BMW Car Club of America Connecticut Valley

DZ is *Die Zeitung*, the newsletter of the Connecticut Valley Chapter of the BMW Car Club of America.

DZ

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TIME TO SHINE!

INSIDE

MIAMI GP
THE VINTAGE
HOUSATONIC BOAT CLUB
BMW CCA DAYS
AND MORE!

Cover Photo By: Steve Klucik
Inset Photo By: Dave Mucciacciaro

DZ

Photo By Dave Mucciacciaro Vol 51 No 2

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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 an ACTIVE part of it!

PRESIDENT'S COLUMN

Ah, summer is here!

Pothole season is in the rearview mirror and random merges and slaloms are popping up all over the place thanks to our friends from Public Works and the DOT. But now it's cleaning, waxing and driving season so let's get on out there and enjoy our Bimmers! Throughout the Connecticut River Valley and the environs to the east and west through Connecticut, Massachusetts and Rhode Island we are blessed with so many places to go, a wealth of things to do and more than our fair share of lovely highways and byways to choose from to get there. Living between the large population centers of Boston and New York means we sometimes have to share the roads with those just passing through, but being the natives we are, we have the local knowledge of the roads less travelled by the Waze-guided masses and those are ours to enjoy.

This year, as we continue the celebration of our Chapter's 50th anniversary, there are many Club-related activities for you to enjoy. Keep an eye on the **CVC Calendar** to see the ever-growing number and variety of events both large and small. Come join us for the ones that interest you and, as always, let us know of things that interest you so together we can organize an event to share what brings you joy with others who will likely enjoy it too.

In this edition of DZ, you'll read about fun places some of your chapter members have been to and experienced firsthand. You'll also find opportunities to experience some yourselves. Make plans to join us at the BMW CCA Days for the IMSA races at Lime Rock for instance and for our first post-pandemic annual dinner meeting at LaNotte in East Windsor in November – we'll let you know when registration opens for that one.

I'm hoping to see you someplace soon and I am sure to be enjoying the drive to get there!

—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.

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 from 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**.

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

REMINDER

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 BOARD MEMBERS

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BMW Car Club
of America
Connecticut Valley

WELCOME NEW MEMBERS

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Jeffrey Bennett
Heidi Bergan-Nilsson
James Berner
Bryan Blair
Michael Ciafone
Julio DeLoureiro
Salvatore DiPillo
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Alan Pickel
Elizabeth Pickel
Anthony Portal
Carl Potenza
Supraj Prakash
Philip Presti
Diane Putek
Glenn Putek
Charles Roman
Michael Russo
Evelyn Sematakska
Lauren Sematakska
Rueben Shawver
Peter Sugerman
Gavin Tyghter
Lisa Vaughn
Nicholas Zanette
Louis Zanette III

A VISIT TO AUTO-BON *Simsbury, CT*

BY PAUL FRICKENHAUS PHOTOS BY RAINEY BLANCHETTE

On May 20th, Rai Blanchette, his family, and crew welcomed CVC members to an open house at his impressive facility in Simsbury, CT. After sharing the history of **Auto-Bon** and a tour of the spotless facilities, there was a live demonstration of tire mounting and balancing with state-of-the-art equipment. Rai and his team were available to answer everyone's technical questions about anything and everything automotive. Rai has an encyclopedic mind for the intricacies of the workings of cars both new and old which made for an engaging conversation of mechanical trivia in which he knew all the answers! Guests were treated to a light breakfast followed by a lunch ensuring everyone's tummies, as well as their minds, were satisfied! Our thanks to the Auto-Bon team for being the perfect hosts! ■

BMW CCA DAYS *LRP FCP Euro Northeast Grand Prix Presented by Liqui Moly*

HOSTED BY BOB AND SHEILA MORIN

Once again, this year, the Connecticut Valley Chapter is pleased to offer BMW CCA Days for the IMSA Northeast Grand Prix at Lime Rock Park, July 21 & 22. Through the generosity of our sponsors, BMW of North America, and New Country BMW of Hartford, as well as Connecticut Valley Chapter of BMW CCA, we are able to provide corral parking and a hospitality tent, for either or both days. Ticket packages include your race ticket, a VIP boxed lunch, carbonated beverages and a voucher for a glass of beer or wine, with a cash bar available for purchasing additional alcoholic drinks. Besides offering guests an uncrowded vantage point overlooking the track, the chalet tent is equipped with TV monitors offering direct feeds from multiple stationary and in-car cameras. A drawing for door prizes will be held each day.

There will be plenty of BMWs involved in the racing action this year. The Michelin Pilot Challenge will feature the M4 GT4s of Turner Motorsports two car effort as well as the expected entry from Stephan Cameron Racing. The IMSA WeatherTech SportsCar Championship will also include a two car M4 GT3 effort from Turner Motorsports and a single entry from Paul Miller Racing. And new for this year is the VP Racing SportsCar Challenge that will feature Bronze-rated drivers in GT4 M4s in the GSX Class, racing alongside LMP3 prototypes. ■

Tickets and more info here.

HPDE RETURNS FOR THE SEASON!

BY PAUL FRICKENHAUS PHOTOS BY STEVE KLUCIK

On Saturday, April 29, we kicked off the HPDE season at Lime Rock Park with a full day - joint venture event with Patroon & NYC. The day started ominously damp and dreary, pouring buckets during tech inspection. The weather was not looking very promising, but it thankfully abated just before the track went hot and it never actually rained during the on-track sessions.

Even though this was a three-chapter joint venture, the event was not sold out, perhaps because of the dire forecast. But, it being a day where our group had exclusive use of the track- no sharing with the LRP Drivers Club or other groups – there was plenty of track time for everyone. So much so in fact, there were several tanks running dry towards the end of the day.

But the season has just begun. Mark your calendars for these upcoming events:

- **July 14th at Lime Rock Park**
- **September 29th at Thompson Speedway Motorsports Park as part of O'Fest**
- **October 20th at Lime Rock Park**

You can register via this **link**, (except for Thompson where registration has not yet opened). ■

TALKING TIRES...

And the Tires Go Round and Round

BY DAVE ORTOLI

In the last issue, I described the long and difficult journey that a tire takes to obtain approval from BMW to be fitted to your new vehicle. This time, I would like to focus on the life of tires after you take the vehicle home from the dealer. The areas we will look at include some discussion of different Tire Types as well as Original Equipment (OE) versus replacement tires. We'll also look at trouble issues.

Tire Types

Back in the old days ('50's – 60's) there were generally two types of tires – mostly straight ribbed "summer" tires and blocky tread "winter" tires, also known as "mud and snow." The '70's and '80's saw the introduction of a new type, the "All-Season", which was designed to work sufficiently well in dry, wet and light snow conditions. The summer tires offered higher performance in terms of braking, cornering, etc., while the winter tires provided much better capability on both snow and ice covered surfaces, with the added bonus of being substantially quieter. The All-Season tire became a versatile compromise performer in all areas throughout the whole year.

Since then, there has been a huge explosion in the different categories, such as Ultra High Performance, High Performance All Season, and Studless Winter to name a few. In fact, Tire Rack's website lists 14 categories for passenger tires, and 11 categories for Light Truck/SUV tires. There are two key points to remember about summer and winter tires. First, the tread on summer tires becomes steadily harder and therefore loses grip as the temperature starts dropping from around 45 degrees. Thus, on a cold, dry day, you may have an unpleasant surprise when taking your favorite curving entrance ramp! The second point goes the other way – running your winter tires in temps above 45 degrees will wear them out very quickly.

Since about 2005, the Run-Flat tire started to be fitted to BMW's. With a standard tire, the weight of the car is carried by the air inside the tire (another reason to keep your tires properly inflated). With a Run-Flat tire, the sidewall is constructed with different materials and is thicker so that the tire structure can carry that same weight with zero air pressure, while maintaining suitable driving performance for at least 50 miles. Early Run-Flat tires were known for being overly stiff and causing a harsh ride, but they have been greatly improved over the years to the point of being indistinguishable from a non-Run-Flat for the typical customer.

OE versus Replacement Tires

So your nice OE tires have worn out, usually the rears first unless you have been rotating the tires - something that BMW always strongly opposed, but now allows. What should they be replaced with? If you remember from the previous story, the OE tire had to meet a long list of BMW specified objectives to make its contribution to the desired ride and handling levels - the importance of the tire being as high as any other suspension part. Any tire other than the two or three brands that BMW typically specifies for each model will most likely affect one or more aspects of the vehicle's performance – dry or wet grip, comfort, noise, etc. This is because a tire that has been developed generically may not reach all of the specified BMW performance levels. Unfortunately, a negative change in performance may only show up in a critical situation, such as a panic stop or an emergency avoidance maneuver.

If you do decide to look for tires other than the BMW approved models, keep these things in mind:

•· Make sure that the Load Index and Speed Rating (the number and letter at the end of the tire size, like 104V) are equal or greater than the values on the OE tire.

• Be cautious about using OE tires approved for other fitments, as designated by the manufacturer's symbol equivalent to the for BMW. A Mercedes Benz is a fine German automobile, but the vehicle characteristics are different from a BMW, and MB's objectives for that vehicle could have different weights and priorities.

• Talk to a knowledgeable tire dealer about the trade-offs you want to make – longer tread life, better wet traction, less noise, etc. On-line research can give you a lot of (sometimes conflicting) information, but read reviews with some amount of skepticism.

• Never mix different tire lines from the same manufacturer, or even worse, from different manufacturers. You could end up with severe handling issues because of different capabilities for the different tires. Think of it as if you were trying to run with a sneaker on one foot and a sandal on the other! This also applies to mixing non-Run-Flats and Run-flats, due to the difference in sidewall stiffness. Remember that the tire is a suspension component, and changing its characteristics could affect other components' operation.

Trouble Issues

Tire Pressure: A critical item that affects almost every aspect of tire performance. Use the sticker located on the driver's door jamb to find the proper cold tire inflation pressure, or check the owner's manual for optional sizes and pressures. The values specified by BMW are a result of evaluation and compromise that give the best overall results. Don't wait for the dashboard warning light to illuminate, at that point your tires could be 20% under inflated and may have been damaged, especially a non-Run-Flat. Check the tires with an accurate gauge once they have sat for two hours or so after being driven. In the winter months, if checking tires in a garage that is warmer than outside, add 1 psi for every 10-degree temperature difference.

Alignment: Have your dealer, or a knowledgeable independent shop check your car's alignment periodically, and always when you have new tires installed. Do this before you start noticing funny wear patterns on your tires or an increase in noise level. Misalignment can also cause handling, noise and tire life issues.

Impacts: You approach your car and see a bubble on the sidewall of your tire and wonder where it came from. It is very similar to when you pinch your finger and end up with a blood blister. At some point the tire had been impacted - an obvious situation like hitting a pothole or a less obvious one like a railroad track crossing or even hitting a curb when parallel parking. You think "I don't remember hitting anything", but it could have occurred a day, a week or a month before. The tire will eventually rupture, usually at the worst possible time, so don't wait to get it replaced. The tire ended up getting pinched between the rim and the road or object. As the sidewall becomes shorter (lower aspect ratio tires like 45 or 40), the tire becomes more susceptible to damage.

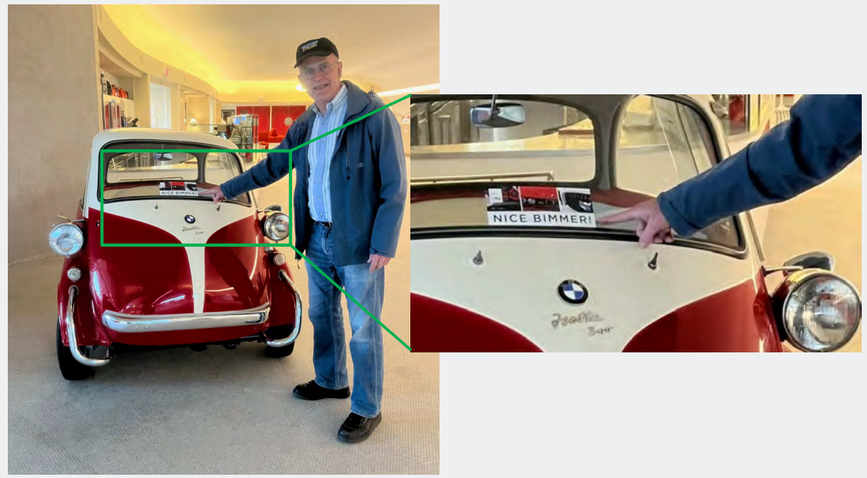
In summary, it is wise to remain mindful not only of the type of tire best suited to your car, but also of how, when and where you drive it. And it is as important to monitor the condition of your tires as it is your own well-being. After all, the health of your tires can have a direct impact on your health! ■

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

NICE BIMMER!

Upon arrival at the TWA hotel at JFK, look what CVC Board Member, John Bate, found! An Isetta 300. It, along with some other "period" cars like a Fiat Jolly, a Lincoln Continental convertible, and a VW bus were on display there. John took the opportunity to "grace" the mini-Bimmer with one of the Nice Bimmer cards that include an invitation to BMW owners to join BMW CCA. Good job, John, considering there were no windshield wipers available to hold the card on!

If you'd like to help spread the news about our Club, you can get some FREE 'NICE BIMMER!' cards to tag BMWs you encounter in your travels. Order referral cards in sets of 25 through the BMW CCA store. Simply search 'nice bimmer' and press enter.



O'FEST ∞ FOREVER 2023

Warwick, RI

STORY BY BOB MORIN

FORT ADAMS, NEWPORT, RI

Have we got a great opportunity for you! O'fest ∞ Forever in 2023 will be the closest O'fest for our Chapter members geographically since Pittsburgh in 2018, when the event finally returns to New England Wednesday, September 27th through Saturday, September 30th.

This year is the 50th Anniversary of the Connecticut Valley Chapter and it will also be the fifth time that our Chapter will be involved in running an O'fest. Thanks to Pat Delany, Michael Menatian and our amazing team of HPDE volunteers, our Chapter will be organizing the Driver's School for this year's event. This is the first HPDE event at an O'fest since that same Pittsburgh O'fest in 2018 and the first time our Chapter will be hosting a school at Thompson Speedway Motorsports Park. If you are a track junkie or new to Driver's Schools, this is a chance to add Thompson to your resumé. Additionally, Sheila and I have signed on to write the Fun Rally and a tour.

There will also be an Autocross, organized by the Boston Chapter, a Car Control Clinic, several tours and lots of social activities, so the days will be packed with things to do, places to see, and people to meet!

There are some at the National level that feel like O'fest has seen better days and perhaps this annual event should be discontinued. As someone that has been to 35 of these events, I for one am hoping that is not the case. Sheila and I have made so many life-long friends whom we would never even have met without these events that we would hate to see them come to an end. But, we need to have a great turnout at this event to prove there is still a demand for such an activity.

Registration for the event opened May 30th and in less than 24 hours, more than 100 people have registered. That's very encouraging. I've heard all of the excuses why you can't attend, so I doubt you could come up with something new. This may be your last chance to see what it's like to attend an O'fest, and certainly the shortest drive to attend for a long while. I urge you to consider registering for the event. You won't regret it. You should have received the e-mail opening registration, but if you missed it, here is the link:

There are two options: the full "week" (Wednesday - Saturday), or the "weekend" (Friday/Saturday only). The dates were chosen to coincide with the **Audrain Newport Concours and Motor Week**, so an additional benefit to registering is the opportunity to see all the amazing cars that will be attending that event.

Let's have some great support for this event from the Connecticut Valley Chapter. ■

We'll be there, how about you?

AUDRAIN MUSEUM, NEWPORT, RI

CHECK OUT THE SEASON'S PHOTOS HERE!

CVC WINTER KARTING TOUR

A WRAP UP

ORGANIZED AND WRITTEN BY DAVE MUCCIACCIARO

From January through April, the CT Valley Chapter organized a Northeast Winter Karting Tour to scratch the itch for those of us feeling the need for speed during the cold, winter months. This year, the CT Valley Chapter visited seven different locations in and around CT, RI and MA. Although a few of these venues were running with gas-powered karts, the majority of the facilities offered electric ones.

For those who participated, we've been keeping score. The CVC has decided to award trophies for the top 3 racers over the span of this tour. The ranking system is based on the number of points earned. For each heat raced, the individual would get the number of points based on the number of participants in that heat and the position the person placed. For example, if there were 10 people racing in our group, the first-place finisher based on fastest lap time would get 10 points, second place would get 9 points, third place would get 8, and so on. This system encourages participation, and obviously a consistently fast lap time. We calculated this for each heat for each venue visited. The exception to this rule was at Monza. A few of the experienced racers were inadvertently placed into a faster kart by the venue, thus giving them an unfair advantage. Instead of disqualifying only those racers, we simply eliminated this track from our ranking system completely.

The Podium:

- **3rd place** with 85 points, Mr. Reuben Shawver aka "SHAWVER5".
- **2nd place** with 89 points, Mr. Lance Johnson aka "123 1ST"
- **1st place** with 123 points, Mr. Dave Mucciacciaro aka "ALPINECI"

I had a wonderful time organizing and participating in these events. It was great to interact with club members that I've never met before. It was also really refreshing getting to drive with "drivers" who were courteous and understood proper racing etiquette. The staff at each of the venues we visited were all friendly, helpful, and accommodating to our club. The race marshals were all top-notch and were focused on making our experience what it was, GREAT! I look forward to seeing new and familiar faces next year when I plan to do this again. ■

If you had a great experience at any one of the tracks or have a great photo that you'd like to share, shoot me an email at: **dmucciacciaro@ctvalley.org**

F1 RETURNS TO THE SUNSHINE STATE

STORY and PHOTOS BY FOAD RAZAVI

Lights! Camera! Action!

That was the theme for the Miami F1 GP. From the moment you arrived, you felt as though you were in Hollywood. This being my *13th* F1 event, I can say this didn't exactly make my favorites list, but they sure know how to put on a show. There are two kinds of F1 fans these days- the ones who are diehard race fans, and the ones who mostly enjoy all the glitz & glamour that comes with the races. I personally like a little bit of both, but will always lean more towards the actual race rather than the showy side of things.

Miami was filled with celebrities from the music, acting, and sports world who were littered across the venue. There were top name DJs, beach parties, and yacht parking. This gave the weekend a feeling that more focused on 'who's who' rather than the race itself. This was not a negative in any way, but it honestly felt a bit hollow for a true F1 fan. We were in Miami, so could you expect anything else?

I had the pleasure of bringing along a few friends for this race, and it was the first time at an F1 event for each of them. If it wasn't for the slight cloud overcast to cut down on the sun, I am not sure how long they would have made it in the heat that was present that day. There was an intermittent breeze that helped cool things a bit, but it was HOT. As a true race fan, you stick it out no matter what weather conditions are thrown at you, but the heat was tough for a lot of people.

Once the showy spectacle came to an end, the green flag was waved, and the true reason why we all came was front and center. Qualifying had all the action, but the race itself was incredibly clean. There was little drama, and thus a relatively uneventful race for the drivers and spectators. The drivers quickly found their groove and pretty much stayed in comfort mode throughout the race. After having qualifying in 9th position on the grid, Max Verstappen worked his way forward to take the win, which is impressive in itself.

When the checkered flag was waved for the racers it was as if a green flag was waved for almost 300,000 people who were on the move to leave. A truly amazing aspect of this event was the logistics. From the full supply of (air conditioned) coach buses for pick-up and drop-off to the venue allowing people into Hard Rock Stadium to watch the event, and most importantly an abundance of clean restrooms. That itself deserves a round of applause. There were plenty of event staff on hand to answer questions or give directions. There were multiple covered bridges and clear pathways, which made navigating the huge venue extremely efficient. Miami deserves an A+ in those categories, and never once did we feel like we were surrounded by close to 300,000 people. It was a good race and a fantastic show. Quite the experience! ■

BMW MOTORCYCLES

100 Years of Innovation

STORY BY BOB MORIN

2023 is the 100th Anniversary of BMW Motorrad. To celebrate this milestone, The Ultimate Driving Museum, the BMW CCA Foundation's Museum in Greer, SC, decided to make this year's exhibit a celebration of the 100 years of innovation of BMW motorcycles. As such, the current exhibit, which opened on May 19th with The Vintage Open House event in conjunction with The Vintage weekend in Hot Springs, NC (see article elsewhere in this issue covering that event) offers guests the opportunity to see BMW motorcycles that span the entire 100 years. Included in the collection with more than 50 vehicles on display is an example of BMW's first motorcycle offering, a 1923 R 32 all the way up to the latest 2023 Beemer. Additionally, as part of the display there are five BMW motorcycle-powered cars: an Isetta, Isetta 600, BMW 700, a Formula BMW race car and perhaps the most unique, a BMW Farmobil on loan to the exhibit from our own Connecticut Valley Chapter members, jerri & Willy Wiley.

An introductory video of the exhibit can be seen here:

YouTube

And if you'd like to hear a 1923 R 32 running, check out this Instagram link:

Instagram

Finally, there is a wonderful book again authored for this exhibit by Jackie Jouret available **here**.

BMW Motorcycles: 100 Years of Innovation is currently open and runs through January 20, 2024. Check out the Ultimate Driving Museum for more information or Museum hours of operation.

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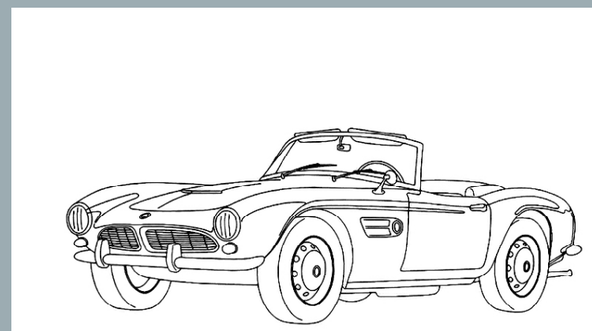
EVENTS CALENDAR

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 BMW 507 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.***



Our "handle" is: @ctvalleybmwcca
Our SMC e-mail address is:

CFoote@CTValley.org

Odometer Gears bring this 6 series "art car" every year. Those rear appendages are actually speakers entertaining the crowd with tunes all day long

THE VINTAGE

Hot Springs, NC

BY BOB MORIN

For the 19th year, Scott Sturdy has organized one of the premier vintage BMW events that enthusiasts of older BMWs could possibly attend. Starting in 2004, Vintage at the Vineyards, as it was called back then, was held at Westbend Vineyards in Lewisville, NC.

With fifty-five cars on display that first year it was a respectable start, but as interest grew so did the number of cars, prompting the need for ever-larger venues. In 2009 it was held at Shelton Vineyards in Dobson, NC. Then in 2011, the event again moved to Historic Old Salem in downtown Winston-Salem, NC. That prompted a name change to simply, "The Vintage." By 2013, Westbend Vineyards had acquired more property and it was decided to return there for the 10th Anniversary, the event went back to its roots (no pun intended). In 2014 and 2015 it returned to Old Salem, but by then, even that venue was clearly becoming too small when attendance hit approximately 325 vintage BMWs. So, beginning in 2016, the event moved to Hot Springs, NC where it has been held ever since.

This year, with more than 450 vintage BMWs on hand, there was plenty to see and do - meandering amongst the cars, meeting their owners and enjoying time with fellow BMW enthusiasts. And if you got tired of looking at cars, there were plenty of vendors worth visiting too. There was also the chance of locating that missing part to complete a project car you had left at home so you might be able to bring that car next year for the 20th Anniversary event!

The Vintage is held the weekend before Memorial Day weekend each year, so next year's event is expected to be May 16 - 18, 2024. Attendees come from all over the U.S. to participate. ■

Hope to see you there as well!

The Foundation Booth always has some eye candy

BMW never made that E46 M3 wagon you wanted? No problem, make your own

The vanity plate sounds about right

BRING MORE WAX

BMW CCA Connecticut Valley Chapter's Annual Show & Shine

STORY BY PAUL FRICKENHAUS PHOTOS BY DAVE MUCCIACCIARO

On Saturday, April 15, thirty-nine avid and proud car owners convened with their 'toys for big boys' (and girls) at ***The Paddock Classic Car Restorations*** in New Britain. It was a lovely spring day to roll out some automotive eye candy and get reacquainted with old friends and make some new ones. Once again, Mike Donnelly and his talented team opened their doors to us for an inside look at the fine work they do on cherished cars of all makes and models – giving them the loving care they need, tailored to their owners' wishes.

Of course the Show & Shine is a friendly competition with attendees being the judges of best in class. Here are the winning cars and their owners:

- **Best in Show as well as the '70s and Earlier group – Tom Drexler's immaculately restored 1975 E3 3.0Si in striking Inka orange**
- **'80s and 90's Group – Rich Carlo's all original 1987 E30 325i cabriolet**
- **'00s and Beyond Group - Steve Suto's gleaming 2004 E46 M3**
- **Modified/Tuned BMW – Scott Simchuck's imposing 2020 F87 M2CS**
- **Non-BMW – Franke Arute's 1987 Porsche Carrera convertible**

As usual, Roger Chartier provided a Details Best gift certificate for the door prize drawing which was won by Colby Norden.

Awards and prizes aside, everyone in attendance was a winner having enjoyed a lovely spring day with friends and their cars in a perfect setting. ■

UPDATE FROM DOWN UNDER

BY BOB MAHER

I am originally from Australia, and I was recently back home visiting family. While there I spent a little time observing the changes in the automotive retail and racing worlds. There have been a lot of changes in the last 5 years with the general traffic on the roads looking quite different. For those who are concerned with gas prices in the US think about north of US$6.50 a gallon in Australia. This alone has driven much of the change.

The biggest change has been the demise of the home-grown Holden brand which General Motors shut down in December 2020. This along with Ford closing their Australian manufacturing plants has resulted in Australia now being dominated by imported cars with GM (selling under the Chevrolet brand) and Ford both focusing on trucks and SUVs leaving the sedan market to the Japanese, Korean and more recently Chinese brands. With the end of Australian manufacturing came the demise of the 'Ute' which has been an icon of the Australian auto environment since the 1950's.

To fill the Ute void GM imports the Colorado and Silverado and likewise Ford is now selling the Ranger and F150. RAM is also importing trucks into Australia as are the Japanese and Korean manufacturers. To stay in the performance car market right-hand drive versions of the Ford Mustang and GM's Corvette have started to be imported.

An unintended consequence of the closing of Holden is anything that has a Holden badge on it has now become collectable and the value of used Holdens has skyrocketed - as has the cost of parts to keep them running. This is especially true for the iconic performance models created specifically for race homologation which now bring prices no one could have dreamed of a few years ago. And the smart people who bought them new and put them on blocks in the back shed are now laughing all the way to the bank.

From a technology point of view Australia has gone down the path of diesel rather than electric with almost all manufactures offering clean diesel versions on their popular models. This includes BMW who has many more diesel variants than we see here in the US. More on BMW later. Electric is starting to see some popularity in the bigger cities such as Sydney, Melbourne, and Brisbane where some charging infrastructure is beginning to be established however once you get out of the cities there are almost no public charging facilities available. And with the vastness of the country and large distances between towns it will be a long time before electric becomes a viable option for people living away from the coastal areas.

Hybrid is another story and seems to be really gaining popularity. The option of electric for short trips to the store and gas for the long runs out of the city is the way that most people who want to do their bit for the environment and save on gas usage are going. All manufactures now have a several hybrid models available with the Japanese and Korean companies leading the way. I rented a Toyota Camry hybrid for three weeks and it used just a quarter of a tank of gas. Definitely a great option and I think hybrid will dominant the electric market in Australia until the range of the full electric vehicles become substantially longer.

Now let's talk BMW. Most of the models we see here in America are available in Australia with almost all having an option for a diesel or turbo-diesel version. There are some nice variants of the smaller series cars that we do not see here in the US. I had the opportunity to take a very nice M135xDrive 4 door hatchback for a spin. Very fun car to drive with lots of power and great handling. All I could think of when driving it was what fun it would be around Lime Rock.

Interesting, BMW is offering many more electric versions in Australia than we see here in the US. There are electric X1 and X3 models and a plug-in hybrid variant of the X3, which I imagine would all sell well here in the US. They also have the M3 Competition Touring available which, according to the dealer I spoke to, has more pre-orders than the Australia allocation.

All the M cars that we see here are available, however they are expensive with a stock M3 starting at AUD$174,000 (US$117,000) and the M3 Competition Touring almost AUD$200,000 (US$134,000). And just for fun I priced a Z4 which came in at AUD$155,000 (US$104,000) without options and taxes. I would say that BMW is doing well in Australia and those in Australia must be doing well to afford them!

The motor racing scene has matured a lot with F1 becoming much more popular since Mark Webber, Danny Ricciardo and now Oscar Piastri have been on the grid. IMSA style sports car racing has also increased in popularity. None of this has taken away from the home grown V8 Supercar category which is still the dominant competition category in Australia.

Until recently the V8 Supercar touring car category was based solely on the locally manufactured Holden vs. Ford rivalry, culminating each year with the 1000km race at Mt Panorama in Bathurst (a town 120 miles west of Sydney). In 2023 the V8 Supercar category switched to a new platform creating a new, and somewhat fabricated, rivalry between Chevy and Ford. Chevrolet is running the Camaro, which ironically is not sold in Australia, and Ford the Mustang.

It is still early days for the revamped category however the racing has been close and race attendance has been good.

The introduction of Sports Car endurance racing has become very popular where you see the same cars that run in our IMSA categories here in the US racing in a 12-hour endurance race at the same Mt Panorama circuit as the V8 Supercars. Unlike most endurance races the Bathurst 12 hour starts in the dark and ends in daylight, which makes for some pretty spectacular early laps. This race has grown each year and now attracts the key sports car manufacturers such as BMW, Mercedes AMG, Porsche, Aston Martin etc. and an increasing number of international drivers. This year the race was won by a Mercedes AMG GT3 however the big highlight was motorcycling ace Valentino Rossi driving a BMW M4 GT3 with his iconic number 46.

There is also now a 6-hour endurance race for production cars held at Mt Panorama each year. This year's race was dominated by BMW with the first six places filled by a mix of M4s, M3s and an M2.

To sum up, the demise of the domestic Australian auto industry has definitely changed the landscape. A land swarming with electric vehicles is a long way off. Motor racing has gained popularity with the general Australian. Nice cars and gas are expensive. ■

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

A DAY AT THE SHORE

THE HOUSATONIC BOAT CLUB HOSTS THE CVC

STORY BY DAVE MUCCIACCIARO PHOTOS BY DAVE AND HEATHER MUCCIACCIARO AND JOE ADAMS

After the healthy turnout of enthusiastic chapter members last year, the Housatonic Boat Club (HBC) in Stratford welcomed the CT Valley Chapter back for our 3rd annual picnic at their lovely facility. David Schrader, Commodore of HBC, Scott Marino, HBC Manager, and their colleague, Charlie, were gracious hosts and helped our club enjoy another fun social event. The overcast skies and blustery winds in the morning may have kept some folks home, but the rain held off allowing for some great pictures of the happy attendees and their cars. HBC had planned to offer boat rides around the harbor at the mouth of the Housatonic River, but decided to cancel that activity due to the windy conditions and choppy waters. Still, it seemed everyone was so busy catching up with one another they didn't miss it much!

Some fantastic cars were on hand, including an E28 Alpina B7 Turbo. However, when a 2022 Alpina B7 also showed up, it was an awesome display of old vs new. The biggest thing that struck me was the difference in size between the two. Both of those cars were jaw dropping as we *oohhh'd* and *ahhh'd* over the two. As we chit-chatted amongst ourselves, Joe Adams hooked up us with some sweet pictures of the whole field of cars. Shortly thereafter, with the help of Scott, Dave, and Charlie, food was served! The hospitality, food, and company were top-notch.

Thanks again to Dave, Scott, and the rest of the HBC crew for welcoming the CVC to their lovely facility. We will most certainly look forward to being back again. Next year, fingers crossed, we will have a nice and calm day to enjoy a boat ride around the area nearby. ■

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