

# THE NNE NEWSLETTER

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

FALL | 2017.4

## Where's My Newsletter?!

by: Tom Giffen, WMC Membership Chair

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## Hello GMC Members!

by: Peter Ohlweiler, GMC President

First I want to thank the White Mountain Chapter for all their help with putting together the Northern New England Area Newsletter for all three Chapters in our region. The newsletter is an important part of keeping the Chapter informed with pertinent information about things going on within the Chapter and publishing informative content for our readers. With this said, I too would like to reach out to all our members and ask that if you have an article that you would like to put in the Newsletter, please submit it to the Green Mountain Chapter email address at:

[vtbmwcca.info@gmail.com](mailto:vtbmwcca.info@gmail.com)

We would love to hear from you with any article of interest.

Since this is my first letter to our members I would like to thank Pam Loeb (our Chapter secretary) and Stewart "Doc" Loeb (our Vice President) for all their help in the effort to keep the Green Mountain Chapter alive. To bring everyone up to date on what has transpired over the past year, here is what went on. After our previous President and Vice President had some medical issues, the Club was in limbo for some time.

It is these moments when the Chapter is in need of members to pitch in and give us a hand to keep everything running. Unfortunately for all of us we had no way of communicating with our members as we did not have a Newsletter Editor or a Webmaster. Pam was instrumental in keeping a line of communication open with BMW CCA National so as not to lose our status as a Chapter. As George's rehab was going to be longer than he had hoped, he decided that it would be best to step aside and concentrate on his health.

Stew, on the other hand, was going through his own rehab and was facing a longer time period than anticipated, but graciously decided to keep on as our Vice President. With both Pam and Stew's continued dedication to the Green Mountain Chapter they reached out to all of us to put a Board together so that National would not pull our status. Talking with my brother, Pam and Stew, I decided that

I would come on board (as long as I knew that Pam and Stew were in) and throw my hat into the ring for the position of President. Then we heard from Walter McNally who offered his hand in filling the position of Treasurer. We then went to National to present to them that the Green Mountain Chapter had put together a new Board and we were ready to move forward and keep our Chapter alive and well.

With much work ahead of us for the upcoming 2017 season we got together to make our plan of attack. We began the season with a *Street Survival School* that was held in Rutland at the Diamond Run Mall. Followed by a *Dust Off and Detail* held at The Automaster Dealership in Burlington. Then came the *Friday Evening Drive* to the Cookie Love Ice Cream Stand. This evening drive was put together by GMC Club member Jack Himmelsbach who contacted us with his idea. Thank you Jack for stepping up and creating a fun evening for all involved. Everyone had a great time.

In the middle of all of this we continued to plan our biggest event of the year *OktoberFAST*. To the credit of our Board. The support by BMW CCA National Director, Frank Patek and our North Atlantic Region VP, Lou Ann Shirk, was huge and not to mention all of the Club members from around New England who participated and showed off their beautiful automobiles on the 30th of September in Stowe, Vermont.

I would also like to thank the President of BMW CCA National, Steve Johnson, who joined us for the weekend. Steve coming in all the way from his home in Maui! Oh yes, let's not forget Frank Patek's mom also joined us for the weekend. What also made this *OktoberFAST* a great success was that the Stowe Rotary had asked us to join their *Octoberfest Festival* for the weekend. So, many thanks to everyone that joined us for the weekend and congratulations to all of those that brought home a trophy for their beautiful automobiles.

As we move towards the end of the 2017

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season and look forward to the upcoming 2018 season I would like to reach out to all our members to help make the 2018 season a continued success by submitting suggestions on what you would like the club to hold as an event, or a country drive, or a BBQ at someone's home. We are open to all ideas and welcome each and every one to join us at a Board meeting, to join in the conversation to bring forward a successful 2018 season with the Green Mountain Chapter.

In closing, I would also like to reach out to all our members to ask if anyone would be willing to fill either of our open positions: Webmaster and Newsletter Content Coordinator for the newsletter. These positions have been vacant for some time and are desperately in need of filling. *[With the recent consolidation of the newsletter, the former GMC Newsletter Editor's position has been replaced by the new Newsletter Content Coordinator position, a.k.a. Copy Collection Editor, which is a MUCH easier, and FAR less time consuming position! -ed.]*

We will be sending out an email in the next month or so, for casting your vote for Board Members. Anyone who would like to throw their name in for a Board position is welcome to do so. Any of you who would like to volunteer to help out planning an event or help with an event, know you are always welcome and I encourage you to do so. Remember that we are always looking to have our younger member enthusiasts join us and we encourage them to submit ideas as to what they would like the club to do. We would love for them to volunteer to help out with the website especially!

Thank you to all of our members who continue to support the Green Mountain Chapter and I promise, that if I continue on as President for the 2018 season, that we will have much better communication with our members and be more informative about events coming up. Once again, I would like to thank Pam Loeb, Stew Loeb and Walter McNally for all their hard work and strong efforts to make this 2017 season a success.

## This is YOUR Chapter and it Needs YOUR Help!

by: Pam Loeb, GMC Secretary

How can it be the middle of October already? It's still over 70 degrees most days! However, 2017 is closer to the end than the beginning.

You may remember that 2017 is the year that the Green Mountain chapter almost didn't exist. Our chapter was behind on nearly every metric that National charted. We'd had a rough couple of previous years, and so several of us banded together and decided that we didn't want things to end with a fizzle.

We didn't host many events this year, but the ones we did have were great. Beginning with our Dust Off & Detail at The Automaster, with door prizes donated by Griot's Garage. In mid-summer, we went for a beautiful scenic drive, planned by Jack Himmelsbach, and ending with delicious creemeees at the Love Shack. We hosted a Street Survival School in Rutland where eight teen drivers learned valuable safety skills, while driving their "daily drives". The chapter joined up with the Stowe Rotary and their annual Oktoberfest, and held our annual OktoberFAST alongside their big tent. It was a big success, with 60 cars on the show field and an invite from the Rotary club to return next year!

Wow! No wonder the year went by like a blur. But, the year is not over. Is there interest in a holiday party? Some chapters host fantastic parties. Do we want to have

one? How does Fire & Ice in Middlebury sound? This is pure speculation, and nothing has been planned. But, no point in planning if no one is interested. Reach out to us and let us know what you want. This is your chapter!

Speaking of your chapter, we are required by the National office to hold elections every year. Is anyone interested in helping to run this club? We have several positions that have been vacant for over two years! We need a Membership Chair, a Webmaster, and someone to help collect articles for this newsletter. We could use new officers, as your current Secretary and Vice President are exhausted. Maybe we need someone to help plan social events, and someone to help run Street Survival Schools.

I can't guarantee there will be as many chapter events next year if we don't have help from within the chapter. We were really lucky to have Lou Ann Shirk speak up for us at the National level, but it's important that our membership show some initiative now.

If you could offer to share your talents and interest in the Green Mountain chapter with us, we'd LOVE to have YOU on board. Please contact Peter Ohlweiler, the chapter president, at:

[vtbmwcca.info@gmail.com](mailto:vtbmwcca.info@gmail.com)

## International Motor Racing Research Center Honors Mario Andretti

by: Peter Ohlweiler, GMC President

On March 31st I had the pleasure of joining a select group of people at a dinner to honor Mario Andretti. The dinner was held at the Corning Glass Museum in Corning, NY, with industry leaders to join the International Motor Racing Research Center's Cameron R. Argetsinger Award honoring Mario Andretti.

In attendance were racing greats such as Chip Ganassi, Rick Mears, Dario Franchitti and on monitor Roger Penski and many others. Joe Sahlen, President of Sahlen's

racing also in attendance said that he was honored to be at the celebration for Mario.

When I arrived at the event I was walking in only to find Mario and the new owner of his Lotus 78.

The evening was filled with compliments to Mario from racing legends around the world.

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It was a great evening and I was thrilled to be a part of it. At the end of the evening I was able to talk to Mario for a while and was even able to show him a photograph from the 1974 Watkins Glen F1 Grand Prix that my friend had taken while he and I were walking around early Saturday morning.



Mario's friend that evening, looked at the photo and said, "Hey Mario, do you remember when your hair was that black?" He then was kind enough to give me his autograph on the original photo. A great evening spent.

Happy motoring to all.

## 2017 OktoberFAST

by: Pam Loeb, GMC Secretary

The annual Green Mountain chapter OktoberFAST is now just a memory. Planning for the event began sometime around March, when we approached the Stowe (VT) Rotary Club about joining them during their Oktoberfest celebration. Maybe there was room on the events field for a German car show that we host annually, and call OktoberFAST? The Rotary was excited about the prospect, so we marked our calendar for September 29 through October 1 and set about putting together an awesome weekend.



Friday night Meet & Greet at Smuggs was well attended

We were fortunate to have Lou Ann Shirk, our regional VP, join us in the planning. She asked Frank Patek, Executive Director of the National, to classify this as a regional event. This allowed us to run a lovely display ad in several issues of Roundel. The National office also helped us tremendously by doing the research and booking of the host hotel. Smugglers Notch was a lovely facility for our attendees. Their location is on the other side of the "notch" (drive through it one day to find out how it earned this name!) from where our show

field was, but it's a gorgeous, twisty ride through the autumn leaves.

Friday evening we had 40 people attend our Meet & Greet dinner at The Meeting House at Smuggs. This was our biggest attendance for this event in years! It was great to spend the evening getting to know fellow Bimmerphiles from as far away as Hawaii, Ottawa and South Carolina.

We had a surprise for the group... Door prizes! The reason however was unfortunate; the East Coast rep. from Griot's Garage was scheduled to join us for the weekend, but had to remain home

due to a family emergency. He'd already shipped ahead the products he was going to use in his demos, so he gave me permission to use, or distribute, as we saw fit. Everyone got a ticket as they came in, and we had enough goodies to hand out five or six sets of products. All the winners were VERY happy!

Vermont had a very dry September, hardly any rain for 25 days. So, of course we woke up Saturday morning to drizzle. D'oh! In spite of the soggy morning, 60



cars joined us at the Mayo Events Field in Stowe, alongside the huge tent where the Rotary Club was holding their Oktoberfest celebrations. The variety of vehicles was fantastic. 2002s were parked alongside contemporary M cars, two VW Westphalias joined our group, and several Porsches were there, too. Don't worry, the majority of them were BMWs.

Every car that was registered received a welcome bag. I'd like to thank the following companies for their generous donations to fill these bags: BMW CCA Foundation, Bimmerworld, BavAuto, Griot's Garage, eEuroparts.com, Switchback Brewing, Idletyme Brewing, The Alchemist, 14th Star Brewing, Morse Farm Maple Sugarworks, DR Colorchip, The Automaster, Vermont Teddy Bear Factory, IMSA, goStowe.com and anyone else I might have forgotten! Many of those same companies also donated the merchandise that became our Saturday raffle items. Ticket sales were brisk and I think it's safe to say the winners were pretty happy with their prizes.

Mike Miller was on site for his famous

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Tech Talk Live. The weather had improved a bit, so a large group gathered 'round Mike ready to hear his advice on their care and maintenance issues. We are fortunate to have Mike as our "member-at-large", so if you didn't get your question answered at O'FAST, you can still reach out to him any time.

At 2:00, voting ended for the People's Choice awards in various categories.



Peter Ohlweiler and Lonny Shirk, winner of '02 Class

Trophies were presented for 1st-3rd place for each marque, plus the extra BMW 2002 category. Best in Show was awarded to Cindy Wilson and her beloved Athena.



Peter Ohlweiler and Cindy Wilson, winner of Best in Show (with Athena)

The day concluded with a scenic drive through the autumn foliage. I was busy breaking down the tents and tables, so couldn't participate, but I can say it must have been a beautiful sight to see all the BMWs making their way through the local twisties.



Chapter President Pete Ohlweiler and ?



Peter Ohlweiler and Frank Patek (L), 3rd place in VW Class (with a rental car!)

While the group events ended at that point, there were printed scenic drives provided for everyone who was heading home on Sunday. We had drives that took you on to highways, going northeast, south and west. A huge thank you goes out to all who helped with this event: Pam and Stew Loeb for making the initial contact with the Rotary, and for doing the majority of the behind-the-scenes work, Pete Ohlweiler, Lou Ann Shirk, Frank Patek, Mom Rose, Steve Johnson, Len Rayburn, Terry King, Mike Miller, Sharna Vitale and anyone else I missed. No malice aforethought, just fatigue!

Gotta go... -time to start planning for next year!

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MICHAEL MORIN

## Welcome to Fall!

by: David Thibodeau, WMC President

We've just had a most amazing summer filled with BMW-related events! The visit to the Chuck Schwager Collection was a memorable opportunity to spend time with a most amazing auto enthusiast and a chance to appreciate not just our own marque, but how many other special cars there really are out there.

Our tour with the Pine Tree Chapter, of the Kancamagus, was a reminder of how beautiful the White Mountains can be, even in the dead of summer.

We've also had a very special opportunity to return to the White Mountains with our sister club, the BMW Classic Car Club and their members from

around the country. I'm not sure what was the best part of the day - trying to stay ahead of the 35+ historic and special BMWs as they run up the Mount Washington Auto Road, or rally along the Jefferson Notch (yes, in the gravel!!) -or just sitting on the porch of the Omni Mount Washington Hotel watching the cars roll by.

And isn't Bavarian Autosport's Show and Shine always the best way to spend a Sunday morning with 500 of your friends?

As I write this, we have just finished a first practice day at Club Motorsports, and wait with great anticipation our first full weekend high performance driving event. More than ten years in the making, we are so very fortunate to have this world-class facility right in our backyard. The Vermont Chapter and their annual OktoberFAST also now beckons, as does our upcoming Apples and Autumn tour of Contoocook.

Get out, grab some of this crisp fall weather - the best time of the year to enjoy your Ultimate Driving Machine.

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## DEC UPDATE | We Did It and It was Awesome!

by: Bruce Bergeron, DEC Chair

In September and October the White Mountain Chapter was privileged to be one of the first organizations to tackle Club Motorsports and it lived up to all our expectations. The quality and care taken during the construction is most impressive. Club Motorsports is located in Tamworth, New Hampshire, and has been under development since 2003. The track is built into the side of a mountain with 250 feet of elevation between the top and bottom. The track takes two dramatic climbs up and down the mountain and has stunning views of the surrounding peaks and valleys. The course has 15 corners and covers 2.5 miles of flowing asphalt.

On September 25th, the WMC hosted its inaugural event at the track for HPDE instructors and advanced level students to



The grandeur that is Club Motorsports

learn the track and prepare for our largest High Performance Driving School taking place in October. The 57 participants found the smooth road course challenging and rewarding, favoring as much technical skills as out right horsepower, -a combination that will keep everyone happy for years to come.

Then on October 6th and 7th, the WMC hosted its first ever Fall Foliage Spectacular

HPDE, one of our largest HPDE schools in recent memory. With 130 instructors and students descending on Club Motorsports, it was also the largest event to date in the track's young history. Orchestrating a huge event at a brand new track takes a small army, or more appropriately, the WMC Driving Events Committee.

The DEC has volunteered hundreds of hours this year organizing and supporting a number of events and knew they were up to the challenge of taking on Club Motorsports. As chair of the DEC, I thank each of them for their time, energy, experience and efforts. The smiles and satisfied looks of all who had the privilege of attending, were definitive proof of their success.

## RECENT EVENT | The Impressive Collection of Chuck Schwager

text by: David Harrison, SEC Chair | photos by: Paul Michali, WMC Photographer



In August the BMW CCA enjoyed a rare opportunity to visit the private car collection of Chuck Schwager. Early in the year one of our Social Event Committee members started the rumor of a stunning assortment of both American and European cars tucked away in a "garage" right here in New Hampshire. Our interests quickly developed into a strategy of just how to get an invitation for a tour of this amazing private collection.

I give full credit to Andrew Bass for contacting Chuck, who responded with a very welcoming invitation to share his passion and his array of very special automobiles.



What a generous host he turned out to be! The thirty plus club members attending the event learned firsthand from Chuck, the histories of cars such as the 1958 Porsche Speedster, the 1962 Corvette, and the ultra-rare 1956 Lister Jaguar. Extra time was of course devoted to two very special (and rare) BMWs Chuck cherishes, a 1981 BMW M1 and a 1957 BMW 507 roadster. Either one alone could easily be the centerpiece of any collection from Bavaria, and Chuck has both.

Although the assembled crowd was clearly

impressed by the cars, we were most especially impressed by the man behind the cars. We only noticed one thing missing from Chuck's impressive credentials. He was not a BMW CCA member! How could this be?! To remedy the omission, and in appreciation of his gracious hospitality, we gifted Chuck a membership in the club and presented him with his first Roundel. He is a great addition to the club and we are grateful to have him.



The gracious man behind the impressive cars: Chuck Schwager (center left)

Thank you again Chuck, and welcome aboard!



## WMC Membership Update | Happy Driving!

by: Tom Giffen, WMC Membership Chair

Greetings to all members new and not! Summer has come to a close, but driving season still has plenty of life in it, and there are still events to go to and to share with other members. Please see the calendar for details, and join in the fun and camaraderie! Over the past months, membership numbers saw normal fluctuation, settling at 661.

We also enjoyed a great time at the Bav Auto Show & Shine, where a new member each from Maine and New Hampshire signed up on the spot, two certificates for membership were raffled, and a number of applications were taken away to be completed later.

Before closing, I want to make an important

note that nominations for upcoming officer elections must be received by the end of the day, **October 31st**. Send them to me at: [t.giffen@comcast.net](mailto:t.giffen@comcast.net).

Hope you had a great summer, and that you can participate with us this fall. Happy Driving!

## IMPRESSIONS FROM THE WINDING ROAD | Common Sense Between November 1 & April 30

by: Walter McNally

November 1 and April 30, two seemingly random dates on the calendar unless you happen to live in Northern New England or any other snow bound state. This six month period of time represents the dates when most communities will ban overnight on-street parking. This is supposedly the time when plows and salt/sand trucks will make our streets safe for travel.

More importantly, to those of us who enjoy owning and driving analog, electronic free cars it also represents the period during which these vehicles should be safely tucked in the garage for a long winters nap. Of course it can be earlier or later depending upon one's location. Mine usually started hibernating around Veterans Day but didn't reappear until after April 30. Some years there is snow on the ground in May and unfortunately I have seen it snow in May. I generally wait until there have been two or three good solid rainstorms after the snow is gone before I venture out. That way all the left over sand/salt is washed away.

Sometimes though, the itch to get behind the wheel does get the better of me, usually in February. When there is a warm, sunny day and the snow in my driveway has melted, I'll fire it up and ease out of the garage and drive, but only to the end of my driveway of course! Once it's all warmed up, back it goes for another ten weeks or so. Sort of like a ground hog day, for cars.

So how then does a person get around and carry on the activities of daily winter driving? Today there are endless options: SUVs, AWD, 4WD, front wheel drive, etc. Without naming names the list is almost endless.



A quintessential winter beater

Back in the day, and I mean way back, there was really only one option – the beater. My father had other names for it, but this being a family publication, I'll refrain.

So what qualifies as a 'beater'? Where I grew up vehicle inspections were a quite rigorous, once-a-year ordeal. The most critical beater requirement was that the vehicle would not need to be inspected until spring, when it would no longer be needed. Generally something on its last legs was ideal because it need only last four or five months. Beyond that there really wasn't much, -headlights of course, windshield wipers that mostly worked, maybe even a defroster to clear frost off the windshield.

A person could easily spot one of these as there were usually pieces of cardboard over the windows held in place by the windshield wipers which had been stopped mid cycle. A heater that worked was an incredible luxury. Rust was never a drawback! Most had rust cracks, splits or holes in the drivers and/or the passenger foot wells. The solution was usually a piece of cardboard over the rusted out area so your feet didn't fall through or slush come up and

ruin your shoes. The exhaust system usually had cracks as well which meant driving with windows open!

Then there was the daily drama of the 'start'. You leave the house with your fingers crossed hoping it would start. The driver's side door opened with an ear splitting shriek of metal. Open the choke, pump the gas pedal; no fuel injection in those days; and turn the key. It was usually a miracle if it started on the first try. If it didn't start, pop the hood, take off the air cleaner and spray starter fluid directly into the carburetor and fire it up. You hoped it would a) start and b) not start an engine fire or blow the hood off the car. If it started, close the hood, turn on the windshield wipers, and retreat to the house to let it warm up. Back then the wipers worked off the engine, not the electrical system so the only way to know if the car was still running was to leave them on. Finally in the spring, the car gets sold or more likely towed to a junkyard where good parts are sold and the rest is shredded and sold for scrap metal, -recycling before recycling was cool!

Ah good times! We've come a long way since then, I think. Back in those days some expertise and common sense was actually required in order to drive in slippery conditions. Now with all the AWD, 4WD, ASC, traction control, etc., does anyone really know how to drive in the snow? If ever there is any question take a look at the cars off the road in a storm. All these fancy gizmos can make a car go but they can't make it disobey the laws of physics.

Happy Winter Driving!

## IMPRESSIONS FROM THE WINDING ROAD | Tuscan Kitchen Concorso Italiano

by: Thomas Stoll

On Sunday August 20, a beautiful sunny day, the Tuscan Kitchen in Salem, NH, held another one of their great Concorso Italiano car shows. It was an Italian car show and many BMWs and other brands attended as it was open to other makes. Among the Ferraris and Lamborghinis were some M3s, M4s, M5s, M6s. There was also a nice assortment of Minis.



In addition to the cars, gelato, music and race cars, the Tuscan Market also beckoned with their delicious breads, meats and



cheeses. We had a wonderful time sampling the delicacies and didn't leave without some pastrami, Genoa salami and a Tirimisu or two. Some fresh made pasta also made it into the shopping bag.

This was the fifth year of the popular event, and we are looking forward to next year.

## NOT-SO-RECENT EVENT | "Twenty Years Ago Today Sargent Pepper Taught the Band To Play"

by: Dan Guliano

It wasn't twenty years ago TODAY, it was twenty years ago this summer, (July 20th to 25th 1997 to be exact). It wasn't Sargent Pepper, it was the White Mountain Chapter of the BMW CCA – and it wasn't teaching the band to play, it was hosting what was arguably the best and most successful BMW CCA Oktoberfest before and since.

What would prompt one of the smallest chapters in the CCA to undertake such an event? Who were the maniacs responsible and how did they make it happen?

In the fall of 1995 a number of chapter members enjoyed a weekend at Waterville Valley. Among many were Chris Lordan, Dick Holden and yours truly. Chris and Dick were experienced leaders in the BMW CCA. Both held senior positions (including President) of the Boston Chapter and were the founders of the White Mountain Chapter. During a moment of alcohol-induced speculation, one of those in attendance mentioned how Waterville Valley was idyllically beautiful and would be an extraordinary location for an Oktoberfest.

Thusly, the germ of an idea was born. Our



KLAUS SCHNITZER

hosts for the weekend were John and Teresa Conroy, so we arranged a meeting with them and the individual who managed most of the housing in the Valley, Tor Brundand. Larry Churchill, because of his experience in motorsports and with the NHIS (New Hampshire International Speedway)

folks, was added to the White Mountain team. This group became the core of the O'Fest '97 planning committee.

Throughout the fall and winter of 1995-1996 the team met regularly to develop a proposal for presentation to the BMW CCA National Board. During this period we met a number of individuals and cajoled, seduced and/or browbeat them to join the effort.

Among them were: Claire Moorehead, Manager of the Golden Eagle Hotel. Claire also managed the Waterville Valley-wide central reservation system. Alex Ray, of Common Man fame; Tom Smith, Waterville Valley's Chief of Police/Public Safety; John Conroy, our primary contact with the Waterville Valley community, (who sadly passed away earlier this special anniversary year); Harmon Fischer from the BMW CCA board; Wynne Smith from the BMW CCA office; and the infamous Yale Rachlin, editor-in-chief of Roundel.

In August 1996, a formal proposal was presented to the BMW CCA Board at its meet-

CONTINUES ON 11 ►

### Memorable anecdotes from O'fest '97 are plenty. Here are some good ones...

- The spectacular Roundel cover, shot from inside a hot air balloon at dawn.
- Alex Ray, owner of the Common Man restaurants, setting up an outdoor kitchen and personally cooking breakfast at 6:00 AM for those folks headed to NHIS for driving events.
- The WMC's introduction to a future Chapter member, Erik Wensberg.
- Scavenger hunters trampling the garden of a Valley resident. (We put a note under the door of every hotel room, asking everyone to skip that question).
- The Common Man team presenting a plated, sit-down dinner for 900 (!) at the event banquet.
- Zymöl staff washing and waxing more BMWs than they had ever seen in one place.
- The BMW NA professional driver clocked at 90+ mph on the 45 mph access road to Waterville Valley. When the Chief of Police was given the opportunity to drive the driver's race prepped M3, his response was "... I can see how that could happen ..." and the citation was held in abeyance.
- More than 200 beautiful BMWs cars parked on the Concours d'Elegance field.



◀ CONTINUED FROM 10

ing during O'Fest '96 in Washington, DC. Our proposal was accepted, with the admonition "be careful what you wish for" from the Board. Immediately upon returning to

by, the Boston Chapter of the BMW CCA with the Autocross events. During the next months the team did the behind-the-scenes work necessary to host a typical O'Fest.

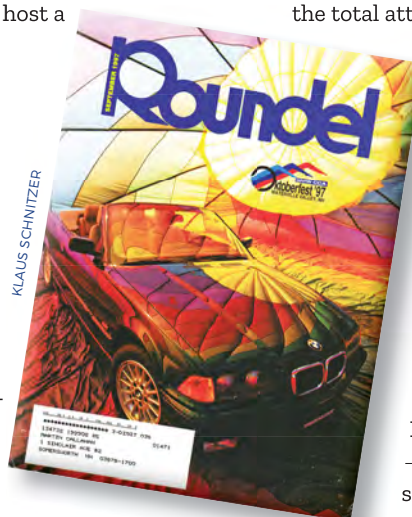


RACHLIN

New Hampshire, the event Co-Chairs (Dick Holden, Larry Churchill and myself) began pulling together the resources necessary to actually pull off the event.

Volunteers were impressed into service, including but not limited to: Mike Izor (Mini Cars), Gordon Arnold (RC cars), Dan Maynard (Tech Inspection), Ed Valpey (Safety School), Mike Cooney (Driver's School), Joe Olympio (Gymkhana), Don Taylor (TSD Rally), Manny Brochu (Concours d'Elegance) and Chris Lordan (Treasurer, Event Program and Trivia Contest). Additional assistance was requested of, and provided

Until 1997, the average attendance at an O'fest was 400 to 500. As time went on and registrations for the event began to arrive, we saw some very surprising data. Registrations rapidly exceeded 500 individuals. Then 600, then 700. Working with the Central Reservation System, we began to manage every available room in Waterville Valley. Increases in Registration generated increases in every area of O'Fest. Driving Events had more drivers than ever before. Social events more than doubled in size.



By the start of O'Fest there were over 1,200 registered attendees. Add to that the almost 200 vendors and support people and the total attendance at this event was almost 1,500!

That fantastic week in Waterville Valley, countless memories were made, and enduring friendships forged. Even 20 years on, the club still owes a huge debt of gratitude to the event co-chairs, Larry Churchill and Dick Holden, (and Dan Guliano -ed.), and the event Treasurer Chris Lordan, and special thanks as well to

everyone else involved in pulling together O'Fest 1997, - what many still consider to be the best and most successful BMW CCA Oktoberfest before and since.

[ See the online version of this newsletter edition to see excerpts from the Sept. 1997 edition of Roundel. Thanks Dan for pulling this nice retrospective together. Would have been a shame to let this 20-year anniversary slip by without a "flash of the headlights". - ed. ]

## RECENT EVENT | Bavarian Autosport's Show & Shine 2017

text by: David Harrison, SEC Chair | photos by: Thomas Stoll



Bavarian Autosport of Portsmouth rolled out the red carpet for the BMW fan club once again this year. This year the annual event moved from October to September to hopefully catch better weather for the show. The bet paid off with a beautiful day that allowed even the fussiest of owners to bring their pride and joy to share with all in attendance.

The non-competitive show promoted fellowship with all factions of the BMW community. There were priceless classics like an M1, cars of the future like two (!)

i8s, many passionately customized creations from across the age spectrum (owners as well as the cars!) and a hefty blend of countless everyday, but beautiful, BMWs. License plates in the show parking lots (that wrapped around all four sides of the enormous building), as well as down both sides of Constitution Ave., ranged from all over, including NY, RI, and even VA! Each and every BMW in attendance added to the diversity of the amazing display of BMW passion & history.

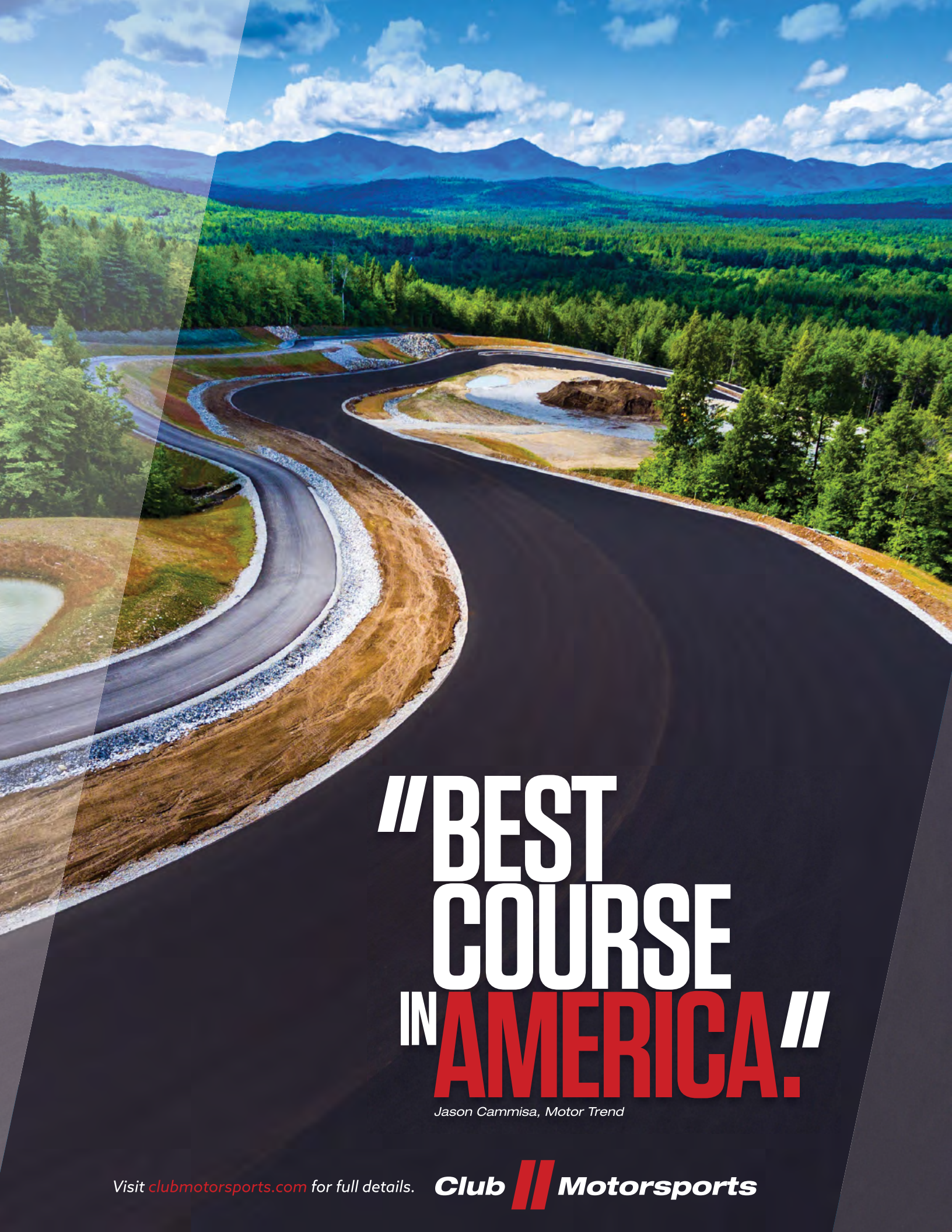
The good natured crowd of many hundred participants & spectators contributed generously to a charity raffle which is always well served at the show. Sponsors and vendors under a large tent show-



cased their latest wares and offered discounts and free raffle items, as did the White Mountain Chapter, donating two complimentary memberships to the event charity raffle, as well as offering some nice prizes to newly registering club members. Bavarian Autosport capped off the event with its traditional no-charge bratwurst BBQ, complete with all the fixings and complimentary Smuttynose beer. All the deliciousness was happily served up to the long line of attendees by the Bav Auto staff.

Many thanks go out to Bavarian Autosport, who once again hosted a stellar event, and invited the WMC to join the fun and set up an information table in the vendor tent. May the friendship we enjoy with Bav Auto continue for many more years.





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## BMW Classic CCA's Pine State Rally 2017

by: Andrew and Cindy Wilson

Cindy, Vern, our 1973 2002Tii, and I participated the BMW Classic CCA's Pine State Rally 2017 which took place from September 8th to the 16th. The BMW Classic CCA is a separate club from the BMW CCA. It's a special interest group for BMW members who own the older cars from prewar to special interest modern BMWs like Z8s. This is the group we drove to Monterey with in August 2016.

Prepping Vern for the trip was fairly routine, check the oil, check belts & hoses, found the guibo was starting to fail, so it was replaced. After that he was ready for the tour.

On Friday, September 8th, we drove to Bedford, New Hampshire, to Vintage Sports and Restoration's new location.

There we met up with Mario & Linda Langsten and drove to the White Mountain Resort. Despite being the closest participants, we were among the last to arrive at the hotel and pick up our tour books, tour jackets and VSR pullovers. Then we checked into the hotel. Then we attended the meet and greet happy hour, then enjoyed a delightful dinner with friends.

Saturday after the driver meeting, outlining the events of the day, we set off on the scenic route to the BMW motorcycle collection of Dave Percival. We spent a couple of hours talking with Dave and marveling at his amazing collection. He also has a few race cars, BMW 700s & 1969 2002Ti. Then we were off to lunch at the Sunday River Grill.

CONTINUES ON 14 ►



◀ CONTINUED FROM 13

The next part of the drive was a run down to Tamworth, New Hampshire, to visit and drive the track at Club Motorsports. After signing a release, we drove up the access road for a view of the White Mountains and track. Then we drove down to the main paddock area where we filed onto the track for a number of laps. We all had a wonderful time, some faster than others. I let three faster cars pass. Soon it was time to head back to the hotel for dinner.

Sunday was another beautifully clear sunny day. The plan was to have a timed distance portion of the drive called a regularity. The object is to have an average speed over a fixed distance. The drive today was to the top of Mt. Washington, something I had never done before as all the other times we took the Cog Railway to the summit. The regularity section was at the base and some two miles long, then we sped up to the summit. Vern had no problems on the way up. Yet the way down was a different story, he burned oil something fierce. We made it down safely and it took several miles for the oil burning to stop.

We stopped at the magnificent Omni Hotel at the base of Mt. Washington for lunch, - a magnificent grand hotel. After lunch we had two more regularities. One, on a well groomed gravel road, and another on a favorite road of mine, Bear Mountain Notch Road, which leads to the lower section of the Kancamagus. We completed both regularities, gaining extra points for the gravel section. Then, it was back to the hotel to clean Vern for the next day. We ate dinner with friends in Conway.

Monday was a travel day. We were on our way to Camden Maine on back roads. Cindy and I took the opportunity to veer off the route and stop at home to take care of a few things. The tour was scheduled to stop for lunch in Wiscasset, so we had a little time. We easily caught up with the tour as they were having lunch. The next stop was the Pemaquid Lighthouse. For some reason everyone wanted to follow us, so we led the procession.

It was the first time I'd been there that it was sunny and clear. Dirk de Groen persuaded the volunteers to let us drive our cars on the grass to have our cars with the

lighthouse in the background. We all had a few moments to take the pictures before the next cars rotated in. Everyone on the tour was able to do the photo op. We toured the lighthouse and museum and climbed on the rocks, it was a great time.

Then we headed to Camden on back roads. We had a great spirited drive until we came up on a very slow Toyota whatchamacallit going 10 below the 45 limit and braking at every turn. our destination was the Whitehall Inn just outside Camden, - a truly delightful Inn with wonderful sitting areas, deep porches and walking distance to town. Dinner was an overabundance of food, with four courses plus desert. We were all stuffed.

On Tuesday, another delightfully perfect day, we headed to the Marshall Point Lighthouse. Cindy and I had never been, so we let others lead the way as Cindy followed along in the tour book. We were among the first to arrive. We had a fun time taking pictures and climbing on the rocks. Heard a rumor this lighthouse was in Forrest

CONTINUES ON 15 ▶





## ◀ CONTINUED FROM 14

Gump. Then we were off to Owls Head Transportation Museum for lunch and a private guided tour.

After the Museum, we took a side trip to the Owls Head Lighthouse, as we had time before we were to meet at the Camden dock for a sunset cruise on the Schooner Appledore. What an amazing time we had. Cindy helped hoist a sail and we enjoyed a magnificent sunset as we sailed along. When we reached port, we all walked over to Sea Dog Brewing for a fantastic time.

Wednesday was a travel day from Camden to Bar Harbor, with stops at Mount Battie, just up the road from the Whitehall Inn, and the Penobscot Narrows Bridge and Observation Tower. We opted to skip Fort Knox. We found a great little restaurant in Bucksport with views of the bridge and Fort Knox. After lunch we finished the drive to the Bar Harbor Inn. We had reservations for everyone, at Stewman's Lobster Pound, a short walk from the hotel. We had fun with everyone enjoying a real sea water cooked lobster. I had chicken and Cindy had Pasta Primavera.

Thursday was yet another perfectly clear day. We had a regularity trial part way up Cadillac Mountain. We did the summit walking trail and enjoyed watching a pod of whales feeding in a cove. Luckily, we brought binoculars so we could see the whales pretty clearly. We were on the summit for about two hours. Then we made our way to the Seal Cove Auto Museum. With a stone road regularity that turned out to be a horribly washboarded road. Poor Vern's hood was bouncing left and right as we stuttered along.

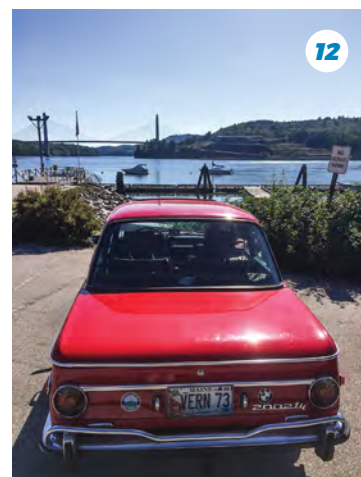
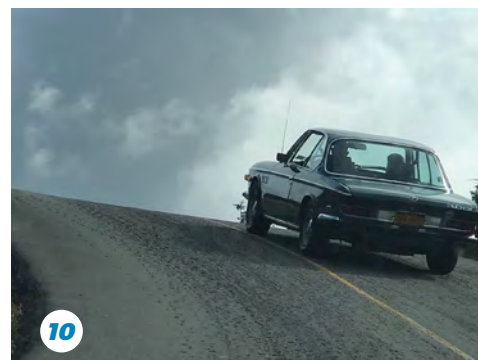
Seal Cove Auto Museum is mostly brass era and pre-WWII cars. Richard Payne III started collecting significant cars in the 1950s and continued amassing an amazing collection of cars, parts and memorabilia, until he passed away in 2007. There was a significant auction in 2008 which raised funds to maintain the core collection for quite some time. Then we headed for lunch at a place called Sweet Peas. It was excellent and soon the BMW Tour Participants had filled the place with laughter and cheer. After lunch, we headed back to the hotel to get ready for an entertaining and educational Lobster Boat Tour. We

learned about lobstering, lobster anatomy and pulled a few traps. Every lobster was thrown back. Dinner was at Pascone's Ristorante. The food was top notch. We were there for three hours!

Friday was a free day. We explored Acadia's rocky coast and climbed on the rocks. Walked almost all the way around Jordan Pond and everyone in our small tour group made it to lunch. Then we took a side trip to the south end of the island to the Bass Harbor Lighthouse, the iconic lighthouse on the rocks. We made it back to the hotel for the farewell dinner at the Bar Harbor Inn. Prizes were awarded for the regularities and gifts were given to the organizer. It had been a great week of friends, food and BMWs.

Saturday after breakfast, we all headed home. For us, it was only three hours. It was delightful to take the time to actually see the sights we usually drive past on the way to somewhere else.

1. *Pemaquid Lighthouse*
2. *The White Hall Inn in Camden*
3. *Atop Mt. Washington*
4. *Dave Percival and his 2002Ti*
5. *Some (!) of Dave Percival's Beemers*
6. *Cruising on the Appledore*
7. *The Omni Hotel Mt. Washington*
8. *Marshal Point Light*
9. *Bass Harbor Light in Acadia*
10. *Climbing to the Clouds on Mt. Washington*
11. *At Club Motorsports*
12. *Vern in Bucksport*



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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.

## OCTOBER

Tuesday October 31st, 2017

### WMC Election Nominations



All nominations for upcoming officer elections must be received by the

end of the day, October 31st. Send your nominations to the Membership Chair, Tom Giffen: [t.giffen@comcast.net](mailto:t.giffen@comcast.net) Contact any board member if you have questions.

[WMC]

## NOVEMBER

Wednesday November 15th, 2017  
6-8pm

### Maine Indoor Karting



#### NOTE THE DATE CHANGE!

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]

## DECEMBER

Tuesday December 12th, 2017  
6:30pm - 8:00pm

### WMC Membership Meeting and Vote



Meet the candidates and vote for chapter leadership. Enjoy a light dinner and

drinks - and help us plan next year! Join us at Murphy's Tap Room & Carriage House, Bedford, NH.

COST: Free for members, RSVP

[WMC]

## 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]

## Accolades to the White Mountain Chapter

by: Lou Ann Shirk, BMW CCA North Atlantic RVP

On the second week of September, the BMW Classic CCA group from 16 states plus Germany converged on New Hampshire and Maine for the week-long, 650 mile, Pine Tree State Rally that started in North Conway and ended in Bar Harbor, Maine. We thoroughly enjoyed meandering through the twisty roads and visiting the quaint New England towns. I must say, I was a little intimidated by the thought of driving our Tii through the timed regularities especially the unpaved portions. It all worked out though and we even came home as winners in our class.

I can't thank the White Mountain Chapter members enough for volunteering their time to assist us with the timed regularities. As soon as I mentioned to David Thibodeau that the Classic Club



On the porch of the Mt. Washington (L-R) Peter McDonough, WMC; David Thibodeau, WMC President; Lou Ann Shirk, BMW CCA North Atlantic RVP; Vic Waryas, WMC; and Ray Boutin, WMC

was coming to your area to do a rally, he took charge and made arrangements for us to visit Club Motorsports in Tamworth. Everyone is still raving about the opportunity to drive our classic cars at a slightly spirited pace at this amazing track. Thank you also to Mario and Chris Langston for allowing us to stage our cars at their new shop in Bedford and for the VSR1 swag. Your support of our event has greatly enhanced our memories of this great week.



# CLASSIFIEDS

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.

## ITEMS FOR SALE

### 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.

### 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/text Martin Callahan 603.493.1703.

### 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/text Martin Callahan 603.493.1703.

### 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/text Martin Callahan 603.493.1703.

## Erik Wensberg - Friend of the Club

by: Lou Ann Shirk, BMW CCA North Atlantic RVP

I am pleased to announce the latest BMW CCA Friend of the Club Award winner: White Mountain Chapter member, Erik Wensberg. Erik was presented this well-deserved award during the Lime Rock IMSA Race in July at the BMW CCA Hospitality Tent with over 150 BMW CCA members in attendance.

We all know Erik is a great speaker and I personally could listen to him for hours, but here is my turn to talk about Erik. Erik held the position of BMW NA M-Brand manager for many years. Any of you who possess E36 M3 have Erik to thank. He successfully convinced BMW AG to produce a U.S. version.

He also was very instrumental in securing many BMW race cars that we get to drool over on display at various events, and I believe some of them are on exhibit now at the BMW CCA Foundation in Greer, SC. His list of accomplishments that were directly supported the members of the BMW CCA is very long.



(L-R) Erik Wensberg, Lou Ann Shirk and former BMW NA M Brands manager Larry Koch.

Throughout the history of the BMW CCA, outstanding individuals, have supported the Club in many ways, and it's appropriate that their extraordinary passion, enthusiasm and commitment be recognized. The BMW CCA officially recognizes and honors individual Club members for outstanding achievements and exceptional dedication through the Recognition Program created two years ago.

It is impossible to fully define the accomplishments of members who deserve the

club's highest national tribute, but in general, the nomination requirements include:

- ✓ Demonstration of outstanding enthusiasm.
- ✓ Passion, and dedication to the Club.
- ✓ Investment of time, talent and energy in the Club.
- ✓ Demonstration of continual effort to improve and enhance the Club experience.

I truly believe Erik fits this model very well. There are other folks that feel the same way. This is what David Thibodeau, President of the White Mountain Chapter, had to say about Erik: "Erik has been the very best ambassador that the BMW brand has ever had. A true gentleman and competitor, he carries with him countless interesting, sometimes shocking, and best of all funny stories of the early days of BMW M Division. We are so very lucky to count him among our colleagues in the White Mountain Chapter for so many years."

Congratulations Erik, BMW CCA Friend of the Club Award winner!





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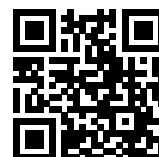
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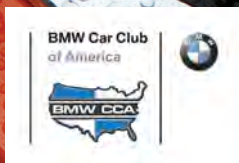
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Send all submissions or questions to the Copy Collection Editor of your chapter:

### 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:

[www.bmwcca.org/chapter/green-mountain-chapter](http://www.bmwcca.org/chapter/green-mountain-chapter)

### White Mountain Chapter:

[www.bmwcca.org/chapter/white-mountain-chapter](http://www.bmwcca.org/chapter/white-mountain-chapter)

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### **O'Fest 1997 in Roundel, September 1997**

by: [Martin Callahan](#), NNE Newsletter Production Editor

The following 33 pages are a recap of O'Fest 1997 as it was presented in the September 1997 edition of *Roundel*.

Digital copies of the article were not readily available, which required I manually scan my paper copy. File size constraints, as dictated by the current WMC website, necessitated that the resolution be pretty low. Nevertheless, even if not perfect, the result ended up quite legible. To get the file size down, the standard resolution pdf of the newsletter needed to be in black & white; view the the "hi-resolution" version of the newsletter to see it in color.

I trust it'll bring back some fond memories to those of us who were around back then.

Thanks again to Dan Guliano for not only playing an instrumental role in organizing O'Fest '97, but also for coming up with the idea for this 20th Anniversary Retrospective.

SEPTEMBER 1997

# Roundel



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**BY ELLIE MACDOUGALL**  
PHOTOS BY KLAUS SCHNITZER, WITH  
SOME BY YALE AND BETTE RACHLIN

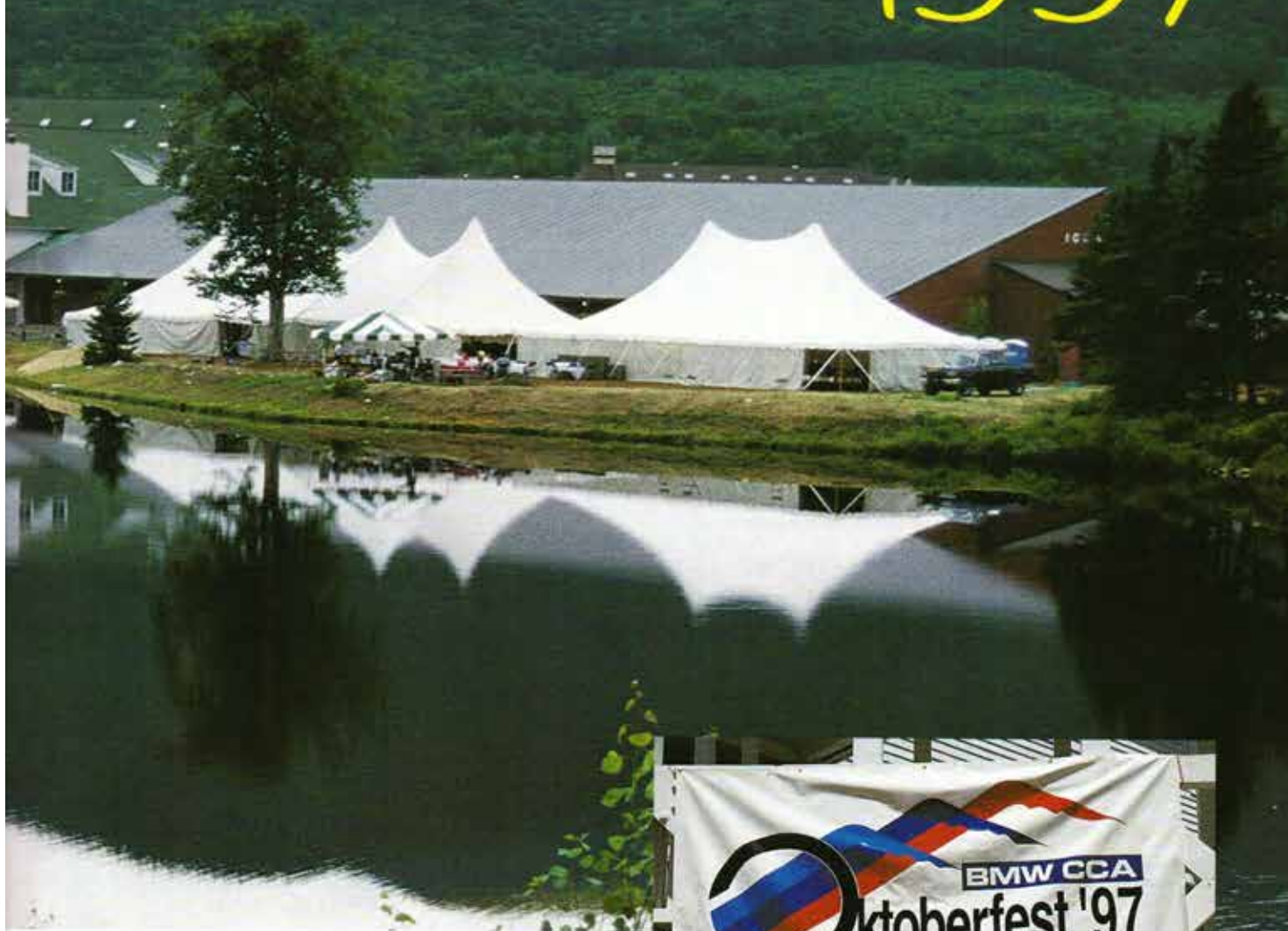
What took place in the heart of New Hampshire's White Mountains was far more than a gathering of BMW aficionados. It was an event where those enthusiasts brought their spouses and children. Their friends. Their in-laws. Even their parents. An event where they could dive into BMW waters as deep as they wanted. Or just skim along

the top and enjoy swimming in the pools and spring-fed pond, playing golf and tennis, hiking along trails in the National Forest, working out in the health club, dining in style, and relishing the picture perfect New England summer weather.

By the end of the week, 837 adults had registered for Oktoberfest from 38 states, 164 kids joined in,



# Oktoberfest 1997



and 478 cars, mostly BMWs, were cruising around the White Mountains—far and away the biggest Oktoberfest ever. And that didn't even count the deer, moose and black bears that came out to see what was going on. It was an Oktoberfest celebration with something for everyone.



Early morning finds the pond mirror-smooth. On the left, inns and shops surrounding the town square, which became the center of our Oktoberfest world. On the right, huge tents provided sheltered seating for the many dining events. In the rear, the huge building, normally an ice rink, that housed the vendors and finally the Pirelli Awards Banquet.



## ABOUT WATERVILLE VALLEY



The town of Waterville Valley was incorporated in 1829 and soon became a mecca for fisherman who prized the clear mountain trout streams. In 1928, the surrounding forest was purchased from logging companies and incorporated into the White Mountain National Forest. Shortly after, New Englanders discovered alpine skiing, and fishermen's inns and cottages were winterized to accommodate those pursuing this new sport. The new Waterville Valley, complete with a Town Square of shops and restaurants, sports activities ranging from mountain biking to paddle boating, and accommodations from large condos to intimate B&Bs, is the result of three decades of planned resort development.



## AUTOTHORITY



# Tech Inspection



Before any car or driver was allowed to participate in the Driver School or Autocross, both car and helmet were thoroughly checked and re-checked by the experts from Autothority.





# Driver School

New Hampshire International Speedway is, by New England standards, huge. Built on the rubble of the old Bryar racetrack, it has hosted the NASCAR Winston Cup, CART and IRL series, One Lap of America, and innumerable amateur series events. The paddock is clean and modern. The restaurant offers Caesar salad and beef stew in a bread bowl as well as the usual burgers. The road course is tough, tight and features some radical elevation changes, making it a challenge for lower horsepower cars to keep up to speed and for higher horsepower cars not to use up their brakes.

Fully half of the students at this year's driver school were novices. Most started the day, after their classroom session, with a few butterflies inside, especially at the series of fast, somewhat off-camber, downhill turns preceding the main straight. It's sometimes hard to remember to keep breathing when things start happening fast on this track. But everyone we saw emerged from their cars with huge grins.

The Yokohama truck and tire experts were ready with new Yokos, air pressure, repairs, balancing and advice.





Each year, the much-loved '02 becomes a rarer sight.



And on the first day it rained...

Onto the steeply-banked oval after the fast front straight.



Leading the pack for the parade lap, the million dollar "big Mac."



#### Oktoberfest Driver School Entrants:

## Didn't get your shirt?

If you didn't get your Oktoberfest Driver School shirt during the event, just fill out the form below (or a copy including all information) and mail it BEFORE OCTOBER 1.

Name Size (LG or XLG)

Address

Okto Registration. No.

Day of School

Car Driven (year, model)

MAIL TO: Larry Churchill, 369 Chester Turnpike, Candia, NH 03034



MICHELIN/BMW NA



# Advanced Driving Skills

## Program



Near the main entrance to NHIS, drivers had the opportunity to test just how far, with help from Skip Barber School instructors, they could push a brace of Z3 roadsters before exceeding the limits of adhesion. In addition to practicing threshold braking (braking as hard as possible without locking up), there were two tight little ovals, each partially wet down from a continual stream of water.

From outside, you could see the tire load and unload, and get a pretty good idea of just when they'd break away. From inside, it was a matter of concentration, steady throttle input and a small but quick correction to get the nose pointing forward again. Great exercise. Great car.



Oktoberfest '97:

## The Movie

If you couldn't attend, see what you missed. If you were there, see yourself and your friends. To order a copy of this exciting video, send a check for \$25 to: **Event Video Productions**, 190 North Main Street, Plymouth, NH 03264. Info: 603.536.5776.

## Lois Castronova wins a Z3 at O'Fest.

"I wasn't thinking," she later told us. "I was on auto pilot. Later, I asked people, 'What did I do?' Everyone here has been so great. They've come up and hugged me and said congratulations. It's just been great!" Her color of choice: ice blue.



# Autocross



◀ Autocross Chair Joe Marko announces the rules at the event's beginning.  
▼ The course ran on both sides of the island (left) and had both fast and slow areas.

**BFGoodrich**  
Tires







his M1 and win his class. To watch TC Kline haul his racecar through with style and decibels, turning :38 and change. And, to hold our breath as Russ Wiles danced through the cones in M3 Class B at :37.9.



It was a flat course in the parking lot behind the Town Square. But it was diabolical. Tight turns. Hard lefts and rights. Hairpins, even. The number of DNFs (did not finish) was staggering. After running his new Z3 to top spot in 4 Cylinder Class B, Tom Jelinek commented, "I got better feedback in the Z3 than in my sedan because I was sitting so much further back toward the rear wheels."

Most times were in the :40s and :50s—and it was a treat to see Gordon Medenica run



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# TSD Rally

BY MIKE MILLER

Road rallying is for crazy people. Only the truly insane actually win. Witness Satch Carlson, the *Roundel* staffer who usually covers this event. Need we say more? Having said that, however, we should point out that the Bridgestone TSD Rally at Oktoberfest 1997 was an extremely "user-friendly" summer mountain tour. No rallyists lost their way.

The idea behind a TSD (time-speed-distance) rally is to follow cryptic route instruc-

Mountain Chapter by pro rallyist John Taylor of Lebanon, NH, who has created the Covered Bridge Rally in Vermont, the Mount Washington Hill Climb and many others.

Editor-in-Chief Rachlin, *Roundel* columnist Mark Calabrese and myself set out to photograph the Bridgestone TSD Rally route in Yale's '94 525i. Then, literally within minutes, we were stopped by a local patrol-person and ordered to make a non-scheduled tax payment to the State of New Hampshire. He'd approached us in the

opposite direction, crested a hill and zapped us with instant-on. A classic ploy that was repeated for a significant number of O'fest '97 participants, although the rallyists were kept to legal or slower speeds. For 65 mph



▲ At the entrance to Loon Mountain, skier's paradise, drivers were directed to pause for a precise time.  
▼ Although started exactly a minute apart, cars passed checkpoints at widely varying intervals. Here a white Bimmer streaks by one of New Hampshire's covered bridges.



tions in order to get from point A to point B in precisely the amount of time allotted, arriving neither early nor late. Trouble is, you're not told what that time allotment is. You're instructed to travel at precise speeds that vary during different parts of the rally.

The rally was designed for the White-



▲ Workers at the rally start desk included (l. to r.) Bobbi McNeal, Byron McCauley, Chuck Lonsdale, Sue Anne Meskell and Sue Life.  
► New Hampshire put on her best dress and perfect weather for the rallyist's pleasure.





Best-dressed check-point worker: Cathy Foerster, who achieved instant fame at the Awards Banquet for her delighted antics when husband, Carl, won the 318ti.

in a 50 mph zone, I'd become public enemy number one.

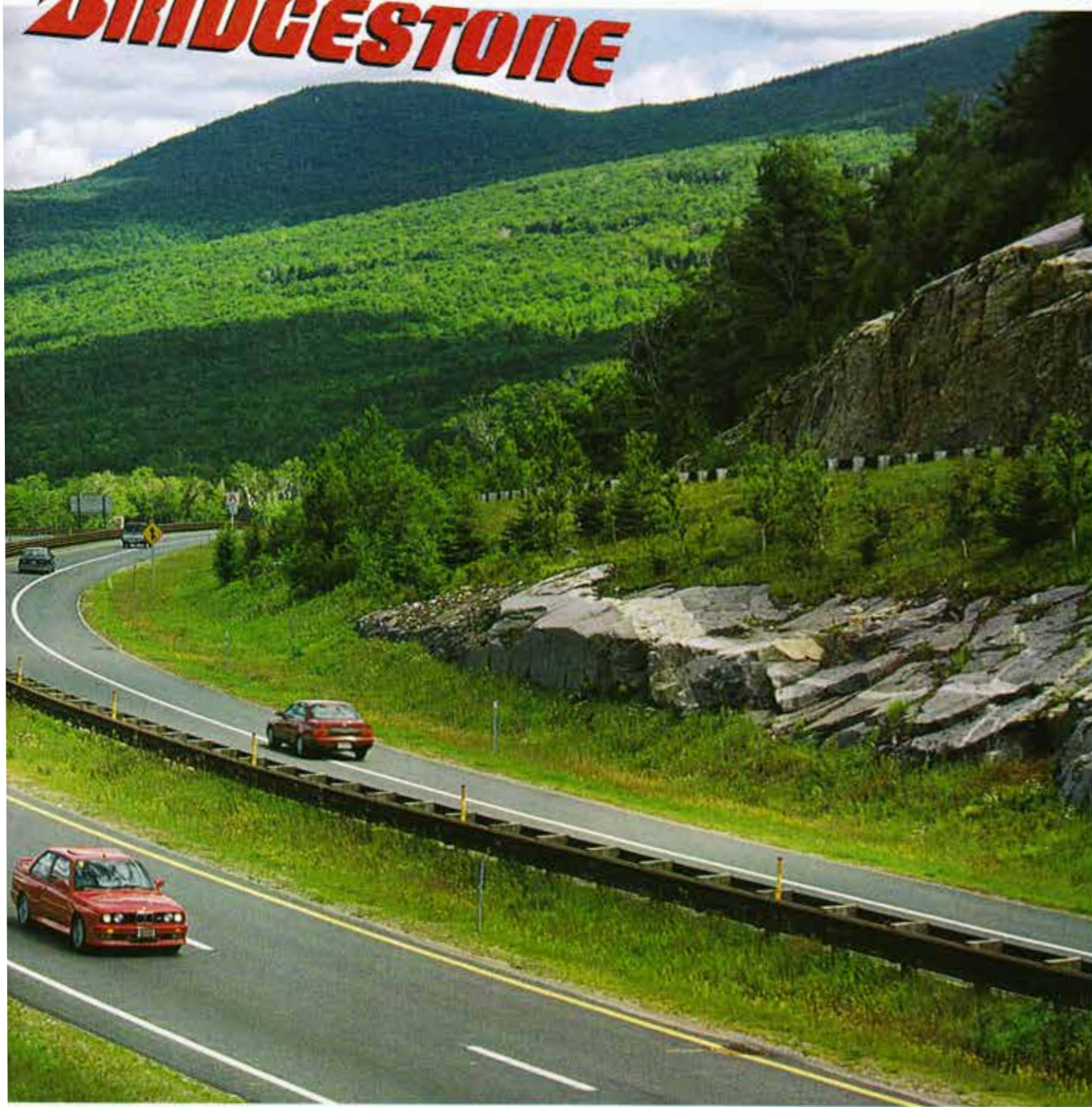
Along the way, Bridgestone TSD Rally organizers had placed surprise check points in order to assess time penalties for early or late arrivals. Loon Mountain Park, Otter Rocks rest area in the White Mountain National Forest and Wildcat Mountain were among the surprise check points, which had to be approached at no less than 1/2 of rally speed. The volunteers staffing the check points sat out in the hot mountain sun all



day, and they deserve recognition... Thanks folks! TSD rallies are a great challenge and a great way to experience regional roads. If you haven't tried it, try it next year at Oktoberfest '98 in Florida!



# BRIDGESTONE





# Concours

For the second year in a row, the heavens smiled on hard-working concours participants, and it did not rain. More than a hundred cars queued up according to class and age in the soccer field on emerald grass, under a bright blue sky flecked with impossibly white clouds. Competitors ranged from an Isetta to three M1s, from racecars to bone stock sedans. As the string quartet played and the aroma of zymöl apricot kernel oil and carnauba wax lingered in the air, a team of people dressed in "Here comes the judge" t-shirts and armed with



▲ The absolutely required photo of Fischer finding fallacious filth.  
 ▲ After being crowned "Q-Tip Queen" in the July Roundel, Sueann Meskell decided to design her unique tiara.  
 ▼ (Strip of film) Preparation for many began on Monday and continued through the week. Some removed bumpers, lights and even rubber strips to find the last remnant of dirt.

d'Elegance



▲ The wax-off teams at speed.  
 ► A string quartet added class and beauty to the event.



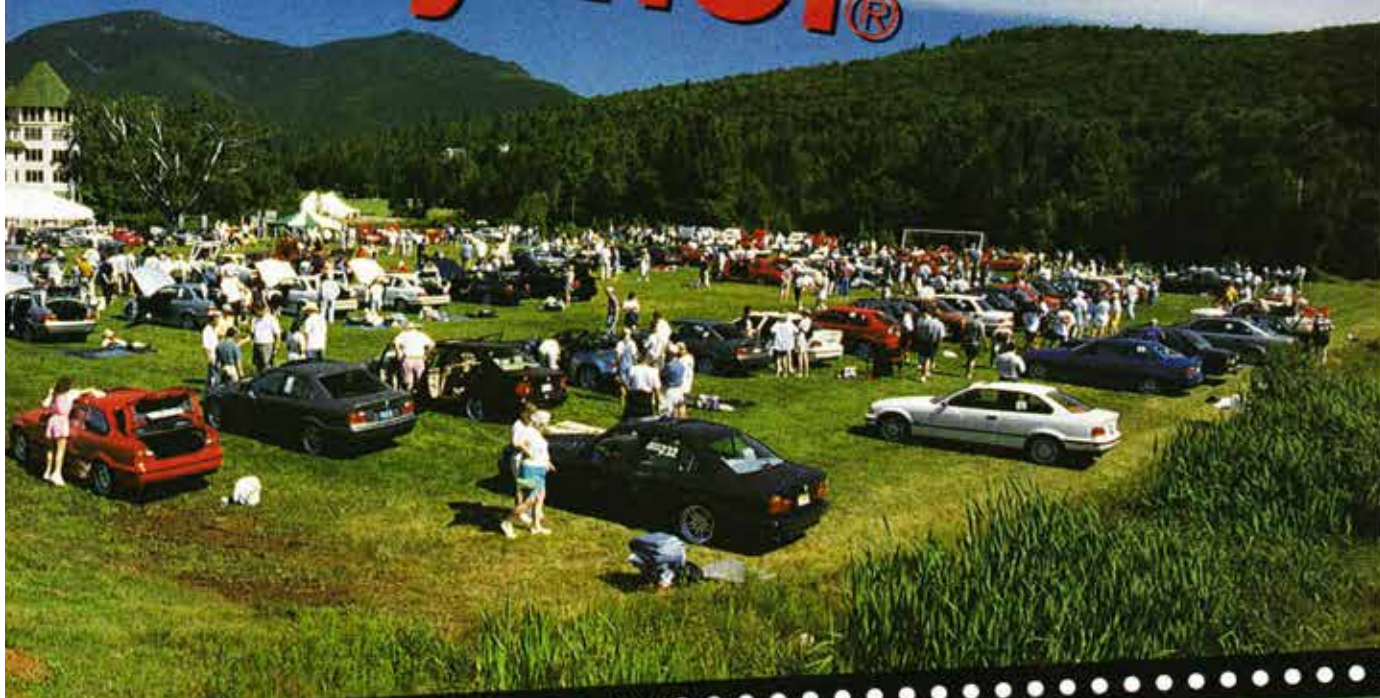




◀ Chuck Bennett seems pleased as pie as the Concours dribbles to its end.  
▼ Field of Dreams. 100 absolutely beautiful BMWs prepared and ready for judgement day.  
▼ Open hood and trunk and say "Ahhh."



# zymöl®







Head Judge Harmon Fischer here instructs his crew. "Remember: judging one car is not a lifetime career!"

q-tips swarmed over the cars. "If you can't find any dirt, look harder," was the maxim. Don Dethlefsen's breathtakingly clean 2002, waxed and polished from its roof right down to its undercarriage, won People's Choice, while Gordon Medenica's sparkling white M1 took Best of Show.

Maintaining a long zymöl tradition, there was a family "wax-off" with several teams competing for fastest wash-'n-wax. While the winners are instructed to throw cream pies at the losers, somehow zymöl Prez Chuck Bennett usually becomes the target.



## zymöl to sponsor Wiles/Bartley team in One Lap of America.



Chuck Bennett, president of zymöl, a man who must have biceps of iron considering how much waxing and polishing he did on our cars all week long, announced the following at the Friday night banquet: "zymöl will be sponsoring Russ Wiles and Mike Bartley in One Lap of America. Now all they need is a car. Have you all got any idea of what kind of car Russ should drive? Let the team know!"



Chuck Bennett, zymöl's super-enthusiastic prez, here demonstrates proper zymöling.





# Fun Rally & Tour



▲ Someone counted 130 M3s at O'fest. Here one speeds by a roadside garden.  
 ▲ Buildings in the distance are at the beginning of the Mt. Washington hillclimb.

This year's Fun Rally really was fun. Sure, most of us would have had to run it twice to answer some of the questions. But the route was stellar, winding down tight country roads lined with neat

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ZZ020-PC	Poly Cotton Cover - Blue	115.95
ZZ020-DU	Sentrex - Blue	99.95
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ZZ057	Bra-Colgan 1.9/2.8	89.95
ZZ032	PIAA 1200 Driving Lights - ION crystal	179.95
		189.95
ZZ032-CA	CATZ XLO Driving Lights	
	pair clear	197.95
	pair yellow	209.95
Robbins Z3 Convertible tops CALL		
ZZ047	Z3 Cockpit Cover	37.95

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ZZ081-NY	Nylon Seat Covers - pair	39.95
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ZZ153	Sun Shades	39.95
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ZZ143	Mini Dash Light - ea.	12.95
ZZ043	Wood Dash Kits - Factory coloring stained Bird Walnut 1 BL	1049.95
	2 BL Center Console Only	210.95
ZZ045	HMS Z3 Roll Bars - Black Satin Finish	
	Sport	895.95
	Style Bar	875.95
	Chrome - add	225.00
	Leather - add	800.00

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ZZ024-M	Megular's #17 Vinyl Polisher 8 oz.	6.95
ZZ023	Novus #1 Vinyl Cleaner 8 oz. bottle	4.95
ZZ024	Novus #2 Vinyl Polisher 8 oz. bottle	4.95
ZZ120-OIL	Redline Motor Oil 10/30, 10/40, 20/50 each	6.95
ZZ120-WW	Redline Water Wetter - each	5.95
ZZ120-MTL	Redline MTL - 75/90, 75/80 each	6.95
ZZ145-CL	Lexol Leather Cleaner 16oz. spray	9.95
ZZ145-CO	Lexol Leather Conditioner 16 oz. spray	9.95

## Performance

ZZ127	Borla Exhaust -	call for price
ZZ164	Kirban Air Intake System	155.95
	call for 2.8L pricing	
ZZ165	Front Strut Tower Braces	
	1.9L-Billet Aluminum	325.95
	2.8L-Tubular Aluminum	419.95
ZZ166	Racing Dynamic Sways	339.00
	call for complete line for Z3	
ZZ125	Elbach Spring-set Pro Series Drop 1.3	329.00
ZZ132	Ignition Wires - Call for pricing	
ZZ123	NGK Plugs - each	5.95
ZZ167	Power Stop Cross-drilled Rotors (ea.)	145.95
ZZ121	K&N Filter -1.9L \$39.95 2.8L \$58.95	
ZZ121-RE	K&N Recharge Kit	12.95
ZZ124	Koni Shocks -each F. 230.00, R.138.00	

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## "The Rock"

Mt. Washington, known locally as "the rock," is formed from mica schist that once rested at the bottom of a shallow sea. At 6,288', it's the tallest point in New England but, despite its relatively diminutive stature, it boasts some of the world's worst weather. Three major storm tracks converge here, creating the highest ever recorded winds: 231 mph. Winter snows average 256". The summit is shrouded in clouds 60% of the time but, when it clears, the 100+ mile views are breathtaking. Want to see for yourself? There's a live-time camera at the summit. Log on to [www.mountwashington.org](http://www.mountwashington.org).



▲ A photographer grabs a shot before the clouds move in.  
◀ The unique cog railway train brings non-driving tourists to the peak.



white farmhouses, red barns and fields strewn with boulders courtesy of the last glacier, then sweeping through Franconia Notch in the White Mountain National Forest and on to a stunning view of the ancient Appalachians. It ended at the base of Mt. Washington. For those who had never seen northern

New England, it was a tour not soon forgotten.



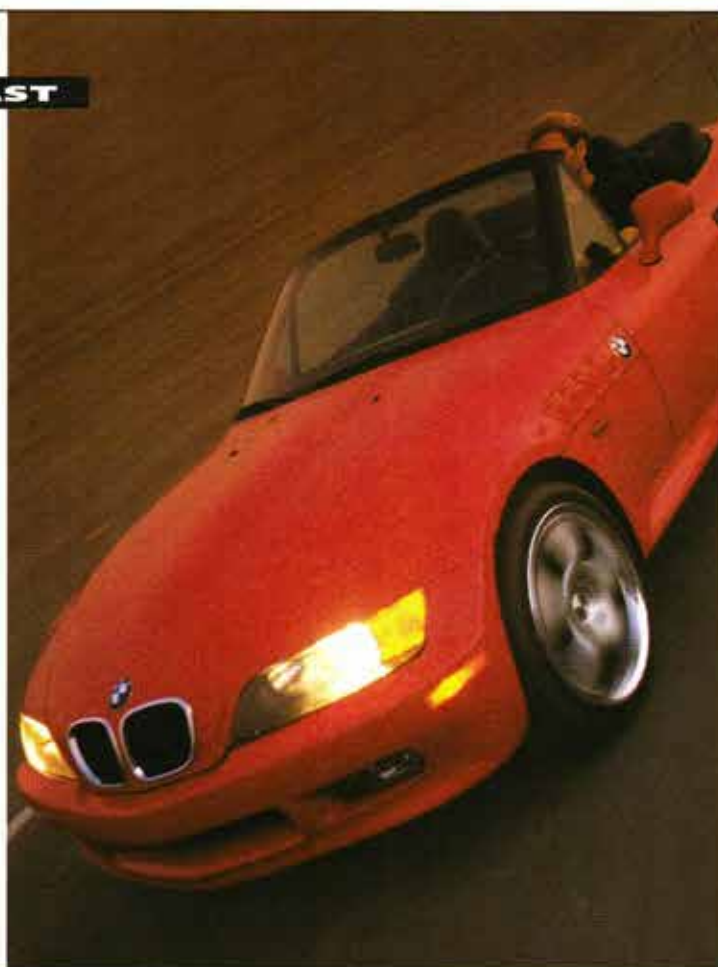
FOR THE BMW ENTHUSIAST

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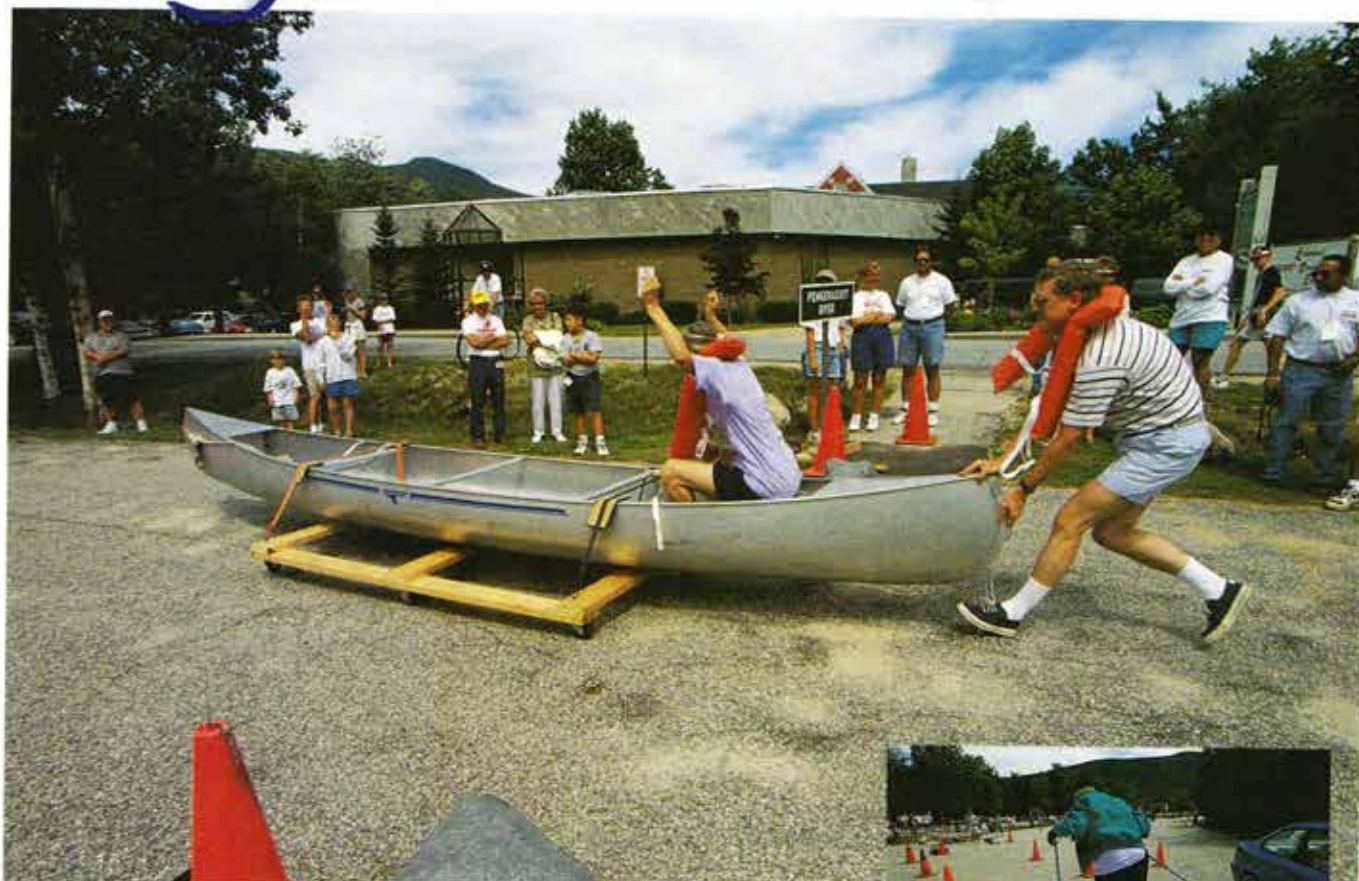


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# Gymkhana



▲ "Canoeing" to the finish line.  
▶ Jump out, don skis,  
slide down ramp.

▼ Picking the fall-colored leaf.

If you wanted to take a quick tongue-in-cheek tour of New Hampshire, here was the opportunity. The rules: buckle up, don't hit any cones and go—quickly. Here's how it went.

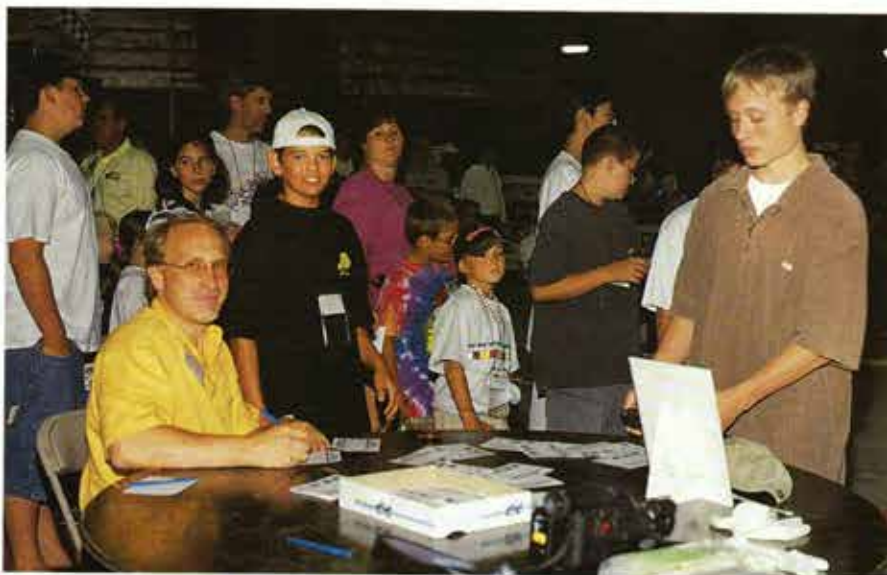
Start at the "Bienvenue New Hampshire" sign, back into the NH toll booth and throw in your "quarters." Slalom past a tree and pick off a colored leaf. Hit the "ski slope," where the passenger dons hat, ski gloves and jacket, then picks up ski poles and assumes the schuss position. Speed across a pile of ice cubes representing Newfound Lake (site of the Boston and White Mountain Chapters' ice racing series), slalom down the Kancamagus Trail and plop a jug of maple syrup into an ice bucket. Then head for a canoe on wheels where driver and passenger don life jackets, and one leaps into the canoe while the other pushes it across the finish line. All that was missing were moose.





# RC Autocross

If any of these kids end up driving a real Bimmer the way they managed to pitch these remote-controlled M3s around the course, Porsche drivers at Sebring had better get out of the way. This year's event was held inside the shed, in the vendor area, to eliminate the problems associated with gusty winds. The kids had a great time playing—and so did we.



- ▲ Gordon Arnold, of Bavarian Autosport, having fun keeping score.
- ▲ In the right hands, the mini-Z3 was fast and precise.
- ▼ The radio-controlled BMWs had a fast track to conquer.



**BAVARIAN**  
autosport

**BMW CCA**  
Octoberfest '97  
WATERVILLE VALLEY, NH



# Mini-car Concours.

"I am so proud," said Michael Izor about this year's little cars entries. Thirty-six entries filled three classes: Kit-built, Purchased and Diorama. The sheer hours it had taken to build some of these mini-Bimmers

was staggering. Much of the fit and finish was flawless. And each entry was artfully displayed in two beautifully lighted cases. Want to learn more about little BMWs? Log on to [www.babybimmer.com](http://www.babybimmer.com).



## Erik Wensberg announces Club Racing winners.



318ti driver Scott Hughes (above), a major force behind the creation of the BMW Club Racing program, and E36 M3 driver Manfred Kruger took the 1996-97 honors. After announcing the winners, Mr. Wensberg went on to commit BMW NA to working on driver and instructor programs with the BMW CCA and Club Racing boards. After all, this is the farm team, the venue from which a new generation of professional racers may hone their skills to drive BMWs in the big leagues.

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BMW NA (WITH ADDITIONAL SUPPORT FROM WATERVILLE VALLEY  
AND DREYER HOLLOWAY BMW)

# Children's Program



Kids of all ages had a full week of fun activities to choose from. Sack races. A sand castle contest. Face painting. Games. Puppets. A clown. A magician. An animal show. Dinner around a campfire. A roving ice cream truck. Skateboarding. Musicians of every description. And so much more.



## "We Are [with the] Family"

If there was a theme song for Oktoberfest '97, it was "We Are Family." Many of us who joined BMW CCA in the 1970s and early 1980s were single (mostly) guys (mostly). Back then, when we went to Oktoberfest, our key questions were: How far away is the track? And: How late is the bar open? Now we've got spouses and kids and at Oktoberfest we also need to know about family activities and childcare.

Waterville Valley came through on every count. Not only was there a smorgasbord of family activities, virtually everything you wanted to do was included in the price of the room: bicycles, in-line skates, canoes, paddleboats, tennis, even a day of childcare. And it was delightful serendipity that a huge factory outlet mall—Mikasa, J.Crew, Brooks Brothers, Oshkosh B'gosh—was located 10 minutes from the track. Meaning that were you incautious, both you and your non-driving spouse could do major damage on the day of the driving school, each in your own way.

Couple this with tremendous White Mountain scenery, near-perfect weather in the midst of an Eastern Seaboard heatwave, an awards banquet that ended before midnight (actually, before 11), and you have the Oktoberfest to beat all Oktoberfests. We're ready to go back in a heartbeat. —Bill Howard







To the White Mountain Chapter

## Thank You!

On behalf of all long-suffering (but supportive) "significant others" and their children, may I express my appreciation for a wonderful Oktoberfest. It isn't easy to keep children happy for an entire week when a swimming pool is the only available recreation. This Oktoberfest offered so much more for children of all ages.

Another wonderful aspect to this event was the accommodations...large, roomy condos with full kitchens. What an advantage for families with specific dietary requirements due to allergies, or preferences such as vegetarianism.

This was obviously an extremely successful Oktoberfest and my hope is that future committees will take note of what helped to make this such as enjoyable and relaxing week.

Sincerely,  
Ann Dimoff





# More Car Stuff



Casual enthusiast? Curious new BMW owner? Die-hard gearhead? There was something here for everyone. From mini-Bimmers to racing gear, vendors from around North America tempted us with great gear and special Oktoberfest prices. Many also staged on-site demonstrations of their products.

The annual swap meet gave us a chance to empty out our garages—and then fill them up again. This year, there were minicars, major engine parts, racing wheels and lots more.

And, as usual, BMW North America brought a tractor-trailer load of big toys—Z3s, M3s, the 540i V8 and 750iL for us to test drive on the windy country roads. At night, in our hotel room, we looked down on them, neatly circled in the driveway with their LEDs blinking, and my husband commented, “It looks like a circle of fireflies.”



▲ Here Ray Korman talks with CCA Prez Paul Johnson.  
▲ BMW NA brought their best to the party, and each day's test drive schedule filled up quickly.



The impossibly huge — and impossible to photograph — vendor area was a maze of goodies for all.





The swap meet at week's end brought out the bargain hunters.



## Other Fun Stuff

It's astonishing how much BMW minutia one brain can accumulate over the years. With the Trivia Contest, we had a chance to dump that data back out onto paper.

And because we each seem to exceed the "normal" amount of time the average person spends paying attention to his car, opportunities abound for taking some beautiful photos of and about BMWs. This year's Photo Contest hung in the Hoedecker Art Gallery in the Town Square, complete with a wine and cheese reception courtesy of the owner, to celebrate our photos and introduce his own paintings of Ireland.



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# Social Events



The people in Waterville Valley pulled out all the stops to make us feel welcome. On Sunday night, Dreher Holloway BMW hosted an early welcoming party with an oompah band. Then, Valley restaurants brought samples of their food to the big tent on the banks of Clark's Pond in the Town Square, while a lone Scottish piper in full regalia roamed through the crowd.

On Monday night, cheese, chips and dip, sponsored by Korman and Ronal, started the evening. Tuesday, the vendors sponsored our appetizers.

Wednesday night made us realize how BMW NA has come to appreciate our enthusiasm. Their clambake featured whole steamed lobsters, chowder, steamed clams and mussels, salads, corn on the cob, steak, chicken, hot dogs, watermelon, brownies and more.



▲ Breakfast was served al fresco each morning.  
◀ Here head chef Alex Ray tosses a batch of pasta.



Then came the 4th of July fireworks display, courtesy of Waterville Valley. For close to 20 minutes, a fabulous show reflected off the pond, lighting up the sky.

Thursday night, more than 500 of us cruised Lake Winnepesaukee on the M/S Mount Washington. The three-deck ship opened multiple serving lines, reducing the wait for dinner. There was dancing on two decks. And Mother Nature provided us with a sunset without peer. Those of us who didn't take the cruise were treated to a Barbecue Dinner with so much food that we felt we had to roll ourselves back to our rooms.



Friday, the traditional Pirelli Awards Banquet officially closed the week. In years past, this has been a marathon event. Our eternal thanks to this year's organizers for wrapping it up before 11pm.







## News from BMW NA

For the first time, Vic Doolan, President of BMW NA, joined us at Oktoberfest. At the banquet, he said, "It's humbling to be here with so many people with such a love for the marque and who understand what makes BMWs so special." He told us how BMW resale values have risen 30% since 1991, how the company is working hard to reduce the cost of BMW ownership both in terms of maintenance and insurance, and how BMW NA has created a project team to work with the Club to retain and expand loyalty to the marque.

He also told us about other new introductions: the 323is coupe and convertible in September, the M Roadster in early '98 with the convertible shortly thereafter, then the Z3 coupe, a new 3-series in the summer and, finally, a new M5.

Mr. Doolan concluded by saying, "One of our greatest achievements in the last five years is establishing a closer relationship with you. You created the M3, the most successful car in the market. You've inspired us to keep on improving our cars. Please, continue to inspire us."

Erik Wensberg, M Brand Manager and liaison with the Club, filled us in on the first half of the winning 1997 season for BMW teams. He also told us how BMW NA was making the commitment to supply cars every year for the Oktoberfest driving skills program. "These cars are tools," he explained. "In the right hands, these tools can do wonderful things... To be able to offer you insight into what this is like is a real joy to us."



Passengers on the Mount Washington were treated to a beautiful ride, a gorgeous sunset and a delectable dinner.



Early one morning, the balloons arrived and the slow process of inflating them began. Later, daredevil photographer Schnitzer (with camera in basket) went for a short ride.







Speakers included: (top l to r) Master of Ceremonies Joe Chamberlain, Co-chair Dan Gulliano, CCA Prez Paul Johnson, (Bottom l to r) M-Sport Manager Erik Wensberg, BMW NA President Victor Doolan, and zymöl prez. Chuck Bennett.



In a nice break from tradition, many awards were presented before the banquet.



Vic Doolan congratulates Aleka and Luka Serdar and admires their four day old (!) baby.



**The hit of the evening came when young Martin Smith drew the winning 318ti ticket, Mark Luckman made the announcement, Carl Foerster expressed his amazement and Cathy Foerster gave him a congratulatory kiss.**





# Event Results

## Bridgestone Tire - TSD Rally

### A. Class A

1. Tom Kain / Mike Lingenfelter
2. Gordon Medenica / David Gannon
3. Mike Leeper / David Roach

### B. Class B

1. Kayed Confran / Jorn Schaefer
2. Robert Wareham / Darice Wareham
3. Jim Evans / Jean Campbell

### C. Class C

1. Tim Ng / Robert Tatterson
2. John Templeton / Barb Templeton
3. Barbara Haley / John Marshall

## Photo Contest

### A. Judged

1. Susan Dethlefsen
2. Vince Strazabosco
3. Matt Brumwell

### B. People's Choice

1. Mike Lingenfelter

## Mini Car Concours

### A. Die Cast

1. Ron Harnish
2. Ken Claus
3. Don Dethlefsen

### B. Handbuilt

1. Troy Olson
2. Bob Morin
3. Troy Olson

### C. Diorama

1. Mike Lingenfelter
2. Mel Umenhofer
3. Filippo Morelli

### D. Best Collection

1. Fred Iacino

### E. People's Choice

1. Mel Umenhofer

## Bavarian Autosport R/C Autocross

### A. Child Novice

1. Nick Kain
2. Chris Brennan
3. Matt Singler

### B. Child Experienced

1. Shawn Arnold
2. Ryan Harker
3. Eric Olmstead

### C. Adult Novice

1. Mike Bodner
2. Duane Collie
3. Mike Washington

### D. Adult Experienced

1. Aaron May
2. Tom Reidel
3. Doug Maner

## Fun Rally

1. Bob Morin / Sheila Morin
2. Lillian Olmstead / Craig Olmstead
3. Byron McCauley / Sue Ann Meskill

## Trivia Contest

1. Kathy Lee
2. Tony Lee

## Gymkhana

1. Luka Serdar / Petra Slezak
2. Maneesh Jain / Chris Simon
3. Matt Brumwell / Eric Nissen

## zymol Concours d'Elegance

### A. Clean Car: 1962 - 1976

1. Jerri and Willy Wiley
2. Ed Ullom
3. Ken Wilson

### B. Super Clean: 1962 - 1976

1. Mark Jones
2. David Roach

### C. Clean Car: 1977 - 1991

1. John and Barbara Bisset
2. Bob and Sheila Morin
3. Giancarlo Minardi

### D. Super Clean: 1977 - 1991

1. Byron McCauley and Sue Ann Meskill
2. Mark and Melinda Calabrese
3. Mike Washington

### E. Clean Car: 1992 - 1997

1. Frank and Evelyn Sandberg
2. Mike Lingenfelter and Jim Watson
3. Rosalind Evans

### F. Super Clean: 1992 - 1997

1. Chuck Lonsdale and Bobbi McNeal
2. Olmstead family
3. Rafael Garces

### G. Coupes, Clean

1. Bob Brickman
2. Pat Falk
3. Jeff Stockner

### H. Coupes, Super Clean

1. Amy Lester
2. Art Wegweiser
3. John Cooper

### I. Concours

1. Don Dethlefsen
2. Jeff Taylor and Barb-Ann Baldace
3. Dan and Kathy Mull

### J. Race Cars

1. Stan Parker
2. Scott and Fran Hughes
3. Gary Bossert

### K. Micro Cars

1. Judy Brochu

### L. People's Choice

1. Don Dethlefsen

### M. Best of Show

1. Gordon Medenica

## BFGoodrich Autocross

### A. Ladies

1. Weber, A.
2. Cates, J.
3. Waldman, L.

### B. Early 4 Cylinder, Class A

1. Mosch, W.
2. Wiley, W.
3. Leeper, M.

### C. Early 4 Cylinder, Class B

1. Moretta, T.
2. Roach, D.
3. Miner, J.

### D. 3-series, 4 Cylinder, Class A

1. Goodwin, D.
2. Jarvis, B.
3. Baker, D.

### E. 3-series, 4 Cylinder, Class B

1. Jelinek, T.
2. Jelinek, K.
3. Bisset, J.

### F. 3-series, 6 Cylinder, Class A

1. Garces, R.
2. Noel, A.
3. Garces, C.

### G. 3-series, 6 Cylinder, Class B

1. Driscoll, A.
2. Morin, B.
3. Farnsworth, M.

### H. M3, Class A

1. Wiles, J.
2. Hair, W.
3. Lee, A.

### I. M3, Class B

1. Wiles, R.
2. Ness, R.
3. Simon, C.

### J. M3, Class C

1. Kruger, M.
2. Tackett, D.
3. Bartley, M.

### K. Touring Sport, Class A

1. Thongsai, B.
2. Franko, D.
3. Grills, N.

### L. Touring Sport, Class B

1. Medenica, G.
2. Jain, M.
3. Brown, P.

### M. Touring, Class A

1. Van Epps, B.
2. Russian, D.
3. Everson, R.

### N. Touring, Class B

1. Buttolph, M.
2. Eavanson, M.
3. Sitzler, A.



Our thanks to our many wonderful sponsors, door prize donors and vendors. No Oktoberfest could exist without their contributions and participation.

#### Sponsors (and what they sponsored)

- Michelin: Registration
- Autothority: Tech Inspection
- Dreher Holloway BMW: White Mountain Chapter Early Arrival Reception
- Yokohama: Drivers School and Club Race, with additional sponsorship by Dinan Engineering
- Michelin & BMW NA: Advanced Driving Skills Program
- BFGoodrich: Autocross
- Michelin: Challenge Slalom\*
- Korman Autoworks & Ronal USA: Receptions
- Bridgestone: TSD Rally
- BMW NA: Children's Puppet Show
- BMW NA: New England Clam Bake
- Bavarian Autosport: RC Car Autocross
- BMW NA: Family Day Activities
- zymöl: Family Wash Off
- zymöl: Concours d'Elegance
- zymöl: Team Wax-Off
- Pirelli: Cocktail Party and Awards Banquet
- BMW NA: Children's Evening Campfire Program
- BMW NA: Mystery Ice Cream Truck

\* Sadly, the slalom had to be canceled as the available road presented safety problems.

#### Door Prizes were provided by:

- Autothority
- Yokohama
- Performance Automotive
- Ronal USA
- Michelin
- Pirelli
- BFGoodrich
- Dinan
- Ron Harnish
- Bridgestone
- BMW - Eastern Region
- Warsteiner
- BMW NA
- Bavarian Autosport

#### Vendors displays included:

- Turner Motorsport/ Schneller BMW
- TC Kline Racing
- Bell Atlantic
- NYNEX Mobile
- Mini Bimmers
- Dreher Holloway BMW
- Yokohama
- European Racing Technologies (ERT)
- BMW CCA Club Racing
- Tom Montanari
- BMW - Eastern Region

- Autothority
- zymöl
- Michelin
- Korman Autoworks
- Ronal USA
- Bavarian Autosport
- HMS Motorsport
- Dent Wizard
- Bilstein
- Castle Springs
- Ron Harnish

#### OKTOBERFEST VOLUNTEERS

It's impossible to name all the wonderful folks from the Boston and White Mountain Chapters who worked so hard to make this such a great Oktoberfest. Here are just a few:

**Registration:** Nicole Marquis and Dorina Holden

**Regalia:** Sandra Butler and Mary Cooney

**Treasurer:** Chris Lordan (also designed program)

**Mini Cars:** Michael Izor

**RC Cars:** Gordon and Shawn Arnold

**Gymkhana:** Stan Jackson, Jr. and Steve Jackson

**TSD Rally:** Don Taylor

**Fun Rally:** Ron and Sandra Butler

**Concours:** Manny Brochu

**Trivia Contest:** Chris Lordan

**Photo Contest:** Roslyn Guliano and Bette Rachlin

## 1997 Raffle Winners

Name	Ticket #
LAURENCE CABLE - Mountain View, CA	6021509
SAM MASYS - Brooklyn, NY	6030730
CRYSTAL LEWIS - Jupiter, FL	6110063
ROBERT KING - Williamsburg, VA	6070322
MARK SEDGWICK - Santa Rosa, CA	6250050
LOIS CASTRONOVA* - Rochester, NY	6090962
FREDERIC MACKLER - Northampton, MA	5290444
STEVE LOCKWOOD - Port Townsend, WA	6160271
KARL BRADDICK - Dallas, TX	6120226
DOUGLAS MARTIN - Phoenix, AZ	6200292
STEVEN LEE - Greenwood Village, CO	6170331
GARY MADRID - Arvada, CO	6300075
Partial Winner	
TOM WULF - Los Angeles, CA	7010184

\*Present at Oktoberfest!

#### Additional support was provided by:

- Motorola Computing Group: Data Processing Equipment
- Castle Springs: Water of Life
- Bell Atlantic NYNEX: Cellular Phones



#### ARIZONA - OCTOBER 17 - 19

##### O' West '97 Mini O'fest:

In Casa Grande, Arizona mid-way between Phoenix & Tucson. Roadrunner & Sonora Chapters of BMW-CCA invite you to Discover Arizona - Get Lost on a Rallye, Drivers School, Club Race, and Clean Car Contest.

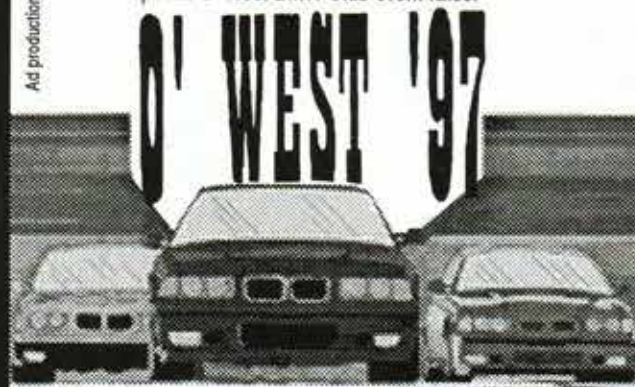
Social events include explore Casa Grande Indian Ruins, Outlet Shopping, Gaming Casino.

##### Information & Reservations:

Larry Peth: Phone: (520) 889-0593  
or fax: (520) 573-8393, e-mail: peth@azstarnet.com.

Francisco Grande Resort: 1 (800) 237-4238, request special O' West BMW Club event rates.

Ad production: Don Mackey BMW / Tucson. Illustration: Ron Harnish.





# The Fireworks

## Start Early

BY BRIAN MORGAN  
PHOTOS BY KLAUS SCHNITZER

Wednesday night at O'Fest was capped by a spectacular fireworks display. But the first fireworks of the day went off at New Hampshire International Speedway, where the pyrotechnics were provided by the record field of forty-seven Club Racers.

The contenders were divided into two race groups for the event, run by the White Mountain Chapter on a sunny afternoon at the 1.8 mile NHIS combination oval/road course. Each group was to run two eighteen-lap races. Following the format that had been used at Lime Rock just three weeks earlier (see "Racing Lines" for a report), the Modified Cars and the quicker Prepared Classes ran in one race group, while the Stock Classes and the slower Prepared Classes ran in the other.

There was one important exception. At Lime Rock, L- through P-Prepared cars had run with the Stock Classes while H through K had run with the Modifieds. At New Hampshire, the sole K-Prepared entrant ran with the Stock Classes. This was the 328is of veteran BMW racer Ray

Korman, the car that Ray prepares and also co-drives with Tom and Stewart Coleman in the Professional SportsCar Speedvision Cup races. Korman said that car owner

Stewart Coleman did not want the car run with the Modified entrants, and Chief Steward Stan Parker obliged by placing Ray in the group with the Stock and L-through P-Prepared entrants, over the objection of several of the racers in those classes. Ray went on to win both races for this group convincingly, claiming afterward that at age 61, he had just become the oldest winner of a Club Race. Are there any counter-claims out there?

Ray was not the only professional racer running at NHIS. Kermit Upton brought his SCCA World Challenge Mountain Autosports M3 to contest D-Modified, where he was chased by Super Touring racer Randy Pobst in the M3 of Al Zilinsky.

Also on hand to keep the party interesting were the two Vicari Racing E30 European Touring Cars that had debuted at Lime Rock, one for Steve Vicari and the other for Dave Formanek, and a host of Club Race winners from up and down the Eastern Seaboard and from as far West as Illinois and Ohio.

### Race Number One BMW CCA Club Race at New Hampshire International Speedway White Mountain Chapter, July 23, 1997 Course Length: 1.8 miles Race Distance: 18 Laps (32 miles)

Position	Class	Driver	Model	Fast Lap
1	1-KP	Ray Korman	328is	1:15.760
2	1-LP	Wilt Turner	325is	1:16.792
3	1-IS	Manfred Kruger	E36 M3	1:16.901
4	1-JS	Jeff Henderson	E30 M3	1:17.612
5	2-JS	Peter Klein	M3	1:17.746
6	2-LP	Chris Irving	325is	1:18.360
7	3-JS	Rob Driscoll	E30 M3	1:18.789
8	3-LP	Brian Wade	325is	1:19.418
9	2-IS	Kevin Bjerke	E36 M3	1:20.560
10	1-KS	T.C. Kline	318i	1:22.521
11	4-JS	David Allaway	E30 M3	1:22.517
12	1-PP	David Fazzino	2002	1:23.133
13	1-MP	Ad Driscoll	325i	1:22.189
14	1-HS	Fred Landwehr	E30 M3	1:22.909
15	5-JS	Laurence Oliva	325is	1:22.631
16	1-OP	Jeanne Irving	2002tii	1:23.685
17	2-KS	Marc Feinstein	318i	1:24.129
18	2-PP	Jim Waldman	2002	1:22.944
19	2-OP	Stephen Earley	2002tii	1:26.352
20	DNF-JS	William Hatem	325	1:22.308



Ray Korman's K-prepared 328is leading the pack early on in Race One.



Qualifying for Race One, the first H-J-Stock and K-P-Prepared event, was dominated by Korman, whose pole-qualifying time of 1:15.025 was over a second-and-a-half faster than the 1:16.665 of runner-up Manfred Kruger in his I-Stock E36 M3. Korman's time would have placed him seventh on the grid in the Modified/H-J-Prepared race. Lined up behind Korman and Kruger were the J-Stock E30 M3s of Jeff Henderson and Peter Klein, who would go on to provide much of the afternoon's entertainment with their duels in both races. In the third row were Will Turner and Chris Irving, both in L-Prepared 325is's.

As the twenty-car field took the green flag, Korman assumed the lead that he would



▲ Kermit Upton's Mountain Auto Sport M3 leading Steve Vicari to the finish of their second race. ◀ Will Turner lost to winner Ray Korman in both races by about one second.

hold for the balance of the race. Will Turner made a great start, quickly dispatching Henderson, Klein and Kruger to move into second overall. This was the way it would finish, with Korman in first, Turner second, and Kruger third. Behind the three leaders, Peter Klein found his way past Jeff Henderson, who acknowledged later that he was not able to stay as high on the banking this year as he had been in last October's NHIS Club Race. Henderson tried to get by Klein on several occasions, never running far behind. He finally made it by on the last lap in the road course section of the track, taking the J-Stock victory. Class winners in addition to Korman, Turner, Kruger and Henderson were T.C. Kline in Scott Hughes' K-Stock 318ti, Dave Fazzino in his P-Prepared 2002, Ad Driscoll in his M-Prepared 325i, Fred Landwehr in his H-Stock E36 M3, and Jeanne Irving in her O-Prepared 2002ti.

Race Two was for A through E-Modified and H- through J-Prepared. Kermit Upton's 1:10.688 in his B-Modified M3 gave him a one-second edge over second fastest qualifier Randy Pobst in another B-Modified M3. Steve Vicari's E30 European Touring Car was next, coming very close to Pobst in 1:11.898. The next car in line, Alfred Dupont's B-Modified

**Race Number Two  
BMW CCA Club Race at  
New Hampshire International Speedway  
White Mountain Chapter, July 23, 1997  
Course Length: 1.8 miles  
Race Distance: 18 Laps (32 miles)**

Position	Class	Driver	Model	Fast Lap
1	1-BM	Kermit Upton	E36 M3	1:10.262
2	2-BM	Randy Pobst	E36 M3	1:11.154
3	1-DM	Gary Bossert	E30 M3	1:14.740
4	1-HP	Don Salama	E30 M3	1:14.888
5	3-BM	Anthony Cafik	M3 CSL	1:15.163
6	4-BM	Alfred Dupont	E36 M3	1:14.763
7	5-BM	Hugh Plumb	M3 CSL	1:15.769
8	2-HP	John Scholes	E30 M3	1:16.077
9	2-DM	David Formanek	E30 M3	1:15.723
10	1-IP	Kenneth Goldberg	E30 M3	1:17.318
11	1-CM	Steve Fitzgerald	323i	1:16.937
12	2-IP	Ralph Warren	E30 M3	1:17.701
13	3-DM	Jeff Little	E30 M3	1:18.274
14	3-HP	Richard Weber	E30 M3	1:18.599
15	4-DM	Scott Heineman	E30 M3	1:18.907
16	6-BM	John Lengyel	E30 M3	1:18.739
17	1-EM	Ross Karlin	320i	1:20.902
18	2-EM	David McIntyre	320is	1:23.283
19	3-EM	Robert Shields	2002	1:21.532
20	4-HP	William Fondriest	M3 CSL	1:18.694
21	5-DM	Walter Swick	E30 M3	1:16.123
22	6-DM	Steve Vicari	E36 M3	1:11.963

E36 M3, was over 2.5 seconds back. Dave Formanek, in the other Vicari Racing E30, lined up fifth, next to Anthony Cafik, who came to the New Hampshire race with four victories in four starts. Cafik was running his Lightweight M3 in B-

Modified instead of his usual H-Prepared because of a recently installed enlarged throttle body.

Upton led the twenty-two car field from the pole, but Pobst kept him honest, running on Kermit's tail for most of the race. In the early going, Vicari was close behind in third, opening a gap back to Alfred Dupont and Gary Bossert, who had maneuvered his D-Modified M3 rapidly through traffic at the start. Way back in the field, Ross Karlin was on his way to a class win in his E-Modified 320i, ahead of another 320i piloted by Dave McIntyre and a 2002 driven by Robert Shields. On lap ten, Vicari limped into the pits with a cut tire, ending his race, and yielding the third spot to Bossert, who had found his way by Dupont a lap earlier. Dupont was to lose a few positions with a spin on lap fourteen, leaving the dueling M3s of Don Salama (H-Prepared E30) and Anthony Cafik (B-Modified Lightweight) in fourth and fifth. Cafik tried to get by Salama on several occasions, but was unable to find his way around. This was the way it finished. Class winners in addition to Upton, Bossert, Salama, and Karlin were Kenneth Goldberg in his I-Prepared E30 M3, and Steve Fitzgerald in his C-Modified 323i.

Grid orders for Races Three and Four were determined by finishing positions in Races One and Two. Race three began with a notable pace lap, led by the BMW NA McLaren F1 GTR, the white M1 of Gordon Medenica, and the ex-Medenica red M1 now owned by Lance White. As the trio of exotics







▲ Club favorite Kermit Upton accepts congratulations from Co-chair Larry Churchill.  
▲ Peter Klein and Jeff Henderson provided much excitement with their close dueling.

er Al Zilinsky, who elected to start from the back of the pack. This left Gary Bossert and Alfred Dupont side-by-side on the front row.

pulled into the pits and the green flag came out, Ray Korman quickly assumed the lead in his K-Prepared 328is. From that point, Race Three looked much like Race One, with Korman first, Will Turner running a strong second, and Manny Kruger in third. For several laps, there was a close contest between Turner, Kruger, and the J-Stock E30s of Jeff Henderson and Peter Klein. Kruger made several runs at Turner, but could not get past him, and Klein stayed close to Henderson, twice getting by him on the low side in the banking, but finding himself unable to keep the spot as he and Henderson dove off the oval and onto the road course. Class winners were the same as in Race One, except that Scott Hughes, piloting his own car in this race, was first in K-Stock.

Coming into the O'Fest race, Kruger and Hughes had already won their respective classes in the chase for the BMW Challenge Trophy. The Challenge Trophy, sponsored by BMW NA, is for Stock Class E36 M3s and Stock Class 318ti's. Second place among E36 M3s went to Ray Mason, while second among 318ti's went to Mike Backus. Neither Mason nor Backus ran the O'Fest races.

The starting lineup for Race Four set the stage for what would prove to be the most competitive race of the day. Upton, who came on the grid late after making a last minute tire change, started from the back, along with Vicari, who was at the rear because of his cut tire in Race One. Pobst was not running, yielding his ride to car own-

ers in addition to Upton, Vicari, and Salama were Kenneth Goldberg in his I-Prepared E30 M3, John Farragher in Steve Fitzgerald's 323i in C-Modified, and Marc Feinstein in the E-Modified 2002 that Robert Shields had run in Race Two.

In the post-race drawings, Hugh Plumb won a set of Yokohama Tires, and Jeff Henderson won a set of wheels from Tire Rack. Yokohama and Tire Rack are title sponsors of the Club Racing series. The series also receives support from Grassroots Motorsports, I/O-Port Racing Supplies, and Rocky Mountain Motorsports. In addition, Turner Motorsports was a sponsor of the NHIS race. Larry Churchill of the White Mountain Chapter was Club Race chairman, and Carol Cone ran timing and scoring.

May club racing continue to grow, and may the fireworks continue.

At the start, Bossert took the lead, with Dupont and Plumb running second and third, and Salama and John Scholes moving their H-Prepared E30 M3s around Cafik into fourth and fifth. Vicari and Upton immediately began to move through traffic, getting into eighth and ninth on lap two, into sixth and seventh on lap three, and into fourth and fifth on lap four. On lap five, Upton made contact with Hugh Plumb in turn three, giving Vicari an edge. Crossing the stripe at the end of lap five, Vicari passed Bossert to assume the lead. Soon afterwards, Upton flew past Plumb on the banking to renew his pursuit of Vicari. Bossert sustained the second spot until lap eight, when Upton made it by. At this point, the front of the pack was made up of Vicari, Upton, Bossert, Dupont, Plumb, Salama, and Cafik.

But the order would soon change. On lap ten, Vicari spun in the oval, letting both Upton and Bossert past. Vicari recovered quickly, and was around Bossert again on lap twelve, but in the meantime Upton had pulled well ahead. In the remaining laps, Vicari closed on Upton, whose tires were going away, but the eighteenth and final lap came too soon for him, and Upton once again took the checkered flag. Class win-

ners in addition to Upton, Vicari, and Salama were Kenneth Goldberg in his I-Prepared E30 M3, John Farragher in Steve Fitzgerald's 323i in C-Modified, and Marc Feinstein in the E-Modified 2002 that Robert Shields had run in Race Two.

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May club racing continue to grow, and may the fireworks continue.



**Race Number Three**  
**BMW CCA Club Race at**  
**New Hampshire International Speedway**  
**White Mountain Chapter, July 23, 1997**  
**Course Length: 1.8 miles**  
**Race Distance: 18 Laps (32 miles)**

Class				
Position	Position	Driver	Model	Fast Lap
1	1-KP	Ray Korman	328is	1:15.508
2	1-LP	Will Turner	325is	1:16.924
3	1-IS	Manfred Kruger	E36 M3	1:16.651
4	1-JS	Jeff Henderson	E30 M3	1:17.258
5	2-JS	Peter Klein	E30 M3	1:16.922
6	2-LP	Chris Irving	325is	1:18.125
7	3-JS	Rob Driscoll	E30 M3	1:19.372
8	2-IS	Kathy Lyle	E36 M3	1:20.247
9	4-JS	Laurence Oliva	325is	1:22.416
10	5-JS	David Allaway	E30 M3	1:22.043
11	1-KS	Scott Hughes	318ti	1:22.436
12	1-HS	Fred Landwehr	E30 M3	1:22.575
13	1-PP	David Fazzino	2002	1:23.241
14	1-MP	Ad Driscoll	325i	1:21.865
15	1-OP	Jeanne Irving	2002ti	1:24.419
16	2-OP	Stephen Earley	2002ti	1:26.205
17	2-KS	Charles Bryant	318ti	1:27.429
18	3-LP	Brian Wade	325is	1:21.435

**Race Number Four**  
**BMW CCA Club Race at**  
**New Hampshire International Speedway**  
**White Mountain Chapter, July 23, 1997**  
**Course Length: 1.8 miles**  
**Race Distance: 18 Laps (32 miles)**

Class				
Position	Position	Driver	Model	Fast Lap
1	1-BM	Kermit Upton	E36M3	1:12.470
2	1-DM	Steve Vicari	E36 M3	1:11.747
3	2-DM	Gary Bossert	E30 M3	1:14.440
4	2-BM	Alfred Dupont	E36 M3	1:15.129
5	3-BM	Hugh Plumb	M3 CSL	1:15.469
6	4-BM	Anthony Cafik	M3 CSL	1:15.811
7	1-HP	Don Salama	E30 M3	1:16.235
8	2-HP	John Scholes	E30 M3	1:16.599
9	1-IP	Kenneth Goldberg	E30 M3	1:17.128
10	3-DM	David Formanek	E30 M3	1:15.466
11	2-IP	Ralph Warren	E30 M3	1:17.344
12	4-DM	Jeff Little	E30 M3	1:17.755
13	3-HP	Richard Weber	E30 M3	1:18.771
14	5-DM	Scott Heineman	E30 M3	1:18.032
15	1-EM	Marc Feinstein	2002	1:19.511
16	2-EM	Ross Karlin	320	1:21.192
17	1-CM	Steve Fitzgerald	323i	1:21.062
18	5-BM	Al Zilinsky	E36 M3	1:22.181
19	3-EM	David McIntyre	320is	1:23.957
20	DNF-BM	John Lengyel	E30 M3	1:18.970
21	DNF-HP	William Fondriest	M3 CSL	1:20.909



# Zero Pressure

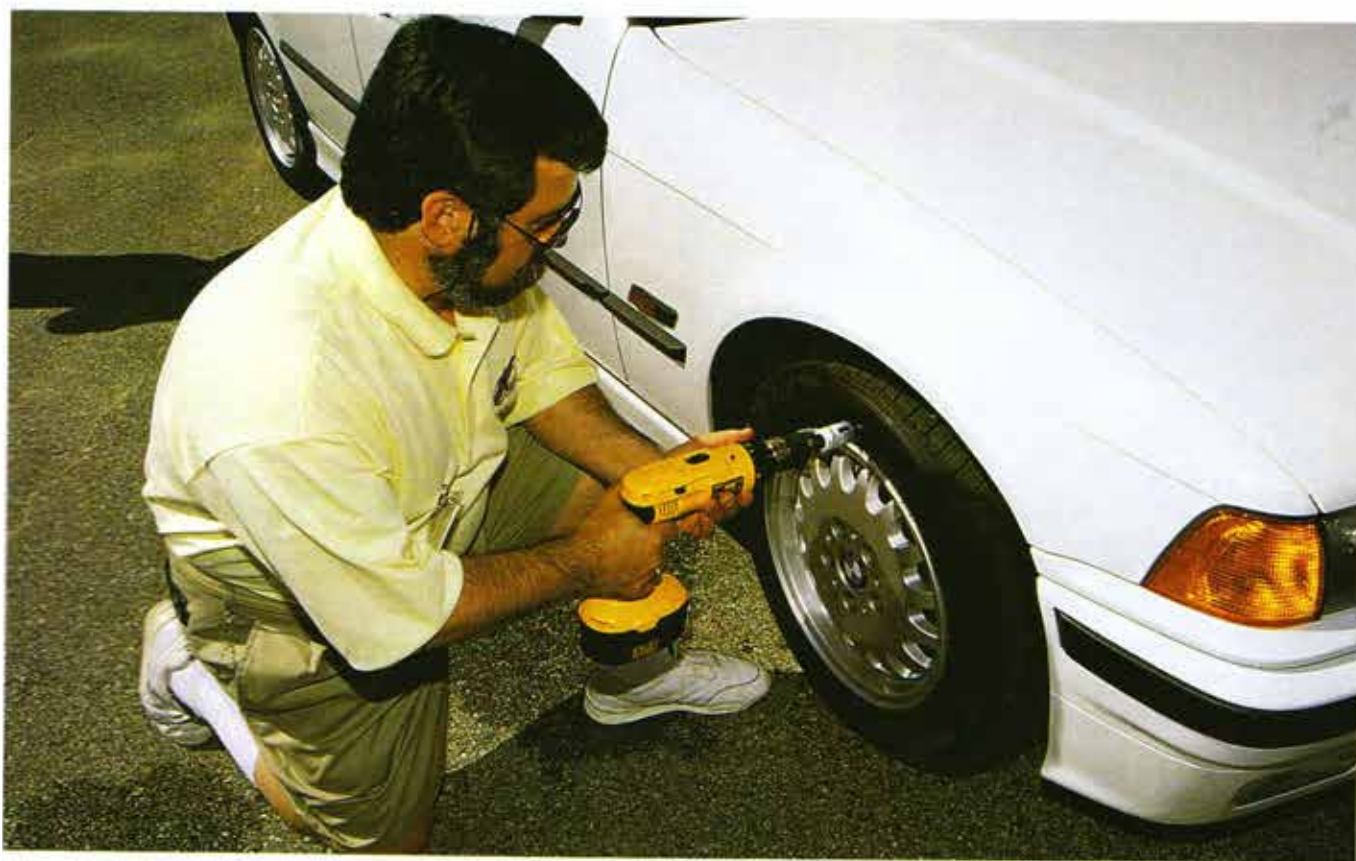
## Radial Tire

BY MIKE MILLER  
PHOTOS BY KLAUS SCHNITZER

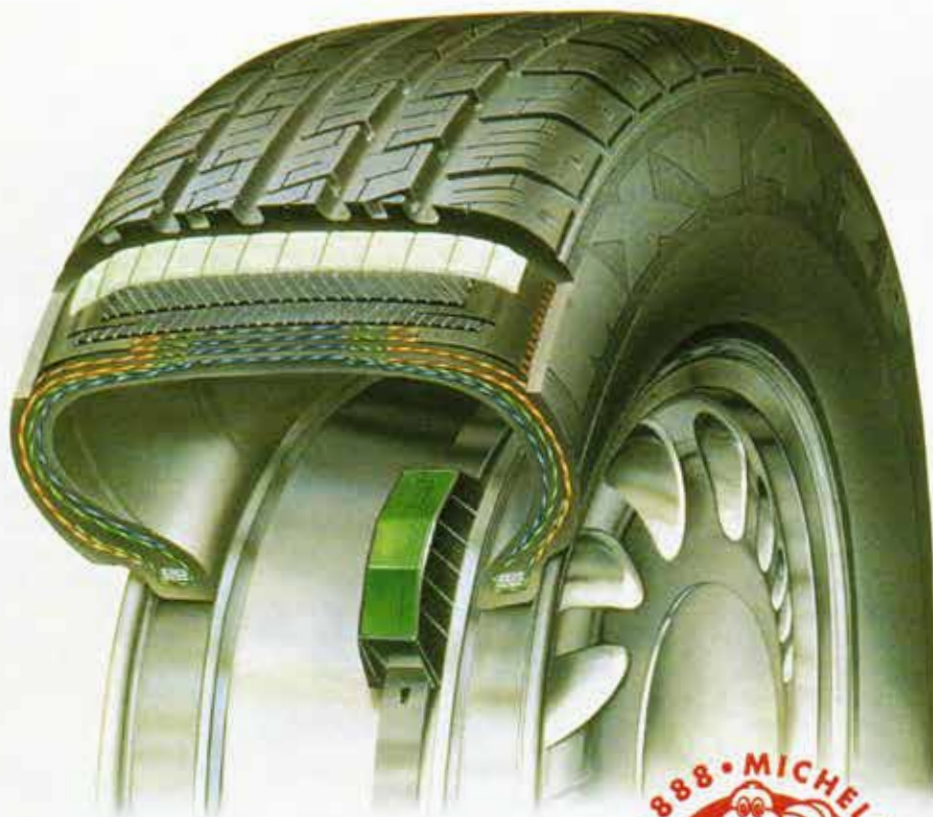
Octoberfest 1997 sponsor Michelin Tire Corporation stunned Club members with a demonstration of the new Michelin MXV4 ZP "Zero Pressure" Radial. Marketing Managers Ron Wood and Steve White were on hand with a new 5-series equipped with the MXV4 ZPs. They stepped out of the car and, using a *cordless drill with a hole saw bit*, proceeded to ventilate one of the sneakers. To everyone's amazement, the Michelin guys then hopped in the car and drove away...but the tire *wasn't* flat!

The secret to the MXV4 ZP's performance is its tremendously reinforced sidewall, which provides the vertical stiffness necessary to

▶ The huge plug removed.  
▼ Okto Co-chair Dan Gulliano drills a wide hole in the MXV4 ZP.







▲▲ A cutaway view showing the heavy duty sidewalls.  
▲ The tire remains high and driveable.

support the weight of the vehicle and the lateral handling the driver needs to maintain a measure of control in the event of air pressure loss. Using advanced materials and secret construction technology, Michelin engineers were able to combine zero pressure operation with the overall handling, comfort and performance of a touring tire.

We've all felt no small amount of trepidation at the thought of a loved one being stranded on the side of the highway with

a flat tire. Now, the Michelin MXV4 ZP can provide an extra measure of personal security that may give you a little extra piece of mind.

So efficient is the MXV4 ZP at zero pressure performance, that Michelin recommends use of a low pressure monitoring system to warn drivers of pressure loss. The system, called SmarTTire, along with the MXV4 ZPs, is option-

al equipment on the 1997 Lincoln Continental. It relies on state of the art sensor and wireless transmitter technology to continuously monitor tire pressure and internal air temperature at each wheel, transmitting the data to an interactive display module mounted in the vehicle cockpit. The SmarTTire Wireless Tire Pressure Monitoring System can be retrofitted to any vehicle, whether or not it uses zero pressure tires. Look for details in an upcoming *Roundel* article.

Michelin MXV4 ZP tires are currently available in only one common BMW fitment, 205/60HR-15. But if demand warrants, the company will produce additional sizes. For more information, please contact a tire retailer that advertises in *Roundel*, or call Touring Performance Michelin Marketing Manager Steve White directly at 864.458.4923.

