DZ

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DIE ZEITUNG..."THE NEWSPAPER"
OFFICIAL PUBLICATION OF THE BMW CAR CLUB OF AMERICA
CONNECTICUT VALLEY CHAPTER

Annual Dinner Meeting
February 6, 2016

BMW Car Club of America

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Holiday Party 2015

by Danielle Cartolano

Just over 45 CVC members met at the Sloper Wesoly house in New Britain, CT for our Annual Holiday Party. Last year, I only got to help set up but then was called into work right before the party started. This year, I had to drive from New Canaan directly after work and head back at 6am, but I didn't want to miss it.

The house itself provided a cozy feeling and the lights and decorations added to the spirit of the holiday. The event was catered with delicious food and guests brought appetizers and desserts to complete the menu. Jane Bate played holiday music beautifully on the piano. Sitting around our tables with old friends, and chatting with new, was a nice start to the evening. What followed was both entertaining and interesting....The traditional Yankee Swap took place after we all drew numbers to determine our place. There was an air of laughter and suspense in the room as each contestant went up to the tree! They had to decide if they should open a new present or take the present they knew for sure they wanted - the present someone else had already opened! Two gifts in particular were taken by many people. One was an Atari with one hundred games built into it, and the other was a singing, dancing red nosed Rudolph doll. Next year's President Willy Wiley had both taken from him! I got a small wet & dry vacuum for my new 528iT; thank you to whoever brought it! Also, a big thanks to Joe Robinson our Host, Maria Hurczyn for setting up the party, Barbara Bisset for leading the Yankee Swap and everyone else who helped to set and clean up. It was a wonderful start to the holiday season!

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Request for DZ Submissions...

The DZ is always looking for member contributions. We can all find the latest BMW press releases or racing news in the Roundel or on the internet… ho hum. But you can't learn about the interesting tid-bits of information specific to our personal BMW relationships and adventures there. Have you taken a particularly scenic drive or stopped at an especially noteworthy café or destination? We would like to know about it. Please submit your articles and high resolution photographs to DZ@ctvalley.org or mail to BMWCCA-CVC Newsletter, P.O. Box 432, Hartford CT, 06141. Your fellow Chapter members will love you for it.

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(860) 537-1715... ljohnson@ctvalley.org

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apasternak@ctvalley.org

Secretary... John Bate
JBate@ctvalley.org

Treasurer... Dave Rich
(860) 638-9087... drich@ctvalley.org

Advertising Manager... Roger Chartier
RChartier@ctvalley.org

Membership Chairperson... Joe Robinson
robinson@ctvalley.org

Driving Event Coordinator... Dave Rich
(860) 657-3234, drich@ctvalley.org

Tire Rack Street Survival Coordinator... Dave Ortoli
(203) 269-8761, dortoli@ctvalley.org

Members at Large:
Jonathan Bisset... jebisset@ctvalley.org
Heather Centrella... hcentrella@ctvalley.org
Bob Morin... bmorin@ctvalley.org
Roger Chartier... rchartier@ctvalley.org
Sheila Morin... smorin@ctvalley.org
Dave Ortoli... dortoli@ctvalley.org
Joe Robinson...jrobinson@ctvalley.org
jerri Wiley... jwiley@ctvalley.org
Willy Wiley... wwiley@ctvalley.org
Danielle Cartolano... dcartolano@ctvalley.org

NEW MEMBERS

NAME... TOWN/STATE...

Stephen Aulenbach	Weston	CT
Anthony Zangrillo	Darien	CT
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Bryn Rabtor	Holyoke	MA
Dan Stearns	Redding	CT
Gary Conte	Stamford	CT
Karan Shah	Newington	CT

PRESIDENT'S LETTER

Ch...Ch...Ch... Changes!

Well, it's here... this will be my last Column as President of the Connecticut Valley Chapter (and as primary editor of the DZ newsletter). It has been an interesting 4 years! I've participated in so many great activities and met so many great people. I'd like to think I added a few things to the Chapter's Repertoire. Now I'm leaving things to you, to keep moving forward

There are other changes coming in addition to my stepping down as President. Dave Rich, our Chapter Treasurer since 2009, has decided that 2016 will be his last year in the position. In my opinion, the position of Treasurer is by far the most critical position on the Board. It is a position that requires exceptional discipline and vigilance. In order to ensure a smooth transition, we need to identify a new candidate for Treasurer as soon as possible, so the new person is completely up to speed before Dave steps down in January 2017. If you have a nose for financial matters and would like to join the Chapter leadership Team, please let me, incipient President Willy Wiley or Dave Rich know as soon as possible.

Also changing, is the frequency of the DZ Newsletter. Publication of the DZ is the Chapter's single largest expense. In response to our 2015 financial loss, the Board has approved a 2016 budget which reduces the frequency of the Chapter newsletter to the BMW CCA National Board mandated minimum of every 90 days. The new frequency starts with this issue, which will cover January through March 2016. Note that the advertising rates will be adjusted commensurate with the reduction in issues.

Thank you all for the support and your contributions to the vibrance of the Chapter during my tenure as President.

Thank you... -lmj

DZ INFORMATION

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

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Membership in the BMW Car Club of America is $48.00 yearly and includes a one year subscription to Roundel, the national publication of the club, and to Die Zeitung, the publication of the CT Valley Chapter. Associate membership is available for $10/year (no publications included).

To join, write or go online;
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Articles, etc. for inclusion in the Die Zietung should be sent to DZ@CTValley.org. Copyright information must be included with all items submitted for publication.

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DE 2015 Season

Michael Menatian / Chief Instructor

The 2015 track season ended for me in October, at our last CVC event of the year. This was a two day event at Palmer Motorsports Park, which we sponsored jointly with our sister chapter, Patroon. It was a great event and a wonderful way to end the season. Driving at the newly opened Palmer race track was the highlight of my season. I was fortunate to attend nine DE events at Palmer, logging over 900 miles on the track. If you have driven at Palmer, I am sure you will agree it is a world class track. Making your way around the track is technical, challenging, and intimidating at times, all of which result in a great ride.

We in the CVC Chapter region are very fortunate to be so close to three race tracks. As I live in West Hartford, Lime Rock is a one hour and fifteen minute ride due west for me, Thompson Motorsport Park is a one hour and fifteen minute ride due east, and Palmer is a one hour five minute ride due north. There are few locations on the planet from which one can be so close to three race tracks!

When I started attending DE events, I primarily drove at Lime Rock, with an annual trip for a two day event at Watkins Glen. Now, being so close to three tracks, I have the opportunity to experience each location several times throughout the year, and can really learn each track. In 2015, I attended nine events each at Lime Rock and Palmer and six at Thompson. Driving the track at Palmer and Thompson undoubtedly has made me a better driver at Lime Rock.

It was truly a unique and priceless experience to drive at Palmer as the track developed. My first event there was in June, when there was no white line outlining the outer border of the track. Honestly, I didn't notice this until later in the season after they painted the white line, and I saw how I could use it as a reference in many turns. In the fall, they added brake markers before two turns, and these too proved to be useful guides. I found that learning the track without these aides forced me to seek out my own markers and guides, and in turn made me a better driver. Furthermore, when I see lines, brake markers, and other guides, I really appreciate them, and use them to their fullest!

Driving at Thompson last year, the first year it opened, and now Palmer, in its first year, was truly a once in a lifetime experience. To be on a level playing field with other DE participants and learn the track together was both challenging and exhilarating. I especially enjoyed the camaraderie in meeting so many new people after each session, and sharing and exchanging information about our experiences on the track.

I've heard people complain about both Thompson and Palmer. They don't like Thompson because of the second gear turns and Palmer because there is no concrete curbing (rocks instead). While one can always find something to complain about, I found both issues to be a challenge for me. I grew to love driving down the main straight at Thompson in 5th gear doing north of 125mph, and then getting on the brakes to take turn one in second gear. As the season progressed I was able to take it faster, and in third gear. I can't wait for Palmer to have concrete in the apexes and track outs, but staying out of the rocks so as not to damage my car or the cars behind me, forced me to further refine my skills and become a more precise driver.

I was pleased that CVC and Patroon hosted a two day event at Palmer in 2015, the two chapters I truly love driving with the most. I know most of the other instructors, and we can drive bumper to bumper with each other, which you can't do at all DE events. We are aggressive on track, but always safe, predictable, and follow the track rules and etiquette on & off the track.

Prior to our October event at Palmer, all the events that I can remember CVC hosting were at Lime Rock. It was fantastic that CVC went to another track, and though we as a club lost money at this event, both CVC and Patroon will be back at Palmer in 2016. I believe that it will be harder to track time at Palmer as more people learn what an epic track it is. I am confident that being an early supporter of the track will help us secure a regular event date every year.

Regarding 2016, we already have our DE dates scheduled. We have four events at Lime Rock and a two day event at Palmer:

Friday, Apr. 15, Skid Pad/Autocross, Lime Rock

Saturday, April 16, DE Lime Rock

Friday, June 24, DE Lime Rock

Saturday & Sunday, Oct. 15 & 16, DE at Palmer

My first track day at Lime Rock was in 2003, with my first BMW, a 2003, E-39, 530i 5 speed manual. I have participated in 182 DE events at LRP since then. Driving at Lime Rock in my BMW changed me in so many ways; I can't imagine how different my life would without this experience. What I accomplished and experienced on the track bled into all parts of my life and being. If CVC did not host DE events at Lime Rock, I probably would have never driven the track.

When I became an instructor for CVC, my primary motivation was to give back to the club that gave so much to me. Now I truly feel honored to be the new CVC Chief Instructor. I look forward to working with all of our members in continuing to host great DE events.

If you are interested in assisting us in organizing and running our DE's, please email me at: mmenatian@ctvalley.org.

I am already looking forward to our first track day in April, but first we must get through the New England winter. As much as I miss the track and playing with my cars, during the winter I do have more time to read books, particularly about motor-sports. Here are a few must-reads I'd like to share: Ultimate Speed Secrets: The Complete Guide to High-Performance and Race Driving by Ross Bentley, The Limit: Life and Death on the 1961 Grand Prix Circuit by Michael Channell, and Go Like Hell: Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans by A.J. Baime.

MEMORIES OF THE

by Harvey Adelberg

A Well Earned Respite

Charlie McCarthy had no trouble falling asleep after his three hour driving stint that ended just east of St. Louis.

Charlie had driven 304 miles, the only member of the Diesel Team to reach that pre-race goal of covering 300 miles in 3 hours. A combination of straight roads, light 3-6am traffic, a temporary absence of law enforcement and courage (sufficient to average 100 mph in the rain) enabled him to set a mark that no other Diesel Team member could duplicate.

I-70 to St. Louis, then I-44 West

No members of the Diesel Team had ever driven from the East Coast to the West Coast.

Rather than ponder the infinite routes available, or actually drive alternate routes prior to the Run, as several participants did, we relied the American Automobile Association (AAA) to provide us with a 32 page spiral bound Trip-Tik that gave us easy-to-follow directions from start to finish. As a token of gratitude for their impeccable guidance, I have retained my AAA membership ever since.

Follow That Car!!!

Tired, yet determined to keep up with the Z28 Camaro of Tom Leornard and John Mahler, Harvey Adelberg (cruising at an indicated 108 mph on the speedometer) is grateful that the Z28 is willing to hang back and run in tandem with the Diesel Team.

During a long downhill stretch traversing the San Bernadino Mountains, our 300SD approached its red line at an indicated 124 mph. Sensing that a decent finish was still attainable, despite the lost hour in Ohio, the Diesel Team decides to trim the sails and keep the 5 banger below 110 mph.

PTSD in the Making

Of all the hair-brained driving stunts that each of the three Diesel Team members performed during the course of race, driving 50-60 mph in the breakdown lane during the last 45 minutes of the race gave Harvey Adelberg a form of Post Traumatic Stress Disorder that stayed with him for over a year.

'79 Cannonball

Part 6

The difference in closing speed between commuter traffic inching along at 10-30 mph in the right hand lane, and the 50-60 mph of the Diesel Team, running directly behind the Z28 in the breakdown lane, was a recipe for disaster. The fear of running into a disabled vehicle sitting in the breakdown lane was palpable. "On" ramps and "off" ramps were especially problematic as vehicles crossed our travel path without any inkling of our presence. Somehow, disaster was avoided. Near misses were plentiful.

After the race, I felt that I had used up a lifetime's worth of good luck barreling down that breakdown lane. Back east, my greatest fears were... 1) getting T-boned by someone running a red light, 2) getting rear-ended by a trucker while he changed channels on his CB radio, and 3) getting nabbed by police monitoring my speed in airplanes. Seriously.

"Little Red Bright Eyes"

An extra 200,000 lumens of candlepower certainly helps light up the road ahead.

If you approach and overtake an 18-wheeler without turning off the high beams, truckers see red. In the age of CB radios, the truckers created their own handle for this RX7, "Little Red Bright Eyes" and spread the word about the bad manners exhibited by this vehicle. At one point, disgruntled truckers created a three-across rolling road block to let the RX7 know what they thought about the bright lights.

In the final Chapter, we take a look at some notable entries that attained a permanent place in the annals of the Cannonball Run. Stay tuned as the Diesel Team crosses the finish line and establishes a record that remains unbroken to this day.

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part 1 BMW TOURING POTPOURRI

By Vince and Lynn Balzano

I came late to the BMW bandwagon, waiting until retirement to renew my interest in and research about high-performance cars that are also fun to drive. This began with the purchase of a Cooper Mini S, which, while entertaining to drive, was too small for our needs, and the extremely firm ride became an issue for my back. The Mini was followed by the purchase of a CPO 135i, which we drove and enjoyed for nearly 5 years.

About one year ago, the M235i was introduced and my research told me that this was a near perfect car for us due to its larger size, increased power, better miles per gallon, adaptive suspension which improves the ride, and all of the latest technology features of this model. The advanced 8-speed automatic transmission was especially appealing to me. An M is the desire of many BMW owners, and I feel the M235i satisfies all of my "M car" aspirations.

I was finally able to make my dream of a European delivery a reality by convincing my wife that there are substantial savings including 7% discount from the USA MSR, plus additional savings versus the European MSR. In addition, BMW provides 2 weeks of car insurance, allowing us to experience scenic roads in Bavaria, the Black Forest and Switzerland as well as the thrill of high speed driving on the German autobahn. Finally, my BMW CCA membership rewards me with a $500 rebate on my purchase. After spending a week visiting family in Lisbon, and exploring Munich for several days, the big day finally arrives for our long awaited European delivery.

DAY 1

We arrive at the BMW Welt quite early since our delivery appointment is scheduled for 10:00. After a delicious breakfast in the customer lounge, we meet our BMW delivery representative for an interactive video about various features of our new 235i sedan. It is then time to 'meet' our car in the Welt showroom and have our picture taken standing proudly beside it. The color combination of Mineral Grey Metallic and Coral leather interior looks just as we had hoped. Sadly the BMW museum is closed for the day but we enjoy the 2 ½ hour factory tour. After a great lunch in the lounge again, it's time to drive off and begin our two week tour of a potpourri of destinations through Germany, Switzerland and France.

Getting out onto the E54 autobahn is a thrill even though I'm trying to hold down the speed in order to break in the motor properly. About 1 ½ hours later, we catch our first glimpse of Neuschwanstein, overlooking the picturesque valley and tiny hamlet of Hohenschwangau, where tours of the castle begin. Amid beautiful weather we arrive with time to climb the fairly gradual path up to Schloss Hohenschwangau, mad King Ludwig's home while he built his more famous fairytale castle across the valley. We enjoy the lovely courtyards and fountains, as well as wonderful views of Alpsee bei Schwangau, a deep blue mountain lake on one side, and the wide valley stretching out below from the other side.

Tip #1: If you stay at the Hotel Alpenstuben next to the ticket office, you can easily climb to both castles or take a buggy ride up for a tour of Neuschwanstein. The hotel room includes breakfast and there's a full restaurant and bier garden as well. Our room even boasted a balcony with views of Neuschwanstein.

DAY 2:
Although we had planned to take the Neuschwanstein tour, the bus isn't running due to road repairs, and Lynn' knee injury precludes hiking straight up hill to the castle. We reluctantly leave and drive past the town of Fusen, which features a gabled castle of white stone and bright red roofs set against distant mountains. Also on our agenda is a brief stop in Vaduz, capital of and probably only town in Liechtenstein, which is overlooked by an impressive stone palace dating from the 1200's and still inhabited by the Royals. It's good to be prince!

On to Lucerne, with its Altstadt (Old Town), 14th-century Museggmauer city walls, covered bridges including the iconic Kapellbrücke, and spired, turreted buildings; a storybook image of a Swiss town. Sadly, just as we begin to explore, it starts to rain. Although our pictures aren't prize-winning, we enjoy the old-world ambiance of winding pedestrian-only streets and buildings colorfully painted with medieval scenes and emblems.

Tip #1: Our BMW came with a tax sticker good for driving in Germany, but Switzerland requires its own sticker, costing 40 Euros. Their rational is that it's good for 1 year, but of course, that is no help for folks with European delivery. We got ours at the first gas station we found coming out of the tunnel into Bregenz.

Tip #2: We stayed at the Touristenhotel Luzern overlooking the Reuss River and a covered wooden bridge. While the hotel doesn't look impressive from the outside, the reasonable price includes full breakfast buffet, wi-fi, and spacious bedroom and bath. We found safe parking nearby in the garage across the Geissmattbrucke Bridge.

DAY 3:
We awake to glorious weather. I'm apprehensive about driving my new car into a tiny alley in order to snap a few pictures of the Dying Lion sculpture carved in a cliffside and representing Swiss Guards who were massacred in 1792 during the French Revolution. Caution: before opting for European delivery, recognize you may be victim of daily paranoia prompted by driving on narrow roadways clogged by busloads of tourists.

On our way to Interlaken, we hit tourist gold at the Ballenberg Swiss Open-Air Museum. It has a dozen mini-villages composed of beautiful, historic buildings brought from all over Switzerland to preserve them and show visitors how the Swiss people lived in the past. Picturesque houses, barns, outbuildings and stores are scattered over acres of varied terrain, along with a children's farm animal area and horse-drawn carts. Traditional crafts are performed in many of the buildings and add to the ambiance. After hiking the grounds for 2 ½ hours, we're ready to enjoy steins of beer and traditional rosti and wurst at the restaurant with outdoor seating. Our delicious meal is followed by a stop at the candy factory at the entrance for a dessert of freshly made Swiss chocolate. Incongruously, we spot a Dodge Charger from the late 1960's in the parking lot – guess the Swiss preserve more than old buildings.

CELEBRATING 43 YEARS!

The short ride to Interlaken hugs the coast of Brienzersee, one of the two lakes Interlaken sits between in a valley beneath the majestic Bernese Oberland. Interlaken itself is easily explored on foot from our hotel. We find that the Hohematte, or Town square, is the landing zone for a very popular adventure here – paragliding. Dozens of paragliders who fearlessly jump off Interlaken's 'local mountain' called Harder Kulm and drift in the warm updrafts for an hour or more and then precisely land in the square. Even though the sport can be experienced solo or in tandem with a pilot, we still conclude that this is one thrill we'll pass up.

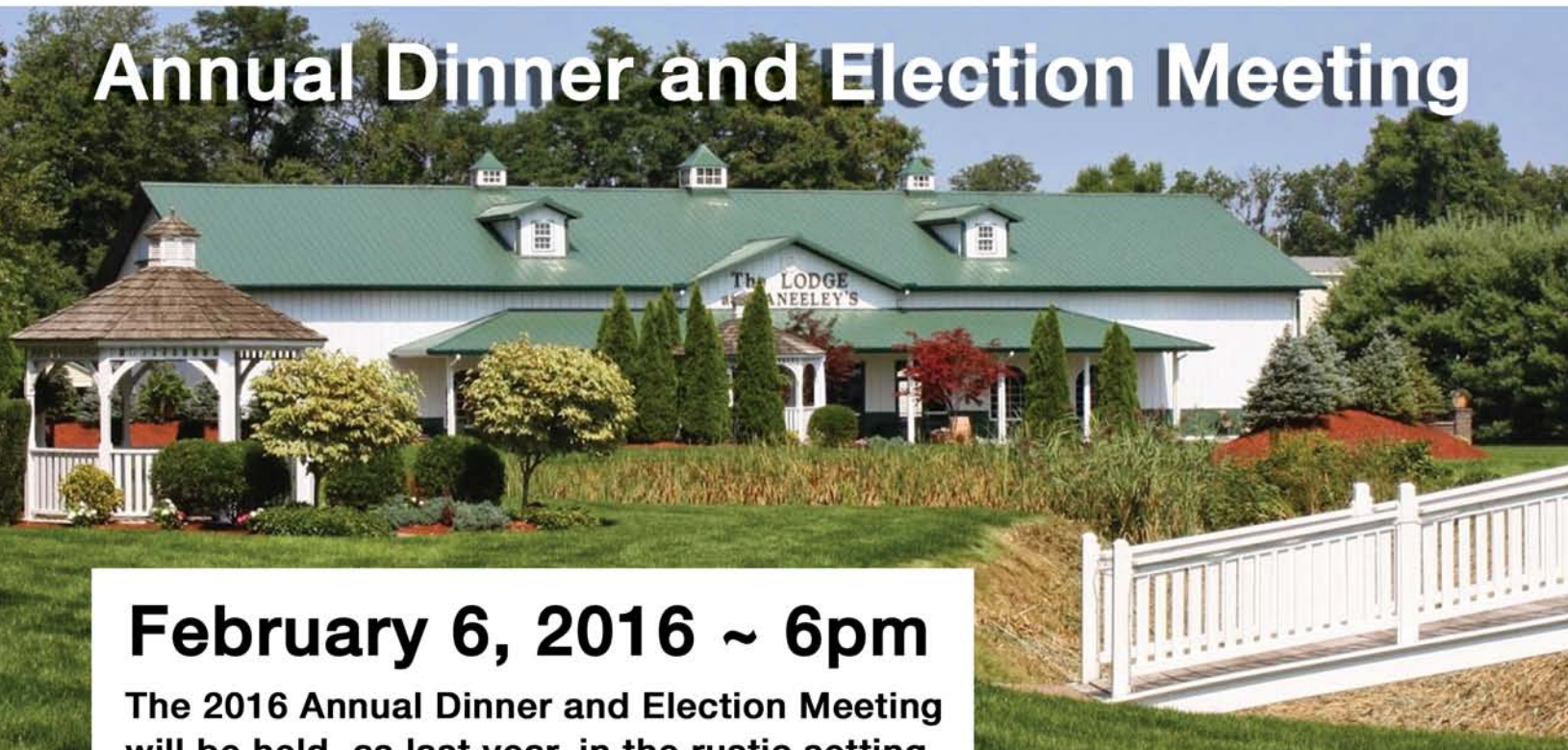
Tip #1: The Ballenberg admission price of 22 CHF each is quite reasonable, and if you have more time, you could stay a full day exploring this attraction. We found the restaurant prices reasonable as well.

DAY 4:
Today's weather needed to be 'perfect' because we're heading for the 'Top of Europe'. Happily, there isn't a cloud and we set out to drive to the highest parking lot in Europe - Grindelwald Grund, just 12 miles but 30 minutes from Interlaken. This gives me an opportunity to put the car into sport mode to fully experience the twisting, climbing Swiss roads. The BMW handles the windy road easily and we arrive just in time to board the first train up to the station at Kleine Scheidegg, a mountain pass at an elevation of 6,762' situated below and between the Eiger and Lauberhorn peaks. Passing spectacular scenery, our eyes are glued to the domed windows of the train. Once at the pass, we need to change to a train with even smaller gauge rails for the last leg of our journey. The 1 ½ hour trip to Jungfraujoch (or U-shaped valley below the Jungfrau peak) tunnels through the rock of the Eiger and Mönch peaks and is an incredible experience. On the way, we enjoy stunning views from two intermediate stations, Eigerwand (Eiger Wall) and Eismeer (Sea of Ice). Our cog-wheel train finally reaches the remarkable observation building situated at 11,333' which contains indoor and outdoor viewing platforms overlooking the Aletsch Glacier and the magnificence of the Swiss Alps. Beyond taking in the mesmerizing alpine and glacier views, we wander through Ice Caves, walk out onto the snow field, watch kids snowboarding far below us, and enjoy a platter of cheeses, meats, and pickled vegetables. What a special experience. The descent is just as lovely and memorable, and we give thanks to the weather gods for our continuing terrific weather.

Since it's is such a beautiful day and Mother's Day as well, we decide to ride the funicular up Harder Kulm mountain to the castle-like Panorama restaurant perched on the edge at 4337' for dinner. The viewing platforms provide wonderful vistas of the town nestled between Lakes Brienz and Thun, as well as the Oberland glowing in the sunset.

Tip #1: The round trip from Grindelwald Grund costs about $200/person and would not be worthwhile if the weather is rainy, so be sure to check on visibility at the top before setting out.

Annual Dinner and Election Meeting



February 6, 2016 ~ 6pm

The 2016 Annual Dinner and Election Meeting will be held, as last year, in the rustic setting with elegant flair at the beautiful Lodge at Maneeley's in South Windsor, CT.

The evening will begin at 6pm with a cocktail hour offering scrumptious hot and cold hors d'oeuvres, followed by a delicious dinner at 7pm, announcement of the newly elected 2016 Board Members, and fabulous entertainment with door prizes throughout. Stay tuned to your email and our chapter website for speaker announcement and/or any additional details as the date nears!

To attend, please send checks made payable to BMW CCA-CVC in the amount of $37 per person to same at Box 432, Hartford, CT 06141 for receipt by January 30, 2015. Please include your email address (for confirmation & correspondence) and names of attendees (for verification & place cards) with your check . While you do not need to be a member to attend, only chapter and associate members are eligible for door prizes.

Want to socialize with other wonderful members of the Chapter, get involved, meet the Board, and have a great time? Come partake in this enjoyable evening!

Cost: $37.00 per person
Date: February 6th, 2015
Location: The Lodge at Maneeley's 65 Rye Street, South Windsor, CT 06074

For questions, email hcentrella@ctvalley.org

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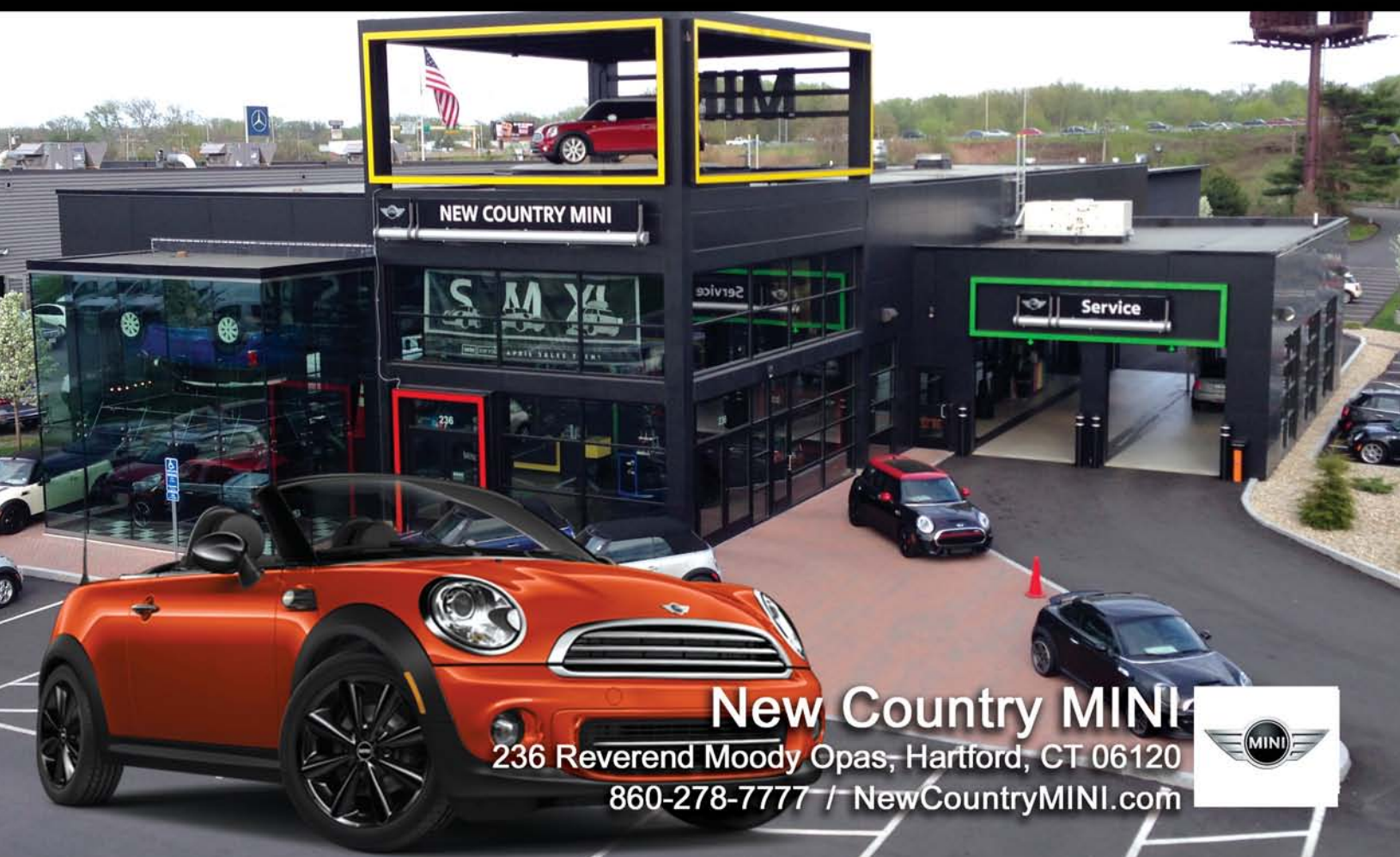

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Chapter Vice President Candidacy Statements:

Adrian Pasternak

I want to express my continued interest in serving as Vice President and Activities Chairman. My passion for BMWs began at 4 years old due to our Agate Green E21 320i. I studied Automotive Design and have experience working for Mercedes-Benz USA Product Management, BMW NA Corporate Communications and Sales. I've been a member of the BMW CCA and CVC since 1997, and attend most events. In 2012, I served as Member at Large and since 2013, have been Vice President and Activities Chairman. I've been a Lime Rock Driving School Ambassador and Public Relations Coordinator and Instructor for Street Survival having experience Ice Racing and driving on the Nurburgring. One of my major initial goals with the CVC was to get more Fairfield County members to participate in our events as 1/3 of our membership consists of residents in this region – it is also where I reside. I created the Fall Picnic in 2012, which turned into the Haunted Fall Picnic in order to not only interest more members and families, but to bring Halloween back to the chapter – it was absent for nearly two decades. Over 100 participants attended the last picnic. My additional New Canaan Ice Cream social has engaged more members as well. Event promotion and management, website assistance and managing the chapter and national calendar are some of my other tasks. I am always interested in hearing from members on how to improve our chapter's activities. Throughout my 19 years as a member, the club has been like family to me. I'm grateful to be part of the CVC since I was a teenager, and would be honored to continue in my role as the direction and activities of our club continues to be an interest to me. Thank you for your consideration.

Joe Robinson

Since high school, I have been waving the BMW banner and converting people to the faith of the Bimmer Heads! I am drawn to working for this community. I have attended and volunteered at every event possible, including Driving Schools, Street Survivals and the IMSA Tudor race. I have taken on the responsibilities of running the karting events, Holiday Parties, and writing articles for the D.Z., as well as taking on the duties of Member at Large and Membership Chair. I traveled in place of our President to Dallas for Congress and saw how other major chapters run things. I started hosting my own event ideas from Cruises to Meets to Beach Parties. I am also constantly working to bring back traditions from the past and thinking of new ideas for the future. While at Oktoberfest this year, I learned more about the officer positions and Vice President stood out to me with its focus on Events Coordination. I would like the opportunity to prove myself as Vice President in 2016.