

THE NNE NEWSLETTER

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

SUMMER | 2018.3



A Picture Perfect Lighthouse Tour (see pg. 16) | photo: Andrew Wilson, Pine Tree Chapter President



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Letter from the President

by: Peter Ohlweiler, President

Here we go, in July already and many Track days, Cruise-Ins and Car Shows have already been enjoyed by many. Memorial Day at Lime Rock, over five weeks ago now. 24 Hours of Le Mans in the history books, The Indy 500 showing another exciting race and the Canadian GP over five races ago.



I had the pleasure of attending the 2018 Canadian GP - once again a fabulous event. The Old City and the New City buzz through the evenings with music, food, wine and lots and lots of wonderful festivities into the early morning hours. Classic cars and the newest exotics line the streets of Montreal in exquisite fashion. Everyone is dressed in their favorite Team attire or have stepped it up a bit in evening ware, for a wonderful time at the restaurant of choice. Enjoying music that is being played on the streets or on a large stage set on a corner block or quite jazz in the Old City cafés. Whatever your pleasure, you will certainly be able to satisfy yourself throughout the week of Formula 1 in Montreal.

I have had the pleasure of attending all but six Grands Prix since 1978. The evolution of technology through the years in these incredible machines has been breath taking. The normally aspirated or the turbo charged, both bring their own unique sound to the event. Either way they seem to get your heart pounding even on the first warm up lap. Then when qualifying comes your heart starts pounding even

harder. You'll have to go to the race to get the full effect when the "Red lights" go out - unbelievable. Words just cannot explain it.



What's as exciting as a Formula 1 Race? The upcoming annual "OktoberFAST" German Car show to be held in Stowe, Vermont, at the Trapp Family Lodge, September 7th

and 8th this year. You can register for the event via MotorsportReg.com or by mailing a check to the Green Mountain Chapter BMW CCA P.O. Box 735, Dorset, Vermont 05251-0735. Check should be made out to the GMC BMW CCA. Checks need to be for the amount of the total combined dinner(s) and Car Show entry(s) fees which are listed on MotorsportReg.com.

We look forward to yet another exciting "OktoberFAST" with a great gathering of Ultimate Driving Machine's owned by terrific friends and family sharing the same passion. So, come join us September 7th and 8th at the Trapp Family Lodge in Stowe.

For a fun filled weekend with friends and all our favorite cars, plan on making a scenic drive through the Green Mountains, on spectacular winding and twisting back roads. Hope to have you join us! In the meantime, enjoy summer and your ride.

Best to all,

Peter Ohlweiler, President, Green Mountain Chapter

FRIDAY DINNER - \$45 per person

Social gathering in the Bierhall from 5:00 to 6:30 followed by dinner at 6:30.

SATURDAY CAR SHOW - \$20 entry fee per vehicle (being judged, donations welcome)

8:00 - Show opens.

10:30 - All cars being judged must be on the field.

1:00 - "People's Choice" judging ends.

2:00 - Trophies Awarded. Top three places in all classes.

3:00 - SCENIC DRIVE

(Looking for volunteers to lead groups through wonderful drives that are already mapped out. Contact vtbmwcca.info@gmail.com if you can help out!)



2018

THE TRAPP FAMILY LODGE

700 Trapp Hill Road
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Why be a BMW CCA Member?

by: Pam Loeb, Secretary

I'll never forget the purchase of our first BMW. The year was 1996, and we bought a 1997 540i Sport, in Oxford Green over Caramel leather. It was a gorgeous car, with those 3-piece wheels and beautiful paint. But the part of the purchase I will always be grateful for, was the moment our salesperson handed us a brochure/application for the BMW CCA, and strongly encouraged Stew to join the club.

We lived in the Washington, DC metro area at the time, and so Stew participated in a few autocrosses with that car. They were hosted by the National Capital chapter and were very well-attended events. We met a few people, but were living a busy life and never really got any more involved with the club.

Fast forward a few years and now we have a 2001 M5, Oxford Green II over Caramel

interior. We're driving from VT back down to MD, and stop at a rest stop in New Jersey to walk the dog. A yellow M3 convertible parks next to us as we exit the car. The guys in the M3 ask, "Hey, are you on your way home from Lime Rock, too?" "Uh, no, just coming home from vacation." I turn to Stew and say, "Wow, I didn't realize when we bought this car we'd joined a cult!"

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BMW ownership is like that... especially when you own an //M car.

Now we live in Vermont, and are officers in the Green Mountain chapter. We've met lots of people and made many friends through the club. Last month, Rob Siegel (The Hack Mechanic) sent me a message and asked if I could help out another friend. A woman he knew in Oregon had recently had her E36 totaled in an accident. She was physically okay, but very sad to lose her beloved car. Teresa had found a similar E36 for sale in Vermont, and was trying to find out if she should take the leap and pur-

chase it. First, she'd need a pre-purchase inspection. Rob had reached out to me to find out if I could refer her to someone.

This was on a Tuesday morning. That evening, I was on the phone with Teresa, giving her the contact information for the private shop where we take the M5 for service. Wednesday, Teresa spoke to the car owner and to Nate's Automotive about getting the inspection done. Friday, the car was inspected, and on Saturday, Teresa flew out to purchase her "new" car!

I picked her up at the airport Saturday night at 9:30. We'd never met, except for that Tuesday phone call, but it felt perfectly

natural to pick up this stranger and take her out for a meal, then drop her off at her hotel. On Mother's Day, she got into that M3 and started the 3,500 mile drive home! Teresa says it was a wonderful drive home, in spite of the fact the CD player didn't work – "The song of the Supersprint exhaust was a lovely substitute, however."

This experience, for me, is the real reason to be a BMW CCA member. No matter what you drive, where you live, or what you enjoy doing with your car, there's someone else with those same interests. There's a huge network of people who can, and will, help you when whenever needed. In fact, there are thousands of new friends to meet!

OktoberFAST 2018

by: Stewart Loeb, Vice President

It's always a funny thing when you host an annual event. It takes all year from the planning stages to the actual event. Just as the "dust" from such an undertaking is still settling, it's time to begin planning next year's event. There's hardly any time to catch one's breath!

Much of that is behind me now. But, I still can't sit back and relax just yet. Oh no! In order for this to be a success, we need people to attend the event and show off the cars they're proud of to each other! It is hopeful that the weather will be a bright, sunny, warm day. That would certainly be ideal for a car show! However, this is Vermont, and that does mean that any form of weather imaginable is possible.

Last year, OktoberFAST was considered to be a great success with 60 beautiful German cars of all different generations coming from all over the northeast and mid-Atlantic states. We started the day with light rain and though the rain stopped early, it was cloudy all day. I couldn't help but be a bit disappointed after learning that a few folks, whom I was looking forward to see-

ing, decided against attending due to the weather. Can't let weather stop you from having outdoor fun in Vermont (and all of New England) or you might never leave the house!

We took this into consideration when deciding to have this year's OktoberFAST at the Trapp Family Lodge. For those of you who are unfamiliar with Trapp Family Lodge and who the Trapp family is, I encourage you to please watch the movie "The Sound of Music" before the event! It will answer a lot of questions.

The Trapp Family Lodge has lots of things to do in the event of inclement weather, and there is a huge indoor pool for anyone who wants to take a swim. The Bierhall is a new addition to the Lodge and is a spacious restaurant with great food and beer. Many styles of beer are brewed at Trapp Lodge and will be available for your enjoyment, as will a tour of the brewery for those interested in learning about the brewing process.

The Trapp Family Lodge is a very luxurious resort and we were able to secure a fan-

tastic rate for rooms for those wishing to make a mini vacation out of OktoberFAST. The rooms are all recently remodeled and are just gorgeous with awesome mountain views! We only have them secured at our special rate for a limited time so please make your reservation ASAP! You will not be disappointed. It is truly a beautiful place.

Our last task is to get the word out. It would be just awful to put in so much time and effort and forget to tell people about it! So, I am doing just that with this article, Pam is with our Facebook page (fb: VT BMW CCA) and email blasts. We have the help from the BMW CCA National with ads in Roundel. Pam and I are even employing grass roots-style efforts by printing hundreds of ads and going around putting them in every store and on every parked German car we see. Everyone in this club can help by spreading the word too.

I know this is going to be a total blast for all lovers of BMWs and all German cars. A weekend of great cars, great food and beer, great scenery and great folks to share it all with. I look forward to it!

The Error of My Ways

by: Walter McNally

Hard to believe it's been three months since I wrote my previous column! Every time I write one, I swear I will do the next one right away to avoid the pressure of a deadline. Yet here I am with six days to go and am just starting. Maybe I work better under pressure, but I don't think that is the case. The last column was written when winter still had us in a solid headlock. Now it's summer, finally, and by the time you read this, the dog days of August will be upon us and the inexorable slide into fall will have begun.

In my last column, I promised that my 1983 320is would be tearing up the track or ap-

pear in some online auction by this time. Neither has come to pass, I did however just pick it up from my mechanic and started driving it. So far, so good; the fuel distribution gremlins seem to have been chased away. It's kind of fun to drive. Oh yes, the green 528xi that resembles a golf ball still graces my driveway.

I then started thinking about why I have invested so much time and money into what in the end, is really just a car. It's probably because it reminded me of my first BMW, a red over black 1978 320. When it was on the dealer lot it had BMW sport seats and a sport steering wheel. For some

reason, which still escapes me, I had the sport seats and steering wheel removed and replaced with the "comfort" seats and a stock steering wheel before I took delivery. Maybe the 320is is an attempt to make up for the error of my ways.

One afternoon while driving home from work and minding my own business in my not new, but not really old, red 320, the car in front of me looked like it was about to make a left turn (you know, moved to the center of the road, left plenty of room on the right, slowed down, etc.), and yes, on the left there was a road, complete with a

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OKTOBER - FAST

Green Mountain Chapter BMW CCA

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street sign. Me being from the Boston area did what comes naturally, I passed on the right. Well wouldn't you know it, the car made a RIGHT turn as I was passing on the right. I thought that only happened in Boston, where I would have expected it. Apparently in "No No New England", a.k.a. northern Maine, people drive cars like they are trailer trucks in need of wide turns. Either that, or it's too hard to actually turn the wheel while having a smoke. Unfortunately, it also happens all too often here Vermont; nothing like blocking the road.

Of course there were some expressions of disbelief on my part, expressed very politely I'm sure, to the other driver! Naturally there was a fair amount of damage as I recall, to the hood, quarter panel and various other items. The hood and quarter panel were replaced and everything else was repaired. I was pretty happy with the work and the car ran pretty much like it did before the accident. So where am I going with all this?

Recently a family member had, to my mind, a truly minor fender bender on a road that

had some snow and ice on it. The speed was so slow that the airbags didn't even deploy and the other vehicle suffered zero damage. I thought, "No big deal - just re-



place the hood and minor glitzy chrome up front, repair what needs to be repaired and we should be good to go". Then the insurance company told me the car would be totaled! This was no beater; it was a three month old 2017 mid-sized sedan with about 3,000 miles on the clock. I was in shock and there were more words of disbelief on my part. In the BMW world lots of folks dislike the "diving board" bumpers of some of the 1970s/1980s models. Me, I kind of like the

protection they provide.

Anyone that has read any of my earlier columns knows that I dislike what I'll call, for lack of a better word, "digital driving" where the driver becomes completely separated from the vehicle, and almost an afterthought. There is a recent TV commercial that extols the virtues of automatic emergency braking. The car seems like it will rear-end the vehicle in front of it when by some miracle, the emergency braking system is activated. When the car comes to a stop, the obviously relieved driver breathes a big sigh of relief. It is hard to believe that a "responsible" auto maker actually promotes inattentive and distracted driving. Maybe there can be a spot that promotes responsible, attentive driving?

So here it is, about to be the peak of the summer. It's time for some top down/sunroof open cruising, whether through the mountains or to the beach. Remember the suntan lotion! Watch out for inattentive pedestrians who are texting as they walk, or worse yet, taking selfies, and don't rely on that automatic emergency braking.

Happy Attentive Driving!

E90 Water Pump Replacement

by: Ruel Elliott

Have you ever taken on a project, knowing it was going to be a challenge? Then, in the middle of it, questioned that decision? I had asked myself that back in April. I was on my back under my 2009 E90 trying to replace a functional water pump.



Replacing the water pump as a preventative measure has been suggested as soon as even 60,000 miles. My 2009 has 80,000 on it, making it a prime candidate for this procedure. Apparently, the electric motor or the electronics that control it, fail with all but a warning. So, I ordered a pump, thermostat, hose, clamps and a gallon of BMW coolant from Bavarian Autosport. Total cost was just under \$400. On Bav Auto's web site, they have a two-part video and step-by-step instructions. The task involved 43 steps, start to finish.

With a pair of roll-around floor jacks, I raised the car and set the front tires on a set of 8 x 8s. That gave me plenty of room

to get under the car and start. The numerous screws holding the underbody plastic shield needed a 8mm socket. The brackets for the roll bar needed a 14mm. A 10mm was needed for the bolts holding the power steering tubing bracket, mounts for a coolant tube and the thermostat which is bolted to the pump. Then I needed a 6mm socket for the hose clamps and a #12 Torx socket for the one-time-use water pump aluminum bolts. Space is pretty darn tight! Plus I needed a small screwdriver and needle nose pliers to carefully remove the clips securing the two hoses that use quick disconnect fittings. I hit a brick wall trying to loosen the two hose clamps for the pump and thermostat. Even with a flex extension, I could not quite get the 6mm socket onto the clamps. My flex extension did not have enough flex to line up the hose clamps. Forget about using a stubby screwdriver. Now what? At this point, laying on my back on a cold cement garage floor, I questioned my mental state when I decided to take on this task. Then I recalled I had a 1/4" drive universal extension that was still in the tool box. I snapped that onto the flex extension and like magic, both clamps were loosened.

In just minutes, I had both pump and thermostat removed. Installing the new parts was easy. I knew what sockets were needed, how the quick disconnect fittings worked and most importantly, how to exactly position the hose clamps so they could be more easily tightened. Coolant was added and after two auto-purge cycles, the E90



was ready for a test drive. The under-body shield was left off for now to check for leaks. With the windows down, the sunroof open and a sunny 70 degree early spring day, what better time for a little drive! With no leaks, the repair was successful.

Sometime later, I thought about the old pump and wondered what really made it tick. So I removed a cover plate, located by the four pin connector and secured by two tiny Torx screws. With the plate removed, a compartment was revealed that contains some electronic components. The seals for the motor and compartment were good, nothing had leaked in or out. What caught my eye though was the stuff spattered on the inside of the cover plate. Some was heavy enough to actually run down as a droplet. It looks like it may have come off the brown coil, but why? Was this a sign of impending failure? Luckily, I may never know!



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of America
White Mountain Chapter



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BOARD ADDRESS | WMC Board Restructure

by: Paul Michali, Secretary

Due to a tragic loss that Susan and David Tedeschi had in their family, Susan has decided to resign as President of the WMC, to attend to family matters. David is also taking a break as one of the Chief Instructors for our driving programs.

Per Article 5, Section 3 of the WMC By-Laws, the Board met on June 14th and made the following decisions: Paul Lillios, our Vice President, has been appointed as chapter President. David Thibodeau, our former

President, graciously agreed to return to the board and accepted appointment to the position of Vice President. Bruce Bergeron is remaining as Treasurer, and I'm remaining in my Secretary role.

The Board would like to thank both Susan and David for their active involvement in the club and would like to express that our sincere thoughts are with them both during this difficult time.

TREASURER REPORT | 2017 Financials

by: Bruce Bergeron, Treasurer

It is my pleasure to present to you the 2017 Treasurer Report. Overall 2017 was a good year for the Chapter, netting a surplus of \$9,657. This marks the third consecutive year the Chapter has ended with a surplus.

The accumulation of this 3-year period helped add needed funds to the previously dwindling cash reserves. The Chapter ended 2017 with \$23,281 in the checking account, and \$1.04 in the savings account.

Here is a summary of the 2017 results: Membership dues from BMW CCA (National) was \$8,111. This is the portion of our dues

that National sends to our Chapter to help cover the cost of preparing and distributing newsletters and to host social events.

Our driving events netted a surplus of \$8,387. This is an outstanding result and the Driving Event Committee deserves a huge round of applause. The DEC is comprised of 20 volunteers who collectively donated upwards to 800 hours of their time organizing and running our various driving events. We also must thank the folks who paid to participate to attend our events, and

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the generous sponsors who paid money to help us defray the cost of running the events. To recognize our sponsors please pay special attention to the advertisements in our newsletter and visit our website.

The net cost to produce our newsletter four times in 2017 was \$1,736; this would

have been almost \$4,300 higher if it weren't for the generous support of our sponsors.

Our meeting costs for 2017 totaled \$2,960. This is the cost for hosting the various meetings throughout the year, including our annual year end Winter Meeting that is very well attended.

The rest of the chapter expenses totaled

\$2,145 and cover a variety of items such as hosting our website, apparel for the DEC, supplies for membership activities, etc.

Please reach out to me if you have any questions or if you would like to see more detailed information. You can always reach me and any of the other chapter board members via the chapter website's staff page.

WMC MEMBERSHIP UPDATE | In Peak Driving Season

by: Tom Giffen, Membership Chair

Welcome members new and old! As I write this, we are in July, peak driving season, with great weather and lots of things to do with (or to) our cars! Check your email or the chapter's website for the latest events planned by our driving and social events committees!

The most recent report from National shows that the White Mountain Chapter now has 632 members, with 11 renewing members, 10 additions and 10 departures. The newest additions hale from New Hampshire and Quebec with many from the southeast and one from Quebec, Can-

ada. Please join me in welcoming all of the new members! If you see a new face at the next event that you attend, reach out and introduce yourself, as I've said before, we have no strangers in our group, just new friends that we haven't yet met.

RECENT EVENT RECAP | Street Survival Driving School - Proud Tradition for BMW CCA

by: Bruce Bergeron, DEC Chair

The teenage students started arriving at 7:45 am, an accomplishment in-and-of-itself. Each walked slowly up to registration with apprehension and nervousness written all over their half-awake faces.

Their body language was part 'I'm here because my parents made me', to 'I'm worried I'm going to break my parents car'. Each teenager knew they were about to spend the next eight hours of their Saturday with a bunch of strangers and expected they would hear about the evils of using cell phones while driving, how they need to stay alert all times, and of course - don't ever drink and drive.

At 8:15 the students and parents were rounded up and I, as Driving Event Chair, officially welcomed them to White Mountain Chapters' Tire Rack Street Survival driving safety school. I made sure they knew how excited the 15 volunteer instructors were to see them. Then I told them I was absolutely sure of two things; they would leave a better and safer driver and they would have a ton of fun! -And Fun was had by all. Tires squealed, cars spun, brakes smelled, and cones were murdered, and best of all, smiles, laughs and giggles were heard coming out of every car.

To be clear, we take safety very seriously and are personally vested in helping each student become a safer driver. They attend two 45-minute classes taught by highly



qualified instructors, and yes; students learn driving is the number one killer of teenagers, and that distracted driving and lack of driving skills are the biggest reasons why.

Over the next few hours students learn how to properly use their ABS braking systems, and how to stop the car without ABS just as quickly

They also learn about the importance of vision and how your car will likely go where you are looking, so don't look at stuff you don't want to hit! Instead, they're taught to look where they want their car to go, and when combined with their newly acquired handling skills, their odds of getting safely through various situations greatly improve.

The end of Street Survival Driving School is always capped with an autocross exercise that brings it all together. General consensus always has it as the highlight of the entire event. It's amazing to see students whizzing through the tight and challenging course with confidence, - using practical skills they learned throughout



but with more control. This is something that will be very helpful in emergencies and when driving on slippery surfaces. They learn techniques that allow them to make split second decisions to avoid sudden dangers directly in front them, how to safely execute single and double lane changes without warning. They become knowledgeable about understeer, that moment when the steering wheel is turned but the car wants to go straight, and the techniques to correct it.



photos: Paul Michali

the day and tapping into new-found abilities they never knew they had. Students transform from someone just using a car to someone safely driving a car.

Bruce Bergeron is a long-time BMW CCA Certified Instructor and races with American Endurance Racing (AER).

SEC UPDATE | I Want What I Need

by: David Harrison, SEC Chair

I often debate what is a "want" versus what is a "need". We all need food, water, and shelter. Beyond that, the topic gets more complicated. I sure Americans top the list when it comes to our many "needs". We tend to need more than anyone else on the planet does. Life, liberty, and the pursuit of happiness come to mind. Moreover, what makes us happy can vary from person to person.

Can I argue that owning a BMW is "need" for me? Yes, with a bit of a smile. However, the "need" is not the car as much as contact with the people in the chapter whom I have met and have come to know as friends and family. The best type of family! -The ones you want to share time with after a long week or cold winter. The ones who let me ramble on about all things BMW while enjoying a great drive, breakfast, day at the track,

If you think you could feel the same way, I encourage you to put your chapter to the test; see if you could "need" us by joining us at an upcoming event. Events along with all their details are posted on the chapter calendar (online and in this newsletter). They're always open to all members, so satisfy your "need" and contact us to attend or even create an engaging event this driving season!

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2018 Targa California - 10th Anniversary

by: Stan Chamallas | photos: Fred Larimer

I'm not having an easy time of trying to convey the amazing beauty of Highway 229 between Paso Robles and Monterey, nor the visuals of winding along Highway 25 coming in to Highway 46, stopping at the James Dean memorial. Participating in the Targa California Tours – this is the second one for me – I am mesmerized by the rural, country roads that I just spent three days exploring that felt so, well, un-California.

In addition to the back roads, we stopped at three tracks Willow Springs, Buttonwillow and Laguna Seca! Willow Springs was terrific with lots of track time, following that, were many back roads where we drove our cars "as they were meant to be driven" all the way to Buttonwillow. The third leg of day one brought us through CA 229 which is amazing with the twists, turns and elevation changes.

Day 2 was spectacular up through Nacimiento and down to CA 1 Pacific Coast Highway. Spectacular views, 100 hairpin turns, and the rest of the road was just twisty. If you have a vintage BMW, this part is a dream come true –the views, cattle ranches, the ocean, tree canopied roads, vineyards with grapes starting to bud out. At one point I drove through a cloud of monarch butterflies, it was magical. I



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was driving and grinning because it kept getting better, all the while amazed at just how fast we were driving! This brought us to Monterey and memories of car week as we turned into Laguna Seca. Getting the opportunity to drive on that track was awesome. The instructor apologetically said, "no passing and you need to keep the speeds down to 60 mph. Woohoo, for me 60 mph was just amazing and shooting

through "the corkscrew" is something I will never forget.

Day 3 was the trip back from Monterey to Paso Robles with another day of undulating, twisty roads through ranch country. These roads are allegedly two-lane but I would say one-and-a-half at best. The roll of the topography meant you lost sight of the cars in front of you as we chased each other through those roads trying not to be-

come airborne! It was obvious James Dean selected these roads to blast through in his Porsche RS back in 1955. We had lunch next to his memorial in Cholame, then it was off to Paso Robles once again.

If you have a pre-1975 BMW and are an enthusiastic driver, you seriously need to find a way to get your car to California and make this magnificent run!



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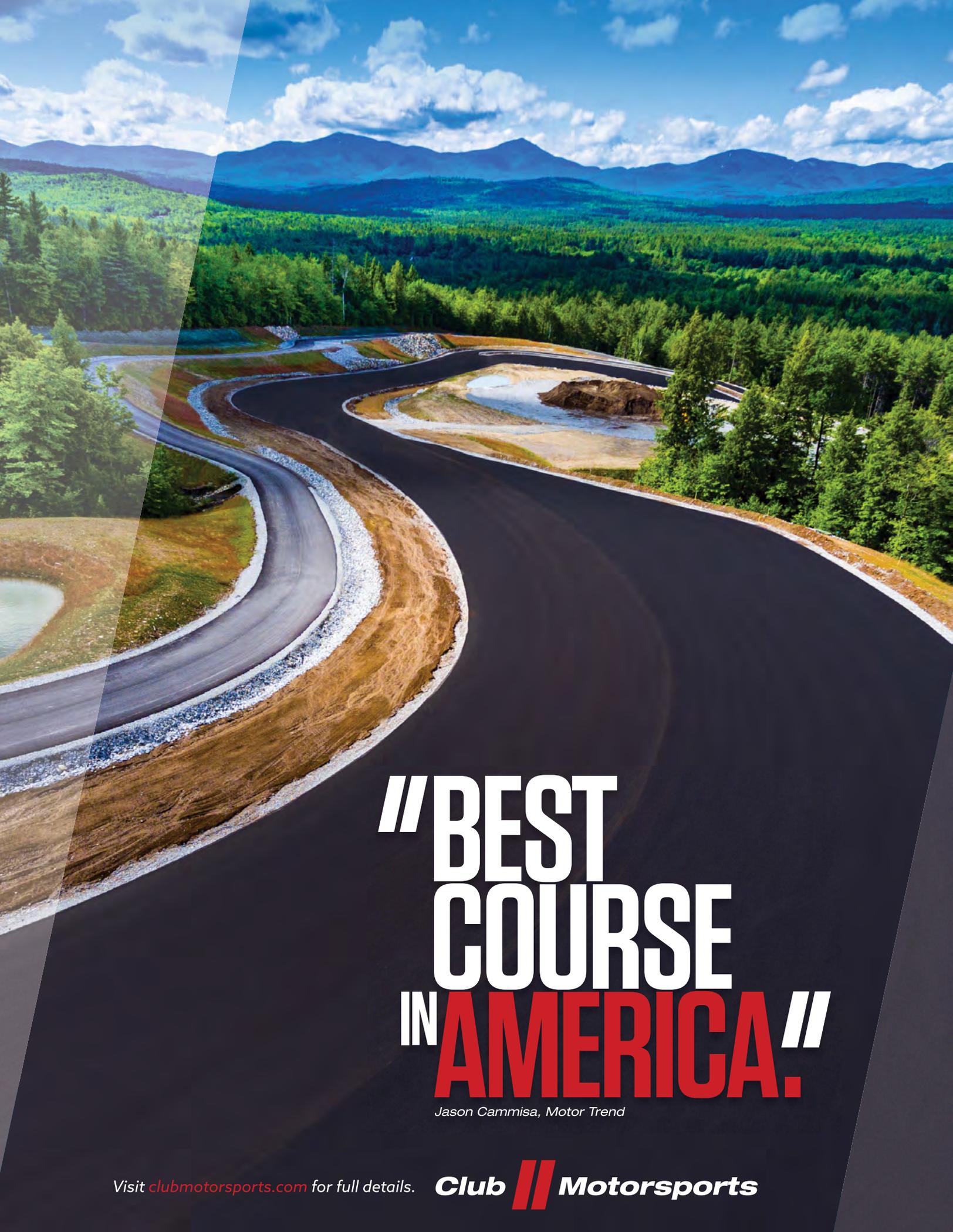
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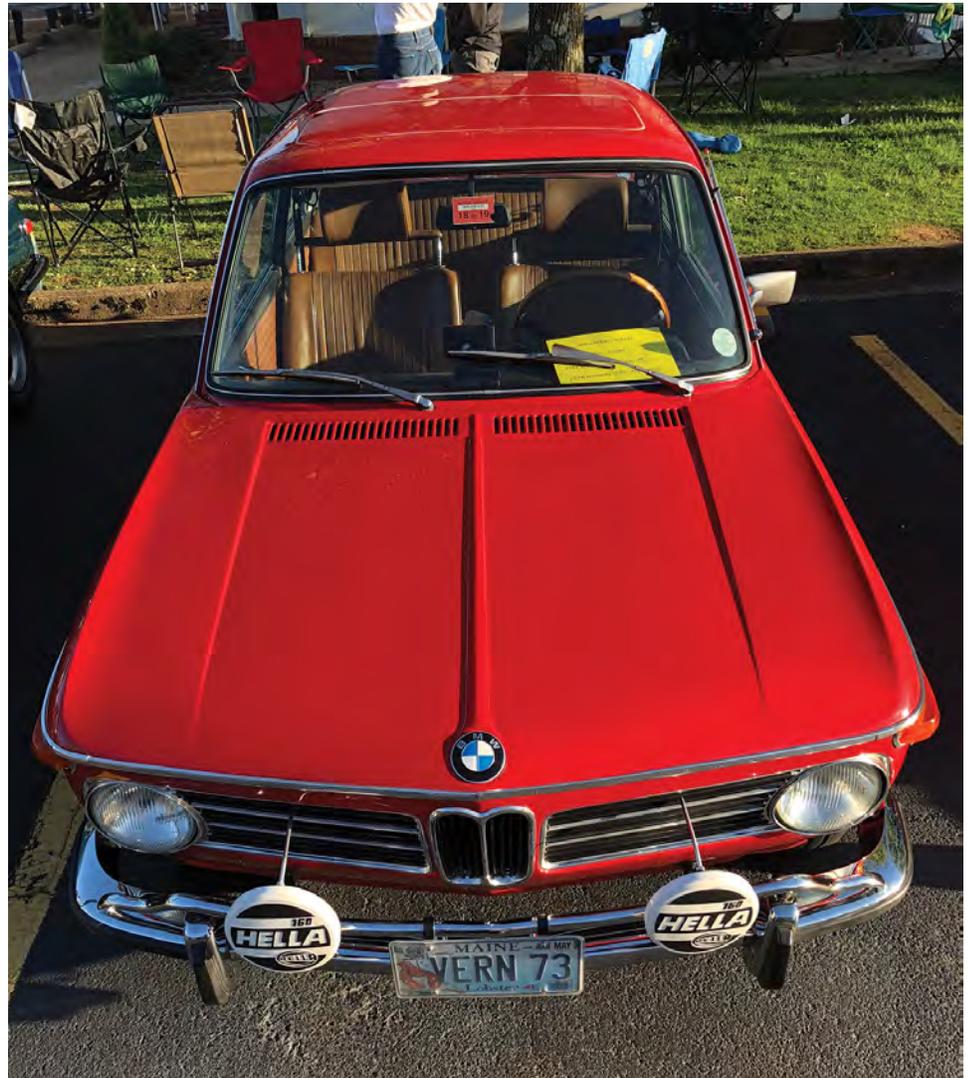
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Mid America '02 Fest 2018

by: Andrew Wilson, President



When we last left off, Vern was on schedule to be ready for the Mid America '02 Fest in Eureka Springs, Arkansas. I picked him up from Vintage Sports & Restoration on Tuesday April 17th and set about driving him 506 miles in two days, returning to VSR for an oil change and valve adjustment.

This year marked the 18th year of the Mid America '02 Fest in Eureka Springs, Arkansas. Also being the 50th Anniversary of the 2002 in the U.S. it made driving and attending a must.

This year I met up with friends Frank & Denise Greppo at their home in Glenville, New York, for the drive to Dayton, Ohio where we met up with eight other 2002 owners for the drive to Eureka Springs. The drive to Dayton was uneventful, except Vern started making a rotational noise. Having just been restored and on his maiden voyage this caused me some concern. Tuesday evening we enjoyed a

wonderful meal and company at a friend's house. On the way back to the hotel, the sound in Vern was deafening!

Luckily, I was able to contact Lance White in nearby Cincinnati. In the morning the Greppos and I drove to Lance's shop where Dave the mechanic diagnosed bad rear passenger side wheel bearings with at least 90K miles on them. Fortunately, Larry Gray heard of our need for rear bearings and generously donated a set. The actual repair took an hour, yet had delayed us six hours from the caravan heading to Arkansas.

The race to catch up was on. By evening we were able to close the six-hour gap by three hours when we stopped in Calvert City, Kentucky. Up before dawn on Thursday, we quickly closed the gap down to 30 minutes by 9:30, as we pulled into Paragould, Arkansas. Communicating with the lead caravan, we closed the gap to seven miles, then when

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◀ CONTINUED FROM 13

they stopped at a rest area we caught them! We were greeted warmly with a rousing round of applause! It was a magical moment when we continued onto Eureka Springs - ten 2002s all in formation.

Then event was fun and informative. With a tour on Friday and workshops covering everything from ignition to a Q & A session from the resident 2002 experts. I won my third consecutive "Iron Butt" for traveling the farthest distance in a 2002 - 1,790 miles.

After the show on Saturday, and before the cookout of burgers & brats, I went over to the local auto parts store, borrowed tools and a drain pan, with the stipulation if I spilled any oil, I buy oil dry & clean it up. They also accepted the used oil which was an added bonus. Everything went well and I didn't spill more than a drop or two.



There was an accident on the caravan back to Dayton, Ohio in Oak Bluffs, Missouri when Roy Fitchen hit the back of Mike Self's 2002. Roy's Tii took the brunt of the damage pushing the radiator into the fan. We were able to move the radiator forward after some time and continue on our way. Roy felt horrible and Mike was a true gentleman, he gave Roy a spare radiator when they arrived back in Dayton.



The Greppos and I continued on and had a wonderful time until Lucille, their 2002 stopped running, in traffic south of Scranton, Pennsylvania. I called Mike Miller who lives nearby and Lucille was flat-bedded to Mike's house. There Frank was able to fix the issue and get them back on the road. When I called Frank & Denise at 7:30pm they were 20 minutes from home as the sun was setting.



It certainly was a memorable trip, can't wait until next April to head back, to be with my Mid America 2002 family.

Since picking up Vern in April we have covered 4,800 miles and changed the oil four times. weeks.29th. Runs like a well-tuned sewing machine.

A Picture Perfect Maine Lighthouse Tour

by: Andrew Wilson, President

On June 9th, the weather was perfect, cool, sunny and barely a cloud in the sky. Several of us met in Cook's Corner in Brunswick to embark on a delightful tour of three lighthouses. First lighthouse was Pemaquid

Point Light. Then we headed up on a spirited drive of Route 32 to Waldeboro then on other back roads to Route 1 and made our way to 131 South in Thomaston, reaching our second lighthouse, Marshall Point Light in Port Clyde. We had a great lunch at the Dip Net behind the Port Clyde General Store. After Lunch we were off to our third

and final lighthouse, Owls Head. We then went our separate ways as some continued on to further adventures as others headed for home.



YOUR
insert membership
content here

SEND SOMETHING IN!
(SEE PAGE 20 FOR DETAILS)



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.

AUGUST

Sunday August 12th, 2018
9:00am - 2:00pm

Larz Anderson Auto Museum - BMW Day



Event details and directions online at:
larzanderson.org/lawnevents
15 Newton St. Brookline, MA
COST: \$20 entry fee for cars
[WMC]

SEPTEMBER

Friday Sept. 7th & Saturday Sept. 8th, 2018

OktoberFAST



Friday night Meet & Greet, Saturday Show & Shine. Location: Trapp Family Lodge, Stowe, VT. www.trappfamily.com This year's event is shaping up to be a great one!! All German marque Show & Shine, raffles, Friday night dinner at the Bierhall. See our VT BMW CCA Facebook events page for more info!
[GMC]

OCTOBER

Monday October 1st, 2018
5:00pm

NNE Newsletter Submissions Deadline

All content to be considered for inclusion in the 2018.4 fall edition of this newsletter must be received by each chapter's respective Copy Collection Editor BEFORE this deadline. Details on page 20.
[NNE]

Friday October 12th & Saturday October 13th, 2018

Fall Foliage Spectacular HPDE



Come join the White Mountain and Boston Chapters' Fall Foliage Spectacular HPDE at Club Motorsports, as we host a truly epic two-day High Performance Driving Event. For more info or to register, visit Motorsport.reg before it's too late!
[WMC]



well at least a small part of it.

The Library, Archives, and Museum Program (LAM) has created a repository for BMW-related historical documents, literature, and paraphernalia, providing the public with access to rare and interesting BMW artifacts while ensuring their continued existence. This archive is housed in Greenville, South Carolina near the BMW CCA National Office and BMW Manufacturing.

Our growing Archives, Library, and Museum needs your tax-deductible donations. See our website for more info.

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CLASSIFIEDS

AVAILABILITY & DETAILS SUBJECT TO CHANGE

Contact each advertiser as posted for current information.

Cars For Sale

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POSTING CLASSIFIEDS

Club members can submit (non-commercial) ads at no cost. Submissions are subject to approval by the each chapter's board which reserves the right of refusal.

To submit an ad, send all ad information and photos as desired to your chapter's Copy Collection Editor, or, via the White Mountain Chapter's website if you are a WMC member.

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.

Ad submitters bear sole responsibility for the accuracy of all their ad content; no chapter of the BMW CCA can guarantee, in any manner whatsoever, items listed in the classifieds. Ads do not constitute or imply any endorsement by the CCA or any of its chapters.

NOTE FROM THE REGIONAL VP | Enjoy your Ultimate Driving Machine to the Max!

by: Lou Ann Shirk, BMW CCA North Atlantic RVP

As I write this, it is hard to believe we are half way through the summer already. Hopefully you have been enjoying various local, regional and national BMW CCA events. The North Atlantic Region is active with countless activities ranging from seriously fun ice cream socials, to fun and serious High Performance Drivers Education events and much in between.

Don't miss out on fun times with other

folks that share a passion for the BMW marque. It is not difficult to find out what is happening in your region and to join in on the fun. Chapter websites, Facebook pages and your quarterly consolidated chapter newsletter are great and easy places to start. Also check out the National calendar page on the BMW CCA website, www.bmwcca.org, under the "Activities-What We Do" tab.

It is very evident that your chapter officers work extremely hard to bring you great events each year. Thank them next time you attend an event, and offer to help if you can. Volunteers are the heart of this club! We cannot do it without your support and enthusiastic involvement.

Enjoy the remainder of your summer. I hope to see many of you at an event this year!

NEW CLUB MEMBERS

Attention New BMW CCA Members

Welcome to **YOUR** Club!

We invite you to join us at any of our upcoming chapter events, where we'd really love to meet you. See the calendar of events on page 17 for more information.

One way to enjoy the benefits of club membership and a way you can make this great club even better is by getting involved. Hopefully we'll see you soon!

Whether you drive a BMW or MINI or simply share our passion for them...

Welcome!

MEMBER	HOME TOWN	CHAPTER
Fred Aronson	Cape Elizabeth, ME	Pine Tree
Bill Barron	South Gardiner, ME	Pine Tree
Jordan Berube	Nashua, NH	White Mountain
Chris Bilodeau	Auburn, ME	Pine Tree
Brianna Birch	New Ipswich, NH	White Mountain
Laura Bower	Londonderry, NH	White Mountain
Dennis Harward	Waterford, ME	Pine Tree
Joseph Hayes	Cape Elizabeth, ME	Pine Tree
Alexander Hennig	Gilford, NH	White Mountain
Ron Kallenberg	Old Orchard Beach, ME	Pine Tree
Richard Kearns	Bethlehem, NH	White Mountain
Ingrid Kelly	Kittery, ME	Pine Tree
Tin Wai Kwan	Pelham, NH	White Mountain
Bruce Lackie	Orono, ME	Pine Tree
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Lily Lu	Falmouth, ME	Pine Tree
Kevin Martel	Biddeford, ME	Pine Tree

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David Merchant	Windham, NH	White Mountain
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Kevin Morris	Nashua, NH	White Mountain
Joseph Nicoletti	Portland, ME	Pine Tree
Eric Piper	Wolfeboro, NH	White Mountain
Michael Posey	Winthrop, ME	Pine Tree
Gerald Salkin	Winhall, VT	Green Mountain
Scott Spencer	Hudson, NH	White Mountain
Dave Stowell	Jericho, VT	Green Mountain
Jeff Taylor	Rochester, NH	White Mountain
Bob Tripi	Kingfield, ME	Pine Tree
Marc Vatter	Nashua, NH	White Mountain
Porter Webbee	Exeter, NH	White Mountain
Albert Yin	Portsmouth, NH	White Mountain
Jordan Young	Falmouth, ME	Pine Tree



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

Green Mountain Chapter:

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

Advertise in the NNE Newsletter

Contact any chapter board member for more information about advertising.

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White Mountain Chapter:

www.bmwcca.org/chapter/white-mountain-chapter

Pine Tree Chapter:

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

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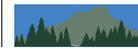


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