

THE NNE NEWSLETTER

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

SUMMER | 2017.3

Introducing the new NORTHERN NEW ENGLAND AREA

by: Lou Ann Shirk, BMW CCA North Atlantic RVP

I am sure many of you are wondering where the idea arose to create a Northern New England Area (NNE). As a National Board Member, I can divulge that a common discussion thread at meetings is focused on finding ways to ease/alleviate many of the imposed business and communication burdens currently frustrating the smaller chapters. Thus the suggestion for the creation of an "Area Partnership" was born.

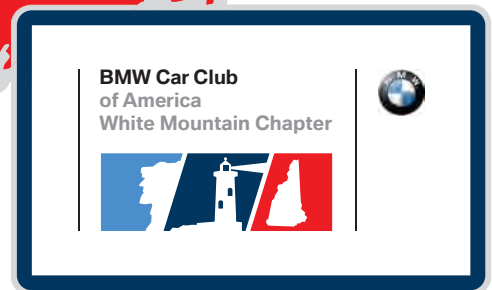
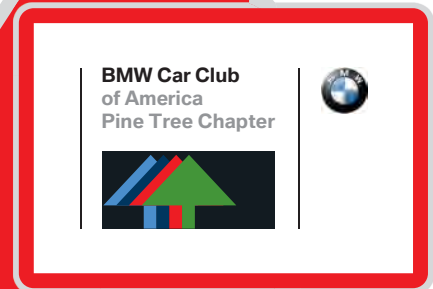
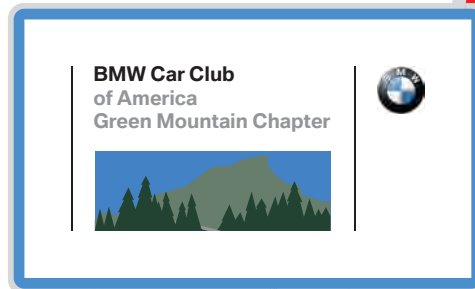
This has been a major undertaking and at first seemed like a daunting task, but with the support of the National Office Staff and the commitments from the three chapters involved, we have formulated a plan. Your chapter officers agreed that it was important for all of your chapters to retain their individual identity, and as your regional VP, I worked diligently to find ways for all three chapters to remain autonomous. Thus being said, you will still be known and listed as the Green Mountain, White Mountain and Pine Tree Chapters.

Although it may be a little disconcerting to some, this new alliance to produce a combined newsletter should be beneficial to all chapters involved. Your chapter volunteers are committed to producing a high quality newsletter with content you have come to expect.

To clarify further, we are NOT merging your three chapters. We are only combining your three newsletters into one, to share/pool services and resources. Also, in the near future, we will be creating a unified website to align with the new web based system the National Office will be using beginning in mid-August.

I have tried my best to be your advocate with the National Board. If you have any questions or concerns about this new concept, please reach out to me with an email.

Lou Ann Shirk, BMW CCA North Atlantic RVP | northatlanticrvp@bmwcca.org



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Welcome Back Green Mountain Chapter!

by: Lou Ann Shirk, BMW CCA North Atlantic RVP

Yes, it has been a tough year, but thanks to several dedicated members, the Green Mountain Chapter is back on track. Way to Go! The persistence and dedication shown by your new slate of officers and the support of the past president have been a successful combination. Thank you to all who have stepped forward with a good plan in place to make this chapter flourish again.

Although this small group is doing a great job, your chapter could benefit with assistance from more chapter members. Please

consider volunteering to keep YOUR chapter active and prosperous.

Several events are already in the planning stages including OktoberFAST, which has been given regional status this year. I am very proud of the work that has already been done and look forward to seeing what is in the future for the Green Mountain Chapter. Let's keep moving forward and show the folks that started this chapter that you all want it to prosper.

The Tail of the Mini Dragon

by: Walter McNally

Some time ago an extremely nice Alpina B7 Turbo was featured on one of those on-line automobile enthusiast auction sites. The lead photo was noted to have been taken on the "Tail of the Dragon". For those who don't know, and I certainly did not before reading about this Alpina, the Tail of the Dragon is an 11 mile stretch of US Route 129 in North Carolina and Tennessee. It is considered by many to be the most exciting drive in America. There are 318 curves packed into those 11 miles. Not a road on which to sight see; the road itself is the attraction. So I got to thinking, do other states have roads where the drive is two hands on the wheel, white knuckles, a sigh of relief and a grin of satisfaction when you get to the end?

In California, there is US Route 92 between Interstate 280 and Half Moon Bay. There are some curves and it goes through a Eucalyptus tree grove. In Marin County there is a nice drive on the Panoramic Highway through Muir Woods and Mt. Tamalpais State Park to Stinson Beach. Let's not forget US 1 from about Morro Bay to just south of Carmel. Arizona has State Route 89A from Sedona towards Flagstaff. The scenery is awesome, the road runs along a river and there are a lot of curves and elevation changes. All of these tend to have a lot of traffic and can be slow; which may not be a bad thing, considering the scenery and views. These rides are best enjoyed in a convertible; all are worth it if you are in the area.

Closer to home there is the Kancamagus Highway in NH. It is a 34 mile drive on New Hampshire Route 112 from Lincoln to Conway. It is scenic with a lot of turnouts and great views of the White Mountains. I would call it more of a leisurely drive, certainly not the white knuckle type. Leaf season is the busiest with lots of "flatlanders" on the road. Maine has US Route 1 from Bath to Eastport. If you are there during blueberry season be sure to get some wild blueberries from road side stands. They are incredibly sweet and much better than store bought.

Here in Vermont my favorite is about a five mile stretch of Vermont Route 140 just east of Wallingford as the road runs east along the border of White Rocks National Recreation Area. I counted about 50 curves in that section of road. There are a number of elevation changes, which makes it even more interesting. There is not much traffic so it can be driven hard with two hands on the wheel and some white knuckles! It's not the Tail of the Dragon but it is fun. Of course, please be sure to wear your seat belt and observe posted speed limits at all times!

The Tail of the Dragon has posters, restaurants and even a T-shirt store. Route 140 has a couple of restaurants in Wallingford where one can have a bite as part of the trip. There are club events, such as

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Miatas at the Dragon, Minis at the Dragon and so on. The Mini club expected 400 vehicles at their event. In Vermont, well we don't have such events. Of course we could have one; maybe we can call it "A Few Cars at the Mini Dragon".

My story here is limited to those roads I have driven and/or know a lot about. I know I have missed many outstanding rides and probably your favorite. I'm always on the hunt for good road trip ideas. If you have any you would like to share, please email me at walter.mcnally@yahoo.com and I

will add them to the list. If I get enough responses and ideas I will include them in a future article.

Thanks and happy driving!

Top 10 Collectible BMWs

by: Mike Miller

10

E9 3.0 CSL

Produced: 9/71 - 10/75
Total Production: 1,265

Though all E9s coupes are likely to keep increasing in value now that mint examples are becoming scarce, CSLs will forever be the most sought-after E9s due to their relative rarity and legitimate motorsport provenance. It also doesn't hurt that these were the very first cars to emerge from BMW Motorsport GmbH, now known as BMW M GmbH.

Pick of the Litter: One of the final 167 examples with the larger 3.2-liter motor and complete "Batmobile" bodywork.

9

2002 Turbo

Produced: 1/74 - 10/75
Total Production: 1,672

The 2002 is undeniably the most iconic BMW of all time, but the sheer volume of them keeps values low. The 2002 Turbo, however, is not only incredibly rare but also has the distinct honor of being Europe's first turbocharged production car, beating even the Porsche 930 to the showroom by over one year. A surefire collectible.

Pick of the Litter: One of the two original Black examples ever produced (Chamonix and Polaris were the only two colors officially offered), if either still exists.

8

E24 M635CSi

Produced: 12/83 - 2/89
Total Production: 5,855
(including M6)

Like its E9 predecessor, the E24 6 Series is already a classic due to its timeless coupe styling. Yet BMW produced so many 6s over its 13-year production run that values are likely to stay low on the most common models. With its race-bred powerplant and much lower production numbers, however, the M635CSi is one E24 that is sure to keep appreciating well into the future.

Pick of the Litter: An early Euro-spec model with chrome bumpers and cloth or buffalo upholstery.

7

E26 M1

Produced: 7/78 - 7/81
Total Production: 455
(including 56 competition versions)

Probably the most obvious choice on the list, BMW's only true supercar was collectible from the moment the final example rolled out of the Baur works in 1981. Street cars have steadily increased in value in recent years, but it's the Procar versions that just might be the smartest buy.

Pick of the Litter: One of the winning Procars or any unmolested street car.

6

E30 M3

Produced: 3/86 - 12/90
Total Production: 17,970
(including convertible)

Though not exactly rare by exotic standards, the E30 M3 is already a legend on both the road and track. With its high-revving motor and razor-sharp handling, this M3 delivers one of the most exciting and visceral driving experiences of all time. And since BMW has never really produced a true successor, low-mileage, unmolested

examples are becoming highly sought after.

Pick of the Litter: One of the 600 Sport Evolution editions produced for the European market from December of 1989 through March of 1990.

5

Z1

Produced: 7/88 - 6/91
Total Production: 8,000

The Z1 was BMW's first two-seat roadster since the 507 and pioneered the use of many new technologies, including the multi-link "Z-axle" rear suspension that is now common to all BMW models. With an innovative plastic body penned by Dutchman Harm Lagaay (also responsible for the gorgeous Porsche 993) and proven E30 325i underpinnings, the Z1 was a fairly common sight around Europe in the early 1990s and consequently good examples abound over there.

Pick of the Litter: Any standard example in the three least common colors (Magic Violet, Pure Blue and Fun Yellow), or one of the 66 Z1-based Alpina Roadster Limited Editions.

4

E31 850CSi

Produced: 10/93 - 10/96
Total Production: 1,510

Not yet considered a classic like the E9s or E24s, 8 Series coupes are still under-appreciated by most buyers and consequently are some of the most under-valued BMWs around. Enthusiasts and collectors should

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concentrate on the 850CSi, and M8 in all but name. U.S.-spec examples are some of the most rare (just 225 produced), but the Euro-spec model benefited from special goodies like an oil cooler, larger brakes, sport seats and hydraulic four-wheel steering.

Pick of the Litter: Any example with unusual BMW Individual paint and/or upholstery, or one of the 57 850CSi-based Alpina B12 5.7 coupes.



E34 M5 Touring

Produced: 3/92 - 8/95
Total Production: 891

It may seem odd for a station wagon to appear in this company, but the E34 M5 Touring is one very special car. Hand-built in Garching alongside the final European-spec 3.8-liter E34 M5 sedans (with which the Tourings shared their drivetrain and chassis), these were the ultimate incarnation of BMW M's "wolf in sheep's

clothing" ethos, a car capable of holding five people and all their luggage while passing Porsche 911s in the inside lane of the Autobahn.

Pick of the Litter: One of the final 209 "wide-grille" examples with the six-speed manual gearbox, larger brakes and 18-inch wheels.



E36/8 Z3 M coupe

Produced: 4/98 - 5/02
Total Production: 6,318

The brainchild of wacky Dr. Goeshel, BMW's unorthodox Z3-based M coupe is either captivating or repulsive, depending on one's aesthetic taste. Though hardly the most refined BMW in terms of road manners, the M coupe delivers plenty of tail-happy fun in a refreshingly small and straightforward package.

Pick of the Litter: A late S54-powered model without the useless (but sadly ubiquitous) moonroof option.



E52 Z8

Produced: 2/99 - 7/03
Total Production: 5,703

An unabashed homage to the classic 507, this aluminum-bodied roadster sold in considerable numbers but has yet to garner much of a loyal following. We figure it's only a matter of time before collectors get hip to this tasty combination of modern mechanicals (including the sensational S62 V8 motor pilfered from the E39 M5) and superb build quality wrapped in a gorgeous retro-styled wrapper.

Pick of the Litter: One of the 19 examples produced in any of the three special BMW Individual two-tone paint schemes.

Future Collectible?

Future collectible you can still buy new: any 2-Series with three pedals.

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White Mountain Chapter President's Message

by: David Thibodeau, WMC President

By now I'm sure you've noticed your Chapter newsletter looks a lot different from what you've grown accustomed. Quite frankly, I was initially concerned when we were asked last year by BMW CCA Executive Director Frank Patek to starting thinking about combining efforts with our neighboring Chapters. Where we've ended up is to still retain our White Mountain Chapter identity as "New Hampshire's face" for BMW CCA, while trying something new in a few operational areas.

Having just returned from a spectacular drive on the Kancamagus organized by Andrew Wilson of the Pine Tree chapter and with other members from New Hampshire, Maine, and Massachusetts, I am convinced combined efforts can benefit all. But we welcome honest feedback from members and sponsors as we try something new.

As a reminder if you wish to for print delivery of your quarterly local newsletter

you may do so by logging in to your BMW CCA account and setting your member preferences. Now to the important stuff - go take a look at the calendar! We have an amazing suite of events to fill your weekends from now until November.

July is our trip to the Mount Washington Hillclimb, and a Tire Rick Street Survival School, followed in August by Advanced Safety Skills and High Performance Driving at NHMS. Visits to Lars Anderson and the Chuck Schwager collection are in the works for August as well. September brings the BavAuto Show and Shine, OktoberFAST in Vermont, and a sneak peek at Club Motorsports for instructors and advanced students. Capping off the season will be our first Fall Foliage Spectacular Event, again at Club Motorsports, with a weekend full of on- and off-track excitement.

Hope to see you at all of these events.



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DEC (DRIVING EVENTS COMMITTEE) UPDATE | Brian, We Have That!

by: Bruce Bergeron, DEC Chair

While on vacation recently I had an opportunity to read the May issue of Roundel and was struck by Brian Thomason's confession that he had NEVER tracked a car. For those of you who may not know, Brian is the BMW CCA's Treasurer who has been a CCA member for many years, and he considers himself a serious car guy who likes to take spirited drives on his favorite roads. Brian has volunteered for a handful of autocross and track events and has witnessed the gaggles of laughter and smiles from those doing the actual driving. Given all that, the fact Brian has never tracked a car is not what struck me. After all, there are thousands of members who never track a car, in fact, the majority of our members will never track their car.

In the article Brian offers three reasons for never tracking his car; self-preservation, cost and intimidation. Brian goes on to say intimidation was the biggest factor and he

asked his club to offer a "bunny slope - or training wheels with experts to mentor and show us how it's done". Reading that was my "eureka moment", and I yelled out loud, "The White Mountain Chapter has *exactly* what you're looking for Brian and it's called ADVANCED DRIVER SAFETY SCHOOL (ADSS)!"

What struck me most about Brian's confession is that very few CCA Chapters offer ADSS events.

I recall feeling exactly like Brian before my first ADSS event; afraid I would crash, afraid I would hurt my car if it spun or if I stepped on the brakes too hard. Worried what would happen if the little needle hit the red mark on the dial in my dash. Would the engine blow up? But worse of all, what if it turned out I wasn't any good at it? What if everyone was better than I was? I've always considered myself a car and

motorcycle guy and a good driver, and I might not live up to my expectations.

Brian's article reminded me that it is perfectly normal to feel intimidated and there is no reason to be ashamed of it. In fact it's perfectly natural and it would be weird if you didn't feel that way. Stepping outside your comfort zone is good for the body and soul, and knowing our ADSS program is expertly organized and supervised will hopefully lessen the intimidation factor just enough to get you to sign up and "have the most fun you will ever have in car".

For more information about the ADSS events we're offering, log onto the White Mountain Chapter website and click on the "Driving" link near the top of the page. Better yet, talk to someone you know who has attended an ADSS event in the past, or reach out to me - we would all love to be your mentor.

Member Spotlight

submitted by: Peter McDonough



Tom Stoll

member since 2012

This month we turn the member spotlight on Tom Stoll, who's been a member of the

White Mountain chapter for five years and is a regular contributor to our newsletter. As a pharmaceutical engineer, he enjoys bringing favorable change to people's lives. But his interest in innovation is not limited to pharmaceuticals; Tom's most recent contribution to our newsletter is about his experience with the X540e - BMW's first plug in hybrid SAV!

Aside from Tom's recent stint in the X540e, he spends most of his driving time in an F30 328 xDrive. Beyond automotive, Tom's interests include sports, food and international travel. I guess no surprise that one of his favorite vacations was Oktoberfest in Germany! Keep an eye out for Tom at any of the chapter's social and driving events; he's often there, so be sure to introduce yourself!

SEC (SOCIAL EVENTS COMMITTEE) UPDATE | For the Love of an Acronym

by: David Harrison, SEC Chair

I hate acronyms, but they do save space in this NNE BMW CCA newsletter. For the WMC, SEC works well for brevity although we are proud to announce to all chapter members that we have a functioning SOCIAL EVENTS COMMITTEE - aka SEC.

Spelled out, this means we, 1) are truly a SOCIAL lot bound by the love for BMWs, 2) create and coordinate EVENTS of all kinds for the chapter, and 3) plan by COMMITTEE where everyone has a voice and is en-

couraged to share their personal opinions and enthusiasm.

Having now stated the obvious, I personally invite YOU to join the SEC. YOU can help make the WMC what you want it to be and help create the events you would be thrilled to participate in. Feel free to contact me or attend any event listed in the calendar to find out more about what makes the SEC's passion run deep for BMW.

WMC Membership Update

by: Tom Giffen, WMC Membership Chair

Welcome members new and old! Here 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 website for the latest events planned by the Driving and Social Events Committees!

The most recent report from National shows that we now have 662 members, with ten additions and seven departures.

The newest additions all hail from New Hampshire, with many from the southeast and a few from the central part of the state. 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.

UPCOMING EVENT | Visit to the Chuck Schwager Car Collection

text by: David Harrison, SEC Chair | photos: www.theautoblond.com



1957 BMW 507 Roadster, 1 of 252 built

One of our long-time club members has received an incredible invitation for us to tour a New Hampshire gentleman's absolutely amazing personal car collection this coming August 5th. Chuck Schwager has graciously offered to share his love of beautiful American and European cars. There are too many Ferraris, Corvettes, Jags, and other cars to mention. Among the assemblage are a 1957 BMW 507 and

1981 BMW M1. Either one of just those two alone would be worth joining us for the trip to Middleton, New Hampshire, for this no cost event, but there will be so many more automotive gems to view as well.



1981 BMW M1, 1 of 399 built

Chuck Schwager is a driver who appreciates all his cars in motion. Any of them can be occasionally seen on the back roads



near his garage, but Chuck is also a man of the world. He successfully campaigned his 1949 Cadillac in both the 2010 Peking to Paris Motor Challenge and the 2013 Great South American Challenge. Now that is real ramblin' man!

Every car of his has a story and you are invited to hear many of them from our host in person. You may also want to join with the club for a lunch after the morning of unbelievable four wheeled art works. See our calendar for event details, and hope to see you there.

RECENT EVENT | On a Fine Saturday in June

by: Tom Stoll



On a fine Saturday in June two groups of like-minded BMW enthusiasts from both the White Mountain Chapter and Maine's Pine Tree Chapter met in Conway New Hampshire to get together for a nice drive up the 32 miles of Kancamagus Highway to Lincoln.

The Kancamagus highway, a.k.a. New Hampshire Route 112, is designated as a National Scenic Byway by the United States Department of Transportation and runs from North Woodstock to Conway, New Hampshire. It is a popular destination for autumn leaf peepers, sport bike riders and bicyclists.

A great assortment of enthusiasts of all ages of BMWs including E90, E92, F30, two

M3 cabriolets, a Z4M, an M6, a few choice 2002s and other notable cars, pulled in and parked at the designated spot in Conway. The Bavarian beauties glistened in a variety of colors - Carbon Black, Alpine White, Interlagos Blue, orange, red, silver etc.

After exchanging greetings and chatting, vehicles from the two chapters pulled out of the ranger station one by one in a group of about a dozen of Bavaria's finest machines. After waiting safely for an opening in traffic, the group proceeded in

a straight line westward towards Lincoln NH. Under thickening skies, we entered the White Mountain National Forest, the road climbing in elevation as the group twisted along past the rocky Swift River. Soon the cloud ceiling was lowering, and the sky was graying. Some misting started, a light drizzle developed which quickly turned into a downpour.

The group paused to let the cabriolets tops go up and sunroofs close. Tightening formation the group pushed ahead through



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the downpour. The curves tightened as we went up past scenic outlooks and up to the peak elevation of 2855 feet at the Kancamagus pass. Passing some National Forest campground sites with damp campers in them we started our decent towards Lincoln.

As we twisted over bridges, brooks, trailheads and overlooks the clouds parted and the skies turned sunny and blue.

Opening our sunroof we descended past people soaking their feet in the river and past bicyclists coasting downhill with Mount Hancock and Mount Osceola visible in the distance.

We passed a couple of alpine like hairpins and scenic overlooks.

Continuing the drive westward we drove along a branch of the Pemigewasset River. The name Pemigewasset sounds slightly German but is actually Abenaki for "where



side current enters". Continuing downhill, as we observed the Gondolas of Loon Mountain going up and down, we motored through downtown Lincoln past the site of the winter Ice Castle.



The Kancamagus Highway, became Main Street in Lincoln. The lineup of Bavarian autos then

parked at Woodstock Station where the drivers and passengers assembled in an outdoor eating area, while the autos dried off. We all enjoyed the extremely generous and tasty meals, boisterous storytelling and meeting new friends.

RECENT EVENT | WMC AER Team Scores Second at Watkins Glen

text by: Paul Lillios, Bruce Bergeron, Jim Viall, and David Thibodeau | photos by: David Thibodeau



April saw our third American Endurance Racing event, and second visit to the stunningly beautiful Watkins Glen. Bruce brought beginner's luck as we piloted our BMW E36 328is to a strong second in class for the weekend – missing a first place by "just that much". Also new for us this year was to have a group of fans back home watching us on the web via live streaming. Now this is how Vettel and Hamilton must feel.

The competition in AER gets more serious each year. Some teams are supported with semi-trailers full of spare parts, helpers and spare mechanics, dwarfing our "four man, two plastic containers, one open trailer, plus a single tool box" approach.

A slew of BMWs sprinkled with some lesser

Porsches, Audis, Mazdas, Nissans, and a Mustang or two were among the 80 plus sports cars crossing the starting line at 10am Saturday, seeing us in 54th place. Addition of a fuel cell allowed driver stints to last 2 hours or more this year. Timing the pit stops correctly, we managed to claw our way to the top 20 in the afternoon. Around 4pm, the auxiliary fuel pump went bonkers, spewing fuel and requiring a visit to the garage. While that was quickly sorted, the tech steward also pointed out that our left front suspension was wonky. That was easily traced – but where do you find a control arm link for a 1997 328is retrofitted with M3 suspension after 5pm on a Saturday? Well you don't. But a dozen pleas by David in the paddock and as many phone calls did find us one three hours later – but wait, it's for a 1992 740i that only sort of fits, and it's

in Binghamton, NY, but a short 160 mile round trip away. If endurance racing teaches you anything – it's NEVER QUIT.

Sunday we saw the field line up again for another 9 hours. Dogged determination by Paul with some amazing skill by Jim at day's end kept the car planted despite shredded tires. (Why, oh why did we decide we could get yet another 18 hours on the same set we used last year?). The finish line and second place in class was ours, down on first place by just one lap.

Enjoy some of the professional photography from the event over at:

photos.americanenduranceracing.com/AER-The-Glen-April-2123-2017/

Dynamic Driving in an X540e x Drive

by: Tom Stoll

What happens when you put an i3, an X5 and a 328 together?



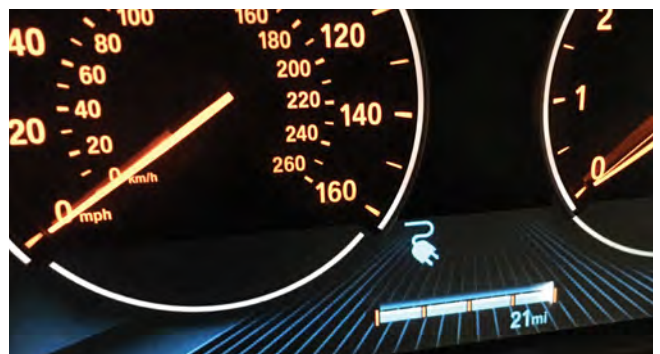
You get an X540e, which is an X5 Sports Activity Vehicle (SAV) with a 240 hp 2 liter TwinPower Turbo 4-cylinder engine, a 111 hp electric motor and 9 kWh lithium ion battery pack all connected to an 8-speed automatic transmission. Per BMW's weird math, totals add up to 313 hp and about 332 ft-lb of torque.

I had the opportunity to drive an X540e when my BMW was in for service. BMW says it is the first plug-in hybrid SAV and claims up to 13 miles pure electric driving range, 55 MPGe and zero to 60 in 6.5 seconds. The seating proved to be very comfortable, if I could take the Multi-contour seats and put them in my car I would. They were extremely comfortable, adjustable and supportive.

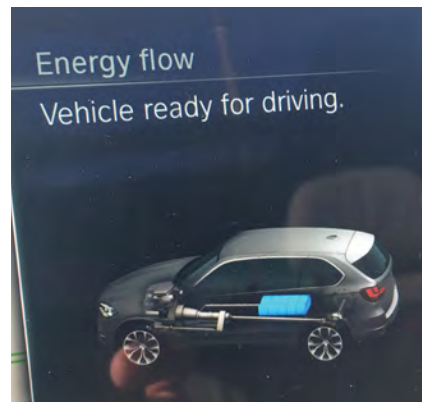
As far as Dynamic Drive goes, with the electric motor boost you get immediate sprightly acceleration from zero and before you know it you are in expensive ticket territory. The brakes feel ok to me, some articles complain they are mushy, but I didn't notice anything untoward. The SAV handles sure-footedly; it steers confidently and corners flatly on the on/off ramps. You can feel a little heaviness, but the ride is steady and steering is direct. There are multiple electric driving modes selected with an eDrive switch on the center console: an AUTO mode where the engine is boosted

by the electric motor, a Max eDrive mode where the SAV runs on pure electric power, and a SAVE mode where the battery is optimally recharged while driving. This is in addition to the COMFORT, SPORT, and ECO PRO modes selected via another switch. Slightly disconcerting however, is in certain modes when you are descending down hills the X5 maintains speed while also applying regeneration. On flat roads, the vehicle moves without using the accelerator, you have to have your foot on the brake almost to keep it from moving. Not disconcerting just something to get used to. When you press the "Stop Start" button to start up the X540e, at first it appears nothing happens. There are no sounds. The indication you can proceed is a display of "Ready" on the IP below the tachometer. Once you take off the parking brake you are good to go. If you are in a garage or tunnel with the window down moving along slowly you can hear an almost UFO-like whirring sound from the front. Think of a Jetson-mobile, but quieter. Turns out this is part of the "Acoustic Protection" package, a pedestrian warning feature which is a good idea, as the SAV is very quiet on electric drive only. The navigation screen conveniently shows where charging stations are located.

Driving the SAV to work in pure electric mode, I made it about 16 miles before the 4-cylinder motor kicked in. Once I arrived, I parked and plugged the X5 in to a 110 volt wall outlet next to an i3. (It can be recharged quicker on higher voltage public charging stations.) Charging is shown on a display on the instrument panel. At end of the day, the X5 was recharged to 20 miles range according to bar chart at bottom of the instrument panel, or to 100%



as shown on another bar chart gage under the tachometer. On the iDrive with the split screen, you can see the electric drive status. A graphic of the X5 shows where the power to the four wheels is coming from, either the 4-cylinder engine (shown in red) or from the electric motor and battery (shown in blue). With 20 miles of range, I started on my 25 mile trip home, ready to see if I could stretch the range. It

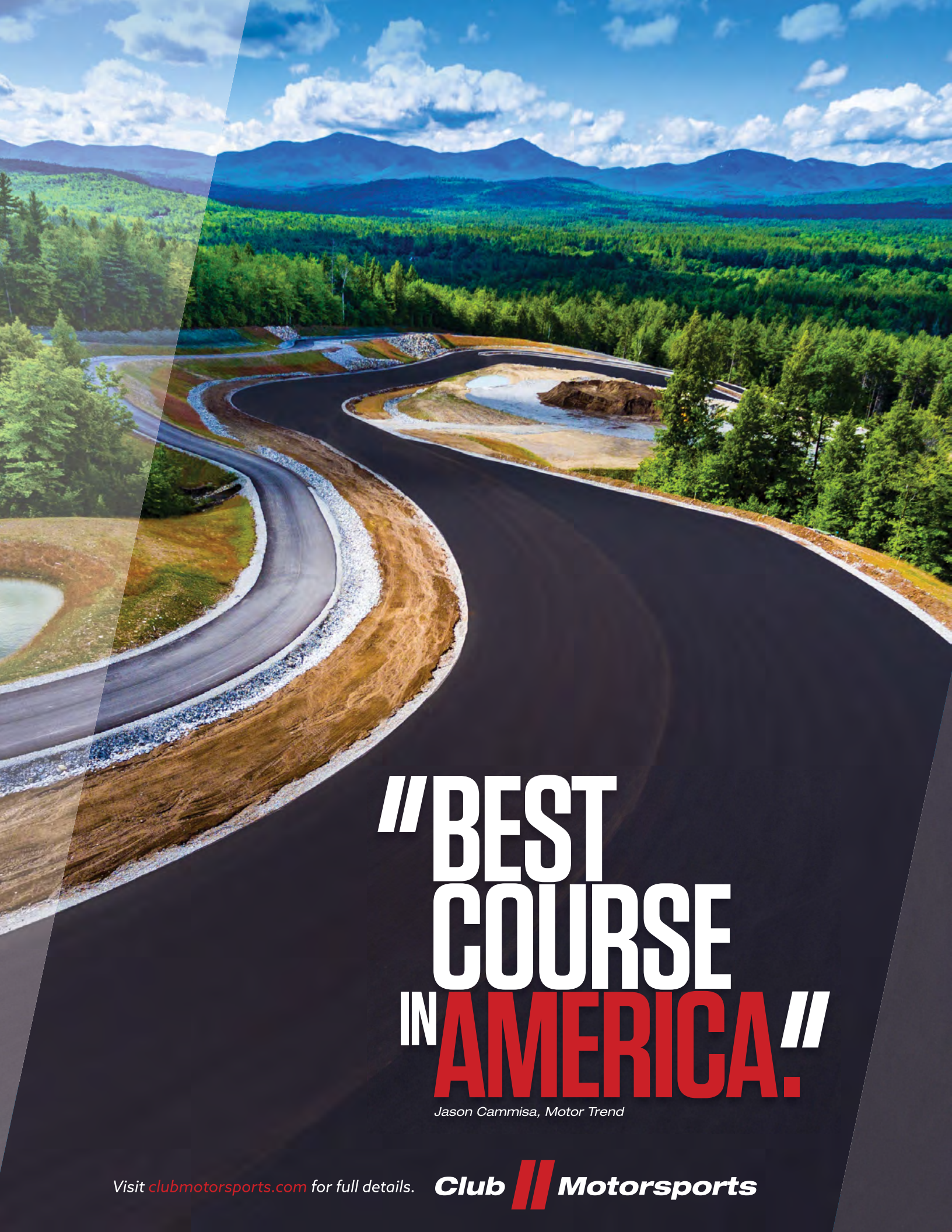


got to about 5% when I was about eight miles from home. Engaging SPORT mode recharged the battery to 15 miles range by the time I arrived at home.

On the second day, no worries, I started with 21 miles range indicated at the start, which dropped to seven miles range by the

end of the trip. I had driven in SPORT mode allowing the engine to run and charge the batteries. The electric boost kicked in whenever more power was needed.

In summary, the X540e xDrive SAV plug-in hybrid (a mouthful) was comfortable, quick, and provided a steady ride on the road. The SAV provided a very comfortable and sporty ride. I easily obtained an indicated 39 to 45 mpg average over a few days and experienced up to 20 mile-range on electric. In pure electric mode it is stealthy, stingy and torquey. You have the roominess and carrying capacity of an SAV while saving gas. If my driving consists of short commutes around town I would consider it.



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Ophelia's Big Adventure

text by: Andrew Wilson | photos by: Andrew & Cindy Wilson

We've just returned from our latest two week road trip with Ophelia, Cindy's 2014 BMW X3. This is our first big trip with a modern car, we are usually driving Vern, a '73 2002Tii, Athena, a 3.0 CSi or Rodney, a '88 M5, on our trips.

We started with The Greenwich Concours d'Elegance, June 2-4, one of the premier East Coast Concours events, this was the first year in several years I did not have a car in the show. Was delighted that Bruce Hall's perfectly original 1972 2002Tii won a prize on Sunday. After the show we drove to Pittsburgh.

In Pittsburgh we picked up Cindy's 78 year old mom, Nancy. This big adventure was for her, she had been wanting to see Yellowstone and the surrounding area for years, so this was the year.

Our first real stop on the trip was the Corn Palace in Mitchell, South Dakota. It is an arena completely decorated with murals made from 14 different colors of dried corn. It was originally built as a curiosity in the late 1800s to get people to come to Mitchell and hosted bands, shows and sporting events. The current Corn Palace hosts the same events including rodeos.



[The Corn Palace in Mitchell, South Dakota](#)

Our next stop was Badlands National Park, a prairie canyon located in the high South Dakota grasslands. Pictures fail to catch the beauty, colors and scale of this magnificently beautiful place. Just before the entrance to the park is an old homestead

from the land rush of the 1870s. It was built around 1875 and was lived in until the 1950s.



[Ophelia at the world famous Wall Drug](#)

After the Badlands, is the ever-popular tourist destination, the world famous, Wall Drug. A playground of stores and oddities from decades of tourism. It is a wonder unto itself. Signs for hundreds of miles in each direction extol the virtues of Wall Drug. Ice water is free and they have more stuff than anyone really needs.

Custer State Park in South Dakota, is home to Mount Rushmore, Crazy Horse Monument and abundant wildlife. We stayed at the Sylvan Lake Lodge for two nights so we could take our time seeing the sights. Sylvan Lake is one of my favorite places in the United States. Its tranquil beauty among the granite spires is pure magic.

There are many beautiful vistas along the Needles Highway as it meanders through the countryside, and is one of my favorite roads. Then we were off to our ultimate stop, Yellowstone National Park.

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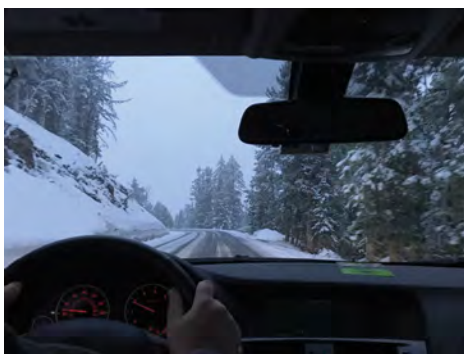
[Badlands National Park, South Dakota](#)



[The Crazy Horse Monument at the Custer State Park in South Dakota](#)

Our plan was to head in the East entrance of Yellowstone, crossing Beartooth Pass, a mountain road that rises to 10,947 feet. Ophelia did the trip with ease. We took our time, stopping at vistas along the way. As we crested the summit the weather was clear and cool. As we descended the mountain into Cooke City, it started to rain. As we were eating dinner it began to pour. After dinner we continued on toward Canyon Village in Yellowstone. Along the way we saw a baby bear and mother just off the road. Drenched, they shook gallons of water from their soaked fur. As we were approaching the Mount Washburn Pass, the rain turned into SNOW, but we arrived in Canyon Village without incident.

The next morning we were up early for a Yellow Bus Wildlife Tour, which retraced our route back into the park. It was a real treat to ride the iconic bus. The one we were on was called Hollywood, as it had been used in the movies before being re-purchased by the park system for guided



[Snow on the Washburn Pass in Yellowstone Park](#)



[The iconic Mount Rushmore in South Dakota](#)

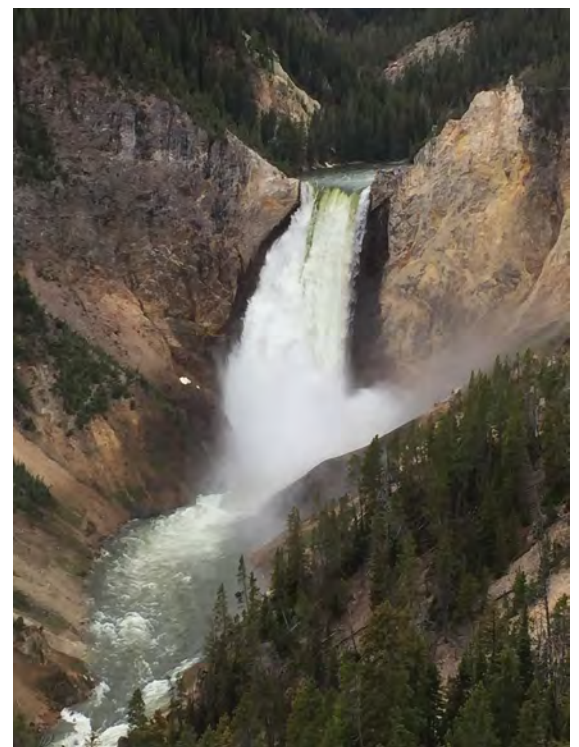
tours. On the tour we saw bison, mud swallows, a black bear with two babies, two moose, a fox, four rams and more bison. It was a great tour, one day I'd like to drive one of the Yellowstone Yellow Buses.

When we left Canyon Village, we headed towards Grant Village on the southern edge of the park. This would be our home for the next three nights. As we made our way to Grant, we stopped at the Grand Canyon of Yellowstone and saw the amazing Yellowstone Falls from the Artist Point Vista. We saw the crest of the Upper and Lower Falls which were flowing at 66,000 gallons per minute, which is hard to comprehend. We continued to see the sights all the way to Grant Village.

Over the next three days we saw all that Yellowstone had for the casual tourist to see: spouting geysers,



[Ophelia enjoying the beautiful vista at Sylvan Lake, one of my favorite places in the United States](#)



[Yellowstone Falls in the Grand Canyon of Yellowstone Park](#)



One of the signature, classic Yellow Buses of Yellowstone National Park

bubbling mud, hot springs, prismatic pools, abundant wild life and even a June 12th snow storm. Ophelia got absolutely filthy as there was some major road work taking place in the park leaving the road we were on a muddy mess.

When our time in Yellowstone National Park was over, we headed south to the Grand Tetons National Park some 45 miles to Yellowstone's south. Our destination was a "rustic cabin" at the Signal Mountain Lodge. Of all the places we stayed on this adventure this cabin was all our favorite. The beautiful mountains, reflecting in Jackson Lake, made for tremendous vistas; sunrise in the mountains is breathtaking. We only stayed for one night. Unless one is climbing mountains, Grand Tetons National Park as a driving tour, can be done in a day and a half.



Squeezing through the Needles Eye Tunnel on the scenic Needles Highway



The antler arch and a western stage in Jackson, Wyoming



The Rock Creek Vista Point along the Beartooth Highway in Montana

We had a late lunch at Pizzeria Caldera, our favorite restaurant in Jackson, Wyoming. Jackson is a charming, wealthy, western town and tourist stop just south of the Tetons. We spent a few hours walking and shopping. The place is truly charming, complete with its unique antler-arched town square and stage coach rides. We started heading back to Pittsburgh at 5 pm.

We had an amazing adventure. Covering 6,613 miles and temperatures ranging from 100 to 28 in the span of only two short weeks, it truly was a big adventure for all of us, and definitely one to remember.

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CALENDAR

AUGUST

Saturday August 5th, 2017
10:00am - 12:00pm

Chuck Schwager NH Collection Tour



Tour a private car collection with the BMW club. We have an invite to see a lineup of premium automobiles such as a rare BMW M1 and 507. Stablemates are equally stunning Ferraris, Porsches, and American muscle! Free event. Lunch optional. 438 Ridge Rd, Middleton, NH. Questions? Contact 603-216-2829. COST: Free, RSVP [WMC]

Sunday August 13th, 2017
9:00am - 2:00pm

Larz Anderson Auto Museum - BMW Day



15 Newton St. Brookline, MA. COST: \$20 entry fee for cars. - RSVP [WMC]

Monday August 21st, 2017
7:00am - 5:00pm

Summer Heat Driving School



Schools Out! Join us for some Summer time fun at New Hampshire Motor Speedway.

COST: See registration webpage. Register NOW! (until 08/01) [WMC]

Saturday August 26th, 2017
10am - 3pm or later

Dyno Run Day

Viking Performance Tuning, 660 Richville Rd., Standish, Maine 04084. Pricing is \$65 for 2WD, and \$75 AWD. Vis-cous AWD only (my dyno is not friendly to electronic AWD like Haldex or BMW equivalent). Prices are for 3 runs. Please RSVP for this event. [PTC]

SEPTEMBER

Sunday September 17th, 2017
8:00am - 2:00pm

Bavarian Autosport Show and Shine



This event promises to be a great day filled with camaraderie, good food, thousands of dollars in free raffle prizes, awards and, of course, lots and lots of BMWs. Held at BavAuto in Portsmouth, NH. Questions? Contact (800) 535-2002. COST: FREE - incl. Drinks & BBQ. - RSVP [WMC]

Friday September 29th
- Sunday October 1, 2017

OktoberFAST



A festive fall weekend in Vermont's Smuggler's Notch, celebrating all German marques. Show & Shine, Mike Miller tech talk, raffles, food, beer & music. Hosted with the Stowe Rotary Club. Info on FB: VT BMW CCA

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.

or e.mail
VtBMWCCA.info@gmail.com
[GMC]

OCTOBER

Sunday October 1st, 2017
5:00pm

NNE Newsletter submissions deadline

All content to be considered for inclusion in the 2017.4 fall edition of this newsletter must be received by each chapter's respective Copy Collection Editor. See the back page for details. [NNE]

Friday October 6th,
- Saturday October 7th, 2017
7:00am - 5:00pm

Fall Foliage Spectacular Driving School



Fall is in full swing - take advantage of the crisp temperatures at our October driving school. Club Motorsports, Tamworth NH. COST: See registration webpage. Register NOW! (until 09/07/17) [WMC]

NOVEMBER

Wednesday November 8th, 2017
6-8pm

Maine Indoor Karting



Maine Indoor Karting, 23 Washington Ave., Scarborough, ME. \$45/person for 2 races and 3rd race for top qualifiers. Dinner after at Famous Dave's BBQ, 1 Cabela Blvd., Scarborough, ME. [PTC]

JANUARY

Monday January 1st, 2018
5:00pm

NNE Newsletter submissions deadline

All content to be considered for inclusion in the 2018.1 winter edition of this newsletter must be received by each chapter's respective Copy Collection Editor. See the back page for details. [NNE]

CLASSIFIEDS

CARS FOR SALE

Rare, M Roadster

VIN: N/A

2001 BMW M Roadster (convertible). Rare and highly desired by car and performance enthusiasts. Mint, dark green exterior, tan interior, new outside window, perfect stitching, new transmission, inspected by BMW dealer "only yesterday". Pictures available. Only 42,600 miles. \$31,500, cashiers check only. E.mail J Patrick Dulany, jpdulany@hotmail.com, dulanypatrick127@gmail.com, or via the WMC website classifieds.

PARTS FOR SALE

Featherlight Trailer



17.5 foot Featherlight trailer. All aluminum open race car trailer. Includes locking tire carrier for 8 tires. Excellent condition, looks like new. \$3999. Call John Carlson at 603.856.5208 or e.mail John via the WMC website classifieds.

DIY Oil Change Pans



Two pans (9qt, 12qt), standard grade, black plastic, no leaks, clean exteriors, drained, missing no caps or plugs. Price: FREE! Located in Newington, NH. Could

deliver to a WMC meeting. Call Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.

Winter Tire & Wheel Package - CHEAP!



Used set of 4 Pirelli Winter Carvers (206/60-R15) on BavAuto steel wheels (6.5J x 15). Fits E36 3-Series; probably others. Tires still have useful tread left; wheels are tired; whole package should be good though for one (or more!) NH winter seasons! Price: \$30 for the whole set. Located in Newington, NH. Could deliver to a WMC meeting. Call Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.

Tire & Wheel Package - Great for Instructing ADSS



Used set of 4 Toyo Proxes RA1 track tires (235/40-ZR17) mounted on alloy wheels (7.5J x 17H2). Wheels are replica E36 M3, BMW Motorsport style 24 - no cracks or significant structural blemishes, cosmetically could clean up nicely. No center caps. Tires were used for a few HPDE schools but haven't been run in over 10 years, so they're probably no longer track worthy, but... with a good amount of meat still left on them, would make for great (fun!) ADSS

AVAILABILITY & DETAILS SUBJECT TO CHANGE

Contact each advertiser as posted for current information.

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.

instruction - possibly for quite a few schools. Always garage stored, still hold pressure. Price: \$50 for the whole set. Located in Newington, NH. Could deliver to a WMC meeting. Call Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.

603.493.1703, or e.mail Martin via the WMC website classifieds.

Heavy Duty Wash Hose

Nice car washing hose, approx. (~50 ft.), commercial grade. Great condition, no leaks or repairs. Kink resistant and very pliable (in warmer weather). Includes nozzle. Price: FREE! Located in Newington, NH. Could deliver to a WMC meeting. Call Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.

Brake Bleed Kit & Ate Super Blue Fluid



Complete, easy to use, 1-person operation. Connects to tire valve stem to pressurize system - no pumping or power required. Easy instructions. Kit includes storage case and a handy oversized syringe for mess-free siphoning of reservoir. Also includes 3 cans of new (never opened) Ate Super Blue brake fluid. Price: \$25 for the whole lot. Located in Newington, NH. Could deliver to a WMC meeting. Call Martin Callahan

Winter Trunk Sand

Standard grade, 60 pounds of dead-weight sand packaged in heavy gauge plastic - no leaks. Ideal for adding extra weight over drive axle of rear wheel drive cars, improving traction in slick winter conditions. Fits compactly in trunk. In case of emergency, tube can be split open and used for traction sand. Price: FREE! Located in Newington, NH. Could deliver to a WMC members meeting. Call/text Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.

Used Motor Oil for Shop Furnace Fuel

Approx. 30 qts., Mobil 1 motor oil. Used but "uncontaminated". Ideal for burning in compatible shop furnace heaters. Price: FREE! Located in Newington, NH. Could deliver to a WMC meeting. Call Martin Callahan 603.493.1703, or e.mail Martin via the WMC website classifieds.



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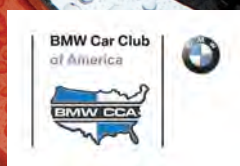
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Send all submissions or questions to the Copy Collection Editor of your chapter:

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.

Green Mountain Chapter:

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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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