

the Profile

NEWSLETTER OF THE
WHITE MOUNTAIN CHAPTER BMW CCA



april & may 2008

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in this issue

4 chapter officers and staff

4 president's address

5 chapter membership

- » New Chapter Members

6 dec update

- » 2008 Drivers School Dates

8 sec update

- » Another Great Holiday Party

10 treasurer's update

- » '07 Financial Statements

12 drivers ed 101

- » Where The Rubber Meets Road - Part 1

14 tales from the winding road

- » My Bavarian Ice Breaker
- » Are You A BMW Fanatic?
- » New Hampshire Firsts

16 camera shots

- » Picture Perfect Fall Drive
Rand & Linda Peck's '99 M Roadster

17 news briefs

- » BMW CCA's New Website
- » O'fest '08 At Watkins Glen
- » O'fest '08 Website
- » BMW CCA New Ex Director
- » Club Motorsports Update

20 calendar of events

22 classifieds

on the cover



Snapshot Memories from the
Holiday Party in January

photos: Paul Michali
design: Martin Callahan

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Gordon Geick

social events comm. chair

Cassandra Vorisek-Creto

membership chair

Laura Fallis

web master

Paul Michali

profile publication editorMartin Callahan, mjc.design.works, LLC**marketing & sponsorship director**

Dana Sion

**contact officers or staff members
via the chapter website**

www.whitemtn-bmwclub.org

president's address

Spring... A Time of Rebirth in so Many Ways

by: Bruce Smith, WMC President

The gray of winter is now far away in our rear-view mirror. Spring is a great time of year. We in New Hampshire, welcome the return of our state bird the Black Fly, and the gentle coating of our cars in the yellow pollen. The days are noticeably longer, and sun allows us roll the windows down as we go about our driving.

Spring is a time to be thinking of renewal and rebirth. Some say that the BMW 1 series is the rebirth of the classic 2002. I have to admit that recapturing a classic like the 2002 and the E30 M3 is a very lofty goal. The new BMW 128i and the 135i with their 230 and 300 horses represent a real shot at attaining that goal. The BMW 1 series sports a 50:50 front to rear weight distribution and speed sensitive electro-hydraulic steering. It will be interesting to see if the 1 series is a true driver's car. I'm sure I'm not the only enthusiast anxious to get some seat time in either of these newbies from Germany.

Speaking of rebirth, the 2008 M3 will soon be roaming the back roads of the Granite State. The V-8 powered prowler of the Autobahn may on be sale in the US by the time you are reading this. For those of us M3 fans, it has been a long wait for the new M3. I'm sure there will a long line to test drive these babies as soon as the ship docks in New Jersey.

Spring also starts the 2008 season of the Tire Rack Street Survival program, (TRSS). Our chapter is hosting our annual Tire Rack Street Survival on May 11th. If you have a teenager with a license or know someone who does, this is the best \$60 you can invest in

their driving education. The program is open to the public, and you don't have to be a member of the chapter to participate. All of the registration and program information is on our website. If you have any questions about the program, don't be bashful. Please contact any of the board members and we will do our best to answer them.

Spring is also time to renew our driving skills. We will be having our Advance Driving Skills School again this year. It is a great way to sharpen your driving skills in a low-speed safe environment. Even if you don't aspire to join us at our High Performance Driver Education program on the track, you will become better acquainted with your, and your car's, capabilities.

For information on our driving and social events please check out our website. It is the best place to keep up with that is going on.

I hope to see you all at an event real soon!

mit freundlichen Grüßen,

Bruce

chapter membership

A Note from Your Membership Chair

by: Laura Fallis, WMC Membership Chair

I'm listening to Pink Floyd while watching CSI. The character Grissom has a keen eye for detail. Much like our instructors have - a keen eye for detail. I like to refer to it as, driving with precision.

Over the last couple of years, I have had the opportunity and pleasure of learning from some of the best instructors and guiders I have met yet. They taught me dynamics, car control, slip angles, cornering skills, car recovery and much, much more. Some reminded me to always believe in yourself, to be yourself, to always watch out for others, to trust and accept trust back. Some reminded me that goals have no limits and encouraged that creativity can lead to success.

To all that have taught me well, THANK YOU. The list of names would be long enough to fill this article, but they all know who they are.

So here's to a great '08! Let's start the season of driving fun. Check out pages 20 & 21 for the full schedule that's planned.

We're looking forward this spring to introducing Tulley BMW and Liberty Mutual Insurance as new sponsors. We continue to enjoy the support of many sponsors we are already acquainted with and



Last spring... What will she look like this spring?

look forward to bringing new supporters and advertisers into the fold. Look for their ads and banners at events and throughout *the Profile*.

Tulley BMW staged for a spectacular event to unveil the 2009 M3 and 1-Series. They will also be hosting a Susan Komen event later this year and look forward to our driving schools.

Liberty Mutual Insurance looks forward to supporting the *Street Survival* program and helping members save some money on their insurance policies. See Liberty's ad on page 3 and call for a no cost/no obligation analy-

sis. They saved me a bundle.

On behalf of the WMC Chapter, WELCOME! We look forward to working with each of you throughout the year as we bring about all sorts of fun festivities. THANK YOU in advance for your support and involvement this year.

See you on the pavement!

Drive Safe!

Laura

Welcome to our New White Mountain Chapter Members

Richard Krause
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Errol McAllister
Litchfield, NH

Yong Zhou
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driving events committee update

The 2008 Season is Here!

by: Gordon Geick, DEC Chair

The mission of the WMC is to provide our members with the opportunity to meet and enjoy other like-minded enthusiasts—and their favorite marque—and to improve the participant's enjoyment of—and education in—their ultimate driving machines.

We want to promote social interaction, driver education and fun for our members and their family and friends, regardless of the type of car they drive! Reach out to fellow BMW owners and people that drive other marques to join in. Consider our Advanced Driving Safety Skills schools (ADSS), perfect for every-day safety and driving enjoyment, *every driver in your family* should attend. Driving enthusiasts can perfect their skills at the ADSS schools, as our instructors do and then take to the track for our Cabin Fever and Summer Heat schools!

Some additional information about on-track schools; we permit convertibles without roll bars from 1993 on. BMW CCA membership isn't required, but is highly encouraged. First time track participants receive a \$100 discount on tuition. Here's the 2008 schedule:

ADSS parking lot dates at NHMS

- » Sunday – April 13 ADSS
- » Sunday – May 11 Street Survival (for teen-aged drivers only)
- » Saturday – June 14 Mini Only ADSS (not confirmed at press time)
- » Sunday – August 24 ADSS



photo: Paul Michail

ADSS wet skid pad training

Track Dates at NHMS (formerly NHIS)

- » Friday-April 18 Cabin Fever Driver School
- » Monday-August 25 Summer Heat Driver School
- » Sat., Sun.-Oct. 24 & 25 Boston/WMC Driving School

Other DEC events

- » September – MT Washington Hill Climb-“Climb to the Clouds”
Date still TBA

Much more information is on the website and please read prerequisites for the track schools. Register ASAP, space is limited.

NH Master Lic# 3689

A dark-colored BMW coupe is shown from a side profile, heavily decorated with racing livery. The car features several sponsor logos, including 'Best Value Plumbing & Heating', 'www.theEURODEPOT.com', and 'SCCA'. The number '11' is prominently displayed on the side. The car is parked on a light-colored surface.

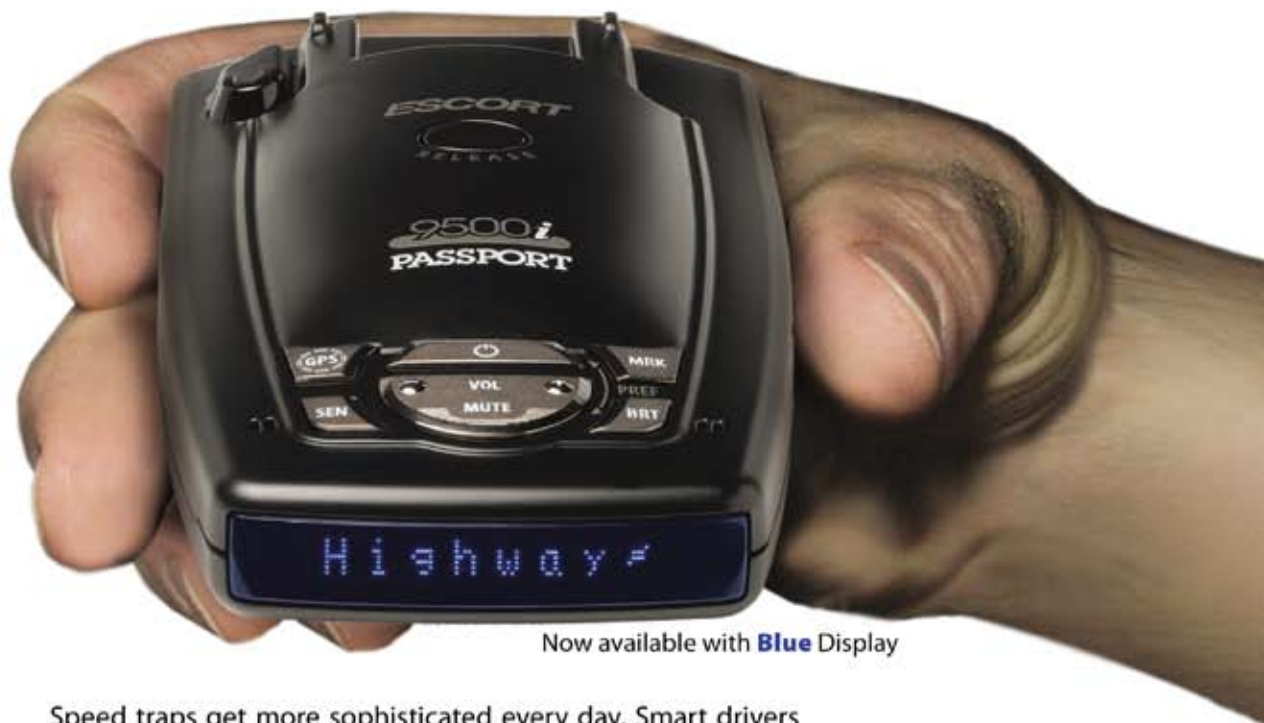
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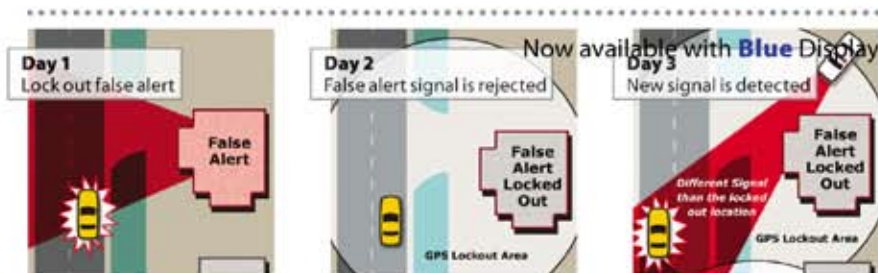
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social events committee update

Another Great Holiday Party!

text by: Cassandra Vorisek-Creto, SEC Chair

photos by: Paul Michali

Thank you to everyone who participated and attended the annual Holiday Party. We had a record number of attendees (over 100!), and everyone had a lot of fun. The event was held at *CR Sparks* on January 26th and the evening was enjoyed by all. *Stage Coach Improv* provided the entertainment for the evening, and delivered a delightful performance – including a great game of musical chairs played by audience volunteers as well as a serenade of the chapter President.

The evening started with an abundance of delicious hot and cold hors d'oeuvres (coconut chicken, blue cheese puffs, bacon wrapped sea scallops with maple sugar, spanakopita and caprese bruschetta with fresh mozzarella and tomato), cheeses of all kinds decorated with nuts, crackers, dried fruit and chilled grapes and a cash bar. Dinner followed with a Cran-Apple salad, jumbo shrimp cocktail, main entrée (choice of Statler chicken, pan seared Atlantic salmon or winter vegetable lasagna) and ended with chocolate obsession for dessert. *CR Sparks* kept to their reputation and provided excellent food from start to finish. No one walked away hungry!

The group had fun playing a variety of games including “How Many Roundels” as well as a mystery game played for the items in the center of the table (t-shirts and posters from chapter events). The goody bags were bursting with great stuff and were awaiting a home at each seat. Take a moment to check out many more pictures from the party on the gallery on the chapter website.

The photo contest saw many entries and by pure luck (or should I say photographic talent!) the same person won in all three categories: Best



Social Event

Gathering, Best Driving Events and Best Classic BMW. Hearty congratulations to Paul Michali for winning all three and taking home three great t-shirts!

Many thanks to the “5-Series Sponsor” of the evening, *3D Autoworks*, as well as all of the other people and businesses that donated items for the various raffles: *Vintage Sports Racing*, *Bavarian Autosport*, *Drumlin Downe Studios*, *Guitar Center*, *The Common Man/Great American Dining*, *CR Sparks*, *The Euro Depot*, *Concord Motorsport*, *Best Value Plumbing and Heating*, *Clean Tools* and *NH Motor Speedway*. Once again, *Vintage Sports Racing* donated an art car as for a fund raising raffle for the *Webster House*.

During the evening, Bruce Smith (Chapter President) and Cassandra Vorisek-Creto (SEC Chair) presented awards to three outstanding chapter members. They are: Edward Valpey – Driving Events Committee Award, Dana Sion – Social Events Committee Award and Paul Michali – Board of Directors Award. Congratulations to each! Your hard work and efforts are truly appreciated.



To keep the tradition of previous Holiday Parties going, this year's charity was the *Webster House*, a little known organization in Manchester that assists children

who are unable to live at home. The Executive Director, Lou Catano, and a couple other representatives from *Webster House* gave the group a brief





We are already on track for the 2009 Holiday Party and are planning some new and exciting changes (venue and entertainment to name a couple). We received great responses from the survey sent to all who attended and the SEC has listened! We are incor-

summary of the organization as well as provided a fun goody bag. One item in the goody (given away by *Stage Coach Improv* to one of the audience volunteers participants of the evening) was a *Rubic's Cube* renamed "i-Drive".

With the generosity of our members, Webster House walked away with about \$800. A special thank you to those that helped with the sale of raffle tickets and who made larger donations. With your help, the Webster House is able to a little more for those who cannot help themselves. Thank you!



porating many of the suggestions.

This is your club and your party. The SEC wants it to be the best event of the year! If you are interested in getting involved with planning the next Holiday Party or with the SEC in general, please contact me at c.creto@whitemtn-bmwclub.org.



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treasurer's update

Chapter Financial Statements for 2007

by: Mike Dion, Treasurer

The national office of the BMW CCA (National) requires that each chapter annually publish its financial statements to its members. Following is our financial statement for 2007 which was submitted to National in March 2008.

	Current year ending 12/31/2007	Prior year ending 12/31/2006
balance sheet		
assets		
Cash in bank accounts	\$21,343.85	\$22,070.53
Inventory	\$0.00	\$0.00
Equipment	\$0.00	\$0.00
Accounts receivable	\$0.00	\$0.00
Prepaid expenses/deposits	\$0.00	\$0.00
Other	\$0.00	\$0.00
Total assets	\$21,343.85	\$22,070.53
liabilities & equity		
Accounts payable	\$0.00	\$0.00
Other	\$0.00	\$0.00
Equity/retained earnings	\$0.00	\$0.00
Total liabilities and equity	\$21,343.85	\$22,070.53

Gordon F. Geick, D.M.D.

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	Current year ending 12/31/2007	Prior year ending 12/31/2006
income statement		
income		
Membership dues	\$9,428.53	\$10,006.55
Rebates from National	\$589.36	\$1,460.00
Advertising revenue	\$750.00	\$1,850.00
Driving school fees	\$76,575.59	\$37,716.91
Autocross fees	\$0.00	\$0.00
Other event fees	\$7,525.42	\$1,020.00
Merchandise sales	\$0.00	\$0.00
Interest	\$83.38	\$0.00
Misc./other ¹	\$200.00	\$2,930.32
Total income	\$95,152.28	\$54,983.78
expenses		
Newsletter costs	(\$6,141.00)	(\$3,646.06)
Postage	(\$1,070.95)	(\$1,107.67)
Insurance	\$0.00	\$0.00
Driving school expenses	(\$69,738.90)	(\$45,574.43)
Autocross expenses	\$0.00	\$0.00
Meeting expenses	(\$4,735.29)	(\$3,955.28)
Other event expenses	(\$11,628.40)	(\$4,983.60)
Telephone expenses	\$0.00	\$0.00
Misc./other ²	(\$475.55)	(\$16,924.65)
Total expenses	(\$93,790.09)	(\$76,191.69)
Net income (loss)	\$1,362.19	(\$21,207.91)
^{1) misc./other income}		
Donation	\$200.00	\$0.00
Total misc./other income	\$200.00	\$0.00
^{2) misc./other expenses}		
Misc./office supplies	(\$60.99)	(\$330.00)
Web services	(\$59.88)	(\$214.85)
Bank fees	\$0.00	(\$102.60)
ADSS car maintenance	\$0.00	(\$232.14)
Kelly's Cause	\$0.00	(\$220.00)
Mail	(\$55.20)	(\$148.03)
Canopies	(\$299.48)	(\$15,677.03)
Total misc./other expenses	(\$475.55)	(\$16,924.65)

drivers ed 101

Where Rubber Meets Road - Part 1

by: Ed Valpey, WMC Chief Driving Instructor

In the last installment we looked at the technique of “rotating” a car into a corner, i.e., purposely putting it into the beginning stages of a spin as we turn in, thus allowing us to improve our exit speed as we track out. This technique can be extremely effective. In reality, however, most stock production cars tend to be uncooperative due to the inherent understeer designed into them. Most won’t rotate at all, and those that do tend to, revert to understeer as soon as the driver goes back to power mid-way through the corner. This is one of the reasons your stock production car likely won’t do some of the things you ask of it as your driving becomes more advanced.

In Part 1 of this installment we’ll look at a couple of things you can do to help balance your car that don’t involve removing weight from your wallet. In Part 2, we’ll view the contact patch from the perspective of those components that will remove weight from your wallet. Don’t worry however, Part 2 has been timed to arrive on the same day as your tax refund check.

In order for a car to rotate into a corner under braking, and continue to point through the corner as we go back to power, it must be set up to handle either neutrally or with a tendency to oversteer. In the old days, this was done almost exclusively by increasing the relative pressure of, or even over-inflating, the rear tires. This accomplishes two things: First, it stiffens the sidewalls of the rear tires so that weight transferred from the chassis under cornering arrives at the contact patch more quickly. The rear contact patch will reach and begin to exceed its limit before the front contact patch. The second thing we accomplish by increasing the rear tire pressures is to change the shape of the contact patch.

The illustrations in fig. 1 are exaggerated to give you a better idea of the effect of pressure changes; the arrows show the direction of travel and the darker areas represent the greatest loading. The properly inflated tire will have a contact patch that is loaded fairly uniformly. The under-inflated tire will have a contact patch that is more “hourglass” shaped, with the loading concentrated at the sides. The tire that is over-inflated will have an elongated, more oval-shaped contact patch with the highest loading concentrated at the center. While increasing the pressure of the rear tires may help balance the car, keep in mind that it does so partly by reducing available grip (g). Keep in mind also that some cars respond counter-intuitively, that is the rear end can be loosened up by slightly under-inflating the rear tires or over-inflating the front tires. Be prepared to try both.

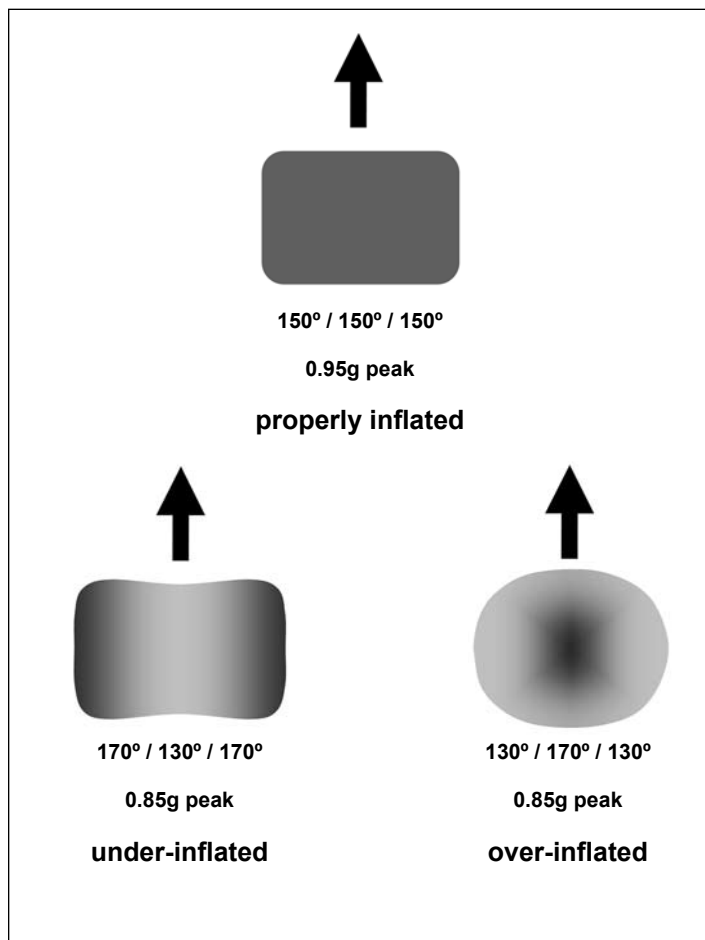
The only way to determine optimum tire pressures, however, is to spend \$75 on an infrared pyrometer (thermometer) with laser sighting. This tool allows you to accurately measure the relative temperatures, after several hot laps, of the outer edge, the center and the inner edge of the tread. The three numbers grouped

beneath each contact patch represent tire temperatures that one might find using a pyrometer. Once the optimum tire pressures are established, changing front or rear pressure by plus or minus a few pounds will give you some control over the balance of your car.

**“ driving
a car with
inherent
understeer
is about as
much fun
as a poke in
the eye ”**

A word of warning: Please make note of the words “a few pounds.” When tire pressures vary too much from optimum levels we begin to see diminishing returns, and in fact we may put ourselves at risk.

A tire with too little pressure is extremely compliant. All this extra movement creates friction and heat in the tire carcass, along with a corresponding increase in tire pressure. As the carcass heats up it also begins to weaken, and the pressure increase may be adequate to cause the tire to blow.



[fig. 1] Tire inflation and its effect on contact patch, surface temperatures and peak grip.

Further, when we lower the tire pressure below optimum levels we move the burden of cornering to the outside edges of the tread instead of spreading it evenly across the contact patch. This localized loading can create extreme heat, particularly in the outer edge of the tread. Grip begins to fall off as we “cook” our tires, and the tread can begin to “chunk,” meaning surprisingly large pieces of rubber will begin to fly out of the wheel wells.

When we over-inflate our tires, we localize the loading in the center of the tread and a similar dynamic can occur. In both cases, rapid tire damage can create dangerous handling characteristics, not to mention significantly shortening the life span of your tires.

For the reasons mentioned above, and because the same set of tires will respond differently on different cars, we’re not going to give sample pressures in this article. We’ll simply reiterate that the only way to determine proper tire inflation for any given car or any given track is to check tread temperatures after a few hot laps using a pyrometer.

There are a couple of other simple and economical methods of balancing your car, one of which we can borrow from the SCCA Spec Racer class. It’s a little less orthodox, in a slap-yourself-in-the-forehead kind of way, but effective nonetheless. Back when the Spec Racer Ford was first introduced it was called the Sports Renault, and it had horrible understeer. Perhaps the SCCA thought this was good idea, or perhaps there was an engineering miscalculation. Regardless, the racers who spent their good money on

Sports Renaults screamed bloody murder because, as everybody knows, driving a car with inherent understeer is about as much fun as a poke in the eye. The SCCA responded by increasing the width, and therefore grip, of the front tires. Problem solved.

Just because BMW puts XXX/XXRXX tires on your car doesn’t mean you’re contractually obligated to use the same size, or relative sizes, every time you swap rubber. If your car has a push, put a little more meat on the front, or a little less in the rear (remember that an increase in tread width will have a corresponding increase in tire diameter if the aspect ratio remains the same).

There are also no laws requiring the same model, or even brand, tires to be used front and rear. When the Skip Barber Racing School used to run E30 M3s, they would put Goodyear Eagles on the front, and Eagle GTs (all seasons) on the rear. This balanced the cars.

You might put gumballs from Yokohama on the front, and rocks from General on the rear. Some might view this as sacrilege. You’ll have to decide yourself whether you want to be pious with a push, or a heathen with a... never mind. The point is to balance your car, and you might be surprised to learn that putting lesser tires on the rear of an understeering car can actually lower lap times. Not that you’d know it, of course.

Next time we’ll continue our intricate foray into the all-important contact patch.



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tales from the winding road

interesting submissions from the chapter membership

My Bavarian Ice Breaker

submitted by: Paul Michali

With all the snow we had this past winter, the term “snow-blower” certainly made its way into countless conversations and e-mails, as was the case in February when members of our chapter’s staff were discussing back and forth through e.mail the recent dumping of yet another load of the heavy white stuff. It didn’t take long for someone to chime in about his—snow-blower—and how it was giving him a hard time. “A snow-blower, another ill advised purchase.”, came a quick response from another who was a staunch advocate of leaving heavy snow removal to the professionals; the guys who drive around with cute little trees painted on the doors of their big manly trucks. Paul Michali, our illustrious webmaster, came right back though with the following short story. – ed.

I like mine. After a few years of frustration with plow guys (not coming when I needed to get out, and piling snow in inappropriate places), I bought a snow-blower. Of course, having the right tool and using it at the right time is yet another thing...



I was lazy and didn’t run it yesterday in the rain. (A lot of snow had fallen before the storm turned into a soaking rain.) This morning there was 3-4” of ice/snow layer cake on my driveway and my wife needed to get to work with her Honda Odyssey (a boat). The snowblower would actually ride on top of the ice most of the time, or sit there with wheels spinning like a rotor tiller.



I had to use my “Bavarian ice breaker” (driving my 330xi up and down the driveway) to break up the ice enough to be able to get the snow-blower to work effectively and be able to chomp through the ice pack I had. As Forrest Gump said, “Stupid is as stupid does.”, but it worked!

Are You a BMW Fanatic?

submitted by: David Harrison (-and ammended by the ed.)

You might be a BMW fanatic if...

...You’ve ever taken a photograph like this one and thought it would look good framed and hanging in the living room.



photo: Martin Callahan

...You not only know what the letters B-M-W stand for, but you also know the difference between a Bimmer, Beamer and Beemer and so do all of your family members including the dog.

...You believe BMW supports some of the greatest motorsports events in the world and can name at least two team drivers.

... You are learning German one color at a time (Helrot, Alpinweiss, Ozeanblau, Arktissilber, etc.).

... You have ever needed to say “guibo” in the parts department. Own a BMW long enough and you will.

... You know which model BMW Elvis owned. That was before Red and Sonny started driving him around in the Caddy.

... You feel like a rebel when you change the “lifetime fluid” in the transmission and differential.

... You grin and speed up when taking freeway exit ramps.

... You love all German engineered cars, but can’t bring yourself to drive a car that sounds like a girl’s name.

... You do not care that making your daily driver into a track car will prevent any decent resale value.



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...You swear you can hear Wagner's *Flight of the Valkyries* anytime you accelerate over 5000 rpm.

...You believe it is good for international relations to keep German workers busy building your new cars. The benefit is they haven't invaded France in years.

...You are grateful BMW does not pretend to have a "stock car" in the Daytona 500.

...You actually look forward to new BMW TV commercials.

...The car club enables your "beer snob" ways at club social functions.

...You don't care if there is apparently no translation to German for "Big Gulp" cup holder.

...You believe BMW CCA inspires the best damn car club, club members, and magazine bar none.

New Hampshire Firsts

Back Roads Rally 2008?

submitted by: Dana Sion

source: N.H. Division of Travel and Tourism Development



New Hampshire is a land of many firsts: From the first citizen to become U.S. Attorney General (Samuel Shelburne in 1789), to the first American in space (Alan Shepard in 1961). Maybe connecting some of these "historic points" could make an interesting route for a future Back Roads Rally???

- » The first-in-the-nation Presidential Primary election is held in the Granite State every four years. Until the 1992 elections, no candidate had ever won the Presidency without first winning in New Hampshire.

- » In 1775, New Hampshire became the first state to declare its independence from England.
- » In 1793, Samuel Morey of Orford invented the internal combustion engine and built the first steamship in the United States.
- » The first American in space, Alan Shepard, was born in Derry, New Hampshire. His historic flight was made in 1961.
- » The first private citizen in the history of space flight was Christa McAuliffe, a Concord schoolteacher. After her death in the Challenger Space Shuttle disaster, a planetarium was built in her honor in Concord.
- » Wolfeboro became the first summer resort in America, when the summer home of Royal Governor John Wentworth was built in 1767.
- » In 1963 New Hampshire adopted the first legal state lottery in the United States.
- » The first commissioned naval officer in the United States was Captain Hopley Yeaton of New Castle, who was commissioned in 1791.
- » John Langdon of New Hampshire was named the first President Pro-Tem of the U.S. Senate in 1789.
- » Samuel Shelburne of Portsmouth was the first Attorney General of the United States. He was named to the post in 1789.
- » The first potato was planted north of the Rio Grande at Londonderry Common Field, in 1719.
- » Levi Hutchins of Concord invented the first alarm clock in 1787. It only rang at 4 a.m., the time he got up.
- » The world record for the highest ground wind speed of 372 km per hour (231 miles per hour) was recorded on Mt. Washington on April 12, 1934.
- » The first patent for an artificial leg belonged to Benjamin Palmer of Meredith, who patented the Palmer Leg in 1846.
- » Thomas Goodall of Troy designed the first horse blanket in 1850.
- » The Nansen Ski Club, the first ski club in the country, was formed in 1882 in Berlin.
- » The first fire alarm system using the telegraph was designed by Moses Farmer of Boscaawen in 1847.
- » Isaac Orr of Bedford made the first airtight wood stove.
- » The New Hampshire's Legislature was the first to adopt a 10-hour work day in 1847.
- » La Caisse Populaire, St. Mary's Bank in Manchester, established the first credit union in the United States in 1908.
- » The first intercollegiate boat race in North America happened on Lake Winnepesaukee in August 1853, when Harvard beat Yale.

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camera shots

Picture Perfect for a Fall Drive in New Hampshire

submitted by: Rand Peck

My wife Linda and I were driving around last fall when we parked for a short walk. When we came back to our BMW, the lighting and background were beautiful so I took this shot.

This is a 1999 M Roadster with 75,000 miles that I purchased from Concord Motorsport. We're planning on driving it to SC this coming summer to visit the factory.

Thanks for an enjoyable magazine.

Rand Peck
Mont Vernon, NH



Have you taken an interesting BMW or BMW CCA related photograph worth “showing off”?

If so, send it in!

Submit your favorite BMW or BMW CCA related photo to the Profile newsletter editor for “camera shots”.

editor@whitemtn-bmwclub.org

Be sure to include your name and a caption and/or title!

news briefs...

from the BMW club and beyond

...news from national

BMWCCA.org 2.0 launches

The BMW CCA's New Website is Live

Feb. 21, 2008

Bill Howard, BMW CCA

Welcome to BMWCCA.org 2.0, the revamped BMW Car Club of America website. We've added more content, more forums, and a gallery for photos. Other than the News section created by BMWCCA.org writers and photographs, responsibility for the vibrancy and popularity of the site belongs to BMW CCA's 75,000 members who contribute material. Here's a quick guide to the site.

Be sure to join the site by filling out a brief form and choosing a username and password. Do this even if you have a username from the old site, since old logons don't carry over. BMW CCA members should link their member numbers and names for fullest site access (electronic Roundel, tech guru answers, free classifieds). Your member number is on the wrapper of Roundel, your chapter newsletter, your membership card, or available through the club office, 864-250-0022.

The main sections of the site are striped across the site header (where it says BMW Car Club of America: You Belong Here): Home page, News, Events (calendar), Forums, Reviews, Gallery (photos, videos), Marketplace (classified, club regalia), and Chapters.

Anyone can post a product Review, not just website staff. Same goes for the Gallery. You'll find both staff-generated reviews as well as member reviews of products you've worked with. Check out Jonathan Spira's excellent reviews of more than two dozen Bluetooth cellphones; it's the most extensive compatibility testing you'll find anywhere.

If you've been dying to have us or Roundel photograph your project car, now you can do it yourself. We expect Gallery will be one of the site's most popular sections.

In Forums, you can ask technical questions and get expert answers from club tech gurus as well as other members. The Tech Talk forums cover topics that cross model lines (service, wheels & tires, audio-video-electronics) while Model Discussions forums let you dive deep with your favorite model. We've also got sections for BMW Competition and General forums, including Off Topic, where you can sound off on anything: Porsches, Obama, great vacations, or teen driving. If you've got comments on the site, go to Feedback. Please: Tell us what you think.

Marketplace is where you'll find BMW CCA classifieds. Submit ads here that appear both online and in Roundel magazine (free for BMW CCA members). With the new site, we've made several improvements: Online ad posts can have up to five photos per ad (Roundel still accepts one photo per ad, for a fee). We've reduced the cost of ads for non-members to \$5 an ad for online (but there are still plenty of benefits that make membership a great deal); if it makes a difference, you can easily skim ads to see who's a club member.

Chapters information provides a list of chapters, chapter contacts, and information and forms for chapter officers.

Click on the Roundel magazine tab and you'll find something new: electronic editions of current and recent past issues of the magazine. You'll need to be a BMW CCA member to gain access.

If anything on the site doesn't work quite the way you expect, try it a second time. If you can't find it, use the Search button. Our forum and reviews sections are based on the popular vBulletin, while the photo gallery uses PhotoPost, so it may all be familiar already. If you simply can't logon or work through a problem, call the BMW CCA National Office at 864-250-0022 and we'll help you out, 8:30-5:30 (EST weekdays).

Oktoberfest 2008

At Watkins Glen, NY

February, 2008

John E. Sullivan, North Atlantic Region Vice President, BMW CCA



The logo and events schedule is finalized. There is a dedicated website for the event. (See following article).

The vendor area will be located in the garages at the Track which is only 3 miles from the Host Hotel (Watkins Glen Harbor Hotel) and there will be shuttles going between each venue. There are only 106 rooms available so beware you might want to seek alternate lodging choices. The hotel has delayed their opening until June 2008. Registration opens in March.

I am working on arranging a wine tasting at the concours site which will be at a non-working winery location with fabulous views overlooking the lake. If anyone would like to pass along additional suggestions for events/tours please drop me a note and I'll run with it. One does not have to "own" their suggestions. I would like to make this an interesting event for the "non car inclined".

Oktoberfest 2008 website up

Watkins Glen preview

February, 2008
BMW CCA News

WATKINS GLEN, N.Y. – Ready for Ofest 2008? The club's website for Watkins Glen is ready for you Feb. 15, 2008 The Oktoberfest you've been dreaming of – incredible location, great track, plenty of diversions for bored partners – is open for business. The Oktoberfest 2008 website (www.bmwccaofest.org) is up and running for anyone who wants the lowdown on the club's 39th annual Oktoberfest in Watkins Glen. Registrations will be accept shortly. This year's Oktoberfest represents a couple new trends, most important a Tuesday-to-Saturday schedule (Sept. 23-29) that shortens the event by a day, in response to requests from club members who love Oktoberfest but want to fit it into their busy schedules, according to Linda Axelson, BMW CCA's National Events Manager. The closing night banquet is Saturday not Friday. But with the location of Watkins Glen, most participants can still get home Sunday and – alas – be back at work bright and early Monday morning, Watkins Glen driving schools every day!

For members who can't get enough track time, the world-famous Watkins Glen circuit, less than 10 minutes from the host hotel, will be running almost non-stop, with driving schools Wednesday to Sunday. Even though the curtain rings down on Oktoberfest Saturday night, there's still one more driving school Sunday at the Glen. Full range of events

This year's Oktoberfest includes driving schools, autocrosses, a gymkhama, rally, fun rally, night rally, car control clinic, photo contest, and club races. There are multiple events every day except Tuesday (set aside for arrivals and a welcome reception). See the website for the schedule. Less than a day's drive

For thousands of BMW CCA members, while the location is rural (the population of Watkins Glen is just 2,150), the site is an easy day's drive from major metropolitan centers. From Buffalo and Harrisburg, Pa., it's less than three hours. From Toronto, it's less than four hours. From New York City, it's less than five hours. From Pittsburgh and Philadelphia, less than six hours. From Detroit, it's less than seven hours. From Chicago and Raleigh, N.C., it's less than 10 hours – a long drive for most people, but not if you're in a BMW. Check it out now. Register soon.

The site is open now. Registration will open in early March, probably March 4, says BMW CCA's Axelson. Early registrants get low registration numbers and a shot at the choicest hotel accommodations. There also will be an early bird discount to encourage registration. As in past years, participants who register early may request their previous year's registration numbers.

www.bmwccaofest.org



BMW CCA Has New Executive Director

Frank Patek

February 6, 2008
BMW CCA News



GREENVILLE, S.C. – Frank Patek, BMW CCA's new Executive Director, is in the building. Patek began work this week at the club's headquarters here in Greenville. He can be reached at the club's phone number, 864-250-0022 or by e-mail (frank_patek@bmwcca.org).

Patek, 40, of Pittsburgh, specializes in working with non-profits. For the past decade, Patek was Executive Director of Phi Alpha Delta Law Fraternity and Phi Alpha Public Service Center. He has an undergraduate degree in history from Washington and Jefferson College, Washington, Pa., and a J.D. degree from Duquesne in Pittsburgh. He was hired by the BMW CCA Board of Directors at its quarterly meeting Jan. 19.

Patek succeeds Wynne Smith, the club's Executive Director since the beginning of the decade, who left last fall to work with the BMW CCA Foundation. The Executive Director oversees daily operations of the BMW Car Club of America, manages a staff of a half-dozen, and works with the club's publishing arms: Roundel and BMWCCA.org.

Frank Patek on the Job

New BMW CCA Executive Director

February, 2008
BMW CCA News

GREENVILLE, S.C. – ...and here I am! This is my third week on the job and my first report. First let me say what an honor it is to have been selected to lead the National Office staff and thank you to everyone who has welcomed me with open arms to the club. I can personally attest to the fact that, as you read in last months report, it was a long and exhaustive search and interview process. When it was over I took a week off, but now I am on the job and doing my best to keep up to the pace set by the Board and Staff. We are working hard to improve the Club for you in many ways. But what is most important to me is that we exceed your expectations for customer service.

This is your Club and we are here to make certain you have the best possible experience at all times. To that end I am instituting a series of conference calls with each Regional VP and the Chapter Presidents in their respective regions. February 19, 2008 marked the first call and it was held with the North Central Region. I hope these calls will allow us to know each other better and give you an opportunity to voice your concerns and needs as Club Leaders.

My door will always be open and I look forward to working with each of you.

...news from the region

VMP and Club Motorsports Court Supports Operational Plan

February 25, 2008

TAMWORTH, N.H. – The United States District Court, District of New Hampshire, has denied Focus Tamworth's appeal of the US Army Corps of Engineers (ACOE) Federal Wetland Permit issued under Section 404 of the Clean Water Act to Club Motorsports (CMI). The Court completely rejected all Focus Tamworth's positions and arguments, and fully supported the ACOE's and Club Motorsports'.



VMP: 3 miles, 18 turns

Almost fourteen months after the permit was first issued, an appeal was filed by members of the opposition group, Focus Tamworth on October 2, 2006. The Court noted that Focus' only challenged the federal wetland permit on the sound limits reviewed and approved by the ACOE and did not challenge the findings concerning the approval to fill the wetlands. In its written opinion dated February 14, 2008, the Court stated, "...the Corps adequately explained its conclusion that the restrictions proposed by (Club) Motorsports represented a fair and reasonable balance between the needs of the developer, the desires of the community, and the overall well-being of the local environment."

"We are very pleased that the Court has upheld the ACOE's decision to issue our project a federal wetland permit," said CMI President Jim Hoenscheid. "For over eighteen months, the ACOE conducted a rigorous and exhaustive review of our application. The ACOE reviewed the application and was not influenced by speculation, hypothetical scenarios, or irrational fear about the project. The Corps applied their expertise when reviewing the project's engineering designs that protect both the surface and subsurface water. When reviewing the non-wetland related topics including sound, the ACOE appropriately compared our project to other road courses and motorsports country clubs and took into account many other factors including the existing commercial/industrial businesses that surround our property and other activities that generate noise everyday in Tamworth. As we stated in September of 2005 when the Corps first issued CMI the federal wetland permit, we are proud that our project meets and exceeds the high standards and requirements of the federal permit. With the Federal Court's own eight month review and decision to uphold the CMI permit, our position has been validated. Moreover, when CMI is afforded an independent and comprehensive review, CMI has proven the project will not harm the surrounding environment.

"Two separate and distinct arms of the federal government conducted a thorough review and approved the sound limits outlined in the CMI Operating Plan. As supported by the ACOE permit and the Court's decision, '...the operation of the Motorsports' facility subject to the proposed noise limits would not have an unaccept-

able adverse effect on municipal water supplies ... wildlife, or recreational areas.' In terms of sound limits at Lime Rock, the Court noted that the facility operates as a "hybrid" with both restricted days and numerous unrestricted or unlimited days. The Court commented that it suspected that the plaintiffs (Focus Tamworth) would be far less content with a change from the CMI Operating Plan approved by the ACOE to the actual sound generated at Lime Rock. Based on the decision by the ACOE and the Federal Court, the Focus Tamworth's proposed sound limit of 69 decibels maximum at the CMI property line would be completely arbitrary and capricious. The ACOE and the Court both saw through Focus' weak arguments and illogical conclusions."

In its February 14, 2008 ruling, the Court made the following noteworthy findings:

- » "Interestingly, plaintiffs' challenge is not related to any potential adverse effects the proposed facility might have on water quality in the area."
- » "The administrative record in this case consists of more than 4,500 pages, divided into nine volumes. Plaintiffs do not assert (nor is there any suggestion in the record that) the Corps' failed to consider all the evidence presented to it."
- » "Here, the court cannot conclude that the Corps acted outside the scope of its wide discretion in issuing the permit."
- » "...after carefully reviewing the record before it, the Corps provided a reasonable, logical, and thorough explanation for its decision to accept (Club) Motorsports' proposed operating plan."
- » "In light of the record of evidence on sound restrictions at similar facilities, and the various expert opinions relating to sound generation at (Club) Motorsports' facility itself (including Mr. Cowan's suggestions), it was not unreasonable, nor was it an abuse of discretion, for the Corps to conclude that (Club) Motorsports' proposed operating plan was acceptable."

In addition to the federal wetland permit, CMI has secured all required federal and state environmental related construction permits for both the construction and operation of the motorsports country club. In 2004, the New Hampshire Department of Environmental Services (NH DES) issued both a "Wetlands and Non-Site Specific Permit" and an Alteration of Terrain or "Site Specific" Permit to CMI. In April 2005, NH DES denied the opposition group, Focus Tamworth's appeal of the state wetland permit. In 2005, NH DES issued a Water Quality Certificate that further demonstrates CMI's ability to protect both surface and ground water resources. CMI is currently appealing the town's denial of two permits under the Tamworth Wetland Ordinance including the recent decision to deny CMI access to the property.

A first-of-its-kind concept for New England, the Valley Motorsports Park development is located in wooded land on the north face of Mount Whittier off Route 25 in Tamworth, approximately two miles west of the intersection of Routes 25 and 16. Described as a "ribbon through the woods," the road course would be available for use by its members, much like a golf course country club. The \$28 million purpose built development includes a more than three-mile, 18-turn, European-style road course for drivers and motorcyclists to develop and practice their driving skills and attend performance and safety driving schools. For more information on Valley Motorsports Park or Club Motorsports, Inc., visit www.clubmotorsports.com or call (603) 437-3278.

2008 calendar of upcoming events

www.wmc-bmwcca.org/calendar.html

april

13 Sunday April 13th
8:00am - 5:00pm

Advanced Driving Safety Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. Held at NHMS

COST: \$85

Register NOW! (until 04/08/08)

18 Friday April 18th
7:00am - 4:00pm

Cabin Fever Driving School

Spring into the year with our first High Performance Driving school of the season! Held at NHMS

COST: \$195 (first timers \$95)

Register NOW! (until 04/15/08)

29 Tuesday April 29th
6:30pm - 8:30pm

Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. Meeting location is The Common Man Restaurant in Merrimack, NH. Questions? Contact (603) 647-4944.

COST: FREE Food, Drinks and Valet parking

RSVP

may

11 Sunday May 11th
8:00am - 5:00pm

Tire Rack Street Survival School

Do you want to make your teen a safer and smarter driver? Then give them Street Survival skills! This BMW Foundation sponsored event helps, students 21 years old and under, learn skills beyond plain old Driver's Ed. Held in the parking lot at NHMS. Questions? Contact (603) 580-5339.

COST: \$60.00 per licensed driver 16-21

Register NOW! (until 05/12/08)

july

19 Saturday July 19th
8:00am - 6:00pm

Hot Laps Go-Karting

Join us for a fun day of go-karting. It is sure to be a fun day for the whole family. Held at Hot-Laps Karting Center in Weare, NH. Rain date is 7/26. Questions? Contact (603) 647-4944 ext.1.

COST: Adults = \$65

Youths (7-14) = \$35

RSVP

Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. Meeting location is The Common Man Restaurant in Merrimack, NH. Questions? Contact (603) 647-4944.

COST: FREE Food, Drinks and Valet parking

RSVP

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Registration, RSVP, directions and details for all events are on the chapter website.
High performance driving schools have special advance requirements.

august

24 Sunday August 24th
8:00am - 5:00pm

Advanced Driving Safety Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. Held at NHMS

COST: \$85

Register NOW! (until 08/21/08)

25 Monday August 25th
7:00am - 4:00pm

Summer Heat Driving School

This school at NHMS is your chance to get in some hot summer laps! Held at NHMS

COST: \$195 (first timers \$95)

Register NOW! (until 08/21/08)

september

22 Monday September 22nd
10:00am - 6:00pm

Susan G. Komen for the Cure

Drive the latest BMWs and help raise money for the Susan G. Komen Breast Cancer Foundation. It's a great drive, for a great cause! At Tully BMW in Nashua, NH Questions? Contact (603) 647-4944 Ext. 1.

COST: Free

Registration opens 08/12/08

29 Monday September 29th
10:00am - 3:00pm

Susan G. Komen for the Cure

Drive the latest BMWs and help raise money for the Susan G. Komen Breast Cancer Foundation. It's a great drive, for a great cause! At BMW of Stratham in Stratham, NH (NEW DATE) Questions? Call (603) 647-4944 Ext. 1.

COST: Free

Registration opens 08/12/08

23-28 September
23rd-28th

BMW CCA Oktoberfest

A fun filled week of activities for the whole family, this year at beautiful Watkins Glenn, NY.

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Extremely low mileage; Immaculate. Alpine White, black soft top, gray leather. 6sp. Cold, premium & sport pkgs, bi-Xenon, DVD GPS Nav, H-K audio, 6CD changer. Significant upgrades and accessories. Full details and pics here: <http://webpages.charter.net/jonmaurer/BMWAd.htm> Exceptional. Must see! \$37,000. Call Jon Maurer at 603 249-9520 or e.mail via the chapter website.

Parts For Sale

Blizzaks on Borbet Rims for E39

Blizzak WS50 225/55-16 mounted, balanced on Borbet rims. Used only last season. I got a new car, these snows won't fit. Outstanding condition. Washed and wheel-waxed after season, like new. These were on my BMW 540i. Photos available. Call Scott Richardson at 603-821-1700 or e.mail via the chapter website.

Wanted

Minilite wheels for 2002

Need 14" or 15" Minilite wheels in good condition for 1973 Baur 2002. Call Bill Hutchings at (603)490-5356 or e.mail via the chapter website.

**Visit the chapter website to submit an ad.
www.wmc-bmwcca.org/classified_ads.html**



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about the classifieds:

Chapter members can submit (non-commercial) ads at no cost, which will run for three months on the website. Ads listed on the website at the time of publication are published in *the Profile*. Requests submitted online are subject to approval by the WMC. The submitter, not the WMC, is responsible for the accuracy of ad content. The WMC cannot guarantee, in any manner whatsoever, items listed in the classifieds. To see the most current selection of classified ads, check out the chapter website.



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