

THE NNE NEWSLETTER

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

SPRING | 2018.2



Back Issues Of Centerfold Posters Now Available Online

by: Martin Callahan, NNE Newsletter Production Editor

Over the past number of years, centerfold posters occasionally ran in the White Mountain Chapter's newsletter, *the Profile*. These were noteworthy photos, submitted by club members, that had artistic merit "above and beyond" your standard smart phone snapshot. Worthy of a bit of "special attention", they were

transformed into pull-out posters – a nice occasional bonus to the newsletter that became free "garage wall art" for some of us.

The restructuring and consolidation of our area's three individual newsletters into the new *NNE Newsletter* shifted distribution away from printed hard copy, to primarily online digital, making the concept of a

"centerfold pull-out poster" a bit of an oxymoron.

Space constraints in the new format can't accommodate running a two-page poster spread, but nevertheless, we'd like to continue showcasing exceptional

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Letter from the President

by: Peter Ohlweiler, President

Green Mountain Chapter Members,

Here we are in April. Hard to believe that the IMSA series and F1 have already had their first races. Clubs around the country have set up their schedules for many events including club racing, drives and socials. Here at the Green Mountain Chapter we (Pam Loeb, secretary ; Stew Loeb, VP ; Walter McNally, Treasurer and I) have had a Board meeting (reached out to members to join us and did not hear from a single member) and exchanged many emails to get our Club agenda up and running for the 2018 Season.

In our first Newsletter I reached out to our club members for feedback on what you would like to see for the upcoming season events, drives, socials and anything that you might have interest in doing with your BMW and the Club. This is not my first time reaching out to members for helpful ideas. Unfortunately, I have to say, I am very disappointed with the lack of support from our members. We have heard from only "ONE" member who has written an article for the newsletter. His interest in helping out was very refreshing and welcomed with open arms. I am not sure what it takes to get a response from our members to help the club that you have been a member of for years or may have recently joined. Without sounding like I am lecturing our members I will only ask again for your help. As a member of the GMC your feedback is important to the Board so that we can make your membership fun and exciting. Without your

feedback we (the Board) can only come up with a limited amount of ideas.

I will end with this. The GMC Board is not understanding the lack of support from our members and feel that our members are not interested in keeping the Green mountain Chapter alive. We will continue to do our best to keep the GMC moving forward. Your help is very much needed.

On May 5th, from 10:00am to 2:00pm, Nate's Automotive will be hosting a "Dust Off and Detail" event at their facility in Essex. We are very thankful for their support to our members. On May 12th, from 9:00am until 4:00pm, we will be having a Street Survival School at the Diamond Run Mall in Rutland. You can sign up for the SSS on MotorSportReg.com. We look forward to our members supporting these events and especially hope that you will sign your up kids for the Street Survival School and tell your friends about it as anyone can sign up for the SSS Program. Tire Rack and the BMW CCA Foundation have held over 1000 successful schools nationwide since 2001. This is a fabulous lifesaving program.

I hope to hear from you (the club members) soon as to what you would like to do with other members this season.

Best to all,

Peter Ohlweiler
President, Green Mountain Chapter

It Was A Long Cold Winter

by: Walter McNally, Treasurer

There is such a long lead time between writing these articles and the date you read them in the newsletter. Here it is, a handful of days before the spring equinox and we have had three nor'easters in about two weeks and are threatened with a fourth. I guess that old wives' tale that says if it's March in January it will be January in March is true! A couple of days after the last storm I was driving on the highway here in Vermont with a vicious wind howling across open fields and blowing snow across the road. The



The result of Walter's bout with auction fever this past winter - a 1983 320i

temperature was a balmy 12 degrees. It sure felt like January to me! By the time you read this, all the nasty weather should, hopefully, be a distant memory; unless you live in the County of course.

Ah spring, when a person's mind turns to thoughts of cars and the open road. What else, right? Right now the idea of the open road, a

convertible, and suntan lotion seems as foreign as a 70 degree January day in Vermont. Last spring, naturally, I succumbed

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to auction fever and wound up "accidentally" winning the bidding war for a 1983 320is. The write up was oh so enticing and others commented favorably on the condition of the car. At the end, I was the last man standing.

Instead of being logical about it I let the thrill of bidding get in the way of common sense. I could have insisted on a pre-purchase inspection, but did I? Of course not, what could possibly go wrong? Well, let me tell you. I decided to replace all the fluids, filters and hoses because I thought it a small price to pay for some peace of mind given the age and mileage of the vehicle. The list quickly expanded to everything from motor and transmission bushings to tie rods to a valve cover gasket. There wasn't even a horn or a rear view mirror. Who sells a car without these two items? The horn was the worst; I learned to drive in the Boston area where a horn was as critical as an engine!

Luckily for me the engine was in pretty good shape. Unfortunately the fuel delivery system was another issue. If it started when cold it wouldn't run very well, would stall when coming to a red light. If I couldn't start it very easily when cold, it seemed to run just fine, provided I got it started of course. After much investigation the fault was traced to the fuel distributor. It had worn to the point where it could be set to start well or run well, but not both.

At this point the choices were a Weber conversion or find someone who could rebuild the distributor. I finally decided on a rebuild to the keep the car as close to stock as possible; for when I decided to sell it of course. The rebuild of the fuel distributor is finally complete, so I'm told, but I hav-



en't seen it yet. In my next article you will either have a story about a summer of spirited driving, or have seen it in the Roundel, or on some on-line auction site. Right now the cost of repairs, etc. is approaching 70% of what I paid for the car. I've often read that a person who spends money on a project car doesn't recoup their investment. So true!

So have I learned anything? You bet! No bids on an auction unless I personally know the seller and vehicle, know someone very well who can vouch for both, or have a very thorough pre-purchase inspection.

Speaking of spending money on a car, I'm sure many have come to the point where

you ask yourself: "Is it time to replace my BMW or should I keep paying for maintenance and repairs?" I've had my trusty 2008 E60 X Drive for six and a half years and put about 110,000 mile on it; total mileage is very close to 190,000. It has competently and safely transported me through six Vermont winters. During that time it was also subjected to two serious hail storms and the body resembles a golf ball. Unfortunately mine has been towed out my driveway twice in recent weeks; once due to the demise of the starter motor and once due to the position of the crankshaft sensor. Over the past five months I've spent about \$6,000 in various repairs outside normal oil, filter, tires etc. Not much over six years to be honest and less than the cost of a new car.

But it's not really about the money. It's more about the inconvenience of dealing with a vehicle that does not run combined with the fact that my mechanic is 90 minutes away. My career often requires journeys from home to my place of employment in urgent, middle-of-the-night situations. Who needs the worries of: "Will it start? Is this the night when I'll be on the side of the road and not able to respond when needed?" Most importantly of all, I worry that something similar would happen to my family and there is no way to put a price on that.

So the search is on!

In the meantime if anyone is interested in a nicely restored 1983 320is or a competent 2008 528Xi with lots of stuff repaired/replaced please let me know. I can be reached at:

walter.mcnelly@yahoo.com



A New Type of Mini

by: Ruel Elliott



The RASTAR BMW M4 Coupe - An M car fitting almost any BMW enthusiast's budget.

Shortly after I bought my first BMW three years ago, my wife assured me that I would buy another one. Admittedly, she was correct (again, darn it!). My new car is a M4 Coupe, bought on Amazon with a click of a mouse. It is a 1:14 scale RC (radio controlled) car. I have never owned an RC car and didn't give these toys much thought. Then my wife bought a pair of these odd three wheeled remote control vehicles. She gave them to the grand daughters to play with for Christmas. Well, the fun stopped when it was quickly found that both vehicles were set to the same frequency on both controllers. One could move both vehicles at the same time using just one controller. Try to explain why to a small child!

So, curiosity got the best of me. An Amazon search under "BMW RC" produced pages of these cars to choose from. Like anything else, it boils down to how much do you want to spend. There were some in 1:10 scale for over \$300. Nope,

I'm not that curious. The one I did pick out was an M4 Coupe in white with black accents. The reviews were pretty good and for \$44 and free shipping, I pointed and clicked. Amazon is one of countless places that sells RC's. BMW of America's website has them too, an M4 and an i8 in 1:14 scale, found under "toys".

The M4 arrived, packaged in a sturdy see through box. It was attached to an insert by four locking plastic thumbscrews. The remote was also held down by thumbscrews. The remote's antenna and instructions were located under the insert that the car was secured to. What struck me was the detail in the car. The detail rivals my die-cast E90 car in many ways. Details such as the M4 badging, body accents, interior details including the blue and white Roundel on the steering wheel center. So, what company makes such a detailed "toy"?



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On the box, it says "RASTAR". An easy search found their impressive website. This company called RASTAR is part of RASTAR Group, headquartered in China. It was founded in 2000. RASTAR makes ride on cars, baby walkers, die-cast cars, bikes for kids, scooters, and of course RC cars. They state to have licensing agreements with 29 car brands. All manufacturing occurs on 23,000 square meters of space using over 200 production tools and staffed with over 1,200 employees just in production. They do it all: design to finished product with only 5.4% of production going to the North American market.

After freeing the car from the insert, five AA batteries were installed via a locking hatch located under the vehicle. Also found under the vehicle is an adjuster for the front wheels. If the car tracks a bit to the left or right, this will compensate for that. The front wheels have independent suspension too. Tires are of a soft rubber. The remote controller needed a 9V battery and the antenna, packaged with the instructions, threads into it. Batteries are not included. The car ran great right out of the box. The headlights come on



Performance and attention to detail. Would you expect anything else in a BMW?

when the car is going forward and the taillights light up when in reverse. When turning, what sounds like a solenoid emits a light buzzing sound. The car responded well to the remote's commands. The kid in me says this is pretty cool!

So, now what? Will the M4 live out its life as a toy or retire to the bookshelf with the die-cast E90?

Right now, it's on the book shelf, a good place for the time being!

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Spring Has Sprung!

by: Marybeth Francoeur, SEC Member | photos by: Paul Michali, WMC Photographer



Finally, spring has arrived in New Hampshire! -And what better way to celebrate than with a meandering drive to Parker's Maple Barn in Mason, New Hampshire. This picturesque little town with the Maple Barn nestled in the woods is the perfect



Harvesting happiness at Parker's Maple Barn. A White Mountain Chapter annual tradition.

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cakes, and home-made maple syrup, this lively group of BMW enthusiasts enjoy the atmosphere.

The turnout this year was fantastic! During our visit on Sunday, March 18th, as is usual, this quaint restaurant had many wood stoves roaring; it was relaxing and toasty warm. The time went by way too quickly and it was time to peruse the gift shop and experience the on site maple sugaring operations. It was a great day for young and old.



antidote for a long winter. Each year, the White Mountain Chapter of the BMW Club of America puts this event on their calendar. The restaurant makes available a large enough area for all of us to eat together. Amidst the aroma of maple coffee, pan-

Be sure check our calendar for this annual event come next year again, as well as other social events already in the works for 2018. We'd love to have you join us!



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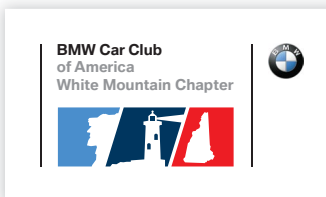
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WMC MEMBERSHIP UPDATE | Now is the Time!

by: Tom Giffen, Membership Chair

Greetings from your membership chair! Here's the update on our strength: we have had a number of comings and goings, but the net result is a total of 629 members as of the latest update from National dated 3/5/2018. Membership is down from 680 a year ago, but the club is still healthy and doing well thanks to all those who have joined and especially to those who get out and participate. We tend to expect seasonal fluctuations, and if history is a guide, we will see an increase in numbers when the April report from National comes in and driving season starts.

The White Mountain Chapter's efforts to join forces with the



Maine and Vermont Chapters is really bearing fruit, with an interesting and vibrant newsletter digitally delivered to

most members that has tons of great stories and information! Thanks to all from the three chapters who have helped to make this happen!

Speaking of participation, spring events are nearly upon us, so if there have been any delays in getting winter projects done on your car or cars, now is the time! Come to a track day, advanced driving skills school, or any of the upcoming social events that we have planned, and meet old friends and new for a great time sharing common interests!

RECENT EVENT RECAP | Winter Reunion 2018

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

Once again, the White Mountain Chapter solved the problem of how to avoid the post-holiday letdown; -that time after the start of the new year when there is not much to anticipate and the beginning of spring is not even close according to the calendar or even the groundhog. Many years ago, we created the annual Winter Reunion to brighten and warm our new year even with the weather outside being otherwise. This year, the event followed suit quite nicely.

The 2018 reunion and celebration event was held on Saturday, February 11th, at the Common Man restaurant in Windham. The function room was filled to capacity with club members new and not-so-new. It was great to see founding members of the chapter, Dan and Deb of 3D Auto Works as well as past president Dan Guliano. And there were many first-timer, brand new "clubbers", anxious to see what the fuss of our annual gala reunion is all about. The filled room was a nice mix of friends, many whom hadn't seen each other in a long time. Missing the club socializing that's somewhat less prevalent during the cold New Hampshire winter season, we were all



happy to be together for a good time. I somehow managed to emcee the lively party and we all enjoyed the entire night. Good food, good friends, good time.

The chapter provided dinner for all club members and guests in attendance. Being at the Common Man, it goes without saying that the food was great! After dinner we enjoyed a delicious custom cake, compliments of Ultimate Bimmer Services of Nashua.

Following dinner, a raffle was held for a nice variety of donated door prizes, which



ranged from classy yet practical BMW travel mugs to stylish BMW fashion wear and home decorations to framed BMW artwork and more. The prizes were graciously donated by our longtime club sponsor Bavarian Autosport and a number of other generous supporters of the event.

Everyone in attendance received a raffle ticket, but through the sale of additional raffle tickets (to better one's odds of winning one of the coveted prizes), we were able to raise about \$300 to benefit our selected charity, the BMW CCA Foundation. The Foundation strives to not only preserve the historic heritage of BMW and the BMW CCA for future generations, but also to instill safe driving habits in our up-and-coming generation of young drivers through the Foundation's highly successful nationwide Street Survival drivers education program. Judging from the amount of money raised, it is obvious that the Foundation is an organization we as individuals, and a club, are proud to support.

Everyone seemed to feel like we brought some warmth and light to the cold, dark, winter season. At the end we all left with smiles, despite the weather outside. We all now eagerly anticipate the coming warmer weather and the next chance to come together.

...and when it comes, hope to see you there!





photo: Paul Michail

DEC UPDATE | A Tesla Came To A BMW Club Driving Event

by: Bruce Bergeron, Driving Events Committee Chair

On April 7th, the WMC Driving Event Committee hosted our first Advance Driving Skills School of the year and it was a splendid day! It was our largest ADSS event ever with 36 students and 18 instructors. The event ran like clock-work and was a total success. Following is an email we received from John Harris who drove one of three Teslas at the event. He clearly sums up the excitement and incredible value our ADSS school provides. Thanks John, for sharing.

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| TO: WMC Driving Events Committee

| FROM: John Harris

| SUBJECT: The ADSS Event on April 7th

I wanted to reach out and extend a huge thank you to the White Mountain BMW CCA team for an outstanding ADSS event on April 7th. This was my first event, and the knowledge gained about the car's and my capabilities was priceless. I've driven in two carting events at F1 Boston in the past. By the end of the day, I can honestly say I felt like was in a kart - much heavier and slightly more expensive - navigating the twisties, anticipating one and perhaps two turns ahead, thinking how much more can I push before exceeding the limit.

It was amazing seeing all the other cars and drivers. The sense of how each driver/car brought a unique set of capabilities to the event. Throughout the day, drivers gained an increasing awareness of how to find "the edge", and what one's options are when it's found and perhaps exceeded.

I was also astounded by what my Tesla could do, and what it wouldn't do. I regret not having done an ADSS event before in my ~30 years as a BMW owner (325/528/X5/X5), to have a truer sense of how my Tesla behaves vs. a rear wheel drive with a higher center of gravity. Having never pushed any car as far as I did yesterday, the experience gained cannot be put into words.

I thought I saw an X5 at the school, but didn't see it out on the course. Not sure if being an SUV with too high of a COG, it was banned from participating, or if it simply belonged to one of the working volunteers.

[Comment from Bruce: All SUVs, regardless of size, are always welcome to participate in our ADSS events - it's amazing what their drivers learn!]

Thanks again to you, and all the volunteers that make these events happen!

- John Harris



BMW Winter Drive Experience, March 2017 – or – How I learned to Stop Worrying and Love the xDrive

by: Tom Stoll

After three nor'easters in three weeks, the clouds separated to show beautiful clear blue skies which greeted me and the black 328ix heading northward on I-93. The car was shrugging off the side winds as we headed on our mission, to drive some vehicles in winter conditions. (Like I did not get enough of that on I-93 this winter).

We twisted up the mountain roads, climbing in altitude from 600 feet in the foothills of the White Mountains towards 1800 feet at the base of Waterville Valley ski resort. The black car continued past ski chalets and alongside snow-capped rocks in mountain streams with snow-capped peaks in the distance.

Walking up to the counter and signing the disclaimer, I am asked by the BMW folks behind the counter, "Do I want to go on the winter autocross?" "Yes by all means let's go!" We climb in an X4 with a "BMW Winter

xDrive Experience" decal on the door.

Meeting up with very polite and professional BMW drivers, we motor past skiers to a lower parking lot where cones are set up for an autocross experience. After a practice run in a nice black X5, I "spiritly" (bravely) take a lap and slide around the course, the vehicle searching for traction, twisting and rotating on the icy patches while somehow miraculously missing knocking over the orange cones and staying in control and on course. I walk away convinced that was because of my superior skills and not the brilliant BMW engineering.

After that excitement, thankful that I hadn't slid off track, I finished the day with a leisurely drive in another X5 on local snow covered roads with my professional BMW co-driver. We were able to feel the stability and comfort of the Adaptive



Drive air suspension on the rutted roads and frost heaves. After an exciting 10- to 20-minute drive, I skillfully avoided the skiers in the parking lot, including one who gave me an "eagle eye" until she was satisfied I was going to let her cross.

I thanked the very professional BMW driver and returned to a delicious cappuccino which hit the spot in the 17 degree outdoor temperature. I exited past the throngs of skiers, narrowly avoiding being slapped by pirouetting shoulder mounted skis, and soon was on my way down the mountain road happily coddled in my car's heated seat. It had been a pleasant non-worrying time which made me appreciate the xDrive even more.





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A Restoration Story

by: Andrew Wilson, President

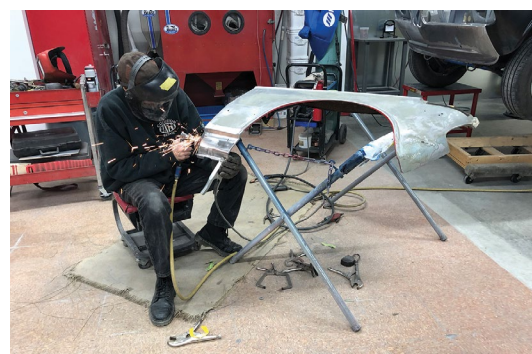
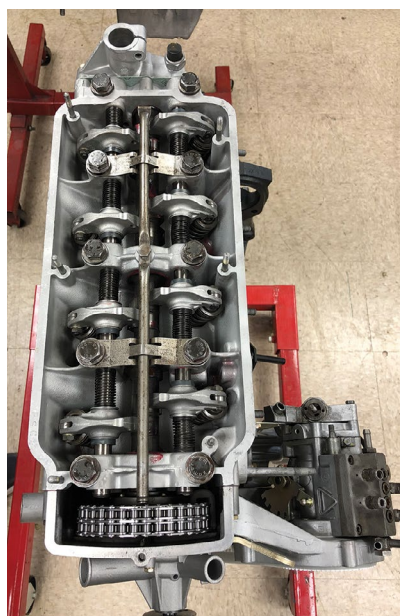


In 2016 when prepping Athena for her cross country trip. I talked with Vintage Sports & Restoration about restoring Vern. After two years and four evaluations. Vern was finally on the schedule for the winter of 2017-2018. A week after the BMW Classic CCA Maine Rally, I drove Vern to VSR.

Disassembly started immediately. The engine was removed and dismantled which took an hour. From the dismantling we learned the head gasket was beginning to fracture and the Kugelfischer belt snapped when Mario twisted it. We later found the head was fractured in four places, the front cover had a broken bolt boss and the crank shaft had been ground and was not usable.

Then his body was plastic media blasted revealing an almost rust free body under his shiny Verona paint. Then the metal work started. Both fenders came off, both rocker panels were removed along with the lower nose panel. I had supplied the replacement rocker panels and lower nose panel.

Vern's spare tire well was removed and replaced with one of the last ones from BMW before



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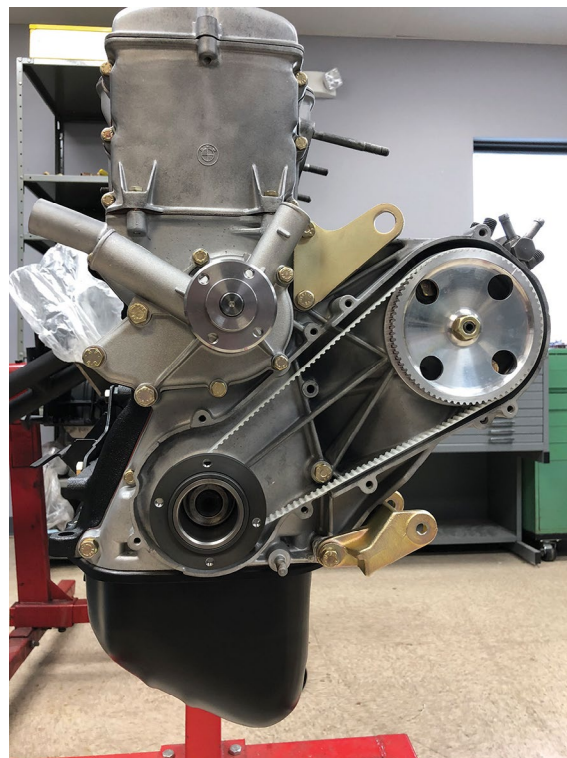


going NLA. The driver side A-pillar was replaced along with the fender. The passenger lower fender was repaired and any A-pillar holes welded.

Metalwork lasted from October 1st to January 30th. Vern was transformed from a twice-hit 2002Tii into a straight, epoxy-primed, rustless 2002Tii; with perfect door, hood and trunk gaps. During this time the driver seat was repaired with extra material I had. The bumpers were re-chromed and are spectacular. Also countless clips, fasteners and parts were ordered from Walloth-Nesch.

Bodywork was begun as soon as the metalwork was completed. Then came the priming, blocking and sanding. This is the part that takes two weeks for three craftsman, blocking sanding and priming three times. This is when the magic happens.

February 21st to 23rd, Vern was in the paint booth being shot with anti-stone chip-shutz following



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the factory pattern based on an unrestored Tii. Then we were on to glorious color. Vern was masterfully painted in Glasurit single stage Verona, sprayed so smoothly and shiny that it glowed. The heat was turned up to 120 degrees F help cure the paint over the weekend. The body, doors trunk and sunroof panel were all wet sanded with 3000 grit, then buffed to an amazing shine. The area behind the front grills was painted black by hand, in the pattern done by the factory.

The wheels have been media blasted, trued and are all painted with aluminum paint and sprayed with a satin clear coat. Retaining all the sand cast marks which are a hallmark of original alloy wheels. As Vern was being sanded and painted, his engine parts were media blasted and painted in a clear satin. Pistons came from Germany, the original head with four cracks was repaired. A good M10 crankshaft was sourced. Any parts that couldn't be media blasted were wire brushed and clear coated. The engine was assembled over two weeks.

The dash has been a problem. The original plan was to send to Just Dashes. Their turnaround time was 12 weeks, putting



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the returned dash at April 1st. So we went with plan B, having the dash shipped to Sin City BMW. Well that didn't work according to plan. So on to plan C, re-install original cracked dash. Plan D is to find another 1973 dash, have it restored, install before the Pittsburgh BMW CCA Oktoberfest in July.

Vern's assembly began with the headliner and wiring harness repair & re-wrapping.



Then the trim started going on, along with tail panel, rain gutter, B-pillar, sunroof, headlights, turn signals etc. I delivered nicer vent window frames I bought on ebay, and the repainted roundel. With three people working and coordinating, the exterior assembly took three weeks.

His engine was installed March 16th and was completely done and started March 29th. Runs like a well-tuned sewing machine.

He is on schedule to be completed by April 15th, 2018, then driven to the Mid America '02Fest in Eureka Springs, Arkansas, the last weekend in April (26-29). He will also be in Pittsburgh from July 9-15.

YOUR
insert ^vmembership
content here

SEND SOMETHING IN!
(SEE PAGE 20 FOR DETAILS)



CALENDAR

DATES, TIMES & DETAILS SUBJECT TO CHANGE

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

APRIL

Saturday April 7th, 2018
8:00am - 5:00pm

Advanced Driving Safety Skills School



Have fun and learn important car control skills at our Advanced Driving Safety Skills school. At New Hampshire Motor Speedway. Registration closed 03/31/18.

[WMC]

Saturday April 14th, 2018
7:00am - 5:00pm

Cabin Fever Driving School



Spring into the season with our first High Performance Driving school of the year! At New Hampshire Motor Speedway. Registration closed 04/01/18.

[WMC]

MAY

Saturday May 5th, 2018
10:00am to 2:00pm

Dust Off and Detail



Location: Nate's Automotive, Essex Junction, VT. Join us for our first event of the season! Take your Bimmers off the battery tenders and join us at Nate's Automotive in Essex Junction. A tech will be available, if you'd like to have your car inspected on a lift (\$25). Also, we'll have car care product samples from Griot's Garage.

www.natesautomotivevt.com

www.griotsgarage.com

[GMC]

Saturday May 12th, 2018
9:00am to 4:00pm

Street Survival School



Drive your own car in this teen safety school. \$75

Location: Diamond Run Mall, Rutland, VT.

www.diamondrunmall.com

Sign up here: www.motorsportreg.com/events/green-mountain-bmw-cca-18-1-diamond-run-mall-tire-rack-street-survival-306136

[GMC]

July

Sunday July 1st, 2018
5:00pm

NNE Newsletter Submissions Deadline

All content to be considered for inclusion in the 2018.3 summer edition of this newsletter must be received by each chapter's respective Copy Collection Editor BEFORE this deadline. Details on page 20.

[NNE]

SEPTEMBER

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

OktoberFAST



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

[GMC]

Help us save BMW...



well at least a small part of it.

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

Our growing Archives, Library, and Museum needs your tax-deductible donations.

See our website for more info.

Join the Drive to Donate!



www.bmwccafoundation.org

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CLASSIFIEDS

AVAILABILITY & DETAILS SUBJECT TO CHANGE

Contact each advertiser as posted for current information.

YOUR
insert^v classified
ads here[^]
FOR FREE!

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.

Centerfold Posters Now Online

◀ CONTINUED FROM FRONT COVER

photography from our broad reader base. When a submission is received that deserves accolades, it'll run in the newsletter as a regular article, but will reference the online poster version that you'll be able to access and download for free!

You can print it then yourself, or have it printed by your favorite photo printer or copy center. At full resolution, the posters print at standard "tabloid size", 11" x 17".



Some of the posters now available

So if you'd like to have a poster of your favorite ride, send in a pic and include a brief (or long) write-up about it. (See how on page 20.)

All previous posters to date, are available for viewing and free download from the photo gallery at the White Mountain Chapter's website (in the "Newsletter" category).



www.whitemtn-bmwclub.org/gallery

NEW CLUB MEMBERS

Attention New BMW CCA Members

Welcome to **YOUR** Club!

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

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

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

Welcome!

MEMBER	HOME TOWN	CHAPTER
Mark Boette	Pembroke, NH	White Mountain
Terry Bradigan	Canaan, NH	White Mountain
Shane Brown	Hollis, NH	White Mountain
Stephen Burns	Concord, NH	White Mountain
Parker Chamberlin	Camden, ME	Pine Tree
Ryan Croteau	Laconia, NH	White Mountain
James Farr	Saco, ME	Pine Tree
Keith Haydu	S. Burlington, VT	Green Mountain
Bernard Lachance	Nashua, NH	White Mountain
Christopher Lima	Dover, NH	White Mountain
Cole Morgan	Nashua, NH	White Mountain
Robert Raymond	Woodstock, VT	Green Mountain

MEMBER	HOME TOWN	CHAPTER
Kurt Rever	Derry, NH	White Mountain
Rosemary Russell	Nashua, NH	White Mountain
Stephen Schwartz	Portland, ME	Pine Tree
Walter Scott	S. Londonderry, VT	Green Mountain
John Solomon	Alton, NH	White Mountain
Justin Stolte	Portland, ME	Pine Tree
Wendy Tapley	Cape Neddick, ME	Pine Tree
Donald Taylor	Portland, ME	Pine Tree
Arthur Vassallo	Windham, NH	White Mountain
Bruce Williams	Pelham, NH	White Mountain
Riley Williams	Pelham, NH	White Mountain



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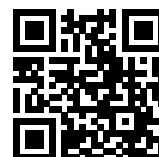
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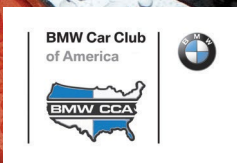
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The NNE Newsletter...

- the quarterly newsletter of the Northern New England Area of the BMW Car Club of America. Club members are encouraged to submit BMW and/or club related articles and photos for publication consideration. No submission is too short, but long features welcome as well. All submissions must be digital, and all images at their highest available resolution. Share your passion, submit something today!

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

White Mountain Chapter:

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

Pine Tree Chapter:

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

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