

der Bayerische **Brief**

Summer 2018 | Volume 60 | Issue VIII

**Genesee Valley
Chapter BMW Car
Club of America**

The Accidental
Bimmerhead

14





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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

"Life," John Lennon said, "is what happens when you are making plans." Well that could not be more true today. I had all sorts of plans as to what would happen and when, then "life" came along and threw a spanner into the works.

My wife and I always planned to downsize and seek warmer climates after our older children were out of high school, but we decided to make the move to Charleston, SC a little earlier than expected. As of July 25, I will be finishing my term as president via phone and email, while my comrades on the GVC board keep things running from Rochester.

I did my first Genesee Valley Chapter Ultimate Driving School in the fall of 1990. It was my third time on the track but I was hooked. I had a silver E30 M3 and it was a blast. OK, not when the oil filter shook loose in turn 2 and my instructor did his absolute best to save the car, which we almost did. It slowed to a stop and lightly hit the guard rail where a bolt was sticking out. The bolt went through the radiator and that was that. I continued doing schools with GVC, Track Time and the Ferrari Club for several years until I was promoted to instructor. It's been

28 years since my first school and the pleasure this sport has brought to my life is immeasurable.

On July 29, our club will be holding its first track event at Pine View Run Auto and Country Club south of Syracuse. The Club purchased a two-year membership to test out the facility. This should be a fun event exploring all that Pine View Run has to offer. We will also have a "cruise nite" Wednesday, August 1 at the Log Cabin in Macedon. It will be a fun evening of cars and camaraderie. But the highlight of our year will be September 21 - 23 at Watkins Glen International, which will mark GVC's 100th Ultimate Driving School. It's an event not to be missed and I plan to be there.

What I like most about the GVC events - be it a driving school, social event or tour - is the camaraderie. Our club is a giant family of like-minded individuals who love BMWs and activities centered around their cars. So if you are interested in meeting some friendly, passionate car nuts, check out our upcoming events list on our website GVC-BMWCCA.org, Facebook page, or in the pages of our newsletter. Cheers!

"Life is what happens when you are making plans"
-John Lennon

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PANCAKE RUN

By Ian Dickerson

Cold temperatures greeted our hearty bunch of GVC pancake-seekers this year. Rochester had a schizophrenic spring with recurring cycles of warming followed by colder weather and snow, and our annual drive to Cartwright's Maple Tree Inn coincided with one of the colder weekends. Nonetheless, a devoted group of club members met at the Exit 11 Park-and-Ride parking lot off of I390 early one Sunday morning in late March. GVC members brought an eclectic mix of cars for the drive, ranging from a late '80's E30

BMW to newer BMWs including an M-powered X5, Mini Coopers, and an Audi. Fortunately, the all-wheel drive capabilities of the X5 and the Audi were not required for our drive. We had beautiful weather with clear skies and bright sun, and fresh snowfall to frame our drive south. We had a spirited drive through the backroads from Mt. Morris to the Maple Tree Inn, which is situated on a family-owned Maple Syrup farm and is only open for a few weeks every spring to celebrate the maple syrup harvest. Armed with warmer jackets than usual, we joined an impressive

line of customers for an all-you-can-eat pancake breakfast served with maple syrup from the Cartwright farm. It was a great time to catch up with old friends, make some new friends, and enjoy a great drive and equally impressive pancakes. A neat movie of the trip was made by Emma Dickerson, and can be found on the GVC Facebook page and here: <https://www.dropbox.com/s/elbhuegc3n6nu57/2018%20GVC%20Pancake%20Run%20FACEBOOK.mp4?dl=0>



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MR. “BEST” WRENCH!

By Harry L. Warren

If you have been to a recent track event at Watkins Glen, then you have heard Rod Reisdorf and his Panoz--a menace to your ears!

Rod is the owner of Mr. Best Wrench, located at 2401 Bedell Road on Grand Island, NY. He has been a car enthusiast, racer, track guy and repairer of all modes of four-wheel transportation for many years. He and his son, Adam, work on all kinds of cars; recently in his shop have been a lime green Lamborghini Aventador, a white BMW 6 series, a 911 Turbo cabriolet and a 1957 Chevy Nomad just to name a few. His current track cars are stored nearby.

Rod started at his current business location in 1989, located on Grand Island, NY. In addition to the main

building with 6 service bays, there is a building for winter storage of customers cars with another storage building under construction. You have probably seen his ads in the GVC newsletter. He's been a strong supporter of the BMW Club in the Buffalo area and we have had several movie nights and a Christmas party at his shop.

Before I met Rod and learned about his shop, I used to travel to Rochester for any modifications to my M cars--several hours of travel, even for small things. I did not know Rod was nearby, so now work on my cars is easy. Maybe too easy for my wallet!

Rod was part owner of a late model race car that raced Holland and Lancaster about 15 years ago where he picked up a lot of racing tips from

that experience. His list of owned cars include an 89 Lotus Esprit, 67 Chevrolet Chevelle, 78 Corvette Pace Car, 83 Camaro, 71 Camaro, 98 Panoz, 85 Porsche 944 Turbo, 97 Mustang GT. He tracks the Panoz and 83 Camaro currently. (The Panoz is a full race version and the Camaro is heavily modified.) About 12 years ago he started doing some autocross, but now focuses on instructing at track days with the BMW CCA, PCA, Corvettes of Buffalo and Lotus of New York clubs. Rod's son Adam also works at the shop and drives the same cars at track events. He owns a 2001 Lotus Esprit V8 Turbo.

If you are in the area, stop by and meet Rod and Adam, they are always up for talking cars!

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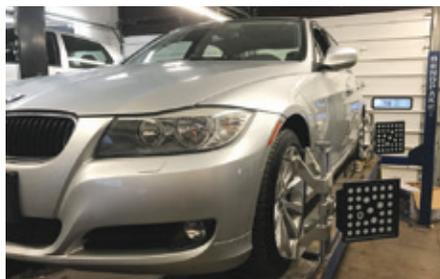


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A FAMILY OF EXPERTS

FINGER LAKES VINTAGE AND SPORTS CAR: ITS HISTORY AND SERVICES

By Simon Pontin

In 2014 I founded Finger Lakes Vintage and Sports Car, fulfilling a life-long dream to have my own classic car repair and restoration shop.

With a love of mechanical things, my experience began in my early teens working on cars and engines with my friends. Many of them were getting into machine shop jobs and soon I found myself working in a machine shop using welders, mills, lathes, and precision measuring equipment. Next I studied mechanical design in college and worked as a mechanical engineer, designing pneumatic and electric systems. I later attended Rochester Institute of Technology and earned a degree in business administration. Along the way I became a certified automotive painter, achieved I-car platinum status and I am a licensed auto estimator.

My passion for cars was still burning so I jumped at the chance to purchase an historic dealership in Shortsville, NY--an independent garage with great character that once displayed

neon signage across its front. In 1925 they sold Ford, Willys, Overland and Studebaker. In the 1950's and 1960's it was a dealership for Chryslers.

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THE ACCIDENTAL BIMMERHEAD

By Ian Dickerson

I came to the BMW club by a rather circuitous route. I didn't grow up in a household with a car culture. My folks viewed cars as a means to get from Point A to Point B, and we had a big American station wagon to haul the family around until the gas shortage in the '70's, at which point my folks switched to a series of fuel efficient Japanese imports. In the late '80's I bought a used 5 year-old Toyota Corolla wagon. Not exactly the stuff of automotive dreams, but it had a 5-speed, was cheap, and could haul all my stuff as I moved across country to my first job in Miami, FL. When the car was about 10 years old its red paint started to fade, and a friend who painted cars helped me paint the car in his driveway. I can still remember wet sanding the car during a draught with water-use limitations enforced. The police pulled up while we were

out there sanding, but after a bit of questioning took pity on us and let us continue with our illicit water use. Later that year some car thieves also admired our handiwork and stole the car, which was by now an 11 year-old Toyota Corolla, even if it was somewhat shiny. The car was recovered a few weeks later with damage and a surprising number of miles; police suspected that the car was used for trips to ferry drugs from the Everglades back to Miami. Apparently, the thieves shared an appreciation of the utilitarian value of station wagons.

While looking for a replacement car, I was stymied by the Miami car market, which apparently deemed a used Honda Accord with a 5-speed to be a rare (read more expensive) item, even though it languished on the dealer lot while similar cars with automatic transmissions flew off the lot. About

this time a good friend from Baltimore named Dwight Derr who was in the National Capitol chapter of BMW CCA convinced me to buy a used e28 5 series. Dwight was the first in a series of wonderful people that I met through BMW CCA. My wife claims that these folks were really enablers, but I prefer to think of them as automotive good Samaritans. This was my first exposure to BMWs, and Dwight found a beautiful 1988 535is that had just come off lease, and I flew to Baltimore and drove the car back to Miami. This was the start of my love of the marque, and it quickly progressed from driving, to repairing, to driving on the track. I've always enjoyed figuring out how things work, but a car was a bit more complex than I was used to. Fortunately, we had a machinist in the department where I worked named Conrado. Conrado was an ex-navy welder, machinist, and



on the weekends he serviced cars in his backyard. I started bringing our car to Conrado for service, but eventually asked if I could pay him for service but do the service myself under his supervision. In this way I started to learn automotive diagnostics and repair, and as our friendship grew the arrangement evolved into me bringing a 6-pack of his favorite beer and working on my car on the side of his house while he looked after customer cars in the back.

With Conrado's help I maintained the 535is, and after a couple of BMW track days I started to tinker with the e28 to make it a bit more track-ready. However, as anyone who's done such modifications knows, there comes a point where the car becomes better on track but less desirable for street use. Not wanting to cross this line with the e28, I started looking for a second car that I could use as a daily driver and also for track use. This was in 1994, and e30's were common, but I wanted something a bit more unique and simpler, so looked at 2002s instead. Fortunately, my wife Anne thought the 2002 was a cute car, so I got the green light to start hunting. I found one in North Carolina set up for the track with a Korman Stage III engine, and upgraded brakes and suspension, and after negotiations I flew up to Winston-Salem to drive the car back to Miami. While in Winston-Salem I stopped by



to thank the mechanic who had done a pre-purchase inspection for me, a fellow named Pete McHenry who I was to find out later was one of the original BMW engine-swappers. Pete's shop was amazing, and I had a chance to ogle his 2002, into which he had swapped the 4-cylinder S14 engine from an e30 M3. Pete was one of the first to have done this swap, and his M2 was truly impressive even to someone so recently introduced into the 2002 fold.

The 2002 was a great daily driver and track car, only limited by the required yearly emissions testing in Florida at the time, which required a carefully choreographed series of rejettin' the carbs and precise driving to the inspection station to pass. So, a year after buying the 2002 when the engine expired, I contacted Pete McHenry about swapping in an S14 engine instead of rebuilding the m10 engine from the 2002. Pete sold me

an S14 and the parts needed for the swap, and since we were still living in an apartment I did the swap with Conrado's help in his front yard. It took about 3 months working in the evenings and on Saturdays, but eventually I had my own M2 to resume commuting and track driving. And it passed emissions with flying colors. During this time the second bedroom of our apartment hosted the various parts as I parted out the busted m10 engine, using that newfangled internet to sell the parts. At that time the entire US BMW email list consisted of about 20 people, so while my market was small it was enthusiastic. The little 2002 was a great daily driver, and my oldest daughter Claire grew up with "the bumpy blue car", so named because of its stiff track suspension. I also experienced the social aspect of the club with the 2002, as there were still enough of these cars driving around at the time
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for me to organize a South Florida 2002 group, and we would meet every couple of months to go for a drive and then hold an impromptu 2002 car show at our destination. As my automotive needs turned more 2002-centric I met Carlos Perez, who owns Blue & White Autohaus in South Miami. Carlos specialized in old BMWs, and as my 2002-related adventures got more involved, Carlos would graciously answer my questions and let me work on my car in the alley behind his shop. I'd be out there working away, and occasionally Carlos would come out to see how I was doing, and usually in 5 minutes Carlos would figure out the answer to a problem that had stymied me for half the day. It was a great learning experience, and I developed another BMW-related friend. As my interests became more track-focused I had the similar good fortune to develop a friendship with Ernie Bellos in West Palm beach, who was an experienced vintage racer, BMW instructor, and owner of a tire store that catered to sports cars, and Ernie had equal patience with my suspension and tire-related questions.

In 2003 our family moved to Rochester, NY and with a second daughter we needed a bit more hauling capacity than the e28 could provide. So with great remorse I sold the 535is and bought an e46 wagon. It was the right move, as I needed a daily driver and the e28 would probably have rusted out by now, but I really hated parting with the 535is. Instead, it is still motoring on under the stewardship of one of my friends from the South Florida 2002 group, and the e46 Touring has been a great car. I was really looking forward to the move to Rochester, as in addition to great forested scenery for weekend drives, there was also Watkins Glen racetrack, arguably the home of American sports car racing. While in Florida I had the pleasure of driving on Homestead, Moroso, and Sebring raceways, those tracks were all flat and had little in the way of scenery. Here was Watkins Glen with its dramatic





elevation changes, lush scenery, and challenging course. Truly a bucket-list track for any motorhead, and it would be right in my backyard! One of the first people I met in Rochester was GVC BMW club member Bill O'Neil, who is also the Chief Instructor for the GVC driving schools. I met Bill while interviewing for a faculty position at the University of Rochester, and as I walked into his office I immediately noticed his GVC calendar on the wall, which that month featured an old picture of Bill sitting in the trunk of his 2002 doing some repair work. I knew I had found a kindred spirit and we talked about BMWs and 2002s for the entire interview period.

One aspect of the GVC BMW

CCA that I have enjoyed is the welcoming and helpfulness of all the club members, and with my technical questions I quickly met Joe Ajavon and Roy Hopkins, who have demonstrated infinite patience and enthusiasm for my mechanical questions. Two more BMW CCA friends. And Bill O'Neil came to my rescue when I needed help changing the clutch in my wife's Mini Cooper; not many folks would show up to an unheated garage in 4 degree February weather to help with such a repair. Another incredible resource I found through the club are two local BMW shops that also sponsor GVC events: The entire gang at Eksten's Autoworks (Larry, Mark, Rick, Adrienne) have helped with both knowledge

and service, as have Kevin and Jill van Valkenburg and their crew at The Little Speed Shop, especially Stephen Smeenk, who has turned out to be a bit of an automotive Sherlock Holmes with his ability to trouble-shoot late-model bimmer quirks. More BMW CCA friends.

While prepping my car for the track I also got interested in metalworking and fabrication. As I started to learn the craft, I had visions of applying what I learned to the 2002. These cars had not yet started to appreciate, so it was not a big leap to think of building a roll cage and modifying the bodywork of a 1976 2002, which was one of the least-desirable years for the 2002. This has been tremendously rewarding, if not overly efficient, and I have had the joy of working with each of my daughters on the 2002, first my oldest Claire and recently Emma, who have each learned to weld and metal finish. Emma has even helped out with the bead roller and plasma cutter as we reworked the rear suspension on the 2002. Along the way we picked up a '91 318is for Claire, and the GVC umbrella of activities included participation in the local Street Survival course for teen drivers, which GVC runs in cooperation with The Tire Rack. Social activities with GVC have further opened my group of friends. In addition to participating in events like the family go-karting and annual meetings, I began to organize Fall Foliage Drives and then took over the spring Pancake Run. Both of these events allowed me to make more great friends through the BMW club. This group wasn't necessarily interested in a technical or track focus, but instead enjoyed driving their Ultimate Driving Machines on the great back roads we enjoy here in upstate NY. We also have an active e30 community in the area, and the Western New York e30 group has provided camaraderie and spare parts over the years.

That brings us up to the current day. While my 2002 is still not ready for the street or track, I have "borrowed" my daughter's 318is for a few track
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weekends, and recently did a few of the HPDEs with my Touring. In the process I volunteered to help out with the Tech Inspection and Registration down at the track, and have made new BMW friends from around the northeast, who all converge on Watkins Glen for the GVC HPDE weekends. While great fun, I am yearning to get my 2002 back on the road and down to Watkins Glen. So, my current focus is getting the fabrication finished on the 2002, but that's another story.

As has been said before, you come to the BMW club for the cars, but you stay for the people. I have made a wide circle of friends through the club who have enriched the automotive experience. Not all of them drive Bimmers, so don't let that stop you from enjoying club activities. I've also found that volunteering for activities has made events even more fun, and would encourage anyone that wants to get a bit more out of club membership to volunteer at any of our local events. The club runs on the efforts of volunteers, and many hands make light work. Plus you'll make a bunch of new friends.

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By Charles Stancampiano

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Dear Dr. Bimmer,

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11. Electric Parking Brakes

- a. BMW and MINI and...

Answer: Dr. Bimmer agrees completely with this list of abominations and has added the auto manufacturer largely responsible under each item. It is sad that our beloved marque BMW appears so often as a perpetrator in this list. The original article explains why each of these items should be exterminated so we need not belabor the point. Don't people realize that electric handbrakes eliminate the revered hand-brake turn? Dr. Bimmer also hopes that fake engine sounds will go the way of leisure suits and vinyl roofs. One last point that deserves belaboring. The car shown below is a coupe: Perhaps **THE** coupe.



Race version of the BMW 3.0CSi (BMW CCA and The Little Speed Shop)

This is a four door sedan that says coupe on it; It's not fake news, it's just a lie.

But things could be worse in the automotive cultural landscape. There were fads and features put forth in the 50s, 60s, 70s and 80s that we can rejoice are now dead and buried.



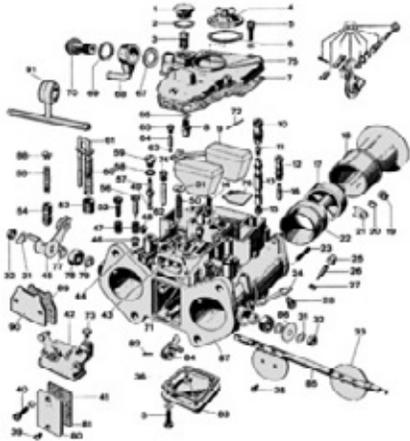
2018 BMW 428i Gran Coupe (photo by CVS)

Dr. Bimmer's List of 10 Fads We Should Be Thankful Have Gone

1. Carburetors. In Ken Purdy's Book of Automobiles there is one chapter that consists of one sentence: "Carburetor is a French word meaning 'Leave it alone.'"

If you don't believe me, check out the parts count in a typical Weber carb shown below. That many Italian parts should have no trouble running smoothly without leaking.

WEBER 45 DGOE 152 - exploded view



<https://www.carbparts.eu>

2. Drum Brakes. Brakes that don't work when they get wet are amusing at times, but these days we are actually supposed to give the right of way to pedestrians.

3. Cars of the Future.
(As preserved by cerealoffers.com)



4. Clear Vinyl Seat Covers. On a hot day, nothing feels better! And no one does a better installation than perfectupholstery.com



5) Bad Small Cars. You want a small car? We'll make you hate them! Can you name these? If you can, I'm sorry.



Thanks to Cargurus and Hemmings.

Not shown are the Dodge Colt, Simca 1204, Subaru 360 and all French cars except the Citroen DS-21.

6. Three-Wheeled Cars. This is the 1973 Dale. Look up "Murder, Transexuals and *The Price is Right*: The Story of the Dale Car Hoax" on Jalopnik.



At least it had a BMW 2-cylinder engine. Mounted vertically.

7. Fake Aerodynamic Devices. Beetles may float (for a while), but certainly we have come a long way from using surfboards as aero (or floatation) devices

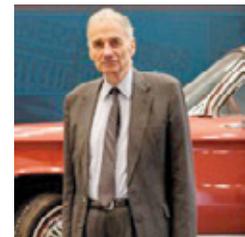


Vintage beetle with improvised aero devices. (Pinterest)



Modern beetle with sophisticated air management. (smosh.com)

8. Automotive Activists



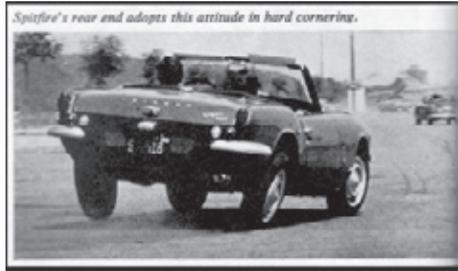
NY Times photo showing Ralph (who never had a drivers license) with a Corvair.



The Corvair might kill you, but this Triumph definitely will.

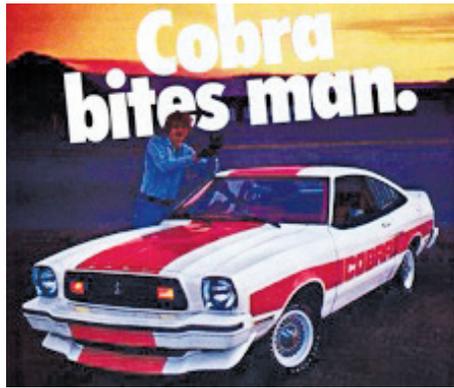
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Grassroots Motorsports' photo illustrates exciting camber changes were not restricted to rear-engined Chevys.

9. **Missshapen Mustangs.** The Mustang II should never have been allowed to live.

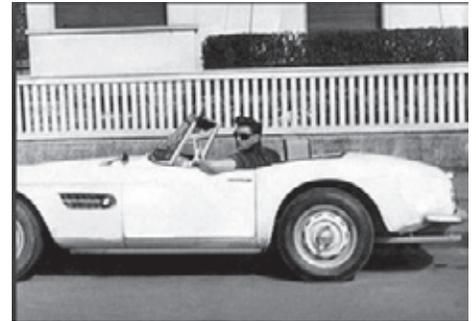


(Drivingline.com)

10. Clark Gable had one of these and I don't.



11. Elvis had two of these and I still don't have even one.



Elvis had a white BMW 507 which he later traded for a red one in 1959. (elvispresleyphotos.com)

That's all for now. Gut Zündfolge!

Dr. Bimmer

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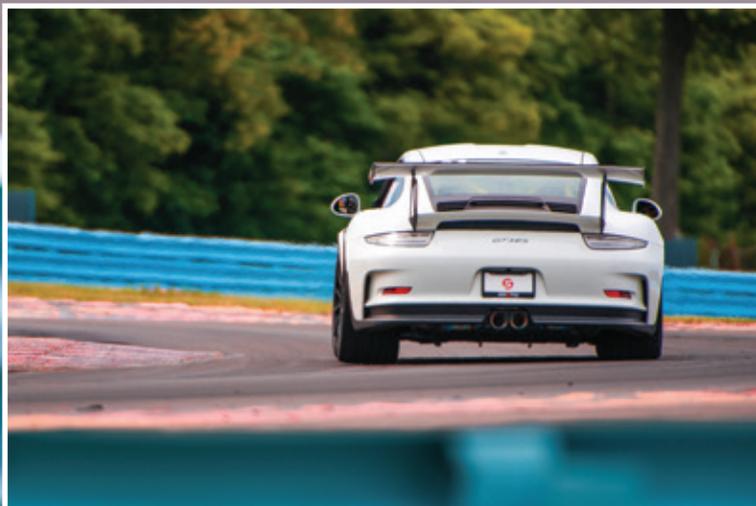
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GENESEE VALLEY CHAPTER BMW CCA

Events for 2018

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.

There are GVC Car Talk and a Beer events scheduled periodically throughout the year. They are scheduled no more than 4 weeks in advance and can always be found on the GVC Website. These events take place at various locations and always center on a particular car-related topic, good friends and beer. They are scheduled early in the evening and are a good excuse to spend a couple of hours with BMW enthusiasts, young and old. Try one.

July:

July 29 - Pineview Run Auto and Country Club Track Day - a full day of driving on the new 1.1 mile race course. This event is ideal for both first-timers and seasoned veterans. Drivers will be grouped by experience. See the GVC website for more information.

August:

August 1 - GVC Car Corral at the Log Cabin Family Restaurant - 4:30-6:00 pm. No sign-up necessary. Tent, snacks, beer, wine and soda provided. See the website for more info and location.

September:

Sept 5 - GVC Tech Inspection at Eksten Autoworks - 78 Bennington Drive in Rochester. Tech is free and open to all September GVC Driving School Registrants. Not driving? Come hang out and eat pizza. Info on the GVC website.

Sept 21-23 - GVC Ultimate Driver Education @ Watkins Glen International. Event description and sign up information is on the GVC Website.

October:

Oct 6 - Fall Foliage Tour, Sunday - drive through the Finger Lakes with stops at several breweries. Meet at 9:30, roll out at 10:00. Tour organized by Ian Dickerson. No need to sign-up. Details on the GVC Website.

Oct 17-18 - GVC Open Track Lapping Days @ Watkins Glen International. Event description and sign up information is on the GVC Website.

November:

Nov 17 - GVC Holiday Party and Annual Meeting at Pomodoro on University Avenue in Rochester. This is always a great event. More info and sign-up information can be found on the GVC Website.



Please visit our web site:

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

Like us on Facebook:

<https://www.facebook.com/pages/Genesee-Valley-Chapter-of-the-BMW-Car-Club-of-America/149495871785439>



Other non-club Events of interest to our Members. Please view the website for more information.

July:

July 20-22 - Syracuse Nationals at the New York State Fairgrounds. The largest car show in the Northeast. 8,000 hot rods and customs, classic, muscle and antique cars. 400 vendors. See website or Facebook page.

August:

August 2-5 - NASCAR at the Glen...see WG International website for more info.

Aug 13 - Cars and Coffee at The Little Speed Shop. 8-10 AM. Other dates are Sept. 8, Oct. 13, Nov. 13, Dec. 8. See the littlespeedshop.com or visit their Facebook page for info.

September:

Sept 7-9 - United States Vintage Grand Prix at Watkins Glen International. One of the largest vintage race weekends in the country. Mini Cooper is the vintage marque for this event. See www.theglen.com for more info

Sept 15 - Hoytoberfest. The 3rd Annual Ricky Hoyt Memorial Show at Hickory Park in Bergen, New York. Come celebrate the amazing life of Ricky Hoyt, show your car, eat great food and meet new friends. Organized by Dan Neal. He can be reached for more information at RangerDan97@gmail.com

Sept 21-22 - Saratoga Auto Auction. 2-day auction of 300 cars, boats and motorcycles at the Saratoga Auto Museum. For more info email Jeff.whiteside@saratogaautomuseum.com



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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.

Breakfast Served 6:00 - 11:00 am

Dinner Served 5:00 - 9:00 pm

Everyday through October and weekend dinners in November



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Tyler Fuino
Adam David Glogowski
Raymond G Granston

Robert Paine
Tim Renzoni
Daniel Yavanovich

David R Hearn
Kyra Jacobson-Evans
Torrey Jacobson-Evans
Filip Jander

April

John Banach
Scott Blazey
Jared Biernbrauer
Bennie Bish
Tyler Brant
Todor Enev
Don Ferrario

Scott Grinnell
Ken Hale
Garth Jantzen
James Kosowski
Robert Lutz
Jason Morabito
Dustin V Morgan
Rita Paine

May

Isabel Barron
Margaret Binder
Scott Brubaker
Karissa Clark
Anthony Fantanzo
Paul Fisher-York
Stephen Folkerts

Jack Kaffenbarger
Lucy Kaffenbarger
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*0-60 time based on BMW AG test results for the X5M and X6M.
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