

YODELER

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Spring 2013



Green Mountain Chapter
BMW Car Club of America

VTBMWCCA.org

From the Desk of the President

I was just thinking...

It is finally March and Spring is on the horizon. We have made it through the latest time change, OK some of us are still working on it, and the additional daylight gives us the time after work to look at our pride and joy and remember all of the changes, updates and services we were going to do over the winter. How's that list coming? It's time to get to work! If you are in doubt, be sure to attend our annual "Dust Off & Detail" at Rutland Motorcars on April 13th. Peter's techs will inspect your car for a nominal fee and tell you what needs to be done.



Your Board has been busy the last two months organizing events for 2013. These include our annual events, Street Survival Schools and some new ideas for autocrossing and the like that we hope can become annual events. We need your input, as always, on what you want us to do for you, after all it is your Chapter. Let us know at info@vtbmwcca.org and we will discuss them.

National has finally given Chapters the option of sending newsletters via U.S. Mail or electronic mail. You may update your preference by logging onto the National site at www.BMWCCA.org and updating your profile. Green Mountain Chapter is sending this issue by means of both U.S. and electronic. The electronic will be in color while the snail mail will still be black and white. Again if you have not updated your email with National, please do so. ALL of our email from GMC is sent as a BCC so you are not

in danger of public access to your email address. As always, our Membership is our first priority.

National is once again supporting you to sponsor new Members with rewards points and is helping all of us by working with new car dealers on programs supported by BMW NA. If you know someone looking to purchase a new or CPO BMW, tell them about Green Mountain Chapter BMW CCA and tell them about the rewards of being a Member before purchasing a new or used BMW. By any means the Chapter still benefits and you can benefit as well. New Members, Renewing Members and your support of our events are how we keep enough money in the bank to do what we do.

Until later,
George

George Obiwailer
President, Green Mountain Chapter, BMW CCA





From the Keyboard of the Web Master

When I took over the position of webmaster, The Green Mountain Chapter's website was one of the best looking chapter websites nationally. Aesthetically, we could compete with every chapter in the US. However, the site had become dormant, and needed some revitalization to become relevant again. I spent a few weeks just combing through the site, updating everything and making it functional again.

Once the site was back in working order, we were able to start adding new content to the site. Over the summer we brought on David Rose. David (a soon to be E24 owner) has provided us with some outstanding pictures and videos of our events that have really added to the content on the site. Recently, we also brought on Andres Avalle. Andres will be taking over responsibility for photographs so that David can focus on his video work. Andres also has become the new Yodeler Editor. While it will most likely be a slow progression, expect the Yodeler to become fresher and crisper with each issue.

Along with the great content provided by David and Andres, we have also added a slew of new features to the website. We have refreshed and updated our photo gallery, so people are able to browse through photo albums of our events. We have also added a classifieds section. List parts and cars that you have for sale in this section (BMW or not) for free. Also, check up on these sections if you're looking for some parts or a new car. We also have gone through and made sure all of the links on the site work properly. Now, you can look at the

clubs newsletters dating all the way back to 2004. You also may have noticed the new survey feature that we implemented for elections this year. Using this system we more than tripled voter participation rates in the chapter.

In the future, stay tuned for more enhancements and upgrades to both the website and the Yodeler. We're hoping to revitalize the member highlight section, as well as publish new articles, written by YOU. Also, be on the lookout for a revamp of our Facebook page, which should come in the near future.

For any questions or submissions regarding the website and/or classifieds, feel free to email me at Parentemobile@gmail.com

If you have an article you would like to submit for the next Yodeler, send it to avalleandres@gmail.com

Best,

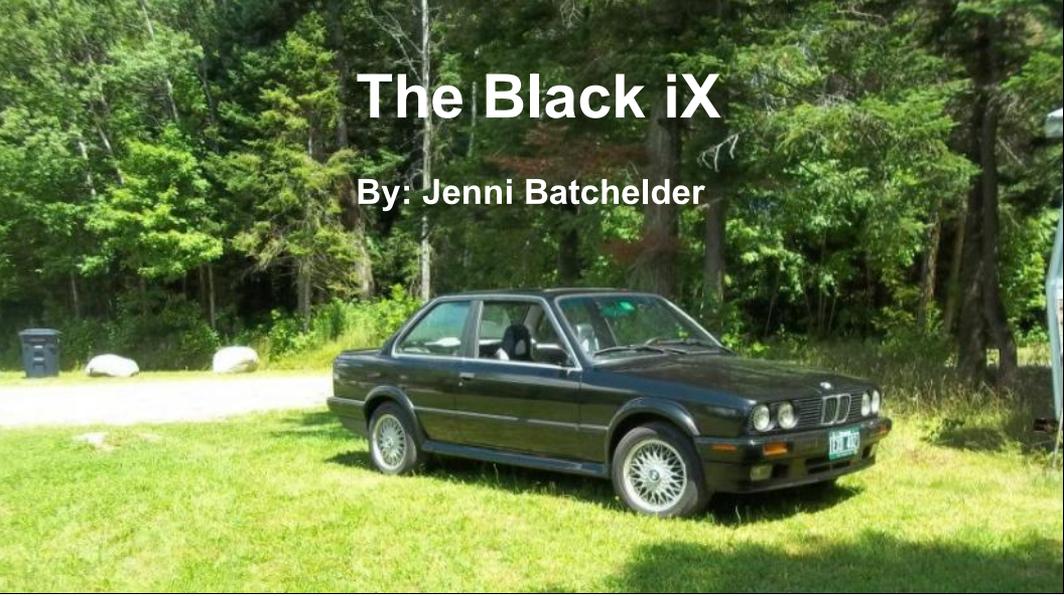


Nicholas Parente Web Master,
Green Mountain Chapter, BMW CCA



The Black iX

By: Jenni Batchelder



The story of my BMW began during the summer of 2009 – It seems so long ago now that I stop to think about it. I was sixteen and it was time to start car shopping. Driving my brother's old Chevy was fun, especially with all the surprised looks I got when I hopped out... You would think it was against the law for women to drive stick shift trucks with stacks! Unfortunately the gas mileage wasn't that great – it was HORRIBLE.

I knew that I wanted a BMW – an E30 to be exact. And it had to be black. We had already had several E30's in the family at that point, and I loved them. My dad and I started looking for the perfect car. We looked for several months before we came across anything that seemed like it might work. I still remember when my dad told me that he might have found me a 325iX. I was overjoyed, and yes, it was black. Well, dark gray, but close enough for me. It was located close to Boston MA, so we took a mini road trip to check it out. It was a rather dreary day, and there was a fine layer of mist covering all the cars as we pulled in. I still remember how sparkly all the cars at the dealership were. I think that I knew deep down when I saw that little BMW that it was going to be my forever car. After much talking with the

salesman, we found out that it had an idling issue. It wouldn't idle without quitting – unless you kept it revved to about 2 grand. The car already had 327,000 miles on it. I was surprised at how high the mileage was, but after dad checked the car over, he found that the body was still in excellent condition. It had been dealer maintained for most of its life and had only had two or three owners since its birth in 1991. Thankfully my dad has always been handy in the garage and knew that he could fix the idling problem, so he limped it home for me. He told me later that getting through the toll booths was quite hard with three pedals and only two feet.

After we got the car home, we pulled it into the garage and tried to figure out the issue. We stripped a parts car (a white E30) to replace several things on the black car in the hopes of getting it running, but with no luck, the car ended up sitting for most of the rest of 2009. It wasn't until spring of 2010 (after trying nearly everything we could think of) that we finally replaced the wiring harness and solved the problem. After happily driving the car for several months, there were more problems with the car quitting and just plain old not running right. So back to the shop it went. Much more hard work went into the little car, and dad finally got it up and running again. Shortly after that, I decided that I wanted a BLACK car. Naturally, we decided that we were going to repaint it. The idea was that it would be painted and back on the road by late September so that it would be ready for Oktoberfest 2010... Not likely. Shortly after removing the plastic trim pieces, we ran into a considerable amount of rust. Bodywork galore. I wasn't much help with the welding... it really slowed us down, since Dad was busy working and in the process of starting a new business (now Route 103 Auto) from home. Several months

later, and after many hours of bodywork, sanding, filling, more sanding, and frustration, the car was FINALLY ready to be primed. I'm not sure who was more excited, Dad or I. I remember peering through the garage windows watching Dad put on the first layer of primer. About two weeks later the paint went on. It all felt like it was finally coming together. Sadly, it was still about another month before I had the car all back together and road-worthy... but that first drive afterward was SO worth the wait. It had new brakes all the way around, new shocks, struts and bearings. It was like a new car. We had literally torn it down to the frame and pieced it back together by the time we were done. I'm still waiting to re-build the engine... Maybe I should just put a V8 in it instead!

After much tender love and care and considerable amounts of money, the little black BMW has over 368,000 miles on it. When it gets to the 400,000 mile marker, I'm thinking it will be time for her to be retired as a show car! And to keep me busy for now, I have a 1972 convertible MG Midget sitting in the back garage – my next project!





The Green Mountain Chapter has been hosting the " OctoberFast " event since its inception many years ago. OctoberFast is a German automobile car show inviting all German mark automobile owner's to show off their Pride and Joy's .

Originally taking place in Stowe , VT. on the same field as the Stowe Craft Fair on Columbus Day Weekend . As the years past and the Car Show grew and the Crafts Fair also expanded and the Event organizers had to make some discission's . Hence the Craft Fair stayed in Stowe and very nicely we were ask to find a new location .

The following year we relocated our show to the Stratton Mountain Resort . We had a very promising showing of entries but , unfortunately were unable to continue because of budget restraints. So, we moved on to Grafton, Vt. and had two events in one of the most beautiful vil-lages in Vermont.

This year we will be joining the town of West Dover and there newly organized Film Festival that will be held the weekend of September 26, 27, 28, and 29th. The Car Show will be held Saturday with a Meet and Greet to be held Friday evening at the West Dover Inn.

Please join us in September for a great weekend in West Dover .

Happy Motoring ,

Peter O.



EURO-SPEC: BMWs OF SOUTHERN EUROPE

By: DAVID ROSE



This F01 7-series was one of the cars parked outside the Prince's palace in Monaco.

Brand identity is a term thrown around a lot by the modern enthusiast, especially with the advent of cars like the BMW i3 and Mercedes-Benz CLA-class, and before them the BMW 335d and other modern diesels. But while these cars caused turmoil in the American market, the European car-buying public was probably unfazed; as I've recently witnessed while visiting that continent (specifically, Italy, France, and the principality of Monaco), these German marques are not nearly as isolated to high-end platforms as they are in this country. In that market, it's the front-wheel-drive, diesel, and (in the case of Mercedes) commercial vehicles made up the majority of German vehicles I saw on the road. For this reason, I suspect that, should our complaints of brand dilution reach European shores, it would result in nothing more than a flurry of rolled eyes.

The difference between European car-buying trends and their American counterparts was apparent from the moment the plane touched down. Having never seen a Fiat built after 1983, I was immediately smitten by the lowly airport maintenance vehicles - new Fiat vans

and trucks, small though they were, certainly seem like an improvement after witnessing a battered Ford F-series bouncing across the tarmac at JFK.

But despite everything that passed by being (with the exception of a severely out-of-place Plymouth Voyager) some never-before-seen breed of Citroen, Alfa, or Peugeot, it became slowly apparent that nothing was truly incredible. Take BMWs: we've all heard about and lusted after the European models, the high-powered, "true" M-cars and exclusive, last-run versions that have rarely been sold stateside, not to mention the smooth-lined, manual estate versions of current models. But as different as it would probably be on the autobahn in Germany, seeing the manufacturer's average vehicles in Italy and France could be described as somewhat anticlimactic. BMWs of any class, it seems, are normal. And as cool as manual diesels may seem to American automotive enthusiasts, there's something disheartening when a convertible E93 trundles by you with all the aural sophistication of a tractor instead of the toned purr

Diesel wagons like this 5-series are extremely popular in Europe, whether as private vehicles or taxis.



of its normal, straight-six, gasoline power plant.

In fact, the majority of the Bimmers I could see were diesels, and even the gas versions often carried badges smaller than any we are used to seeing in the United States. It became so impressive to see a larger-spec engine that, by the end of the trip, an actual E92 335i became a sighting of note.

Even the chic MINI brand followed the same tactics. Not only is the obligatory diesel variant offered across all models, but one very common spec was the MINI “One,” a smaller version without the “Cooper” badge. Fun, I’m sure, but a vehicle that could only be successful in a European market.



Crossovers and larger hatchbacks are popular around Europe, with larger SUVs being too bulky for many ancient city streets.

There were exceptions, of course; a fleeting glimpse of a Z1 in Monaco and the sighting of a full-fat Euro E36 M3 in Paris served to reaffirm my jealousy of European Bimmers, while a beautiful Delphin 635CSi sitting on BBS RS005s above Nice provided a great reminder of just how spectacular that car is. But I have to admit that as far as regular BMWs are concerned, I’ll stick with the US market. We don’t know how lucky we have it.

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Hitting Redline

2013 Green Mountain Chapter Events Calendar



- April 13th

Dust Off and Detail

Rutland Motor Cars - Rutland, VT

Bring your summer car and get it all cleaned up in anticipation for the summer months!



- May 17th and 18th

Saratoga Auto Museum Invitational

Saratoga Auto Museum - Saratoga, NY

Spring Invitational featuring BMW. Car and Motorcycles will be shown on the Reflecting Pool with our Spring Auto show on the large show field.



- June 8th and 9th

Manchester Antique and Classic Car Show

Dorr Field - Manchester, VT

Vermont celebrates 27 years of the best antique and classic cars, food vendors and flea market in the northeast!



- July 20th

Champlain Island Tour

Hosted by Val and Rick Swinchoski - South Hero, VT

Free wine tasting with East Shore Vineyard, during the tour.
BBQ to follow. Children and pets welcomed! Bring and bathing suit and towel if inclined!



- September 27th, 28th and 29th

OktoberFAST

Horizon Film Festival - West Dover, VT

Join us, and the Independent Television Festival/Horizon Film Festival for this years OktoberFAST. We are at a new venue that we hope will bring new life to the event. See page 9 for more details.



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