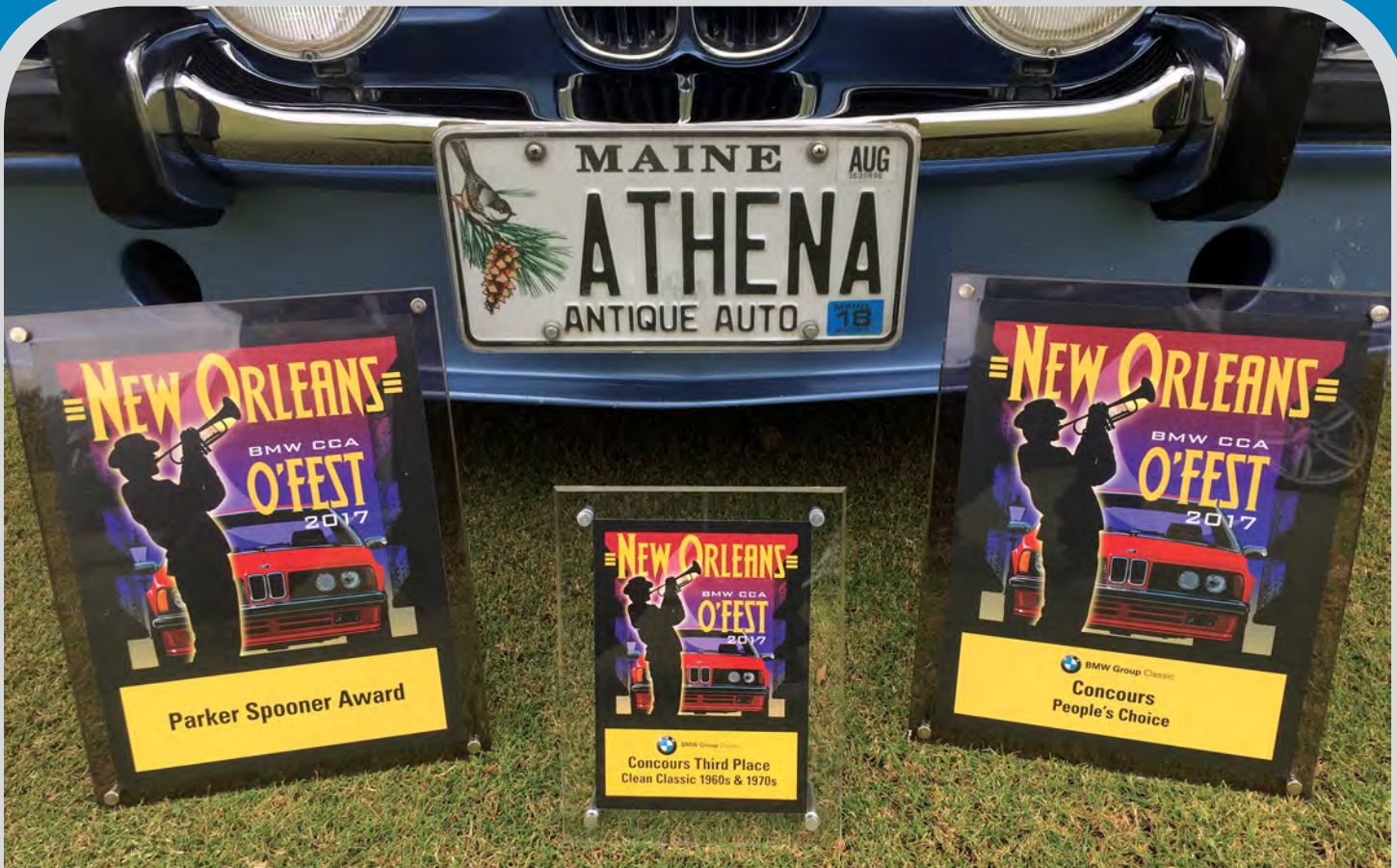


THE NNE NEWSLETTER

THE CONSOLIDATED NEWSLETTER OF
THE NORTHERN NEW ENGLAND CHAPTERS OF THE BMW CCA

WINTER | 2018.1



Where's My Newsletter?! - Part II

by: Martin Callahan, NNE Newsletter Production Editor

Missed seeing either of the last two newsletters? Weren't aware when they were available online or didn't know where to find them? Sorry, our mistake.

During the transition phase of consolidating our three individual newsletters into one, we hit a few unanticipated "speed bumps". The process, by which the old White Mountain Chapter's newsletter was posted to its website, automatically generated a postal mailing list and automatically emailed all its members -who had opted for only the electronic version, informing that the latest newsletter was available

online. With the newsletter consolidation, the postal mailing list is now generated by National, with the National website managing each member's preference to receive the newsletter either printed or solely electronic (the new default). Unfortunately, it was overlooked that the new process didn't define clearly enough, the way members were to be notified when/where the latest newsletter was available online.

The Fix: Going forward, you will receive email notification (and a link) from your affiliated chapter staff once the newsletter is posted.

To confirm/change your newsletter delivery preference, go to the National website (www.bmwcca.org), and select the "Manage Account" tab on the home page.

Currently, all back issues of the NNE Newsletter are archived in the Library section of the WMC website and can be found at:



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Happy New Year GMC Members

by: Peter Ohlweiler, Green Mountain Chapter President / DEC

First I would like to wish everyone a Happy New Year and hope that your holidays were everything you expected.

Here we are at the beginning of a new calendar year looking forward to joining our friends for fun drives and events in the upcoming months. We started off the 2017 season with an enormous task in front of us. The Green Mountain Chapter had been on probation with BMW CCA National because of our previous year's issue's with the club. We had been without our leadership due to the unfortunate health issues that our President and Vice President had been facing.

I would like to update you on these issues as our past President, George Ohlweiler, has been progressing well and was even able to join us at the OktoberFAST event held in Stowe this past September. Our Vice President Stewart "Doc" Loeb, while in rehabilitation mode, was able to lend a big hand in helping the Chapter with the events that the club members enjoyed this past year. In addition, our secretary Pam Loeb and our newly elected treasurer, Walter McNally also played a huge part in organizing and working the events that we were all able to enjoy. These events that are organized for the club members take lots of work and time to put together. With our limited staff I have to say that I could not be more proud of the work effort that these three Board members have put in, not only to save our Chapter from being eliminated by National but, to put forth several enjoyable weekends for our members.

This brings me to once again reach out to our roughly 180 members and ask for your help in the 2018 season to bring forward your ideas as to what you would like to participate in as far as an event is concerned. For example, would you like to take a Saturday drive in a particular part of the state stopping to have lunch at one of your favorite wineries, breweries, museums, ice cream parlors or a enjoy a picnic along the lake. Anything that you can come up with would be greatly appreciated as this club is about what our members like to do. Maybe you would like to organize a drive to an event at Lime Rock Park in the northwest corner of Connecticut, or to Watkins Glen Raceway in Watkins Glen, New York; maybe a day trip to New Hampshire Motor Speedway for an event that is being sponsored by our neighboring White Mountain Chapter; or maybe an event with our friends in the Pine Tree Chapter in Maine. I know that some of our members have taken it upon themselves to join members of the Patroon Chapter in New York at any of the several track events they hold each year. Maybe you just want to get

together and talk about your own car with other members and learn more about your "Ultimate Driving Machine"! Whatever your ideas are, I want to encourage you to bring these forward to the Board via our club email address, Vtbmwcca.info@gmail.com, and we will reach out to you to help make your thought a reality, setting a date to make it happen.

It takes all of our members participation to continue the success of the Green Mountain Chapter. With that said, I also need to bring to your attention once again, the need for help within the Chapter. We are still in need of someone to be our Membership Chair and a Newsletter Copy Collection Editor. These two position are vital to the success of the Chapter. Our Membership Chair will help in continuing the growth of our Chapter membership. The Newsletter Copy Collection Editor will help gather interesting and entertaining articles from members, and submit them then to the consolidated newsletter that we now share and enjoy with our partners in the White Mountain and Pine Tree Chapters.

We are also in need of someone to handle our Chapter's Advertising in the newsletter. This person will take on the task of gathering companies to advertise their business in the quarterly newsletter. All these staff positions do not go without the help of the Board. The Board is here to assist in every way possible to make our club successful. We have been working with a much too limited staff for far too long, so please, I ask you again for your help in making our Chapter a continuing success, so that we can all gather with our friends and enjoy our "Ultimate Driving Machines".

To our members who have kids, of all ages, please encourage them to participate with the Club. We look forward to them bringing new ideas and fresh ideas as to what they would like to see the Club do for them.

For this upcoming year I am planning to schedule two Street Survival schools. Once again we hope to be at the Diamond Run Mall in Rutland as our Street Survival school last year was a great success with the participation by the Vermont State Police demonstrating their "Roll Over Machine". We also had an inspector (whose name escapes me at the moment) from the Vermont Motor Vehicle Department attend the School for observation purposes to learn what the Street Survival program is about. Before leaving, I had an opportunity to speak with her to get her take on

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how our program stood up to other driving programs she has observed, like the one from the Ford Motor Company. She had high praise for what she watched throughout the day at our Street Survival school, stating how impressed she was with the driving exercises and the classroom sessions. Tire Rack and the BMW CCA Foundation are entering their sixteenth year providing Street Survival Schools around the country and this past fall they ran their 1000th school! These schools have saved the lives of many teenagers and adults across our nation. All those who've participated in the program as a student or instructor or staff volunteer, can be proud of the accomplishments made by this program.

In addition Pam Loeb, our secretary, has already begun the process of planning our main event of the year, "OktoberFAST". Last year Pam's efforts brought in recognition from BMW CCA National by bringing the President of BMW CCA Foundation, Steve Johnson, the BMW CCA Director, Frank Patek, and the BMW CCA VP of our North Atlantic Region, Lou Ann Shirk, to the event. This recognition by National was a huge positive boost for the Green Mountain Chapter based on where we stood just a year before.

I cannot thank Pam, Stew and Walter enough for their efforts this past year in bringing together the Green Mountain Chapter. With your (our members) help this year we can continue to raise the level of

our club and enjoy our friends and automobiles.

Best wishes to all and I look forward to seeing you this year at an event that you have brought to the table. Remember your participation is vital to the success of the Green Mountain Chapter.

Please also remember that hand held devices are a danger to all drivers! As BMW Car Club of America members, each of us can set an example for all other drivers by obeying the speed limits (on our roads), wearing seat belts, and using our blinkers, - just drive responsibly.

-Best to everyone.

How It All Started

by: Walter McNally

First there was Tiny, who probably tipped the scale at about 350 pounds. He drove a Ford Fairlane, I think, and loved to speed up the street. He had an automatic and would let off the gas when he thought it was time to shift so he could pretend it was a standard. Of course we all knew what he was doing and just laughed at him. Luckily we could run faster than he could.

Then there was Wrench. He had a 1962 or so Corvette with a removable hard top. If we got within ten feet he would yell at us to stay away from his car. That car was something special. He once wanted us to go buy him some cigarettes at the store. We said sure, as long as he gave us a ride. He just

laughed and never asked us again.

We being sophisticated lads of 11 or 12, thought these guys were all grown up. In reality they were probably 18 or 19. I don't know what became of either of them, but I sure do remember that Corvette. It was dark blue with a light blue interior, manual and the best sounding auto I've heard. Now all I can do, is watch the really good ones roll down the runway at Barrett-Jackson!

A couple years later, we now being "mature" teenagers, hoofed it to the center of town to see an auto show. The dealers had parked their new cars on the street and allowed folks to sit in them, and start them etc. Of course we sat in every one and

played with all the buttons and gadgets we could get our hands on, until we got yelled at by the sales people, and moved to the next car. I knew I had the car thing at that point

The car thing was sort of dormant until I graduated from college. I did however learn to drive a bus during my college years. Why a bus you ask? I still wanted to be behind the wheel and it seemed like it would be fun, and it was! Lots of field trips, one was to NYC where I had to parallel park a 40 foot bus on 8th Ave! I got a chance to drive my grandfather's '63 Belair. Solid metal dashboard and the last car I could tune on my own. When I graduated from college, I

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bought myself a Dodge Dart Swinger! Woo-Hoo! OK, it was the same type my parents bought, so...

Later, I worked with a guy who had a mid-'70's Firebird. Thought it was nice, so I bought one. Not a Trans Am, because that was a little over the top, and not the base model because, well you know... The Formula model it was! Great looking aluminum dash, but worst car mechanically I've ever owned. If there was a lemon law then I'd have collected enough lemons to make about a gallon of lemonade. My mechanic said it was the "Bendix" that was causing the problem, which was very ironic as I worked for Bendix at that point.

My first BMW was inspired by a guy who had an Inka Orange 2002. I think I may have told him it reminded me of a VW Beetle on steroids. Went for a drive in it, and realized the error of my ways. Wow what a car! So the search was on. I wasn't interested in a used car and the E21 320 was the only thing in my budget. Finally found a bright red, manual, black interior with a sunroof. Drove it like I stole it! Washed it, waxed it, parked at the end of the parking lot and of course yelled at kids who came within ten feet!

Life went on and I traded it in on a Chevrolet station wagon. Somewhere in there I bought an E23 733 which always seemed to be at the end of its rope. The headlights were awful, the A/C never seemed to get cold, it blew a head gasket, etc. Finally coaxed it into a dealer, smoking, dripping coolant, death throe rattles; like something from a bad movie. Waved it goodbye and left in a 1991 E30 318is. That was a great tossable model, had loads of fun driving it hard, and took it to two HPDE events. Loved it and would probably have it to this day, except for an old lady who just had to make a U-Turn on the interstate right in front of me - totaled it. Never mind that the next exit was 100 yards away. Bought an E30 325is, I liked the extra power and defi-

nately the cruise control, but it just seemed to lack "something" compared to the 318is.

Life happened, went back to school, sold the 325 and drove a Hyundai Accent, complete with duct tape holding the quarter panels in place. I wish I had a picture. Drove a beat up Volvo for a while until I discovered it would cost more to make it roadworthy and legal than it was worth. Finally I was at a point where my budget would allow me to drive something besides a beater. A real deal Alpina C1 2.3, along with another E23, graced my driveway. I sold the E23 to a guy who literally wrapped it around a tree while being pursued for some type of less than legal activity. I've attached a picture, which was taken after the car was straightened out, and the guy walked away. The Alpina was a garage queen, only to appear on nice dry days in the summer. Sold that one before I realized how rare and valuable they were.

Somewhere in there was an E34 535 which had been heavily modified with a turbo and lots of other goodies. It was so loud, walls would topple over when I drove by! My mechanic didn't want me to park right next to his building because the exhaust would make the walls vibrate! Sold that one, taking a beating. Bought an E30 325 that had a bunch of issues, then sold it, taking another beating. All the while my daily was a rental, done on a monthly basis until I could find the "perfect" BMW.

Of course there is no such thing as the perfect BMW. I've discovered that there are different cars for different needs. A daily driver, which while still sporty and fun and not so collectible or rare that taking it out into the snow and rain causes chest pain, is a great thing. Then there is the summer car, perhaps a convertible or

something rare or collectible, which stays inside during bad weather. Finally there is the track car, which can be a heavily modified, not-street-legal vehicle, or a slightly modified daily. My 318is fell into the latter category. I think I need three or four cars. Guess it's time to buy that warehouse!



No longer mine. The E23 AFTER it was straightened out.

So where am I today? I have an E60 528xi, which while competent and sporty, at least in the sport mode, suffers from Bangle butt and an overabundance of electronic gimmickry. I was caught in a very violent hail-storm and the sheet metal looks like a golf ball. Just give me the old fashioned slow/fast, hot/cold, up/down sort of car without all the "safety" features that hold your hand. That said, I'm going to keep it. About eight months ago I bought a 1983 320is and am in the process of having it fixed up. The body and interior are in great shape; the engine not so much. Next part of the project will be to swap out the fuel injection system for some Weber or other carbs. Not sure where this car will wind up, definitely not a daily, but I think too nice to turn it into a track car. So the search continues.

I started with a 320 and the latest BMW I purchased is a 320. Who says you can't go home again? Of course there is always that '62 Vette! No matter what you drive, have fun and enjoy it!

Lime Rock Park - "Road Racing Center of the East"

by: Peter Ohlweiler



of the East". It was very important to me to attend this celebration, as I grew up in Falls Village in those early years of my life. Actually my step father was legal counsel for Jim Vail, who was the original owner of

On Saturday, the 2nd of September 2017, I joined many guests at the 60th celebration of Lime Rock Park, the "Road Racing Center

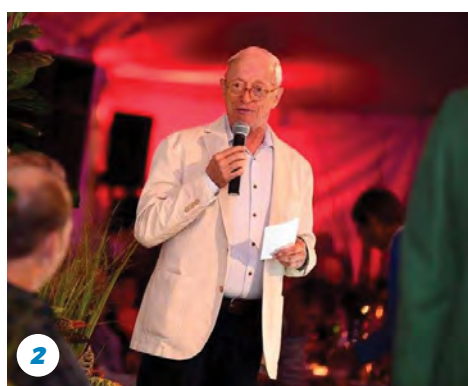
Lime Rock. Along with John Fitch (a dear family friend), they configured the track and started construction in 1956. On April 28th, 1957, Lime Rock held its first race of G-Production cars and an MG class. Ted Sprigg was the first winner of the first G-Production race held at LRP and the winner of the first MG race held was a gentleman named Charles Callanan who drove an Alfa Romeo Giulietta to victory. Since that first race many racing greats have driven the 1.5 mile road course,



located in the hills of the northwest corner of Connecticut, such as; Stirling Moss, Dan Gurney, Roger Penske, Sam Posey (who still lives in the area), David Hobbs, Mario Andretti, Mark Donohue, Brian Redman, Paul Newman (who I actually was in driv-

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ers school with in the early 1970s). The list goes on Peter Greg, Hurley Hayward, Bruce MacInnes (a great Formula Ford driver back in the day and I am sure many of you know who Bruce is), etc., etc. I can continue on for paragraph after paragraph with all the great people that have driven Lime Rock. Let's not forget a series set up at LRP called "Women on Wheels"; a great, but short-lived, series dedicated to those ladies that wanted to show off their driving talents. Not to forget my friend, Stephanie Economu, who drove her Mazda Miata to victory at Lime Rock on August 12th, 2012. As she puts it, "A true Senna win in raging weather." Stephanie is a strong supporter for women drivers. You can follow her at "GearheadGirls.com".

I remember my first race in a 1959 MGA twin cam. Racing in the F-Production class along with a great guy, Omar Norton, who was driving a Mini Cooper. I remember asking him after the race, "How is it that I pass you on the straight and then all of a sudden we enter Big bend and you go by me as though I ran out of fuel?" Mr. Norton looked at me and said, "Pete, I never lift, I have my foot to the floor all the way around the track."

Such great memories of Lime Rock, be it on the track, or sitting on the hill above the esses, with my family and friends enjoying a Memorial or Labor Day weekend, or any race. Another great memory are the dinners we enjoyed at the Barn in the corner of the field located behind the Lime Rock Club to the left of the track office as you drive in. On Saturday evening after



the track day concluded, everyone would gather at the Barn for a cookout and refreshments. It was fabulous.

On Saturday evening, September 2nd, 2017 at 6 pm I walked through the entrance of the Gala Celebration tent to join all those in attendance for the 60th Celebration; this, after a wonderful fun-filled day of historic races. As I looked around I saw many familiar faces, and many unfamiliar, although I knew LRP was as special to them as it is to me. Twenty or thirty tables were set with linen and flowers, with dinner to follow and Champagne to help us all celebrate the 60th year of Lime Rock Park.

As I walked around the outside of the tent overlooking the straightaway, I saw another familiar face, Eric Wensberg. Many of you may know Eric as the "M" manager for BMW back in the day. Then came David Hobbs. I looked over, mentioned it to Eric, and he stated, "I will have to go say hi to my friend David." I replied, "Not without introducing me to him." It was a great pleasure. I even had DH sign my ticket to the event. Opportunities like this bring out the kid in me. The evening was topped off with questions for Parnelli Jones Jr., David Hobbs, Sam Posey and Jim Haynes (a previous owner of LRP).

A fabulous evening enjoyed by all, with a terrific host and current owner of Lime Rock Park, Mr. Skip Barber. Thank you to everyone and lets all enjoy another season of great racing in 2018 at Lime Rock Park!

1. [The Gala Tent](#)

2. [Skip Barber](#)

3. [Sam Posey & Jim Haynes](#)

4. [PJ Jones, David Hobbs & Sam Posey](#)

5. [Sam Posey & Jim Haynes](#)

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MARTIN CALLAHAN

The White Mountain Chapter's newly elected president, passionate & long-time club member Susan Tedeschi, had intentions of introducing herself to you on this page, but regrettably, she froze up during the recent arctic deep-freeze. Or maybe it was too much of the spiced egg nog that got to her? Either way, she sends her apologies that she couldn't make it in on time, hopes to meet you all in person at the upcoming Winter Reunion, and promises to have a few words for you here next edition. Until then, keep some sand in your trunk, your washer fluid tank full and a smile on your face despite the weather. - ed.

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DEC UPDATE | Day Dreaming

by: Bruce Bergeron, DEC Chair

It's negative 18 degrees Fahrenheit as I write this DEC report. Let me repeat – it's minus 18 degrees Fahrenheit! The sun is shining but the thermometer isn't moving. We have had 36 inches of snow in the last four weeks so I have had lots of opportunity to work on my drifting skills and now all I can think of is the 2018 track season!

Ahh, 75 degrees, sunny skies and the smell of hot brake pads filter through my scattered and frozen brain. I can feel the tires and suspension load up and release as I hit my favorite curb on my favorite corner of my favorite track. The feeling in my arse and fingertips as the front tire first goes over the lower part of the curb, then the distinct feeling and sound as it kisses the higher level of the curb. Then, just as the rear tire starts up the lower part of the curb I feel the front tire briefly suspended in the air as it clears the curb all together. Now – add some throttle, let the rear of the car rotate just enough to unwind the steering wheel and drift ever-so-delicately toward track out. Now is the moment I've been waiting for – the reward for hitting the right line with as close to perfect inputs as I can muster – a straight steering wheel – which can mean only one thing – FULL THROTTLE!

I guess this is how I will have to spend the rest of winter; day dreaming of the season ahead, of spending time with friends with whom I share this passion, and of meeting new friends. I will think about the immense joy and satisfaction I will get from the dozens of students I will instruct during



Ahh, 75 degrees, sunny skies and the smell of hot brake pads. I can feel the tires and suspension load up and release as I hit my favorite curb on my favorite corner of my favorite track.

the season. I sit here smiling as I think of the excitement and giddiness each student gets when they execute a new skill for the first time. I'll also dreamingly think about preparing my car for each event, the joy of replacing brake pads and rotors, and of adjusting suspension settings and tire pressures. I'll even think fondly of fueling up gas jugs, watching the pump go up and up and up, thinking to myself in some perverse way, the higher the fuel bill the better, because it means I'm turning laps, hopefully right up to the moment the final checkered flag is waving as the sun starts to set. I can see myself as I come off track after the final checker chuckling to myself about how lucky I am that I found this sport, and of the appreciation I have for the people who were able to put together such a fantastic event. I will begin naming the members of our Driving Events Committee (DEC) and marveling at the dedication and commitment each and every volunteer makes. I will think about other BMW CCA

Chapter DEC members as I participate in their events at Watkins Glen, Tremblant, Lime Rock and others.

Here's to each and every volunteer that makes our clubs possible, and to seeing you at a track soon. Speaking of which – on behalf of the White Mountain Chapter Driving Events Committee I am delighted to share our plans for 2018. Last year was so much fun – Let's do it again! The season will start with

an Advanced Driving School (ADSS) on April 7th and followed almost immediately by our Cabin Fever HPDE Track Event on April 14th. Both events will be held at New Hampshire Motor Speedway in Loudon.

We are also happy to report we have secured Club Motorsport in Tamworth, NH, for October 12th and 13th, for our Spectacular Fall Foliage HPDE event. But that's not all, we're also planning one or two days at Club Motorsports in July or August, a Street Survival event in July, and an ADSS in September or October.

We are also excited to be working with both the Green Mountain and Pine Tree Chapters to promote driving events for their members in 2018. Stay tuned to the chapter website as more details become available and registration opens on Motorsportreg.com.

SEC UPDATE | Embrace Socialism, Find Happiness

by: David Harrison, SEC Chair

Wait! Don't run me off the road yet! I'm not encouraging or suggesting we need the type of socialism championed by Vladimir Lenin or even Bernie Sanders. Over the past few years in New England, we certainly all have had enough heated political debates to last a lifetime and I'm not going to fan those flames. No, what I'm encouraging in the kindest ways, is for club members to simply become more social and embrace... "Social-ism". In my opinion, the best approach to become more social is to either join your chapter's friendly Social Events Committee (SEC) or simply actively participate in the various club events offered by the SEC. You'll find them listed on our calendar throughout all four seasons. Now that's socialism we can all enjoy!

The White Mountain Chapter is kicking off the new year with our annual "Winter Reunion" dinner party on Saturday, February 10th at the Common Man of Windham. It

will be great way to introduce to you all, our new President, Sue Tedeschi. So save the date, and plan on celebrating with fellow members – friends old and new, as we enjoy each other's camaraderie, great food & drink, fun & prizes. What could be more social in the middle of winter? The cost is absolutely FREE, but to help us with planning, please RSVP via the chapter website. There you'll find all the details about the event.

Despite the seemingly endless recent arctic temperatures, trust me, spring will eventually arrive in New Hampshire. That means the snow will melt and maple sap will run – both very good reasons to entice all chapter members to kick off the upcoming driving season by converging in March at Parkers Maple Barn in Mason for our annual ritual, "rite of spring" breakfast and tour. For years, this has been one of our (tastiest and) best attended events of the year. If

you've been, you know why. If you haven't, come and see why! RSVP and get the latest info at the chapter website.

Then, I promise, after spring, summer will come. Ahhh... summer! When summer arrives BMW owners look for any reason to get out on the road. The SEC will be there, on the road with you, pledging to meet the demand for fun and enticing events built around all things related to BMW. We love to organize everything from track events, to scenic drives, to car shows, but remember, the best ideas for our events always come from YOU. So share what you have in mind with us!

Attend any scheduled event or SEC meeting to get involved with like-minded folks. You will be better "socialized" for the experience and you'll never have to change your political party affiliation.

WMC MEMBERSHIP UPDATE | While We Wait

by: Tom Ciffen, Membership Chair

Here we are – the holidays are over, a few of our cars may be put away, and plans are being made for the warm weather and the driving and social events that warm weather will bring. While we wait, there are many things that might occupy us. We may be doing projects on our track cars or summer driving cars, we may be battling cold, salt and snow with our other cars, but we can

always count on something interesting going on with the club. Check the website for dates and new event announcements, and you'll see what I mean! There are already driving events on the calendar - the annual Winter Reunion is booked for February 10th, soon the date will be fixed for our Breakfast at Parker's Maple Barn, and more is in the works!

In the meantime, membership is currently at 624 members, with a few departures and several new additions. Please join me in welcoming them, and remember, as others have said, there are no strangers here, just new friends that we have not yet met!

UPCOMING EVENT | Winter Reunion 2018!

by: David Harrison, SEC Chair

It just wouldn't be a decent winter without a WMC Winter Reunion. So I'm happy to announce that we've booked the Common Man in Windham for this year's "star-studded, black tie, gala celebration", and you are hereby cordially invited!

Ok... maybe it'll be more like a casual-dress dinner party, and probably the only stars you'll see will be in the sky on your walk in from the parking lot, but I guarantee it'll still be a great night out shared with club friends old and new.

Admission will include light appetizers, dinner and drinks. The savory culinary creations offered by the Common Man are always a hit and our celebration cake is certain to give any BMW Art Car a run for its money. Also included in the evening will be awesome door & raffle prizes, and maybe a

competitive trivia game to test your BMW wit & wisdom.

It's all sure to be delicious and fun, but here's maybe the best part... In appreciation of our club members willing to come out and share their BMW enthusiasm, I'm happy to announce that again this year, the admission price for chapter members (and a guest each) is absolutely FREE! - We're just asking that you RSVP via the chapter website to help us with planning.

If you have any ideas or suggestions for this event, please let us know, - we'd love to hear from you. The SEC especially selected the date to avoid any holidays and major sporting events like the Super Bowl, the Daytona 500, or Canada's Curling Championship, so we really hope you can make it! You'll be glad you did.

20 White Mountain Chapter Winter Reunion 18

Good Friends | Good Food
Good Time

Saturday, February 10th

6:30-8:30 pm

The Common Man Restaurant
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Cost is FREE
(WMC member +1)



RSVP

Please RSVP
(a.s.a.p.)

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RECENT EVENT RECAP | ABCs - Äpfel (Apples) und BMW Cars

by: Thomas Stoll



A gorgeous autumn day this past October provided the setting for an apple fun-filled time for White Mountain Chapter members and friends. Driving up through the mountains on twisty two lane roads looking at the colorful trees, lakes and mountains we looked forward to picking the fruits of autumn.

The group met in the parking lot in the orchard in Z3s, a Z4, a few 3 Series, X's and



a very nice 315 hp Z3M. Convertible tops came down to take in the Sonnenschein (sun's rays). We checked out the apple orchard barn which was built very "stark" (strong) with hand hewn wood post and beams in 1810. From the mid-1700s to the present, this property has been farmed continuously. Gould Hill Farm is located on Gould Hill Road, near Contoocook in the Town of Hopkinton, Merrimack Coun-



ty, New Hampshire. There are 60 acres of orchards, farmland and forest as well as a quaint farmhouse, barns and apple storage buildings.

Joseph Gould, a town incorporator, was the first of the Gould family to come to Hopkinton in 1735 to stake a claim. Joseph's three sons, Moses, Christopher, and Gideon, moved from Massachusetts to Hopkin-

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ton. Gideon settled on the next hill over to the east of Gould Hill. Both Christopher and Moses settled on Gould Hill. Christopher built the original Gould Hill Homestead around 1760 and his brother, settled down the hill. In 1899 the great-great-grandson of Moses Gould built the existing farmhouse.



Afterwards, a separate sparkling cider tasting area in the barn was a nice surprise and the group tried various varieties of cider as we talked about the apples, apple cider, apple pies and everything apple related.

Afterwards, we went to have lunch (and breakfast) at the wonderful Everyday Cafe. I had delicious pancakes. You pour your own coffee and what a choice of coffees, from Fireman's Special to the Breakfast Blend. I even had a second cup. The coffee for the group was on me. (Hopefully no one found out it was included with the meals.)



We tried the bakery's donuts and ice cream, while watching the bakers making apple cider donuts and apple pies. Nothing like warm apple cider donuts fresh from the oven!

The weather cooperated with clouds that opened up to reveal a sunny blue sky. We then ventured up the hill to the orchard to do the "pick your own". The apples



ready to pick included Hampshire (sweet), Cornell (sweet, juicy and yummy), Empire, and Honeycrisp (sweet with a slight tartness). Turns out the Hampshires were just coming to their peak and were a group favorite. Apples ranged from hardball-sized to huge softball-sized Hampshire varieties. The views of nearby and far-away mountains were spectacular on this clear day and we could see Mount Washington in the distance.



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CAMERA SHOTS | My 1972 BMW Bavaria 3.0 - "SENIOR6"

by Will Gran



This is my authenticated one-owner, two-driver Ultimate Driving Machine. On April 10, 1972, while on active duty with the Air Force in West Germany, I placed a factory-direct order, and on August 11, 1972, took delivery at Auto-Doring, GmbH, a BMW dealership in Wiesbaden, West Germany. In September 1973, when we returned to the States for my next duty assignment to Hanscom Air Force Base just west of Boston, the Bavaria came with us.

In July 1981, I completed 21 years of Air Force active duty service and moved our family to Lebanon, New Hampshire to take a job as Engineering Manager at Enertech Corporation, a small startup company with an innovative design for electricity-generating windmills that was responsible for jump-starting the windfarm industry. The Bavaria remained as one of our two daily drivers for years while our four growing teenagers drove 'more appropriate' transportation; a Toyota Corolla, a Mazda 323, a Ford Tempo, and a Ford Escort.



In July 1987, the Bavaria's original 3.0 liter engine had been damaged by several severe overheating events caused by three failures of the radiator cooling fan brake-shoe mechanism. A new factory M30 engine was installed with conversion to dual Weber 32/36 DGAV 03B carburetors. The troublesome cooling fan was removed and the cooling system was upgraded to a 3-layer core radiator with a front mounted electric shroud fan.

By 1990, private college costs for our two oldest scholars preempted funds needed to keep the Bavaria in top running order. So it became a 'garage queen' occupying a resting space alongside my stored 1967 Porsche 912 for several years. I endured driving well-used-and-much-abused old Buick, Chevy, and Plymouth station wagons and a couple of Toyotas.

In the spring of 2001, I had to decide if the "SENIOR6" would remain a part of our life. I brought the mechanical and electrical components back to smooth working order. It still ran as sweet as ever. In May 2002, I made the commitment to rejuvenate it back to as close to original condition as could be done, - with what I could afford.

The craftsman at RMR Restorations, Inc. in Hollis, New Hampshire, performed professional body Botox, liposuction, and face-lift procedures. They removed the entire drivetrain, all engine compartment components, glass, interior comfort and cosmetic material, and exterior bling. It was stripped down and sanded to bare metal inside and out.

The right rear door, left front door, hood, some side trim, some bumper parts, and the fuel tank were replaced. Some cutting, metal shaping, and welding was required where rust had won out around the left front turn light, both rocker panels at the A-pillar, both rear strut mounts, and the fuel tank mounting ledge. No Bondo or filler was used anywhere in this rejuvenation. They repainted it in BMW Sierra Red - Pearl Testosterone Metallic. The craftsman at All Seams Fine in Waterbury, Vermont lined the trunk in Medium Dark Pewter and Graphite Gray material. All interiors are original; the seats, headrests, door panels, headliner, and floor carpets. The Blaupunkt Bamberg 3-band stereo radio/cassette player with four Blaupunkt globe speakers is original, as is the complete tool kit in the trunk lid.



Will Gran's cherished 1972 BMW Bavaria 3.0 E3 sedan, "SENIOR6"

See (and download) a full-color centerfold poster of Will's beautiful Bavaria in the online version of this newsletter edition (p. 11A). You can find it on the White Mountain Chapter's website at:

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profile_newsletter.html](http://www.whitemtn-bmwclub.org/profile_newsletter.html)



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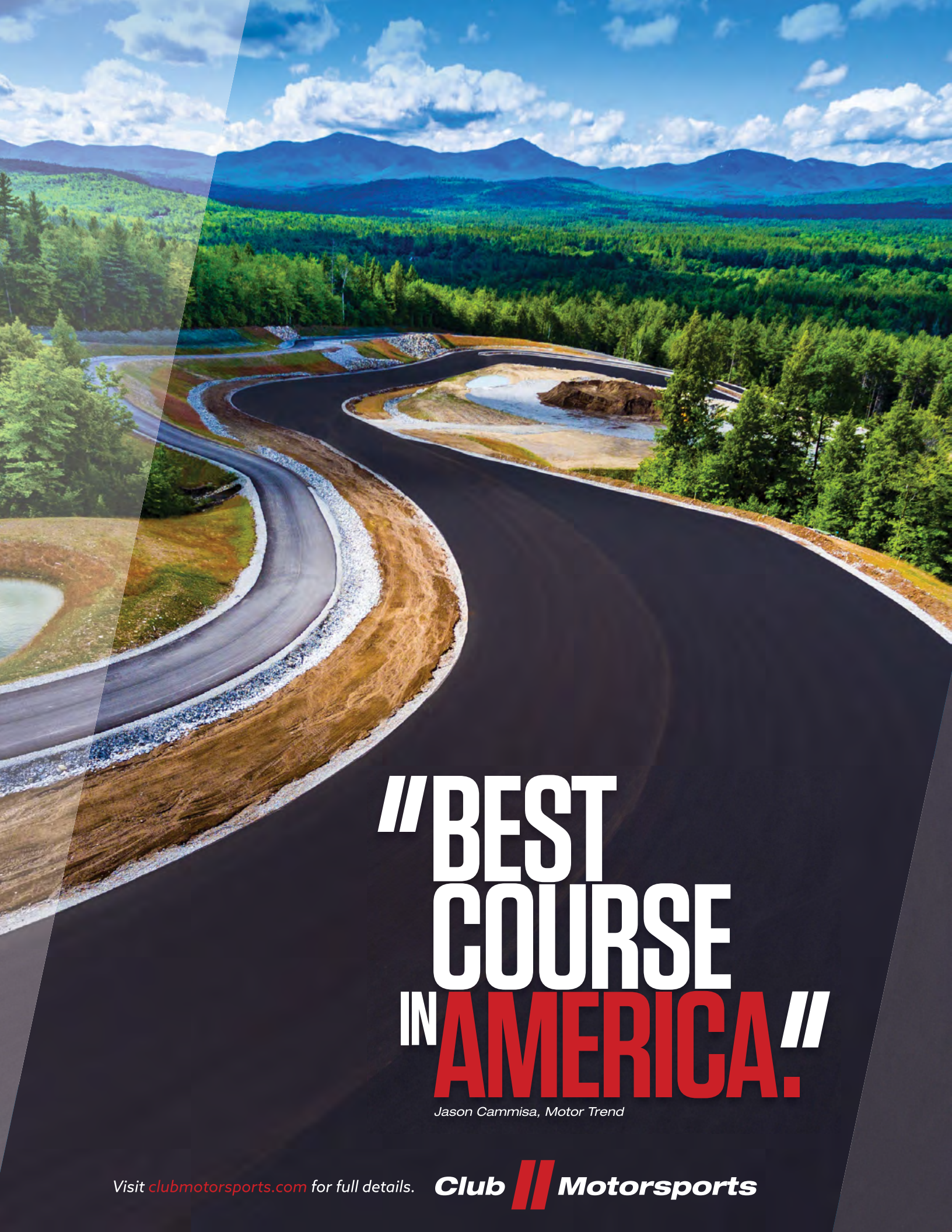
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ON THE ROAD WITH ANDREW | Terry Sayther's '02berfest & BMW CCA O'Fest in New Orleans, Louisiana

by: Andrew Wilson, President



With the BMW CCA moving their planned Oktoberfest in New Orleans in July to late October 31-November 4, 2017, suddenly made it possible for me to attend. When Tim and Janice Abendroth heard I was attending O'fest, they sent me an invitation to attend Terry Sayther's '02berfest in Fredericksburg, Texas, the weekend before O'Fest, October 26-29. As soon as I arrived home from the September Pine State Rally, I made my hotel reservation for '02berfest.

Athena, our 1973 3.0 CSI, was all set to go after an oil change that was all prep she needed. I planned to be on the road for three weeks. So I packed light weight clothes for warmer weather than Maine was having. Also packed all the detailing supplies I'd need for keeping Athena at her best.

Athena and I left my house on October 21st, with our first stop being Beardsley Castle in Little Falls, NY, for an excellent fall dinner with the Patroon Chapter of the BMW CCA who also have several BMW Classic CCA members among them. The 'castle was

built in the 1870s by a railroad magnate as I recall, burned down 3 times and was last rebuilt as a restaurant and event place in the early 1990s. After dinner I drove to Scranton, Pennsylvania for the night.

Woke up early and was on the road to Asheville, North Carolina and made good time on I-81 South through Pennsylvania, Maryland, West Virginia, Virginia and North Carolina until I was 20 miles from Asheville on I-40 West. Traffic came to a standstill due to an overheated motorhome. Once through the traffic, the climb to Asheville was smooth and fast. I stayed with good friends and had a relaxing evening visiting.

Monday October 23rd, I woke to pouring rain in Asheville. I braved the rain after breakfast and was on the road by 10 am. Spent the morning on I-40 West slogging through the rain at 45 mph. Saw two cars hydroplane and slip off the road, one of them directly in front of me. I-40 in Tennessee was treacherous, the road wasn't crowned to

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drain water so it just pooled in the road. By Nashville I was driving out of the rain and was able to pick up some speed finally. I was on my way to Little Rock, Arkansas to visit Robert Chandler. By 8pm I had covered the 650 miles to Little Rock.

Tuesday was a beautiful day. I had plans to visit Robert after the 2017 Mid America '02Fest in Eureka Spring, Arkansas but those plans fell through. He is a car collector and owns 16 cars from ranging from 1972 to 2017. Twelve of those cars are BMWs from a 1972 S14 powered 2002, to an 2015 Alpina B7 and a 2016 M4GTS to name a few. He also has the car I came to see and drive, a magnificent 1972 Mercedes 600 SWB. We toured Little Rock in the 600 then picked up Athena, filled the cars up with fuel and made it into a photo op. Then I drove the 600 around a loop. If you have the means I highly recommend picking one up.

I headed for Tim And Jan Abendroth's outside Shreveport, Louisiana at 4 pm, arriving at their house at 7:30 pm. After a quick tour, we were off to dinner at a local BBQ place. Over dinner we shared stories, laughs and talked about plans for New Orleans. We visited well into the night. In the morning, Jan cooked the best breakfast of the trip. Tim and I drove around their neighborhood and we visited the new house they are building a few miles away. By 12:30 I was back on the road to Austin, Texas.

The drive to Austin was uneventful and I arrived at my good friend Peter Coomaraswamy's ranch outside Austin at 4:30 pm. Athena and I relaxed and caught up on social media on the patio. When Peter arrived, we went to dinner in Austin.

Thursday I washed and did a quick detailing at Peter's working warehouse. We visited and fixed Athena's door trim clips; the trim had come loose and Peter expertly removed it and reinstalled it so it sat perfectly. By 2 pm I was on the road to Fredericksburg Texas for Terry Sayther's '02berfest.

There are some amazing twisty canyon-style roads west of Austin. Athena and I had a great time winding through the hills. When we arrived in Fredericksburg, I saw Terry Sayther's caravan of 2002s from his shop pull out onto Main Street. We all arrived at the Peach Tree Inn at the same time. We all visited a while before checking in.

The Peach Tree Inn is an old-style motor court with a central green and the rooms with attached car ports surround the green. Terry had special T-shirts made and Deb made Day of the Dead goodie bags. Each participant also received an issue of The Ultimate Classic with an application to join. Dinner was at a local steakhouse with 30 friends catching up, telling stories of adventures and future plans. Then we returned to the hotel green and chatted well



into the evening.

Friday was cold and windy, Thursday had been a high of 85, Friday's high was 60 at best. After breakfast we did a short drive to LBJ's Texas White House where he conducted business and relaxed when he was away from Washington D.C. We learned of all the achievements his administration made while he was President. The house tour was fascinating and enlightening at the same time. Lunch was a few miles away at a local brew house. Then we visited the LBJ visitor's center and his childhood home in Johnson City. Then we drove on back roads through some small towns on the way back to the motor court.

Saturday was all about driving. After an excellent breakfast at the Airport Diner, we covered well over 90 miles of some amazingly twisty roads, Terry lead the charge as we wound our way through the countryside. Luckily there had been little rain so we had no wet water crossings. Lunch was at the midway point and several of us fueled up for the afternoon's adventures. After lunch we set off on a very fast section of canyon roads. Terry & Deb pulled to the side of the road and backed in, the rest of the caravan followed suit and we had an impromptu photo shoot of all the cars lined up. Then continued the tour to a small town for a needed rest stop at the Apple Store, a place that specialized in apple pie. I was one of the last to leave so I missed the main caravan. I tried to close the gap between myself and the other cars and was able to reel in someone to follow. This section was the twistiest and most challenging section of the tour. Athena was in first at a few of the sharp uphill blind curves as we tried to do this section as fast as my talent would allow. Eventually, the car in front of us disappeared in the distance as the roads straightened out. I set my GPS for the motor court and arrived there two minutes before everyone else at 4 pm. As the sun set, we all posed for a group picture around Terry's BMW 1600GT. Then walked to a German place for dinner with friends. The rest of the evening was spent watching the World Series.

Sunday morning shone bright and was all about breakfast. We took over the restaurant and had a wonderful time chatting and saying our goodbyes. My agenda for the day was driving to New Orleans, Louisiana for the BMW CCA Oktoberfest. After adding a quart of oil, Athena and I were off for the eight-hour drive. We hit traffic in Beaumont, Texas, as there was a five-car pileup taking five lanes to two. After that, it was a fast, smooth sail to New Orleans. We arrived at dusk and parked in the hotel garage then I checked into the hotel where I'd be spending the next week. I slept soundly as I'm sure Athena did as well.

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Monday was a day off. I had made arrangements with my friend Steve Armstrong to wash Athena at his house. He had left a bucket and cleaning supplies on his porch as he was at work. I spent the morning cleaning all the bugs and grime from my beloved coupe. While doing so, I noticed her passenger side front tire looked low. When I was done cleaning and drying I went in search of a place to check and plug the tire. I first stopped at a quick lube place and borrowed an air hose to inflate the tire. A tech said it would be at least a 2 hour wait then recommended Al & Al's One Stop Tire Shop. I plugged it into the GPS and was at Al's in no time. I pulled in and was the only car there. All the guys at the shop came out to see Athena and ask questions. I explained my predicament and within three minutes the wheel was off and being checked for leaks. Luckily it was only a loose valve stem nut. They corrected the air pressure and reinstalled the wheel. They only charged me \$5 for the repair! Not five minutes later I received a text from my friend Kyle Van Hoften that Athena was being featured on the BMW CCA Facebook, Instagram and Twitter feeds for Fan Monday! He asked for a few pictures and it would be best if the pics were at a Shell station. It just so happened I was at a Shell station and sent him a few pictures of fueling up Athena. I headed back to the hotel and began detailing Athena in the parking garage. Later in the evening I went back over to Steve Armstrong's for a visit. While there, we fixed the passenger side seatbelt which had mysteriously fallen apart in Fredericksburg. Also found one reverse light had become unplugged.

Tuesday, Halloween, was yet another perfect day. Steve Armstrong had planned a coupe drive to Oak Alley Plantation on the windiest road he could find. We all gathered at the hotel for the spirited drive across and down the Mississippi River. Six coupes wound their way the 55 miles to the beautiful Oak Alley. We posed for pictures with our cars when we arrived. The grounds were highly manicured and the main house spectacular, with the alley of 24 Live Oak creating an arching alley towards the river. We had a delightful tour of the house and learned of its heyday, demise after the Civil War, resurrection by a couple in the early 1900s and eventually becoming a museum. We all enjoyed lunch at the cafe and I was delighted to have pecan pie, my dessert of choice. We posed for some coupe shots along the road with the oak alley. We quickly scattered and made our way back to the hotel where I spent the rest of the day cleaning and detailing Athena until the BMW CCA Halloween Party and Dinner.

Up early Wednesday. It was Concours day. I had registered Athena for the clean class and had done my best getting her as clean



as possible. Not an easy task after driving 3,775 miles. Only mileage that counted for judging was the 1,449 that from Audubon Park to Brunswick, Maine. I continued cleaning until I was told to stop. Judging was/is nerve wracking for me. I answered all the judges' questions then waited. After Athena had been judged I fielded questions from attendees; most asked question, "You drove all the way from Maine?" "Yes, by way of Fredericksburg, Texas." Before I knew it, it was time for lunch and the awards. Paul Cain was the emcee. They announced the winners of Classic Clean and called my name for 3rd Place. Dohn Roush won 2nd and Ben Miller won 1st with his Bavaria he drove from California. When I picked up my award Paul Cain said softly, "Don't go far." Next thing I knew, Athena had won the People's Choice Award! Paul whispered "Don't go far." A few awards later, I was called up for the 3rd time, this time to accept the Parker Spooner Award, a CS coupe-only award for best performance. I was almost speechless to receive the award. After the awards, all the coupes assembled for a group picture.

Thursday I had no plans, so I joined fellow Mainers, Tony & Kathy Fontaine, on the TSD Rally. Tony and Kathy used to rally in an older Triumph in their earlier years. We were number 13, so we started at 8:13 from the hotel. We followed almost the same route as the coupe Oak Alley Plantation tour on Tuesday, so everything was familiar to me. We had designated check points along the way and were running well until we missed a sudden turn; we all missed the sign. Soon all bets were off that we'd be in contention for a top place finish. We had fun finding our way and enjoyed the drive. At the end we were allowed to "buy time" and according to Tony's calculations we were 10:30 back from the start with lights and some wrong turns. This lunch place had the best pecan pie of the trip. When the TSD awards were announced on Friday evening Tony & Kathy had won TSD Class C. Which Tony referred to as "seat of your pants" class.

Friday and Saturday were spent at NOLA Motorsports Park. I just watched from the sidelines as friends drove their cars around the track. Bill Auberlen, Mike Renner, Tom Plucinski and Alex Schmuck gave BMW CCA Foundation Charity hot laps during the hour long lunch break. I did a hot lap with Tom Plucinski in the white M3. We had a great time doing a total of 2 laps at speed. As is customary, Athena and I were among the last to leave the track. Friday night the dinner and awards ceremony were at the track. Saturday the final dinner was at the WWII Museum. It was a spectacular setting with planes hanging above the main atrium. Some of the guests dressed up in period costumes and we all delighted in the evening's late-'30s to mid-'40s en-

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CALENDAR

DATES, TIMES & DETAILS SUBJECT TO CHANGE

To register, to RSVP or for the most current information, see the website of the chapter listed at the end of each posting.

JANUARY

Saturday, January 20th 2018
6:00-9:30pm

Post Holiday Blues Party

Hosted by Andrew & Cindy Wilson
11 Adams Road, Brunswick, ME
RSVP: brunswickfarm@gmail.com
[PTC]

FEBRUARY

Saturday February 10th, 2018
6:30pm-8:30pm

Annual Winter Reunion

Come celebrate the year to come and the one just past with your White Mountain Chapter. A light dinner kicks off an evening of fun. See page 9 in this newsletter for more info, then RSVP and join us for this annual event. Meeting location is The Common Man of Windham. Questions? Call 603-216-2829.
COST: FREE Food and Drink! (chapter member +1 guest), RSVP [WMC]

MARCH

Sunday March 18th, 2018
8:00am-8:00am

Parker's Maple Barn Breakfast Meet & Greet

Visit one of NH's great spots for local flavor and fun at Parker's Maple Barn. Join us for a fabulous breakfast (pay your own) and we'll take a tour through the sugar house and purchase fresh maple syrup in the gift shop. (Non-members welcome) Parker's Maple Barn, 1316 Brookline Rd., Mason, NH. Questions? Call 603-216-2829.
COST: Pay Your Own, RSVP [WMC]

APRIL

Sunday April 1st, 2018
5:00pm

NNE Newsletter submissions deadline

All content to be considered for inclusion in the 2018.2 spring edition of this newsletter must be received by each chapter's respective Copy Collection Editor. See the back page for details.
[NNE]

◀ CONTINUED FROM 16

tainment with a 6-piece 'big band' and the Memphis Bells singing hits of the era.

BMW O'Fest was a lot of fun spent with friends and as always, making new ones. Spent a lot of time in the French Quarter at Muriel's, Huck Finn's & Cafe du Monde sipping cafe au lait and eating beignets.

Sunday was a travel day to Carrabelle, Florida some six hours away from NOLA by highway. The Fontaines and I had other plans than sticking to the interstates. Friends had suggested the coastal routes through Mississippi, Alabama and Florida. So that's what we did; it turned a 6 hour trip into a 12 hour trip. It was nice to be off the beaten path of I-10. We stopped along the way for photos and lunch in Alabama just before the Florida border. We made the Old Carra-belle Hotel by 8 pm.

Monday morning Tony & Kathy had plans to take the Auto Train to just outside Washington D.C. arriving Tuesday morning. They did



that while Athena and I enjoyed a true Southern breakfast then drove to Savannah Georgia. We stuck to back roads making our way to I-10 some 2 hours away. We arrived in Savannah without incident at 2 pm. I found a great parking space on the backside of a motel that luckily had a vacancy. Wanting to see the sights, I booked a bus tour to learn more about the city than I'd glean from just walking around. It was an enjoyable tour, with beautiful architecture lining the green squares.

My arriving in Georgia meant I have been to all 50 states with most of them driving either Athena or Vern, my 1973 2002Tii.

My next stop on Tuesday was The BMW CCA Foundation to see the Heroes of Bavaria exhibit, there were a few additions since my last visit in May during The Vintage in Asheville. I spent a few hours there, then made the short drive to my friends for the night.

Wednesday, I stopped by the Vanderbilt estate, Biltmore House, for a quick photo op then spent the day on I-40 and I-81 to have dinner with Chris Ohmes & Wayne Killen in Reston, Virginia, where I was invited to stay at Wayne's home for the night.

Thursday November 9th was a big day for visiting, stopping in Mahwah, New Jersey to see a very good friend and BMW collector, Joe Rodriguez. Then off to my old neighborhood of Darien, Connecticut to see Peter Coomaraswamy from Austin, Texas. Then I spent the night at my best friend's house in Norwalk.

Friday found me on the road for the last time, driving the all too familiar route home. Only traffic was on I-495. So I met Cindy at our usual Friday restaurant in Falmouth, Maine. Athena was safely tucked away in the garage by 9pm. Looking a bit dirty and road weary after our three week, 5,844 mile trip to '02berfest and Oktoberfest. I did beat the snow home by two days as it snowed on Monday, November 15th. Athena is all clean again and just received her much needed oil change on Friday the 17th.



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Publication is subject to approval and space availability with priority given to new ads. Continuing ads must be resubmitted for each newsletter edition with the exception of ads listed on the WMC website which are automatically downloaded for newsletter inclusion.

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ERRATUM | Correction for the Fall 2017 NNE Newsletter

by: Martin Callahan, NNE Newsletter Production Editor

In the last newsletter, Water McNally and his article "Winter Beater" (a nice nostalgic look at winter driving in New England), were incorrectly attributed to the White Mountain Chapter. Walter is actually a member of the Green Mountain Chapter. Apologies to Walter and the GMC for the "bookkeeping error".

Submissions from any chapter member are always appreciated for YOUR newsletter, and as always, everyone involved with its production will try to keep the "errata" to a minimum.

Comments and constructive criticism about the newsletter are always welcome; send yours to your respective Copy Collection Editor.

Erratum

[ih-rah-tuh m, ih-rey-, ih-rat-uh m]

noun, plural errata [ih-rat-uh]

1. an error in writing or printing.
2. a statement of an error and its correction inserted, in a book or other publication.



well at least a small part of it.

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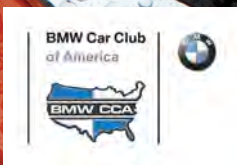
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Send all submissions or questions to the Copy Collection Editor of your chapter:

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Chris Achilles | yellowgti@hotmail.com

White Mountain Chapter:

Peter McDonough | editor@whitemtn-bmwclub.org

Pine Tree Chapter:

Andrew Wilson | brunswickfarm@gmail.com

Submission Deadlines

- January 1st | winter
- April 1st | spring
- July 1st | summer
- October 1st | fall

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White Mountain Chapter:

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Pine Tree Chapter:

www.bmwcca.org/chapter/pine-tree-chapter

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