BMW Car Club of America Connecticut Valley

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DZ

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INSIDE

ELECTION RESULTS
TALKING TIRES
IMSA SEASON
CVC WINTER KARTING
AND MORE!

1973–2023 Connecticut Valley Chapter 50th BMW CCA

WINTER IS WANING, SO SWING INTO SPRING!

Cover Photo By Steve Klucik

DZ

Photo By JOE ADAMS Vol 51 No 1

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WELCOME EVERYONE! WHAT'S YOUR PLEASURE!?

Whether you have recently joined the Connecticut Valley Chapter or have been a member of our club for many years or even decades, you are part of a diverse group of individuals who share at least one thing in common – a passion for cars and one brand of car in particular.

Our club engages in all sorts of fun events and activities each year. Most are, of course, car-related like high performance driver training at race tracks, road rallies, fun scenic drives, car shows, go kart competitions and tech sessions at automotive businesses. We also conduct our Street Survival program for teaching accident avoidance and car control to young drivers.
But importantly, there are many other occasions when we come together to socialize and enjoy the beautiful, bountiful region where we live. We'll meet for picnics, ice cream socials, dinners, drive-in movie nights, visits to museums, vineyards, marinas and more. For instance, this year we are working to offer even more opportunities to come together for activities like camping, a bicycle tour, excursions to Boston and/or New York and Block Island, a fishing trip, a golf outing, bowling and visits to micro-breweries as examples.

After all, we find joy not simply by doing the things we like to do, but joining with friends both old and new, to share those experiences.

So, while you may enjoy reading DZ, BimmerLife and the Roundel magazines to learn about what's going on in the world of BMWs and those who drive them, the most value you can get for your membership in BMW CCA and the CT Valley Chapter is sharing experiences with fellow club members. You are already a part of this enthusiastic community, why not make the most of what it has to offer?

This all happens because CVC members make it happen. So how about sharing your ideas for places to go, things to do? We welcome hearing from you!

Reach out at any time to any of our Chapter's Board Members via our Contacts Page.

Here are some things you may consider:

· Offer an idea for an event for members to participate in whether it's automotive-related or not. Board members will happily help to get these going!
· Volunteer to help out at events like Street Survival, High Performance Driving Schools or the Hospitality Compound at Lime Rock Park. We always welcome enthusiastic helpers – no experience necessary
· Share on our social media sites: Facebook, Instagram. Take photos at an event? Tag it @ctvalleybmwcca
· Write an article for the DZ or one of the national magazines. We'll get you published!
· Join a committee to work with board members on specific areas like advertising, sponsorship, publishing, event planning and more.
· Let your interests and imagination be your guide!

It's Easy and Fun!!! Come be a real part of it!

PRESIDENT'S COLUMN

Change isn't strange.

It's often said, "*The only thing that is constant is change.*"

According to a study of glacial history, published by the Yale-New Haven Teachers Institute, glaciation in the northern hemisphere began 3-5 million years ago. Now stay with me for a minute here. During this time, Connecticut has been covered by ice at least two times, maybe more. During the last of the advances of glacial ice, it was 1,800 feet thick In New Haven and 2,500 feet thick in Hartford. This ice sheet entered Connecticut about 26,000 years ago, reached its maximum about 21,000 years ago, and was melted out of the state by 15,500 years ago leaving what we now recognize as the Connecticut river Valley. That is some serious climate change. But I digress – tens of thousands of years.

The point is, not only had the climate and landscape changed significantly before the Connecticut Valley Chapter of BMW CCA was founded fifty years ago, so has the automotive landscape in the last half century. BMW started a system of alpha-numeric chassis codes with the E3 2500 sedan in 1968. The last E chassis ended production in 2013 as the E93 (a 3-Series cabriolet in case you were wondering). So that's 45 years of E's. F chassis were introduced in 2008 first as a 7-Series and the last of which are X5 and X6 SAVs into the early 2020s – so lasting about a dozen years or so. G chassis codes first appeared in 2018 but at the current rate, where a G83 4-Series cabrio appeared in 2021, the Gs may be out of production in a decade or less. G whiz! This rapid acceleration in chassis code assignments is indicative of the ballooning line up of products offered by BMW accompanied by a commensurate rate of innovation and change. Oh, I should mention that in 2014 a couple of bit players showed up as i Code chassis vehicles, the i3 electric city car and the i8 plug-in hybrid sports car - a glimpse of things to come.

So today we find ourselves in an environment that continues to warm. Connecticut is still recovering from the last ice age. Glacial ponds are filling into swamps. Swamps are filling into wet forests. Erratic boulders are tumbling down from ridges. Rivers and streams still carry glacial sediments to the ocean and the sea level is still rising. We see the automotive environment is switching to electric-powered propulsion at an ever-increasing rate to help stave off that environmental warming. And through the last fifty years, and hopefully for the next fifty and beyond, the membership of our club of "car nuts" will carry on with appreciation for what has gone before, enjoyment of where we are now and with optimistic anticipation of the future.

Happy 50th Birthday to the CT Valley Chapter and best wishes for what comes next.

—Paul

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DZ INFORMATION

Die Zeitung is published quarterly by the BMW CCA Connecticut Valley Chapter, P.O.Box 432, Hartford, CT 06141

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SUBSCRIPTION INFORMATION

Membership in the BMW Car Club of America is $58.00 yearly and includes a one year subscription to Roundel, the national publication of the club and to Die Zeitung, the publication of the Connecticut Valley Chapter. Associate membership is available for $10.00 per year and does not receive publications.

Join Membership Now

Articles and other materials intended for inclusion in Die Zeitung should be sent to **DZ@CTValley.org**. Copyright information must be included with all items submitted for publication.

ADVERTISING INFORMATION

InformationThe DZ is published in full color and distributed electronically to our members and the public. It reaches approximately 1,700 enthusiastic BMW Club members and receives views from all over the world. We provide URL links to our advertisers websites directly from the eZine.

ANNUAL RATES

Full page - $1,295
Half page - $795
Quarter page - $475
Business card - $285

Full color camera ready art should be emailed to Roger Chartier at ***RChartier@CTValley.org***

USE OF IMAGES STATEMENT

Chapter events may be photographed or recorded and subsequent images published in the Chapter newsletter or other BMW CCA publications. Attendance at Chapter events constitutes permission by all participants for public release of images from the event.

NEW COUNTRY

Connecticut's Premier BMW and MINI Dealerships

Discover the Difference

GOT AN IDEA FOR AN EVENT?

WE WANT TO HEAR ABOUT IT!

One of the most common criticisms voices by members of the BMW CCA is the lack of events for members, aside from active driving events. The CT Valley Chapter Board of Directors is always looking for new and interesting ideas for events to increase camaraderie amongst the club. If you have any ideas for an event that the club could sponsor in some way, feel free to reach out to any of the board members. These events can range fron go-karting, skiing, ice skating, brewery tours, bowling or even just an informal get-together at a local restaurant or pub. Contact information can be found on the CT Valley Chapter website or on the "Elections" article found within this DZ edition.

Contact any of our members at our website! Click here.

CT VALLEY CHAPTER'S SOCIAL MEDIA PAGE

We are very excited to now have an active presence in the Facebook / Instagram realm. Our ultimate goal is to utilize the FB / IG platforms as memory banks to help nurture our community through BMW-related posts of life events, not just CVC sanctioned events.

We invite your submissions for both CCA and non-CCA event-related photos - not limited to any particular culture. We request BMW themed subjects such as family photos (road trips, birthdays, camping trips, sports, picnics, rallyes, etc.), enthusiast builds, car care, photoshoot images and the like. The idea is for these shared photos to be posted periodically (as received), allowing our large community to coexist vicariously through them.

Please send anything you would like shared / posted to any of our Social Media Coordinators via e-mail, **Facebook Messenger** or **Instagram Chat.**

We wholeheartedly welcome your contributions so we may continue to grow our great online community, building stronger networking at our in-person events!

Our “handle” is: **@ctvalleybmwcca**

Our SMCs’ e-mail address is:

CFoote@CTValley.org

2023 *Connecticut Valley Chapter Election Results*

The results of the election for CT Valley officers and board members-at-large were announced during the CT Valley Chapter Annual Business Meeting, held via Zoom on Thursday, February 9th. Thanks to all the chapter members who took the time to vote and congratulations to the board members who were re-elected. This year, two new members-at-large were elected to the board, Bob Maher and Foad Razavi. Here is the complete list:

A couple of footnotes:

Roger Chartier who has been a board member for many, many years chose to step away from his position as a full-fledged board member but has agreed to continue as the chapter's Advertising Manager. *Thanks, Roger.*

And subsequent to the election, Rai Blanchette and Nathan Sartwell have also decided to step away from the board for personal reasons. We thank them for their enthusiastic service as board members and look forward to their continued volunteerism and participation in our club. **Thank You gentlemen!**

2023 BOARD MEMBERS

President & Chapter Contact
Paul Frickenhaus, Editor | **pfrickenhaus@ctvalley.org**

Vice President & Activities Chairman
Dave Mucciacciaro, Activities | **dmucciacciaro@ctvalley.org**

Secretary
Bob Morin, Foundation Liaison | **bmorin@ctvalley.org**

Treasurer & Tire Rack Street Survival Chair
Dave Ortoli, Street Survival | **dortoli@ctvalley.org**

Members-At-Large
John Bate | **jbate@ctvalley.org**
Heather Centrella | **hcentrella@ctvalley.org**
Patrick Delany, Driving Coodinator & Registrar | **cvc-dec@comcast.net** | 860-794-4935
Chris Foote, Membership Chair & Social Media Coordinator | **cfoote@ctvalley.org**
Bob Maher | **rmaher@ctvalley.org**
Foad Razavi | **frazavi@ctvalley.org**
Jerri Wiley | **jwiley@ctvalley.org**
Willy Wiley | **wwiley@ctvalley.org**

WELCOME NEW MEMBERS

Jacqueline Berens
David Blackmon
Alain Blouin
Michelle Blouin
Thomas Bulzak
Shari Coslett
Stefano Crosio
Janine Doucette
Matthew Edwards
Gary Engstrom
Matthew Fatse
Brian Fitzgerald
Sabrina Hanssen
Rich Kohlbrecher
Igor Kolupaev
Stuart Kovensky
Adriana Lee
Curtis Lorenzen
Thomas McGraw
Tyler Melfi
Advik Mittal
Christopher Otis
Gabor Presser
Kevin Roark
Drew Roehl
Gabriel Rosen
David Sacharko
John Schnabel
Kyle Shea
Daniel Silva
Jason Sirignano
Keinda Sylvain
Ralph Sylvain
Scott Tracy
Kim Valentini
Chris Wakefield
Aaron Watson
Emily Weston
Todd Woodhouse

2022 FINANCIAL SUMMARY

Advertising: $3,840
Driver School Fees: $34,810
Membership Dues: $11,011
Sponsorship: $3,365
Miscellaneous: $7,000

Total Income: $60,026

Charitable Donations: $2,635
Driver Schools Expenses: $34,704
Equipment: $545
Events & Meetings Expenses: $12,994
Operations: $192
Taxes & Fees: $2,337
Website/ DZ: $3,651

Total Expenses: $57, 058
Year Status: $2,968

AN EDITORIAL

BY PAUL FRICKENHAUS

Each month we happily welcome new members to our club. Concurrently, some members, by choice or forgetfulness, fail to renew their membership. Often the newbies are outnumbered by those departing. There are likely several factors at play here.

An article By Joel Mathis recently printed in The Week titled "*Why U.S. teens aren't getting their driver's licenses*", describes a change in overall driver demographics that may be a contributing cause of an overall declining interest in cars by an increasing number of people. When most of us were in our mid to late teens, we couldn't wait to get behind the wheel. Not so much for teens these days.

Getting a driver's license used to be a sign of burgeoning independence for America's teens. That may not be the case anymore. The Washington Post reports that 16- and 17-year-olds are driving much less than their predecessors. "Unlike previous generations, they don't see cars as a ticket to freedom or a crucial life milestone." And that reluctance to get behind the wheel is lasting into young adulthood: Just 80 percent of adults in their early twenties had their licenses in 2020 — down 10 percent from 1997.

The trend has been developing for a while now. In 2013, National Geographic noted a Michigan study showing that the percentage of 19-year-olds with a license had fallen from 87 percent in 1983 to 70 percent in 2010 — and that the percentage of 17-year-old drivers fell from 69 to 43 percent during the same time period.

Today, more people work from home, have groceries and meals delivered, shop from home and even see their physicians via telemedicine. In 2019 it was reported that while nearly half of 16-year-olds were driving in the 1980s, just a quarter were by 2017. The Washington Post, drawing on data from the Federal Highway Administration, suggests the number remained at about 25 percent in 2020.

There really isn't any single reason that experts have hit on as to why teens stop, or don't even start driving. A 2013 Michigan study surveyed young adults and found a wide range of reasons they weren't getting licenses. Respondents said they were too busy, or that driving was too expensive, or that they preferred other forms of transportation. Economics seems to play a role, PBS reported in 2017: Teens just don't get summer jobs as often as they did even 20 years ago, which means both that they have less need for a license and less money to pay for driving expenses. And continuing urbanization might also play a part as young people increasingly live in cities and suburbs with access to mass transit, making cars less necessary.

And technology may play a role. In 2012, the University of Michigan's Michael Sivak said the percentage of teen drivers "was inversely related to the proportion of Internet users." At that point, at least, kids just weren't getting away from their screens to hang out with their friends IRL. "Virtual contact, through electronic means, reduces the need for actual contact." And it's true, as the Washington Post points out, that "Gen Zers have the ability to do things online — hang out with friends, take classes, play games — which used to be available only in person." And when they do need to be somewhere, app-driven services like Uber and Lyft often provide the ride.

Beyond the diminishing pool of new drivers, overall more people work from home, have groceries and meals delivered, shop from home and even see their physicians via telemedicine. So the utility of a car is diminished

I get it. Numbers matter, especially when an entity like BMW CCA grows in size not just by population but in financial stature. At some point there will be a plateau. We may already be seeing that plateau in our rear view mirrors.

Still, this is not necessarily a bad thing. Perhaps we're experiencing what I'll call the 'maple syrup effect.' You see, when sap is collected from a maple tree, its sugar content is perhaps 2% by volume. But as the water is evaporated, the sugar content increases until it reaches about 67%. What we then enjoy is that concentrated sweetness. BMW CCA has grown very large, but we see the true enthusiasts, at least the ones who engage with other club members in shared recreational activities, are but a small percentage of the overall mix. As the less-than-enthusiastic members "boil off" the sweet remainder will be those of us in whom that enthusiasm is concentrated. And you know, that is not necessarily a bad thing. BMW CCA was born when a relative handful of BMW lovers came together to organize themselves in a way that would bring them joy and it naturally attracted more like-minded people.

Though the overall numbers of car users and the resulting roster of club members may be in some decline, true enthusiasts will continue to come together to enjoy the sweetness of their shared enthusiasm and each other's company. It is that concentrated sweetness we so enjoy!

THE ULTIMATE DRIVING MUSEUM NEWS

BY BOB MORIN

In January, the outstanding Power of M: 50 Years of BMW Motorsports exhibit closed after setting a new record for attendance during its 2022 run. Ordinarily, this time of year would now be a period of transition for The Ultimate Driving Museum in Greer, SC as they break down one exhibit and get ready for the next. But not this year.

The Wundercars came for a quick visit during the month of February. In recent years, there has been some coverage about the Wundercars in Roundel, but for those unfamiliar, Dr. Christian Zschocke, a German BMW collector with a particular affinity for the E3 chassis, brought the four cars from the Wundercar Collection to the U.S. They were on display in Greer until the end of February, when they departed for California to be displayed at The Petersen Automobile Museum, putting us in pretty impressive company.

To see more about the collection, check out:

The Ultimate Driving Museum

Dr. Zschocke also donated some merchandise commissioned around the collection which you can find here:

Wundercars

Preparation is also ongoing for the major exhibit for 2023, BMW Motorcycles: 100 Years of Innovation. This exhibit will have more than 50 vehicles, including some with four wheels, but powered by BMW Motorad engines. Our own jerri & Willy Wiley have their extremely rare BMW Farmobil in this exhibit, thanks to its motorcycle power plant. I had an opportunity to proofread the exhibit book authored once again by Jackie Jouret, and I must say that even though motorcycles in general never held much interest for me, this exhibit is going to be worth a visit.

Once again, the Open House on May 19th will mark the opening, as part of The Vintage weekend. Visitors can then take in The Vintage, up in Hot Springs, NC the next day. The exhibit will be at the Museum from May 19th until January 2024. ■

TALKING TIRES...

How Tires play a "Starring Roll" on Your New BMW?

AS TOLD TO DAVE ORTOLI

Hi! I'm Rollie, one of the four tires that came on the new vehicle you just picked up from your BMW Center. People often think of us merely as those dirty, round, black things that hold the car up and are expensive to replace. In fact, our four-member team has the vital responsibility of making the connection between your vehicle and the ground. No matter what vehicle we are part of, our sole purpose is to transmit your commands for acceleration, turning and deceleration through that vehicle to the ground. There is in fact a long, involved process that must be completed before we get fitted to your dream machine. The process is similar for all tires that come rolling out of a vehicle manufacturer's factory, whether we are talking about low-volume specialty cars like Pagani, or high-volume Ford F150 trucks. Let me describe what that approval journey, called homologation, entails for a typical tire.

Original Equipment (OE) refers to any part that comes on a vehicle from the manufacturer's assembly plant, or in some cases, may be fitted to the vehicle as a dealer installed option. To earn that OE designation, a tire (just like any part) has to go through an extensive evaluation process to meet all of the requirements specified for it.

To keep somewhat focused, I am one of the tires on your brand-new G70 chassis BMW 760i. Let's take a look at how I got here.

The homologation process can take as little as six months in some special situations, but more typically would cover a two to three year timeframe from initial discussion between BMW and the tire manufacturers to tires rolling into the vehicle assembly plant. There are several phases in the process, with each phase having multiple steps. Let's take a look at the major phases:

- **Inception:** Some time after the last 7-Series was launched in 2016, BMW designers and marketing people started thinking about it's replacement. We know that BMW typically has a seven-year life cycle (not counting the refresh halfway through), so they had some time to see the good, the bad and the ugly of the last model. Then research is started to determine what would be needed in the next generation in terms of customer desires, new features and performance, and what new processes, materials or capabilities might be available.

- **Target Definition:** Perhaps around three years ago, BMW sat down with their tire suppliers to discuss the new Seven, to explain their goals and ideas for the car, and to find out what new tire features might exist. The multi-page document (homologation letter) detailing all of the characteristics, the required performance levels, and the relative weight put on each characteristic becomes the blueprint for the tire manufacturer to follow.

- **Tire Development:** Based upon the demands of the homologation letter, the tire manufacturer will determine which of its tire lines would best suit the requirements. A few versions of experimental (prototype) tires would be built, probably based upon computer modeling data, and some initial testing would be conducted in an indoor laboratory. Adjustments would be made to the tire specification, and more prototype tires would be built. Testing would now be extended to include on-vehicle work, using the existing G11/G12 7-Series car. So while the tire company is doing all of this work to develop me, other parts suppliers are going through the same procedure. But the most critical are the other suspension parts – shocks, springs, bushings, sway bars. That's right – I contribute just as much as any of those parts to the ride comfort, handling and performance of your new 760i. It means that replacing me with tires which haven't gone through the BMW approval process may seriously affect one or more aspects of the car's performance; but often is only detectable in an emergency situation.

So now BMW is starting to make some prototype cars called mules, which are usually made up of new parts stuck on the old version. The tire manufacturer feels that I am in the ballpark based on their testing, so now its time for some joint testing with the BMW test driver. After this first round of testing, I am feeling pretty good, as I have scored well in all the key areas. So, the tire maker does a few tweaks to the building specification, builds some more batches of tires and schedules more joint testing. But when we get to the test session, it is a completely different mule prototype! All of the other suspension parts have also been improved since that first test session, so I don't know how everything will work together.

Depending on the progress being made towards achieving the program goals, the build/test/evaluate loop may occur several times. As goals are missed, the range of testing is extended to look at the total scope of the required characteristics, to make sure that each is being satisfied.

- **Final Approval:** I did it! I achieved every goal that was asked of me in the testing with final model version. That means I get to wear the star that signifies that BMW has approved me to be fitted on your G70 760i.

The tire's specifications, production method and even the production plant are now locked in place, and nothing can be changed without going through the BMW approval process again. BMW even periodically visits the plant to make sure nothing has changed and everything is being done correctly.

So now you get to enjoy me on your car throughout my life, which you can extend by doing things such as keeping me at BMW's recommended air pressure and avoiding pot holes (we tires hate those!). And remember, if I don't meet some of your expectations, such as lasting 70,000 miles or being able to blast through a monsoon thunderstorm at 100 mph, don't blame the people who made me. They met all of the requirements that BMW felt to be critical, which is a difficult balance to strike, as some of those requirements work at odds with one another. Plus, BMW themselves have to meet literally hundreds of specifications and regulations – countless performance characteristics of all types, in all types of environmental conditions, with cost considerations and government standards which vary from country to country, and so on.

Hopefully this gives you an appreciation of the process I had to go through to make it onto your car.

That said, there are many more details involved in the process of tire development, production and use. Other topics include: OE versus replacement OE tires, OE versus non-OE tires, run flat tires, the differences between types of tires, mixing of tires, and tires for electric vehicles. If any of these aspects of how tires end up on a car or any other tire-related topics are of interest you, let me know and we can get back to you on that! ■

Stay updated on current events at our website! Click here.

A SIGN OF THE SEASON...

The New Yorker

O'FEST ∞ FOREVER 2023

COMING TO A TOWN NEAR YOU!

STORY BY BOB MORIN

CONIMICUT LIGHT-HOUSE, WARWICK, RI

Have you ever wondered what it would be like to come to an Oktoberfest? After 50 years of BMW CCA Oktoberfests, only one CCA member can tell you what all 50 were like, Michael J. Izor. Back in the '80s and even into the early '90s, CVC members were pretty passionate about attending Oktoberfest each year, regardless of the location or the length of the drive. Usually, jerri Wiley would organize a route using AAA TripTicks (you younger members may want to Google that) resulting in some pretty impressive caravans to the events, with CVC routinely bringing 25 to 30 folks with us to O'Fest. In more recent years though, it's been pretty rare for our Chapter to even hit double-digit attendance, and sometimes it feels like Sheila and I are the only two left to represent.

Oktoberfest has changed a lot over the years, especially since National has taken over the event from what used to be completely organized by individual Chapters. In fact, many chapters competed for the privilege of hosting, placing bids years in advance for that opportunity. One change, there is far less competition nowadays. Last year the only thing that could earn you a trophy was the TSD (Time-Speed-Distance) Rally. They used to send out a survey each year to see what people thought about the event and one question usually asked why you attended with multiple choice answers such as location, track for Driver's School, the social events, etc., but there was always an "other" option. And one answer that never seemed to be offered was "to see our friends from all over the country." Many respondents checked the "other" box and filled in that answer. Apparently National took that to heart.

Anyway, another change was that after 50 years, Oktoberfest was over, but replaced by O'Fest ∞ Forever. Perhaps that was a bad omen, as the very first O'Fest ∞ Forever was canceled due to COVID. That was followed by events in Hilton Head, NC and then Palm Springs, CA. Palm Springs was shall we say, not that well attended and that has National now thinking that maybe the whole idea is something past its prime.

So if you were ever going to see what O'Fest was like, we've got a great opportunity for you, and one that might not come along again anytime soon. O'Fest ∞ Forever will be held in Warwick, RI in 2023. That's right, it's probably less than a two-hour drive for every member of our Chapter! The dates are Wednesday, September 27th to Saturday, September 30th and those dates were chosen to take advantage of some of the activities surrounding the **Audrain Newport Concours & Motor Week**. For members who may not visit Newport, RI, the Audrain Automobile Museum, located on Bellevue Ave. in Newport has become a major player in the Museum/Concours field in recent years, with CEO Donald Osborne and Jay Leno as a friend and major supporter of the Museum.

The host hotel will be the Crowne Plaza Providence-Warwick Airport in Warwick, and it's a beautiful facility. Last December, Chapter President Paul Frickenhaus, Chief Driver's School Instructor Michael Menatian, and Sheila and I all attended the National Board meeting held at the hotel. Why? Because CVC will play a role in the event. The Chapter is organizing the Driver's School (at Thompson Speedway Motorsports Park) and Sheila and I will be the Fun Rally organizers, as well as writing a driving tour or two. There is also an Autocross planned, being organized by our friends to the east, the Boston Chapter. And of course, there will be a number of social events giving you the opportunity to meet and make new friends from other Chapters.

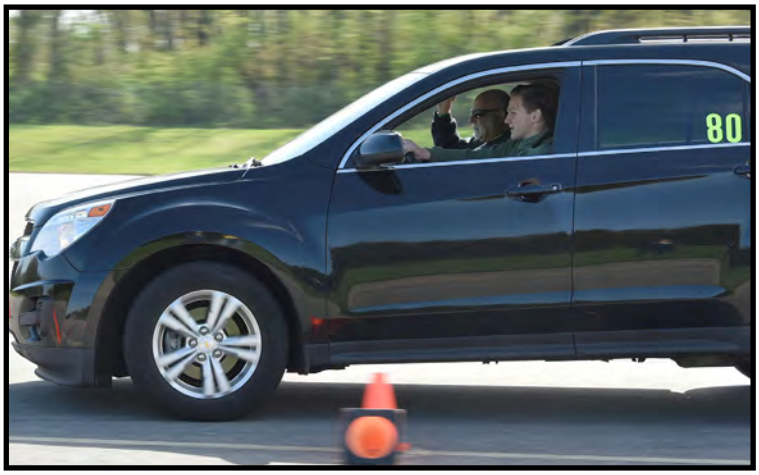
There are a lot of BMW CCA members in the northeast, so hopefully this will be a well-attended event. I would encourage you all to mark the dates on your calendar and yes, burn a few vacation days in order to make plans to attend. We are hoping to see CVC attendance at the event rival the old days, or even exceed them. ■

THE BREAKERS, NEWPORT, RI

TIRE RACK STREET SURVIVAL PROGRAM

STORY BY DAVE ORTOLI

For 2023, our Connecticut Valley Chapter is resuming a full schedule of Tire Rack Street Survival schools, so that more teens can become better drivers. For anyone not familiar with the program, it was started by the BMW CCA Foundation as a way to teach teenage drivers how to handle unexpected circumstances that could arise when they are driving. Working with a coach beside them all day, the students go through a series of exercises with their vehicle which builds both their driving skills and confidence. Classroom and hands-on demonstrations support the driving activities.



From the initial six schools in 2003, the Foundation had been supporting over 100 schools a year until the pandemic hit. The program is building back up to that level and there are high hopes for 2023. For CVC, our first school was held in 2007. Since then, we have hosted a total of 22 schools and helped improve the driving skills of over 650 teens.

For 2023, CVC will again be hosting two schools. The first will be on June 10 at Lime Rock Park in Lakeville, thanks to the generosity of the management group there. Our fall program, on September 23, will return to the site of many of our previous schools at the Consumer Reports Auto Test Facility in Colchester. The Consumer Reports group has been a strong supporter of the program for many years now, which has helped us tremendously.

If you would like to join the staff for one of the most gratifying days you can have, please contact the Street Survival coordinator Dave Ortoli at DOrtoli@ctvalley.org We always welcome people to work as vital support personnel and people with driver coaching experience. ■

IMSA SEASON BEGINS

The Roar Before the 24 and the Rolex

STORY BY BOB MORIN
PHOTOS BY LARRY SCHETTEL

New this year, Turner is going to run GTD Pro, for the four longer distance races, and with new McIntosh sponsorship

Most sports don't begin their seasons with their biggest event. The World Series and the Super Bowl for example, end their respective seasons, while the 24 Hours of LeMans and the Indy 500 are in the middle of the season. But IMSA does it differently, maybe because of NASCAR's involvement (since the Daytona 500 NASCAR's premier race also kicks off their season). You see, IMSA holds the two longest races of the season as their first two events, known to some as the 36 Hours of Florida.

The Rolex 24 at Daytona is preceded by one week by the Roar Before the 24, which is mostly for testing, but does include the 24-hour race's qualifying sessions. In recent years, that qualifying was done through an actual race which set the Rolex 24 starting positions based upon the race finishing order, but this year, they reverted back to the more traditional IMSA qualifying procedure of short sessions, by class. There are five classes racing in the top IMSA category, the IMSA WeatherTech SportsCar Championship, with a further two classes in the IMSA Michelin Pilot Challenge which would be holding a 4 hour race during the 24 weekend. New this year was the IMSA VP Racing SportsCar Challenge. This new series for LMP3 prototypes and GT4 production cars held its first two races during the Roar weekend.

With the brand new GTP Class in the WeatherTech series and involvement in the top class now including Acura, BMW, Cadillac and Porsche, excitement for The Roar was almost at previous Rolex 24 levels and there were record crowds throughout The Roar weekend. In an effort to attract kids to racing early and get them hooked, Daytona does a very cool thing with the Boy and Girl Scouts by offering free camping to them at The Roar. Boy (and girl) did they turn out this year! And not only was it the largest crowd to ever attend The Roar, it was also the largest crowd to ever attend the 24 as well. It was immediately noticeable how many more people were there!

Car counts were up this year as well, with 61 cars slated to take the green in the Rolex 24 and a further 46 in the Michelin Pilot Challenge race.

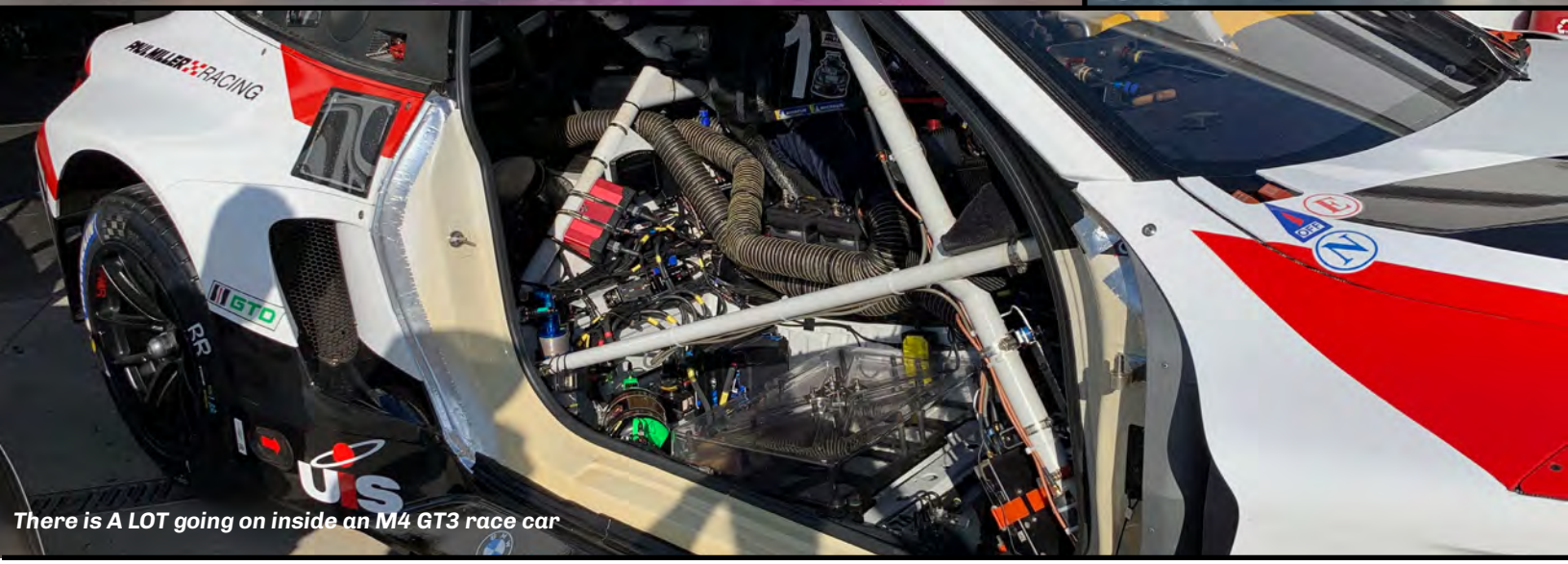
If you're still with me up until now, you are probably interested enough in IMSA Racing to have read about the race, or maybe watched some or all of it on TV, so I won't dwell too much on what happened during the race. Suffice to say that in qualifying during The Roar the new GTPs were all within .8 seconds of each other so there was little chance of any BoP (Balance of Performance) given by IMSA prior to the race, which was bad news, because the two BMWs were 7th and 8th out of 9. In the GTD/GTD Pro Class, Turner Motorsports was 7th out of 9 in the GTD Pro category, while the Paul Miller M4 GT3 was 11th and the Turner car was 12th out of 23 in the GTD class. The BMW M4s actually were given some BoP, but it was just a bit more fuel and when I asked Will Turner if that was going to help at all, he laughed and said they needed more pace, not more fuel, as they were about 2.5 seconds off the times of the fastest qualifiers.

In the Michelin Pilot Challenge GS Class, the M4s were around 1.5 seconds off the pace and qualified 18th, 19th, 21st and 25th in a field of 31. Perhaps the one shining light of The Roar weekend was the VP Racing SportsCar Challenge. This new series will run two 45 minute races per race weekend and will have a single driver (no scheduled pit stops or driver changes). The series included several BMW M4 GT4s and in the GSX Class in the first race, they placed 3rd, 5th, 6th, 7th, and 15th out of 15 cars in class. In the second race they placed 3rd, 6th, 8th, 13th and 15th.

One week later, in the Michelin Pilot Challenge 4 Hour Race on Friday things did not go much better for the Blau mit Weiss as

Very identifiable as a BMW, and even better at night with the lit grilles

The GTP drivers practice their driver changes



There is A LOT going on inside an M4 GT3 race car

the results showed the highest place BMW in 13th, followed by 18th, 25th, and 26th.

The 24 Hour Race takes place Saturday into Sunday. One topic that was mentioned by many of the GTP teams was whether they would suffer from teething problems and could any even make it to the end, especially without issue. Well, the first car to have an issue was the #25 BMW, which was too bad, because their fastest lap was nearly 0.9 seconds faster than the fastest lap of the #24 BMW GTP, and when it was running, it was consistently faster, as well. Repairs were made, and it was running at the checker, but it finished 9th out of 9, 131 laps down. The #24 car placed 6th in spite of being the slowest car in the GTP Class.

BMW did not fare much better in the GTD Classes either. The highest placed M4 GT3 was the Paul Miller car which finished 8th in GTD, while the Turner car finished 17th. In GTD Pro, the Turner Motorsport #95 came home 9th out of 10 entries.

It seems like another year where BoP does not favor our friends at BMW Motorsports. Fingers crossed, Sebring will be better. ■

#25 BMW GTP car coming out of the International Horseshoe. It wasn't the fastest, but even non-BMW fans agreed it was the best looking of the new GTP cars

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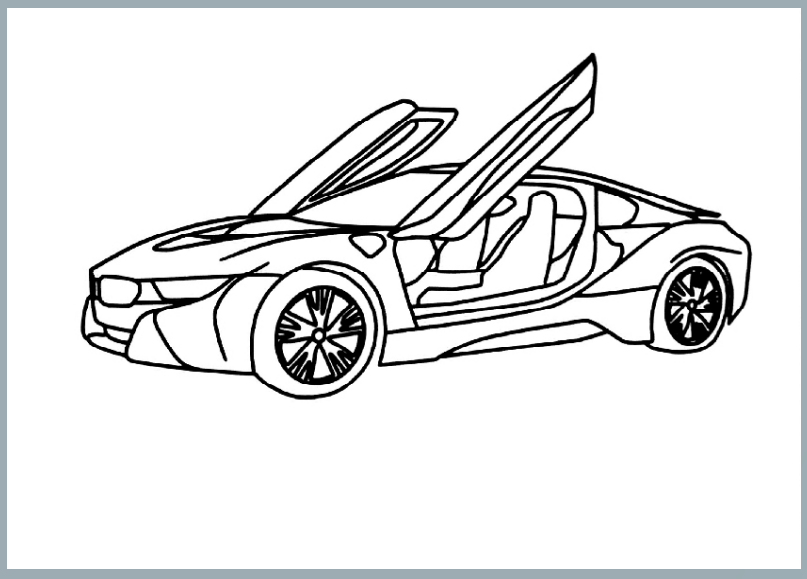
EVENTS CALENDAR

Check out our website for upcoming events and happenings organized by the CT Valley Chapter.

KIDS KOLORING KORNER

COURTESY OF NATE SARTWELL

Instructions: ***Print out a copy of the i8 below or open in your favorite program. Color it however you'd like. Take a picture of your finished work and send it to any of our Social Media Coordinators via e-mail, Facebook Messenger or Instagram Chat. We won't tell if it's really the "kids" coloring or not.***



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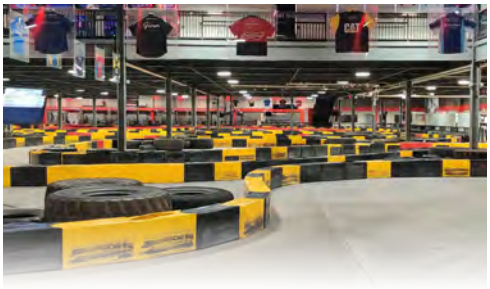
Our SMC e-mail address is:

CFoote@CTValley.org

CVC NORTHEAST WINTER KARTING TOUR 2023



BY DAVE MUCCIACCIARO

The Northeast Winter Karting Tour is a series created to keep ourselves revved up during the winter months when it is cold out and not much else was scheduled on our club's calendar. What originally started as an idea to find indoor activities got me thinking about the different ways the CVC could reach out to more of our members throughout the region. A lot of our events tend to be focused in the central and northwest areas of CT. So, I thought a great way to reach out to additional members would be to offer events that are more widely dispersed around CVC's geographical footprint.

In looking around the state, I selected from an array of top-tier karting facilities that would give people from a variety of areas in and around the state a chance to participate in an event that was closer to home. I've selected seven of these venues and scheduled the series to get us into late April, which hopefully will bring warmer weather to get outside for fun drives in our real vehicles. So far, with three of the events completed as this is written, they have been really well received by the hot shoes who have participated.

Most of the karts on this tour are electric, and actually very capable. The instant torque delivered by the electric motors provides a great feeling when exiting a tight turn. It may also help reduce the weight penalty faced by heavier drivers. And being all-electric, the facilities have the ultimate in control over the karts. If the drivers are getting a bit rowdy, hitting each other or the wall, the staff can wirelessly slow everyone down, or even stop the karts completely in the case of a crash. This level of control lends itself extremely well to maintaining a level playing field while respecting everyone's safety. On the flipside, if the drivers are consistently showing great control and driving in a well-mannered fashion, the staff can increase the power to each of the karts allowing them to go faster. Some karts even have a push-to-pass feature giving drivers a little extra speed. However, this is usually a privilege that is earned through self-control and skill.

Being that the majority of the "racing" we do is based on the fastest lap time, as opposed to finishing position at the end of the heat, it makes it easy, and wise, to let a faster driver by. This is, in fact, in the best interest of the slower driver. There have been plenty of times I've let a faster driver by me and tried to follow his/her line on the track, comparing it to mine. In doing so, I've learned where I am faster than them, but more importantly, where they are faster than me. The best way drivers advance is by learning from one another and, of course, more seat time. We're keeping score too, based on fastest laps by drivers at each venue. You needn't participate in every event to be eligible for fabulous prizes! Okay, perhaps a modest trophy at the conclusion of the series.

All the facilities we've attended have been very accommodating to our group. These events have been really fun and exciting, and I look forward to continuing the tour until the warmer weather graces us so that we can get outside again. If you have any questions about these events, or would like to attend one of them, please contact me at **dmucciacciaro@ctvalley.org**. I look forward to seeing you out on the track and maybe giving you a point-by! ■

1973–2023 Connecticut Valley Chapter 50 BMW CCA Presents...

Northeast Winter Karting Tour 2023

1/29/23 @ 12p - OnTrack Karting, Wallingford, CT

2/12/23 @ 11a - RPM Raceway, Stamford, CT

2/26/23 @ 10a - Supercharged Indoor Karting, Oakdale, CT

3/12/23 @ 12p - Monza @ Foxwoods, Ledyard, CT

3/26/23 @ 11a - R1 Indoor Karting, Lincoln, RI

4/8/23 @ 11a - Pioneer Valley Indoor Karting, West Hatfield, MA

4/23/23 @ 10a - Brass City Raceway, Waterbury, CT

CVC HOLIDAY CELEBRATION

BY PAUL FRICKENHAUS

There has been a long-standing CT Valley Chapter practice of holding a holiday party during the traditional holiday season between Thanksgiving and New Year's Eve. Over the years, it has taken on many forms and been held in many places. In 2022, the event was held at Hoffman BMW of Waterbury, not during the typical holiday time, but in May. In fact, that party had originally been planned for late 2021, but was postponed due to the on-going Covid surge at the time. As it turned out, it was actually a good time to hold the party away from the busy end of year period.

So the most recent holiday party was not scheduled as a second '22 event, but took place on January 28, 2023. Again outside the typical holiday season, but it proved when BMW CCA members come together, they always have a good time no matter the time of year! And, once again thanks to the hospitality of our friends at Hoffman, we convened there for some delicious pizzas, baked to order on-site by Brandon and Karen Gervickas' Disco Forno Brick Oven Pizza Truck. An assortment of beverages, both adult and otherwise was available to party goers as well. We also had a door prize drawing of gifts donated by Hoffman and from the CVC "Club Closet" so many of the fifty attendees went home with a little something beyond their full tummies and the enjoyment of meeting with friends old and new. And to that point, there were four past CVC Presidents on hand that evening; Scott Chamberlain, Lance Johnson, Jack Jones and Willy Wiley, joining the current office holder.

Thanks to Nate and Lindsay Sartwell for organizing the event along with support from several other board members, It was a most enjoyable way to kick off a year packed with events celebrating 50 years of the CT Valley Chapter! ■

BMW Of Waterbury

Disco Forno Brick Oven Pizza

CVC Events

GET YER MOTOR RUNNIN'!

2023 Driver's School

BY PATRICK J. DELANY, DRIVING EVENTS COORDINATOR

Whereas late summer marks the beginning of a new academic year, early spring is the beginning of the driving year. And this spring, despite the late snow, is no exception. That means now is the time to look at the course offerings for the year and set up your schedule. Whether you've never driven on a race track, or are a full blown track rat, we have a bunch of schools this year to help make the driving year more accessible and rewarding for all. The following is our catalog of events for 2023.

Course: Car Control Clinic

Course Description: This one-day school is open to all drivers, regardless of prior track driving experience, to provide students with the opportunity to learn and practice the same car control techniques used by drivers on a race track, just at lower speeds. The car control clinic also includes in-car instructors for coaching and technique advice. The day begins with an on-site check-in followed by a mandatory classroom session where safety and event procedures are reviewed before the chalk talk about the basics of car control techniques. Students are then divided into three groups, based on past driving experience, and introduced to their in-car instructors for the morning session. The Proving Grounds is divided into three (3) areas; Lower Autocross, Upper Autocross, and Wetted Skid Pad. Students, with their instructors, spend the morning rotating between the three (3) areas, performing drills at each location to ensure the widest range of learning experiences. At noon there is a one (1) hour break for lunch (pizza and a beverage is included) while the Proving Grounds are reconfigured for the afternoon session. For the afternoon session the groups are merged into one and students may choose/rotate between the full autocross area and the skid pad to continue working on car control skills. Students who exhibit technical competence are afforded the opportunity to drive without an in-car instructor during the afternoon. However, instructors remain available throughout the day for additional coaching and/or chalk talks, as may be requested by the student.

Requirements:

·A valid driver's license

·Be at least 18 years of age

·A valid BMW CCA membership through the date of the event

·A vehicle that is not a pick-up, cargo van, or minivan; SAV's and convertibles ***are*** allowed

Dates & Locations:

Friday, April 28, 2023 – 8:00 a.m. – 5:00 p.m.
FCP Euro Proving Grounds at Lime Rock Park
Lakeville, CT

Course: High Performance Driver Education (HPDE)

Course Description: This is a one-day school open to all drivers, regardless of prior track driving experience, to provide students with the opportunity to learn and practice high speed car control techniques used by drivers on a race track. IT IS NOT A RACING SCHOOL and racing techniques are NOT taught. The HPDE includes multiple classroom and track driving sessions with in-car instructors for coaching and technique advice. The day begins with a mandatory technical inspection of the vehicle followed by an on-site check-in. After check-in there is a mandatory safety meeting for all drivers before the classroom sessions begin. The remainder of the day students alternate between track, classroom, and free time. Classroom attendance is mandatory for all students throughout the day.

An in-car instructor is mandatory for all students in the beginner and novice run groups, as well as for intermediate and advanced students which have not been approved by the Chief Driving Instructor to drive solo. The in-car instructor provides coaching and advice to the student during track exercises and a summary review at the end of each track session, usually in the paddock. Following the school, the in-car instructor also provides the student with a complete written review (online report card) to aid the student with skills advancement and to help the student establish goals for their next school.

During the day the Lime Rock Café is open and offers a range of beverages and food for sale. At 5:00 p.m., when the track goes cold, there is a social hour under the Tower which is free to all event attendees. Students and instructors may enjoy a variety of pizzas and beverages (some, of the adult nature) while talking with friends and sharing stories about the day.

Requirements:

·A valid driver's license

·Be at least 18 years of age

·A valid BMW CCA membership through the date of the event

·A vehicle that is not a pick-up, cargo van, or minivan. Note: convertibles (soft top, partial roof removal, retracting hard top, and removable hard top) are limited to those which comply with BMW CCA's most current Driving Events Manual

·Pre-event technical inspection of the vehicle by an entity which is technically competent to perform the inspection and complete the Technical Inspection Form

·A helmet with a 2015 or 2020 SNELL EA, SA, or M rating. Note: CVC offers the free use of a loaner helmet to first time HPDE students – students must request this option in advance of the event.

·Long pants and long sleeve shirt while driving on track

Dates & Locations:

Saturday, April 29, 2023 – 7:00 a.m. – 5:00 p.m. • Race Course at Lime Rock Park • Lakeville, CT Note: The CVC and Patroon BMW CCA chapters have joint ventured for this school to rent he track for the full day and has the track for the entire day, no sharing with other groups

Friday, July 14, 2023 – 7:00 a.m. – 5:00 p.m. • Race Course at Lime Rock Park • Lakeville, CT Note: CVC run event, traditional schedule, first session 10:00 a.m. start, alternating hours on track

Friday, October 20, 2023 – 7:00 a.m. – 5:00 p.m. • Race Course at Lime Rock Park • Lakeville, CT Note: CVC run event, traditional schedule, first session 10:00 a.m. start, alternating hours on track

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Course: BMW CCA 2023 O'Fest Forever High Performance Driver Education (HPDE)

Course Description: The event is being planned by BMW CCA with CVC assistance for the HPDE. Details are still being developed and will be published once finalized. However, we do know this is a one-day school open to all drivers, regardless of prior track driving experience, to provide students with the opportunity to learn and practice high speed car control techniques used by drivers on a race track. IT IS NOT A RACING SCHOOL and racing techniques are NOT taught. The HPDE includes multiple classroom and track driving sessions with in-car instructors for coaching and technique advice.

Requirements:

·A valid driver's license

·Be at least 18 years of age

·A valid BMW CCA membership through the date of the event

·A vehicle that is not a pick-up, cargo van, or minivan. Note: convertibles (soft top, partial roof removal, retracting hardtop, and removable hardtop) are limited to those which comply with BMW CCA's most current Driving Events Manual

·Pre-event technical inspection of the vehicle by an entity which is technically competent to perform the inspection and complete the Technical Inspection Form

·A helmet with a 2015 or 2020 SNELL EA, SA, or M rating. Note: CVC offers the free use of a loaner helmet to first time HPDE students – students must request this option in advance of the event.

·Long pants and long sleeve shirt while driving on track

Dates & Locations:

Friday, September 29, 2023 – 7:00 a.m. – 5:00 p.m. • Full Road Course at Thompson Speedway Motor Park • Thompson, CT

Didn't see a date and event combination that didn't work for you? Don't sweat it, not only are you a CVC member, you're also a member of BMW CCA which means you are also eligible to participate in any event offered by any BMW CCA chapter in the country. Here in the northeast, the Patroon Chapter from Albany as well as the Boston Chapter also offer driving schools similar to CVC's. So, if you can't make it ours, or want to attend more schools, you may browse their school offerings at the same website CVC uses for registration, here are the links:

A very special thanks to our 2023 Drivers' Schools sponsors, **Munich Motorsports** in East Windsor, CT, and **BimmerWorld**, online. Please check out the services and products they offer and help support those who support us! ■

See you at the track!

Stay updated on current events at our website! Click here.

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STORY BY WILLY WILEY
PHOTOS BY WILLY WILEY AND JERRI WILEY

John Clement Studebaker

Though jerri and I are proud owners of a BMW 2002, these days a great deal of our motoring adventures take place in the tow vehicle of our travel trailer. During a recent trip out west, we discovered the story of a famed American automaker that, like BMW, had its origins in Germany with an entirely different product line. BMW, before producing automobiles, began as a manufacturer of pre-WW1 aircraft engines, motorcycle engines, farm equipment, household items and railway equipment. Likewise, the founders of this eventual automaker started out producing cutlery!

When we began our westward trek, little did we know there would be a thousand-mile separation between locations to complete this story. It is an interesting one about a German family that immigrated to America in the early 18th century in search of economic, religious and political freedoms. It involved planning a lengthy side trip to acquire craftsman skills which, along with ingenuity and innovation, set them on a path toward prosperity. Still having a problem coming up with the name? Well, it was the Studtenbacker family, whose name later morphed into the name we are familiar with as Studebaker.

We first learned about this remarkable story while listening to Jerry Lucas, a retired Park Ranger, giving a talk at the **Scotts Bluff National Monument** in Nebraska. His talk, "Wagons to Wagons: The Studebaker Story", was about the family, their history and the wagons used during the western migrations and beyond. The talk was designed to add more background to the wagons on display at the Monument which is on the Oregon Trail. I must thank Mr. Lucas who was kind enough to provide me with a copy of his talk and research resources list.

The Studenbaker's immigration history has its start in the Germany city of Solligen. It was from there that the family of cutlery makers moved to Hagen around 1730 to fulfill their Cutlery Guilds' required five years of working at another trade before being allowed to immigrate to America. They then made their way via Rotterdam to Philadelphia. After their arrival in America on September 1, 1736, they signed an Oath of Allegiance to England and the Penn government.

In the early 1800's, John Clement Studebaker started a blacksmith shop near Gettysburg, Pennsylvania where the family started to build wagons. Partially because of financial reasons, some of the family moved westward to Ashland, Ohio in 1836. Later more of the family moved westward to South Bend, Indiana where their

Conestoga wagon with six oxen file

Hand cart with Studebaker next in line file

Studebaker wagon

1857 Phaeton

1857 Phaeton

Studebaker Collection

Studebaker Avanti

business would eventually flourish.

There are a number of reasons for their success. First, the westward settlement of America was opening up and they found a ready market for the wagons they produced. Another reason could be their ability to be innovative, like when they invented a kiln to swiftly dry green timber to meet a production demand. Perhaps it could have been their patented slope shouldered spoke for farm and other heavy wagons. Their work ethic "Always give more than you promise" may be the most important reason. They were so successful that about half of the wagons produced for the westward migration were Studebakers.

Studebaker made a number of different types of wagons. Contrary to the idea of the Conestoga wagon - the name derived from its origins in the Conestoga Creek region of Lancaster County, Pennsylvania - being the most common transporter used on the trail is the fact that many of them were hand pulled carts or smaller farm wagons. The smaller wagons and carts were lighter and cheaper while the Conestoga wagons were heavier and would require up to six horses or oxen to haul them.

The Studebaker on display below has a flat body and lower sides than the Conestoga wagon. Think of the Conestoga as a semi-truck while the smaller and lighter Studebaker as a pick-up. Neither of these wagons had seats, as you were expected to walk alongside them to save space for the cargo that you needed to have with you upon arrival at your destination.

As a result of the talk at Scotts Bluff we wanted to see and learn more about the Studebaker Company, their wagons and cars. So, on our return trip back East we decided to make a side trip to visit the **Studebaker National Museum** in South Bend, Indiana.

The visit to the museum was an educational one which fleshed out a lot about the company. We saw a number of wagons on display of all types. In total, Studebaker made over fifty buggy models over the years. There were Surreys as well, kind of a two-seat buggy. Park Phaetons were very similar to Surreys, just a bit nicer. Then there were Victorias, Broughams, Coaches, a wide variety of panel wagons, several varieties of slightly smaller than regular wagons with a heavy duty sprung suspension, any number of two wheeled carts and even hearses!

The wagons and motorized vehicles on display went from horse drawn to electric, and eventually to the gasoline-powered cars we are most familiar with. The company's auto making demise at the end of '60s was perhaps because of poorly engineered body panels which were rust prone. Another reason may have been that they misjudged the demand for four-door sedans when customers were looking for more stylish coupes. Studebaker eventually was acquired by Cooper Industries and there are talks of electric cars using the Studebaker name being made in the future.

In closing we would recommend a visit to the museum as a worthwhile way to spend a day in South Bend. ■

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Created by Kayla Hushin

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