerische Brief

Summer 2017 | Volume 60 | Issue VI

Genesee Valley
Chapter BMW Car
Club of America

The Story of **6**
My First Car





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The Little Speed Shop.....	2
GTECHNIQ.....	12
Bavarian Autosport.....	13
Impact Motors.....	13
Mr. Best Wrench.....	13
Christa Barbagallo.....	15
Bistro 1778.....	20
Seneca Lodge.....	22
Geneva Foreign & Sports	23
Upstate Imports.....	24
Porterhouse.....	30
Imparts.....	31
HART	31
Finger Lakes Vintage & Sports Car.....	31
Gault	34
Towne BMW.....	35
Turner Motorsport.....	39
Eksten Autoworks	40

CONTENTS.

SUMMER 2017 VOLUME 60 • ISSUE VI

- 4 • PRESIDENTS MESSAGE
- 6 • THE STORY OF MY FIRST CAR
- 8 • GVC JUNE HIGH PERFORMANCE DRIVING SCHOOL
- 10 • CAR TALK SERIES
- 14 • ANNUAL PANCAKE RUN
- 21 • END OF SEASON CELEBRATION AND ANNUAL MEETING
- 25 • UPCOMING EVENTS
- 28 • THIRD ANNUAL JOEL AJAVON MEMORIAL AUTOCROSS
- 32 • CAR BATTERIES TURN INTO CELL PHONES
- 36 • THE STORY OF MY E30 ADDICTION, PART 2
- 38 • WELCOME OUR NEW MEMBERS

MISSION STATEMENT

Der Bayerische Brief highlights activities of the Genesee Valley Chapter BMW CCA, including member contributions and automotive-related information, as we promote membership for aficionados of the marque

PRESIDENT'S MESSAGE.



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

Summer, and the glorious weather we wait all year for has finally arrived! Sunny, warm days, and cool nights remind us all why we endure the lovely western NY winters. Now, if it would just stop raining...

On June 24 we had a great Joel Ajavon Memorial Autocross in conjunction with the SCCA and The Little Speed Shop's Saturday morning Cars and Coffee. It was a wonderful day to remember a great young man who was taken from us all too soon. For those interested in supporting the scholarship we established in Joel's memory, please contact Ken Buschner (kenbuschner@gmail.com).

We are hosting two Tire Rack Street Survival (TRSS) Teen Driving Schools on July 22 at Erie County Community College, and on November 4 at Watkins Glen International. To those of us who organize and participate in these programs, they are one of the most important activities we do as a car club. Yet, despite our success over ten years of running the program, we still have a very hard time gaining traction in the area. I believe this is due to the unique nature of the program. There is really no frame of reference for what Street Survival does. As a parent I know how busy life with teenagers can be. Many parents think that driver's ed or the AAA five-hour course is sufficient to teach their kids safe driving. It is only after experiencing a TRSS school first hand that parents ask me, "Why isn't this program mandatory for young drivers?"

What is so different about TRSS? Unlike Driver's Ed and the AAA program, TRSS combines three thirty-minute classes with four hours of behind the wheel in-car instruction. Teens and their instructors navigate a series of driving exercises designed to mimic real world emergency situations; but, at a TRSS school, the worst thing that happens is they hit a cone. Never has \$75 and one day been so well spent. If you have a son or daughter with a learner's permit, you owe it to her or him, yourself, and to the driving public, to enroll them in a TRSS school.

At the other end of the driving spectrum, our high-performance driver education (HPDE) program completed two great three-day HP driving schools, a BMW CCA Instructor Training School, and one "Taste of the Track" event, at Watkins Glen International so far this year. Our participants included everyone from first-time novices to veteran drivers learning to become HPDE instructors. At all levels, these events were great successes: well-attended, enthusiastically reviewed, and safe. Our next HPDE event is a joint affair between GVC and Niagara Region PCA

It was a
wonderful
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for advanced drivers and instructors only, on August 16-17 (Wed.-Thurs.). It is an "open track" format with two self-selecting run groups (fast and really fast) alternating on track. If you are a group 1 or 2 driver, or HPDE instructor (SLIP L4 or higher), sign up. You will get so much track time your head (but hopefully not your car) will spin!

The autocross season has three more events scheduled: two at Monroe County Community College (July 30 and August 27), and one at Xerox in Webster with the SCCA (October 15). For those who have never tried their hand at an autocross, it is the quickest and most exciting driving at 30 MPH you will ever experience. It is a great way to learn car control skills without the significant time and financial

commitment required for a HPDE at Watkins Glen.

I received a call from an older gentleman in the Buffalo area looking to join the BMW CCA. He had some questions as he was about to purchase a new 3 series from Towne BMW. We spoke at length about the many great member benefits that there are, from parts and service at local dealerships and independent shops, to rebates between \$250 and \$1,500 on purchases of new or CPO BMW's. That rebate in and of itself more than pays for membership, but heck, if you can save money on something that you will most likely buy again by being a member, why wouldn't you? He was amazed when I told him about all the activities that we offer our members, be

they social or driving. "Now let me ask you," he said, "are you paid to do all these things?" "No sir," I replied, "we do it because we love it." "Well that is just fantastic," he said, "what a great group of people you must have."

Yes, yes, we do.

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THE STORY OF MY FIRST CAR

By Isabella Barbagallo

Every car enthusiast has that one car they see for the first time as a kid, the car they immediately fall in love with, for whatever reason. Maybe it's because of the design of the car, or the speed of the car, or even a specific memory shaped around the car. They wish to own this car, and build it just how they imagined.

For me, my dream car is a BMW 2002. From the first time I saw it, I thought it was the coolest car. I fell in love with the 1960s/70s design, its

great silhouette, and I love all of the crazy colors it came in from the factory. But most of all, I love how pure the car is. Most new cars today are heavily technology based, with computer screens on the dash and as the radio, most don't even require a physical key to unlock and start the car. The 2002 is so raw, with no power steering, no power brakes, and in my case, a manual stick shift. It requires you to be 100% in touch while driving, getting the full experience as a driver, that's what I

love about it.

As my 16th birthday was approaching, I kept not-so-subtly hinting to my dad about wanting a 2002. It was a pretty far-fetched idea to be honest, and I was pretty positive I wasn't going to see my dream car anytime soon.

A couple weeks after my 16th birthday, my parents brought me to our garage with some friends of ours, Joe and Gale Ajavon, to where we keep our cars. Once we got there,

he told me he had to go “run and get something” from out back. A couple of minutes passed, but once I heard it, I recognized the sound immediately, before I even saw the car. As he pulled the car around, I saw the Hella fog lights on the front bumper first, then the original 13” wheels, and the car, complete with balloons attached to the mirrors, reading “16.” Saying that I was surprised is an understatement. I could not believe what I was seeing--my very own car--even better, a 1976 BMW 2002. I immediately got in it, sat down, and drove my car around the driveway and the grass area, because I did not have my license at this point. I absolutely could not wait to drive it on the roads for real.

Later on into the fall, my dad and I decided to make a project out of the car. My car started out 100% stock, with some exceptions, and most suspension and driveline components had never been disturbed from the day the car was built. The engine had a recent rebuild and the clutch was also recently replaced. The body had no rust, and the original color, Anthrazitgrau, was painted over in a gray/blue color, a non-original 2002 color.

Since I have owned the car, the entire body has been wet sanded and polished to improve the condition of the paint. The upholstery on the seats was in very good condition, but we replaced the horsehair with foam. The radio was then switched out for a modern radio, containing a Bluetooth head unit, utilizing stock mounting points. The OEM steering wheel was switched out with a vintage Nardi wood wheel and Nardi horn button, and the door seals and sunroof seals were also replaced. As far as engine work goes, the engine has been tuned up and new plugs, wires, cap, rotor, and condenser were all installed. The filters and fluids have been replaced as well. New radiator, water pump, belts and all hoses were installed, and the alternator bushings were replaced. The motor mounts and transmission mounts were replaced with a combination of



rubber and urethane mounts from Ireland Engineering. As for the wheels, the original 13” stock steel wheels were replaced with a set of vintage 14” Compomotives. My father purchased these wheels in 1986 for his E30, 325ES. The tires we ended up using are a set of Falken Azenis RT615K. Every single component on the undercarriage was removed. The only thing that remained was the motor and transmission. In its restoration, the belly of the car was cleaned and painted with stone guard paint. This also included the wheel wells, and rockers. The drive shaft, control arms, strut housing, backing plates, subframe, rear differentials, brake drums, were all sandblasted and powder-coated to new condition. The suspension was replaced with Bilstein Sport struts and shocks, H&R lowering springs, and Ireland Engineering front and rear sway bar kit. New front brake calipers were polished and sealed with high temp clear coat, and all brake hoses were replaced as well as front pads, rear shoes, parking brake cables, and springs. Many other parts were replaced as well, including wheel cylinders, front and rear wheel bearings, CV boots, clutch lines, master cylinder, clutch slave cylinder, shifter linkage, clutch slave cylinder, output shaft seals, ball joints, tie rods, track rod, and spring pads.

What’s next for my 2002? I am planning on autocrossing the car as I get more confident driving it, and eventually enrolling in driver schools at The Glen once I come of age. Until then, you’ll see me at different

cruise nights and car shows around Rochester, and just driving the car around wherever I go, enjoying the car. My 2002 is a car that will always be special to me, a car that I will keep forever, no matter what direction my car collection grows in. I anticipate an exciting future for my car and me, and I cannot wait for all the adventures my 2002 and I will encounter! •



...my very
own car,
even
better, a
1976 BMW
2002.



GVC'S JUNE 2017 HIGH PERFORMANCE DRIVERS' EDUCATION AT WATKINS GLEN

By Ian Dickerson | Photos By Weston Brainerd

We had fantastic weather the second weekend of June for our early summer 2017 High Performance Drivers Education (HPDE) school at Watkins Glen. Drivers were greeted with clear skies, warm temperatures, a fast track surface, and some great cars in the paddock. Emphasizing that you don't have to have a BMW to run with the Genesee Valley Chapter (GVC) of BMW CCA, we had everything from Volkswagen GTI's to a Lamborghini Huracan in addition to the variety of



Bimmers. It was something special to watch the Lambo hustle down the front straight at the Glen.

In addition to the usual classroom and driving sessions for our regular students, we held another "Taste of the Track" Sunday afternoon for people who had never experienced driving on the track. Sixteen students attended, and were treated to lunch, a detailed explanation of

what goes on at the track by Jeff Gabel, the head of GVC Driver Resources at the track and the organizer of the “Taste of the Track” Series. Students then attended a classroom session describing how to drive on the track, a track session with their instructors driving and showing them how to drive on a race track, and finally a half-hour session driving their own cars on the track coached by their instructor in the passenger seat. All in all a great way to learn a little about your car’s potential and find out if you might like to join the rest of us track junkies at a full weekend school.

We had plenty of “regulars” attend the June HPDE as well. These students enjoy the challenge and beauty of Watkins Glen and come back year after year to enjoy driving on this historic racetrack. This class of attendee is



exemplified by Bruce Frank, who regularly makes the 7 hour drive from New Hampshire to participate. And as is his habit, he brought donuts as a gift for the staff in the morning! This led to a dilemma for those of us inspecting cars prior to letting them out on track: how do you eat a donut with dirty hands? Dave Palermo, an instructor who regularly helps out in the Tech line, solved this dilemma by diving right in, gloves and all. We are not sure what exactly the “essence” of brake fluid infused by the gloves adds to the flavor, but this was a mechanic’s favorite for the weekend.

We also had students at the other end of the experience spectrum attend the BMW CCA Instructor Training School (ITS). These advanced drivers went through a rigorous two-day course designed to



teach them to be instructors for the club’s HPDEs. Instructors are the core of our HPDE, and, without dedicated and highly-trained people to fill the Instructor ranks, we wouldn’t have a HPDE program. This weekend, 8 of the 11 candidates successfully graduated and are now nationally certified BMW CCA Instructors.

We also had a great garage party at the end of Friday and Saturday. Once the track closed we met in the garage with snacks and beverages provided by the GVC chapter, and camaraderie provided by all the participants. We also had a track walk Saturday night for those who wanted an up-close view of the racing line. Truly something for everyone!





CAR TALK SERIES

By Christa Barbagallo

On May 21st, the “Car Talk” series was hosted by the Barbagallo’s at the Gear Garage in Macedon. This free social event was open to BMW Club members and non-members. There were informative demo’s by Dan, The Dent Guy, who artfully removed a “ding/dent” from the roof of an 325xi. Eric Joseph displayed the entire line of new Gtechniq paint coatings and car care products. Que Luxury Care demonstrated the application of 3M Scotch Guard Pro film to protect vehicles from stone chips. Special thanks goes out to “Gary’s Dog N It” food truck for a delicious selection of burgers, sausage and hots. In addition to the demo’s, there was a lot of car candy to admire. It was great to see a variety of owners bring out their cars and enjoy the afternoon of “Car Talk and a Burger.” Door prizes were provided by The Little Speed Shop and Gtechniq. Please thank these sponsors by giving them your business. Look for additional social events announcements this summer on Facebook. Fun, Family-Friendly and Free! •





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PANCAKE RUN

Article & Photos By Ian Dickerson

What a difference a year makes! For 2017 the GVC BMW Pancake run was greeted with mild temperatures and great driving weather for our trip down to Cartwright's Maple Tree Inn. By comparison, the 2016 drive was cancelled for two successive weekends due to recurring blizzards! No such problem this year, as we drove down on the second Sunday of April to Mt. Morris for a refreshing dash through the back roads to an all-you-can-eat breakfast of buckwheat pancakes and fresh syrup. After a hearty breakfast we drove through Letchworth State Park for a quick visit with the waterfalls and the circling hawks. A great trip with good people, cool cars, and some scenic backroads. If you missed this year's Pancake Run, join us next year. It never snows in April, honest! •





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End of Season Celebration and Annual Meeting

New York Wine & Culinary Center Canandaigua
Saturday, November 18, 5:00 - 10:00pm, \$40 per person

Join us in celebrating another successful year of driving and social events at the beautiful New York Wine & Culinary Center on the shores of Canandaigua Lake. The evening will begin with our annual meeting followed by your choice of beer or wine tasting, dinner and merriment. Stay the night next door at the Inn on the Lake or spend the weekend enjoying all the Finger Lakes Region has to offer. Visit gvc-bmwcca.org for additional event details and to register.

- 5:00 – 6:00 Annual meeting
- 6:00 – 7:00 Welcome reception with tours of the culinary center and choice of wine or beer tastings in the tasting room
- 7:00 – 8:15 Dinner Buffet
- 8:15 – 9:00 Chef Demonstration with dessert

Dinner buffet featuring salads, pastas, salmon fillet and beef sirloin
Chef Demonstration with dessert of Empire Apple Tart Tatin

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The Seneca Lodge is located 3.5 miles from Watkins Glen International and is conveniently located at the South Entrance to the Watkins Glen State Park. Lodging is available and includes motel rooms and cabins all within walking distance to the Main Lodge. Check us out at Senecalodge.com and like us on Facebook to stay up to date with events and happenings.

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GENESEE VALLEY CHAPTER BMW CCA

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.

August:

August 16-17 - Genesee Valley/Niagara PCA Advanced High Performance Driver Education Event. For experienced drivers only.

August 27 - Genesee Valley Chapter Autocross at Monroe Community College

September:

September 13 - GVC Tech Inspection at Eksten's Autoworks

September 16 - Fall Drive to support the Genesee Valley Land Trust. Driving, hiking, ice cream and optional wine tour. Check time and starting location on our website.

September 29-October 1 - Genesee Valley Chapter Fall Ultimate Driving School at Watkins International Race Track

October:

October 1 - Fall Genesee Valley Chapter "Taste of the Track II" at Watkins Glen International Race Track. Get an instructor, drive the track and see what a drivers school is like.

October 15 - GVC/ Finger Lakes SCCA Autocross at Xerox in Webster. Last Autocross for the season. No rain predicted!

November:

November 4 - Tire Rack Street Survival Teen Driving School: Fall School at Watkins International Racetrack

November 18 - GVC Annual Meeting at the New York Wine and Culinary Center, 800 S. Main Street, Canandaigua, New York. 5 pm Annual Meeting 6 pm End of Season Celebration See website for details and registration

OTHER NON-CLUB EVENTS OF INTEREST TO OUR MEMBERS.

August 3-6 - NASCAR at Watkins Glen International

August 3-5 - Mecum Auto Auction at Harrisburg, PA.

August 12 - Cars and Coffee, The Little Speed Shop

August 31-September 3 - INDYCAR Grand Prix of Watkins Glen

September 8-10 - U.S. Vintage Grand Prix at Watkins Glen International

September 22-23 - Saratoga Auto Auction @ Saratoga Auto Museum

September 29-October 1 - Oktober Fast German Car Show and Shine, Green Mountain BMW Club, info@vtbmwcca.org

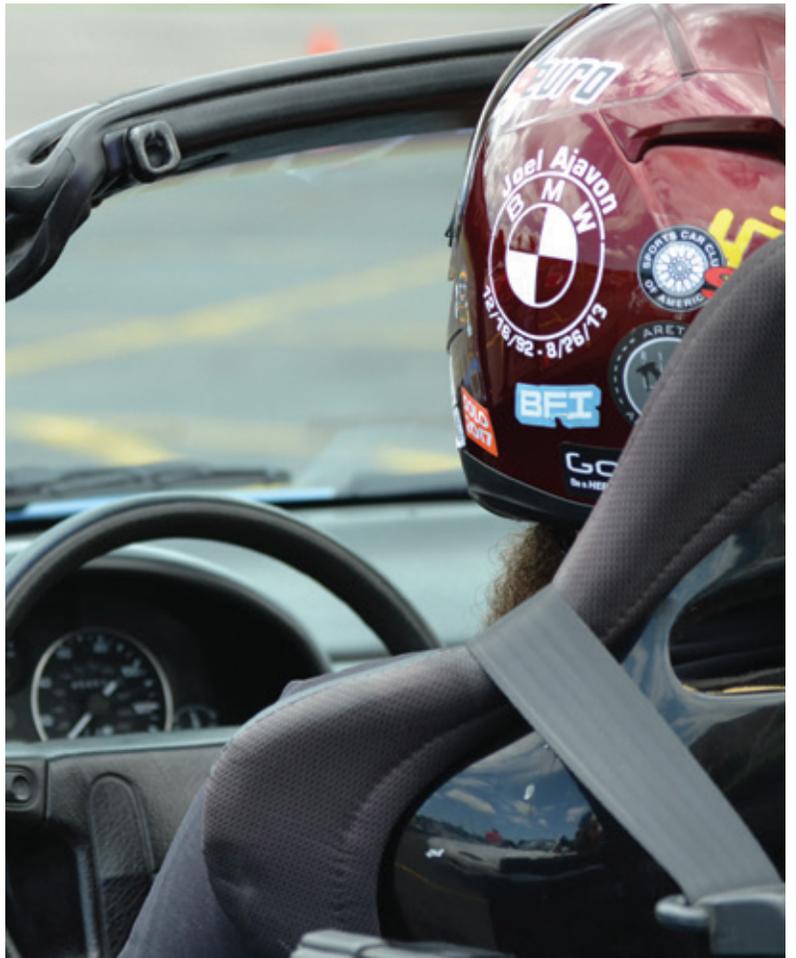
October 21 - Ticket Galaxy Beer Festival @ Watkins Glen International



Third
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Joel Ajavon
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Autocross,
held on
June 24
at MCC.

Photos by Alice Komrowski











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CARS TURN INTO CELL PHONES (BATTERIES INCLUDED)

By Charles V. Stancampiano

NON-FUNCTIONAL PREAMBLE

Had to tear myself away from the Top Gear road test of the Pagani Huayra after tearing myself away from the Road and Track test of the Bugatti Chiron to write this. Have “normal” cars gotten so boring compared to million-dollar fantasy machines that all automotive writing is obsessed with 1000-hp missiles that can’t carry anything? It is amusing that the automotive market is dominated by SUVs and crossovers and everyone is enthralled with the new Ford GT which has 1/12 the storage space of a Miata (not that it changes the awesome-meter reading on the GT...).

There is a range of vehicles that can be classified as a REAL CAR, but there are vehicles that fall off the scale at either end. A Smart Car is not a car nor is the Fiat 500. Something bad happens when the wheelbase is too short. So a real car starts at something like a MINI Cooper. The other end of the scale stops with perhaps a Corvette or Porsche 911/Cayman. I can see going to Wegmans in a 911, but not a Viper, so anything crazier than a Viper must also be NOT A CAR. Something bad also happens when the car owns YOU. I profess that a Ferrari is not a car but a piece of jewelry or a device to sell key fobs in the same way that a Sony Vaio laptop was not a computer but a tech fashion accessory as well as a failed attempt to be Apple.

THE 10 MOST DISTURBING CATAclysms

If you want to be picky, a cataclysm is a violent large-scale event in the natural world, but the automotive world is an unnatural one. Witness the following:

- 1) Cars are now full of computers, the most complex creations of man.
 - 1.1) This means that millions of lines of code control their behavior.
- 2) Numbers 1 and 1.1 above become obsolete after 9 months.
- 3) 600+hp cars are now relatively common in an era where people are worried about running out of oil and there are Government standards for fuel economy.
- 4) Sedans are being shunned in favor of SUVs and crossovers. Wagons have all but vanished.
- 5) BMW has been making trucks for a while now and the biggest moneymaker at Porsche is the Macan,
- 6) Volvo pledges to be fully electric by 2019.
- 7) Tesla loses money on every car they sell and as a company is valued higher than Ford. However, their ability to do software updates without a dealer visit shames everyone else.
- 8) Self-driving autos are inevitably upon us. It is not possible

to construct an argument against safety.

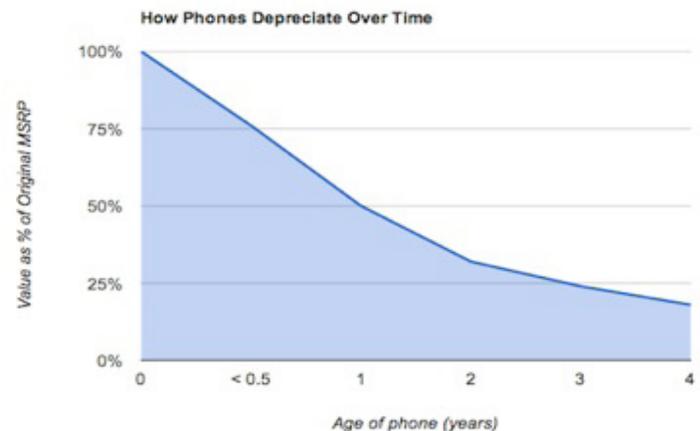
9) If you drive underneath the Hyatt Regency Hotel in Chicago, the GPS says you have arrived and stops routing even though you can’t get to the hotel proper.

10) BMW thinks fake engine noise piped in through the stereo is OK. It isn’t.

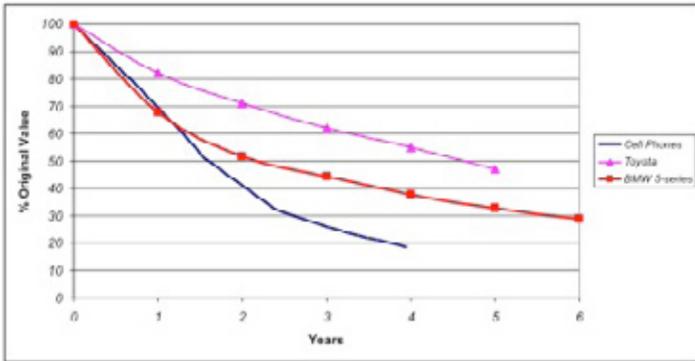
11) Manual transmissions have become rare.

THE INITIAL COST OF A VEHICLE PAYS FOR STUFF THAT RAPIDLY AGES

So the question is, do you want your German dream machine to have the resale value or fragility of a cell phone? Ezra Dyer in the July 2015 Car And Driver said, “At the XF debut, Jag did two presentations—one for the car itself and one for ol’ HAL there in the dash. That speaks to the growing complexity of our automotive electronics—a given model might have a thick owner’s manual for the car and then an even thicker one for the TouchingMeTouchingYou 2.0 Digital User Interface System 2.1 (it got upgraded since you started reading this sentence). Dare I say that maybe we’re trying a little too hard with this stuff?” The more electronics there are in your car, the faster it turns into scrap. Electronics and computers are notorious for losing value rapidly. The only thing that holds its value on a piece of electronics is the power cord. Check out this chart of cell phone depreciation [<https://priceconomics.com/phones/>]:

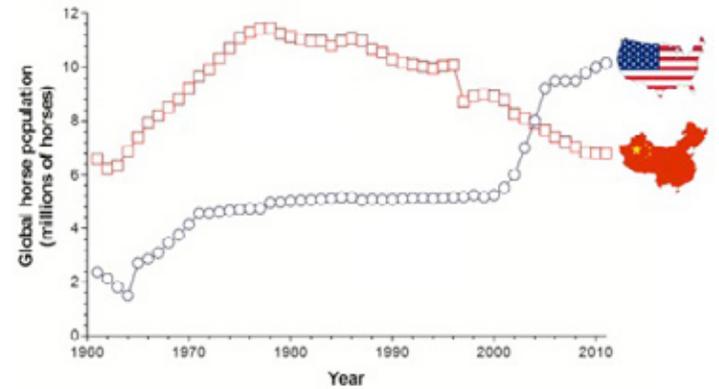


Now add in the depreciation data for a typical Toyota and a 5-series BMW [phone data from priceconomics.com, auto depreciation data is from KBB.com, The graphic is original].



The photo above shows a possible path for BMW. But fear not! All is not doom and gloom for car enthusiasts. There are more interesting cars now than ever before and this is occurring during the self-driving revolution, a seeming conflict. One fly in the ointment are insurance companies. Will a day come when your insurance company will regard driving your own car a risky behavior worthy of a painfully high premium? How many people still ride a horse to work? Will we see this coming with any clearer vision than Kodak saw the rapid demise of film?

But check out the population trend of horses in the US. Hitting a low of about 1 million in 1964 (after a high of 25 million in 1920), we are back to around 10 million (the most of any country!).



[Chart from <https://perissodactyla.wordpress.com/tag/fao/>] It is certainly no coincidence that a US horse population explosion started in the year 2000, the same year that the Pontiac Aztec and PT Cruiser were introduced. Even horses could figure this out. In China, the horse population started a long decline in 1976, the year Chairman Mao died. No idea why.

Continued on Page 34...

So dull and boring Toyota, which has nothing to recommend it recently save its boring reliability, is the best of this group. BMWs that hold steady or appreciate in value, like the 507, M1 or Z8, are valued for their unique styling or mechanical features or historical importance or because they have a nice clock. Styling, mechanics, and history all give a vehicle lasting value. It remains to be seen if Teslas will become iconic artifacts or obsolete lumps with expensive dead batteries.

IN THE FUTURE, (WHICH IS RIGHT NOW) HOW TO TELL A GOOD CAR FROM A BAD ONE

This is easy. If nearly all the whiz-bang electronic features on your car are broken or never existed in the first place and you still get a smile while driving, then you have a keeper. A Pontiac Aztec cannot be fixed by adding satellite navigation and massaging seats although it can be fixed with explosives.

THE SOLUTION TO ALL THIS (FOR EVERYONE BUT US)

The problem will fix itself. The cure is the end of car ownership for all but hard-core enthusiasts. We all get to be meat popsicles shuttling about in Google blobs with no steering wheels. The number of young people with drivers' licenses is declining. In 1983 46% of 16-year olds had licenses. By 2014 the number had decreased to 25%.

Road and Track Editor Kim Wolfkill recently wrote, "How long will automakers continue building our kinds of cars?" (August 2017 issue) [Isetta Photo is from <https://classics.autotrader.com/classic-cars/1957/bmw/isetta/100883165>. i3 photo is from <http://auto-motorrad.info/bmw-i3-range/24640/bmw-i3-range-5-0000c092f777-515e-4e71-ajpgmodepad>. The Google self-driving car is from <http://blog.americansafetycouncil.com/googles-self-driving-car-hit-a-bus-2/>. Bus crash photo is from <http://www.mirror.co.uk/news/world-news/google-self-driving-car-hits-7529261>.]

Continued from Page 33...

So what will the future hold? Many will try to make predictions; few will be correct. Behold the car of the future as seen from 1950.



[Photo from https://gmheritagecenter.com/gm-vehicle-collection/1958_Firebird_III.html]

Wrong. Wrong. Wrong. Jets, atomic cars and space travel are now old technologies.

This is the car of the future one hundred years ago (in 1917):



[Photo from <https://www.pinterest.com/pin/173810866840970696/>]

Now I have to get back to deciding how many driving assist features to surrender to in our next car purchase...

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THE STORY OF MY E30 ADDICTION

Part Two: Realizing my Dream...Sort of
Article & Photos By Dan Neal

Part One of this story ended with the discovery of the car that fuels my automotive passion. That car of course was an Alpine White E30 M3. The fire that was ignited by that car did not burn brightly to begin with; it started as more of a smoldering pile. It took a few years' time until I was able to realize the dream of owning an E30, though my first purchase was not quite as luxurious as an M3.

The acquisition of my first E30 came on April 23, 2011. Now you may wonder what I did in the 7 years between the discovery of the car I loved and the purchase of the first of many. Well, in that period I had turned my attention to Ford Rangers, the first of which was given to me by my father. After 7 years of tinkering with Rangers I was finally given the opportunity to purchase my first E30, though once I started I was unable to stop. The first of many was

a 1987 325 model with the 2.7L M20 Eta engine and a blown automatic transmission. Painted a lovely color called Luxorbeige, it was very adept at hiding where the paint ended and rust began. The car showed 187,000 miles on the odometer (who knows if it actually worked) and was mine for the low price of \$350. Now this shining example was far from roadworthy, but it helped to fan the flame and allow the fire of desire to grow stronger.

The second E30 to enter my life was the first to become a permanent part. I purchased this car on September 21, 2012-- and this is a date I still regard as one of the greatest in my life (since as of the time I am typing this, my wedding has not happened yet). This car had entered my life four and a half months prior when a friend at college introduced me to the owner who was interested in selling it. Unfortunately at the time I

was a broke college student about to graduate and had not yet found a job-- and absolutely did not have the \$1500 he was asking. I put the car out of memory and proceeded to graduate and get a full-time well paying job. The car was a distant memory when I travelled back to college to visit friends on Labor Day (a pseudo-tradition of graduates is to return that day because we have off and they don't). Imagine my surprise when during my visit I spot the car that had been offered to me months before.

After seeing the car that had eluded me months before I made it my mission that day to find out the story of why it was parked there and how it was (it stuck out like a sore thumb). First I talked to the service manager of the senior shop. The only information I got from him was that the car had been donated and to talk to an instructor named Mr. Ronan. Mr. Ronan is the



transmission course instructor and was one of my favorite teachers during my time (I just recently found out he is also a 2002 enthusiast). The information I received from him was that the car had been donated, did not run, and they were not sure what was wrong with it. He told me to talk to Mr. Johnson who was the department chair at the time. After discussing the car with Mr. Johnson, we decided to walk over, make sure the title he had in the school's name matched the VIN of the car, and negotiate a price.

My inspection of the car was thorough. I made it my goal to find any and all faults with it so as to be able to negotiate a price that worked in my favor. After thorough inspection I found many items that would make a normal person turn tail and run. The tires were bald, the spark plugs and wires were missing, the carpet was cut in multiple pieces, a headlight was broken and it had ugly purple tint. This, however, did not deter me. After careful consideration when asked what the car was worth to me, I shot back with an offer \$500-600 as it sat. Mr. Johnson said we had a deal at \$600 and I told him I would return in 2 weeks with a truck, trailer and cash.

Two weeks later I returned as

promised and after taking the time to do all the proper paperwork I was the proud owner of yet another E30. This time around it was an 87 325i model 4 door with a manual transmission. It showed 115,000 miles on the nonfunctional odometer. I trailered the originally Royalblau car home and, within a day, had the car running and driving. After several weeks and several new parts I took the car on its maiden voyage. This voyage was a 1300 mile round trip to Charlotte, NC and back-- and the car made it flawlessly. It was from that moment on that I knew that I was officially 100% hooked on these cars.

The path to realizing my dream of owning an E30 has been a long and often varied trail. It has seen me go through everything from Nissan trucks, to Ford Rangers and Explorers before finally getting to the point where I could purchase the car I had so longed for. In the third and final chapter of this series, we will take a long look into my discovery of the easy modification the E30 platform allows and the pure fun it can bring.





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Tyler Junge

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