

^{the} Profile

newsletter of the
white mountain chapter BMW CCA



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to a passion**

february & march 2009

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on the cover

Stan Chamallas' 1973 3.0 CS - read on page 10 how it went from being his dream to becoming his passion

photo: Stan Chamallas

post processing: Martin Callahan

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about the Profile:

The Profile is published every two months. Club members are encouraged to submit BMW and/or club related articles and photos for publication. General articles should typically be under 350 words but longer features are welcome space permitting. All photos must be submitted as individual jpeg or tiff files at their highest available resolution. Submission deadlines are always the first Friday of the month prior to the newsletter issue (i.e. deadline is in May for the June/July issue). Send all submissions or questions to the copy collection editor. For information on advertising in the Profile, contact the newsletter advertising manager.

white mountain chapter BMW CCA

www.whitemtn-bmwclub.org



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Greetings from Your New President Looking Forward to 2009

by: Alan Legerlotz, WMC President

As the new year is upon us, I would like to take a moment to thank the outgoing board and all of the volunteers who worked so hard to make 2008 successful for the chapter. I will do my very best to make 2009 an even greater success for us.

As I'm writing this, more snow and ice is blanketing New Hampshire. While winter does not prove to be the best time of year to enjoy the cars that bring us together as a group, it is a great time to plan making the most of spring, summer, and fall.

The Chapter currently has a number of initiatives under way and is planning a variety of activities to fill the calendar.

In the past few months, the Membership Chair has been working on new ways to increase our numbers, the Marketing Chair has been engaged with our current sponsors and has been enlisting new ones, and the Profile has undergone some changes to streamline production and reduce costs. In the coming months these efforts will continue and I am encouraged by what I've seen so far.

The Social Events Committee will follow up the Winter Reunion with a number of events, potentially including go karting, a wine tasting, the



The new WMC President,
Al Legerlotz

BMW Ultimate Drive, another Back Roads touring rally, a destination drive to a well known New Hampshire restaurant, a couple of car shows, and more!

The Driving Events Committee is planning events from April through October. These include four Advanced Driving Skills Schools, five days of High Performance Driving Schools, Mt. Washington Climb to the Clouds, and a Street Survival School in conjunction with the BMW CCA Foundation. The DEC will continue their efforts to recruit a diverse group of participants at our events, but if you have not attended a driving event with your Bimmer, I encourage you to do so. I know of very few ways to have more fun.

The most important aspect of these initiatives and events is that they bring the members of the chapter together to enjoy the cars we love. As well as encouraging your attendance at chapter events, I encourage you to volunteer to help plan and execute them. Through my volunteering with the club I have made friendships that are now over 14 years old and that go well beyond just the aspects of my life that include my BMW. We currently need people to help with the Social Events Committee and the Driving Events Committee, so if you have a few hours to spare and an interest in helping, please don't hesitate to contact me or another board member.

See you at the track!

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Chapter Membership

Racing in a different sort of seat

by: Michael Morin, Membership Chair

As we come out of the corner of another year, join me in welcoming the members since our last update. The newest list as of time of production is to the right. It is not our longest list of new members, thanks to the so-called housing bubble and gas prices crisis of the summer months and the ensuing stock market slumps of the autumn months, we have what we got. We deeply appreciate our membership's activity within our chapter.

For you data junkies, here are some fun stats about our chapter as of the end of 2008. Oh, congratulations to Rockingham County for having the most members!

Shivering,

Michael

Membership Type	#
Full	609
Associate	96
Life	8
Total	713

Random Stats	#
White Mtn is main chapter	674
White Mtn is not main chapter	39
Inside North Atlantic Region	705
Outside North Atlantic Region	8

NH County Breakdown	#
Rockingham	223
Hillsborough	200
Merrimack	58
Grafton	45
Strafford	30
Cheshire	28
Belknap	28
Carroll	27
Sullivan	10
Cooch	4

State Breakdown	#
NH	653
MA	32
ME	12
VT	4
Canada	3
CT	2
RI	2
AE	1
AL	1
CA	1
OH	1
TN	1

welcome to our new White Mountain Chapter members		
Derek Cangello	2004 325i	Newmarket, NH
Joseph Dabrowski	1998 M Roadster	Manchester, NH
James Dodier	1987 325	Ossipee, NH
Allen Landsidel	1993 325i	Portsmouth, NH
Ern McGrath	Any BMW will do	Jackson, NH
Joan McGrath	Any BMW will do	Jackson, NH
Leo Pieretti	2000 M Roadster	Hooksett, NH
Ed Zuk	1988 528e	Littleton, NH

Election '08: You Decided.

by: Michael Morin, Membership Chair

As surely as the season's first snows, the annual elections have taken place. Before digging into the results, may I suggest that we have one of the most active memberships in the entire CCA organization? It's true! We have had a better turnout for chapter elections than chapters almost three times our size! Our exciting turnout numbers can be attributed to an exciting Presidential election cycle for the most part. With that said, here are this year's turnout. With a total number of registered CCA voters at election time of 729, the total number of voting members were 95. All of those that voted completed their votes online. This amount is an increase of nearly 50% from when our webmaster, Paul Michali, designed the online election setup in 2005.

Now for the official results:

President:	Vice President:	Secretary:	Treasurer:
Alan Legerlotz 91	David Harrison 94	Pete McDonough 93	Mike Dion 94
Tom Blinn 2	Erik Wensberg 1	Mike Francis 1	
Mario Langston 1			

There you have it! Out with the old and in with the new. These elections would never happen if it were not for the 2008 board and staff. Our appreciation and thanks go to Bruce Smith, Dick Cadieux, Al Legerlotz, Mike Dion, Laura Fallis, Gordon Geick, Dana Sion, Cassandra Vorisek-Creto, Paul Michali and Martin Callahan. Over the course of their terms in office, they toiled on some major fixes and upgrades in the way the chapter operates. Good luck to the incoming officers and staff in 2009!

WMC Driving Events Proposed Dates for 2009

by: Alan Legerlotz, DEC Chair (acting)

As they now stand, here are the important dates for your 2009 driving season. Dates are always subject to change, so check the WMC web site calendar regularly for the latest information.

- » April 25 (Sat) - ADSS Instructor tune up
- » April 26 (Sun) - Advanced Skills School at NHMS
- » April 30 (Thurs) - Cabin Fever Driving School at NHMS
- » May 23 (Sat) - Street Survival Instructor setup
- » May 24 (Sun) - Street Survival School at NHMS
- » June 6 (Sat) - Mini only Advanced Skills School
- » July 25 (Sat) - Advanced Skills School at NHMS
- » July 31 (Fri) - July Heat Driving School at NHMS
- » September 19 & 20 (Sat & Sun) - Mount Washington Climb to the Clouds (VSCCA Event)
- » October 17 (Sat) - Advanced Skills School at NHMS
- » October 23, 24, 25 (Fri, Sat, Sun) - End of Summer Driving School at NHMS

BMW Performance Center Significant Discount for CCA Members

by: Frank Patek, Executive Director, BMW CCA

We are pleased to announce that the BMW Performance Center will continue offering an exclusive discount of 20% on all programs for BMW CCA members. The Center's Mike Renner says that when we first made this announcement, they saw a dramatic uptick in the number of members signing up for their courses. When you enroll at the Performance Center, you receive the best in professional instruction and you get to drive BMW's cars instead of your own! If you like to drive, or you want a chance to sample all the new M cars, this is an offer too good to pass up. See the national website, www.bmwcca.org, for more details.

Membership Plus Newest CCA Membership Benefit

by: Frank Patek, Executive Director, BMW CCA

I'm happy to announce the introduction of Membership Plus, our newest CCA membership benefit that I think you will find to be a very worthwhile elective add-on to your existing club membership.

Many BMW CCA members currently pay for BMW's roadside-assistance program, or subscribe to a service such as AAA. Now the BMW CCA can offer you Membership Plus, a roadside-assistance program provided by Nations Safe Drivers (NSD) and ranked number one by JD Power & Associates! Unlike AAA, Membership Plus covers you, your spouse, and up to three children living in your household! Membership Plus also entitles you to discounts on travel, health, gifts, appliance purchases, and more.

We created Membership Plus because many of you asked us to offer a BMW CCA roadside assistance program. Rather than build this program from scratch, we were able to buy into the existing Nations Safe Drivers Program. This program comes highly recommended by other clubs, including the BMW MOA and the Corvette Club.

	1 year	2 year	3 year
BMW CCA Membership	\$40.00	\$ 76.00	\$112.00
BMW CCA Membership Plus	\$58.00	\$109.00	\$163.00
Total:	\$98.00	\$185.00	\$275.00

Although this comprehensive benefit program does come at a price, we believe the benefits far outweigh the cost. A two-year Membership Plus election will save you \$9.00 over the annual cost of club membership and a three-year election will save you \$19.00. And better yet, if you're one of our many members who elect automatic renewal, you can include automatic renewal of your Membership Plus plan as well!

2009 BMW CCA National Elections Vote Now - Online

by: Frank Patek, Executive Director, BMW CCA

Visit the national website, www.bmwcca.org, to learn about the two important by-law amendments on the ballot this year. They concern term limits and qualifications for the Treasurer. Please read them carefully in order to make a well-reasoned decision. Additionally, you can learn more about the candidates running for office at the website's election forum, where you'll find candidacy statements and can post questions to the candidates. No paper ballots! -Members must vote on-line this year. Members must be in good standing as of 12/18/08, to be eligible to vote in this election. Voting is open now and will close February 13, 2009, at noon EST. Results will be posted on the website that same day at 5:00 p.m. EST. Thanks in advance for your participation!



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Where the Rubber Meets the Road Part 4

by: Ed Valpey, WMC chief driving instructor

[Parts 1-3 of this series ran in the Profile last spring and summer (Apr/May, Jun/Jul, Aug/Sep). All four parts will eventually be compiled together and published in the WMC website library for future reference. Thanks to Ed for scripting another well written and useful series! -ed.]

This last installment of the “Where Rubber Meets Road” series is a much generalized discussion of a few more areas of potential improvement for our cars. Once again, everything discussed has a price tag attached. There’s a lot of snake oil being sold out there, so be sure to view that “checkout” button with a wary eye.

Horsepower

It has long been debated whether one benefits more from an increase in horsepower or from improved handling. I guess it depends on the track. For a fair amount of money a driver can install a chip and improved intake/exhaust and pick up some extra grunt. When evaluating such components, however, keep in mind that horsepower may sell cars, but it’s torque that wins races. Keep in mind also that an improvement in exit speed, which comes with practice and study, will yield the same kind of improvement in lap times as extra horsepower. For the cost of the aforementioned performance modifications, one can run a couple of full seasons of drivers schools.

Gearing

This means of improving acceleration is often overlooked by people who use their street cars for driving events, and this may be due to the limited options that are available. Nevertheless, there is a very significant performance advantage to be gained if a driver can optimize gearing. I was given a refresher a couple of years ago in my Formula Ford at Beaverun. It was my first event with the car and I didn’t give gear ratios a thought (in a Hewland, the ratios of each of the 4 forward gears are easily changed). In the final race, after a weekend of sorting both car and driver, I found myself battling for 2nd place with a driver I had caught from my 6th place starting position. Unfortunately for me, he had given his gear ratios some thought. As we would exit the tight combination of Turns 10 and 11 my exit speed was better – enough even to start to pull alongside as we approached the flat-out kink that is Turn 12. Through Turn 12 and onto the front straight, however, he would simply pull away. By Turn 2 I would be on his tail again, but each time we hit a straight he would disappear. I wasn’t shifting into 4th gear until two thirds of the way down the front straight, and I was nowhere near redline as I hit the brakes for Turn 1. I later learned that my car had had very “tall” gears installed for Virginia International Raceway. My lap times were just bit quicker than the other driver’s, but I wasn’t able to capitalize on that advantage. I briefly raced that same driver this year at NHMS, and we both had proper gearing. We pulled evenly on the straights and my laps times were roughly 2 seconds a lap quicker.

The closer we can match our speed at redline in top gear to the fastest speed we’ll achieve on the track, the lower our lap times will be. Most stock BMW’s have their top speeds limited by computer, but mechanically the cars are capable of significantly higher speeds. If you don’t expect to see 170mph on any of the tracks you visit, then consider a rearend with a

**for the cost of the many
performance modifications,
one can run a couple of full
seasons of drivers schools**



photo: Martin Callahan

Seasoned high performance driving school instructors, John Cloutier and the author, at speed in the south oval at NHMS

ratio that lowers top speed to something more realistic. You will see a corresponding increase in acceleration. Be sure, however, that it’s a limited slip rearend.

Brakes

I’ve been known to say that brakes are overrated because they just slow you down. More accurately, it’s the emphasis put on braking that is overrated, or at least misapplied. Very often drivers misconstrue the braking portion of the ten commandments of fast driving to mean that they should brake as late as possible and stand the car right on its nose all the way to the turn-in point, often resulting in missed turn-ins, excessive entry speed and/or poor car attitude. Since bigger brakes provide greater stopping power people run out and buy Twelve Pot Grizzly Claw SuperStoppers and, if they bother to measure, discover that they haven’t changed their braking distances an inch. If you can engage your car’s ABS coming into a corner, then you will derive no benefit from “bigger” brakes. Braking is, in this case, grip-limited. If you put fatter, stickier tires on your car, then maybe, maybe you’ll need bigger brakes. If your car can engage ABS for most of a session but your brakes begin to fade near the end, then you need either a) performance brake pads or b) to install some very simple and cheap air ducting to help keep your brakes cool or c) both. I know of an SCCA-prepared 2002 that has clothes dryer vent hose coupled with notched Campbell soup cans that surround the rotors... brake fade is not an issue and the materials can be purchased with the change bouncing around under your seat. Aftermarket brakes have a place, and they can both shorten stopping distances and reduce unsprung weight, but the benefits are usually realized only in concert with other modifications. Even with the appropriate ancillary changes, don’t expect these improvements to slice big chunks off lap times (which you’re not supposed to be taking anyway)... the improvement will be incremental. Remember, the advantage gained by being able to brake 20 feet later coming into a corner pales in comparison to the advantage gained by being able to go to power 20 feet sooner as you come out of it.

Brake Bias Adjusters

If you don’t have ABS and you want that cool knob in your cockpit, go

ahead and buy a brake bias adjuster (proportioning valve for a single master cylinder or, with dual masters, a cable operated balance bar)... but be sure you use it properly. Most people are aware of the danger of having too much rear brake bias - more than one driver has locked the rear wheels and spun into a tire wall because he fiddled too much with the bias adjuster - but not everybody takes full advantage of adjustable bias. Aside from shortening braking distances, optimum brake bias also affects the car's balance in corner entry. If we're trail-braking into a corner and our brake bias is set too much to the front, our rear tires won't reach their potential in braking and they won't begin to generate slip angles in corner entry. They will, in other words, stay firmly planted. The front tires, on the other hand, easily reach their potential under a combination of cornering and braking and they begin generating slip angles very soon after turn-in. Instead of pointing into the corner, the car may be subject to brake bias induced understeer. If you have a brake bias adjuster you'll need to dial it in at every track day, as well as every time you change brake pads or tires. To dial it in, set it a turn or so toward front bias and then begin turning it toward the rear in quarter turn increments until you get rear wheel lock-up (and don't spin and crash, otherwise you have to start all over). Once you have rear-wheel lock-up, go back in 8th or even 16th turn increments until the rear tires no longer lock up first. And when you go through this process be sure your car is going absolutely straight and there are no other cars around.

Aerodynamics

The eggheady name for the modern study of airflow is Computational Fluid Dynamics (CFD) and it's not for the faint of heart. Those who follow Formula 1 marvel at the subtlety and cleverness of engineers who are capable of building cars that could literally, once at speed, drive on the ceiling. Naturally, we want some of that. We need, however, to ask ourselves a couple of questions: First, at which tracks do we generally run and, second, what are the cornering speeds at those tracks? The fastest corner at NHMS - now that we no longer run the south oval - is probably Turn 11, and we go through there at, what, 65 mph? If you're thinking about a wing for NHMS think World of Outlaws, because that's the kind of wingspan, chord and end plate area you're going to need to notice a difference at sub-100 mph speeds. By and large, the cars that run with the WMC would benefit more from an effort to reduce drag than from an attempt to increase downforce. The cheapest and simplest way to reduce drag is a combination of chin and rear deck spoilers, and in most cases the engineers who designed your car have already figured this out

for you in their effort to improve gas mileage. Unless you have significant horsepower and spend a lot of time at tracks with 100+ mph corners, the rewards for an investment in aerodynamics will be negligible.

Weight

If you go to YouTube and search "Top Gear Motorhome Race" you'll find an hilarious episode of the popular BBC program Top Gear. There's a segment where they show the competitors throwing stoves, cabinets, refrigerators, etc. out of



photo: Martin Callahan

the motorhomes they're about to race. Some day perhaps we'll see somebody at NHMS stripping their new M3 in a similar manner. There's no doubt that reducing weight is a significant factor in lowering lap times. Just how significant, however, is a little difficult to

quantify. I've heard such figures as 3 bhp for every 10 lbs saved, but I really don't know how accurate this is. At this year's Hot Laps karting event the lap times of the two fastest drivers were just 0.08 seconds apart, but the weight disparity between these drivers was roughly 50 lbs. So much for the 3 bhp / 10 lbs theory. Perhaps one day the people at Hot Laps will let us plug in the data acquisition equipment, strap on some lead weights and do a little experimenting. In the mean time, have at it with the saws-all, die grinder and sledge hammer. Every little bit helps.

Tires

This topic can be either very simple and or very complex, depending on one's perspective. On the one hand, there are so many choices of tires out there - and so many nuances in handling characteristics, grip, etc. - that one would have the equivalent of a part-time job trying test everything available. Diligent research in the motor-ing press will likely pare the field down to a likely few best choices, but one always wonders whether their ultimate choice is, in fact, really the best choice. It's maddening to think that we've given up some speed because we checked the wrong box on the checkout page.

On the other hand, who cares? My favorite tires are those purchased as season-end leftovers and placed unused to cure in a hot, dry attic for a couple of years. Yes, they're hard as rocks and, yes, they're a couple of seconds slower around the race track, but as long as the sidewalls don't show signs of checking, and as long as they aren't more than, say, five years old,

continued on page 12 ►



photo: Paul Michelli

BMW CCA and SCCA club racing hot shoe David Maynard getting his tire pressure checked during a club race practice session, and a high performance driving school student honing his skills in turn 10 at NHMS

The BMW 3.0 CS From a Dream to a Passion

text & photos by: Stan Chamallas, chapter member

[Back in January 2003, the Profile featured a story by Stan titled 1973 3.0 CS Across America. After pursuing a long-time dream, Stan found "his" 3.0 CS for sale - in California. His story cronicled how, "sight unseen", he flew out to close the deal and drove his new found joy, 3100 miles across the United States, home to New Hampshire. Now a few years and few miles later, Stan shares with us how, what started out as a dream has turned into his passion. -ed.]

Ever since I first saw the BMW 3.0 CS I wanted one. When I graduated college in 1977 they were still out of my league but finally I was able to afford one as my summer car. I found this beauty in southern California and drove it back to New Hampshire. Since then it has been a restoration in progress with some upgrades such as Alpina wheels and many other mechanical hours of routine maintenance. The speed and agility of this 35 year old car continue to amaze me and I can't wait for spring when she emerges from her winter slumber.

Already during the drive home from California the passion began.... Right away, I had plans; the wood on the dash and the door panels was tired and peeling, the dash was cracked in 3 places and I wondered about the engine. So in 2003 I started by changing from points and condenser to a Pertronix electronic ignition. The next purchase was a UUC short shifter.

My first car show was German Car Day at the Lars Anderson Museum. I loved driving the Coupe, the looks I kept getting and the compliments. It really is one of the nicest body styles BMW ever made. I spent the first winter peeling the laminate off the dash and doors and selecting a new veneer, I also bought a dash core so that I could get the dash recovered and re-veneer the all the wood while still enjoying the coupe. The following spring Mario Langsten at Vintage Sports & Racing had the job of removing the old wood and replacing it with the new. It looked great along with the wooden Nardi steering wheel my sons gave me for Christmas!

Other fun parts made their way to me via eBay; a set of beautiful Alpina wheels, a wood shift knob that needed restoration, and some chrome bits that the car was missing. My sons came through again with red and black coco fiber floor mats that were so popular in the 70's. They really give the interior a finished look that is period correct.

As time went on I felt that the old 3.0L engine did not have the power that the big 6 ought to. Mario told me about the low compression and bleed down in several cylinders, so we set to work looking for a good donor engine. We found a relatively low-mileage 3.5 liter from a 635 CSi. Mario used this as a starting point; the fuel injection was removed and a set of new Webber 32/36 carburetors installed, the bottom end was rebuilt since it was already open, a lightened fly wheel added, and the ex-

haust ports mildly opened. The difference was noticeable, to say the least. Terrific, smooth acceleration and great on the highway!

Creature comforts came to mind next so it was back to VSR to update the air-conditioning system to modern day coolant and replace the hoses. When done, the AC was actually blowing snowflakes! ...for a while. Apparently we missed one hose during the rebuild and the refrigerant leaked out shortly after startup. But that is the way it is with a 35 year old car. It will go back in for another look over. But other than that, all the windows, sunroof and fans work so I am usually very comfortable when driving.

Interested Coupe drivers belong to two BMW special interest groups, the CS Registry and the E9Coupe.com website. Both have been great sources of information and parts. Only 38,000 or so E9 coupes were built be-

tween 1968 and 1974, making it a rare beauty indeed! Those E9 drivers share a camaraderie and a desire to help others in the group in solving E9 related issues. I travel fairly often for business and have met up with Coupe guys in San Francisco, Walnut Creek CA, and even Honolulu! Each time we inspect a Coupe, I take pictures to inspire my continued restoration efforts.

My latest project, thanks to the guidance and encouragement of Tom Panacci of Walnut Creek, was to rebuild the tool kit that originally came with the Coupe and to reupholster the trunk panels. It is progressing nicely!

On the way back from Octoberfest '07, cruising down I-93 toward NH Route 101, I was joined by six BMWs from Canada. I think they were headed to Portsmouth for Bavarian Autosport's Shown & Shine event the next day. The group surrounded my Coupe, giving the thumbs-up and snapping pictures! One car pulled in front of me and a girl emerged from the sunroof with a video camera! Naturally, I was loving the attention!

The Coupe has been to two BMW CCA Boston chapter concours, the Bav Auto Show & Shine (where it took Best Interior in 2004), the New England Exotic Car show, Octoberfest in 2007, twice to German Car Day and various other small shows. I enjoy the shows, but my favorite experience is just driving the Coupe; to the gym in the morning, or to get a few groceries, or up to the cottage at the pond. I am pleased and surprised that so many other people also admire this beautiful car. The biggest surprise came when a young "20 something", wearing the knit hat and goatee, driving an old Jetta saw the Coupe and give a thumbs-up and a big grin!

What's on the agenda? Well, I am saving my cash for a complete repaint of the body in the original Chamonix color, the Euro rear fog light is sitting in the basement patiently waiting, and maybe a new stereo, -one that I can plug my iPod into. Those and a few other minor things like figuring out why the cigar lighter won't work and repairing or replacing the windshield washer pump will keep me busy for a while. Maybe I'll write another story for the Profile. In the meantime...

If you see me cruising, flash your lights!



123456 789.0

"Magic Moment" Caught on Camera

by: Paul Michali



This shot from inside my 1995 325is was challenging in three aspects.

1: I had to calculate when, and had to remember to, reset the trip odometer at just the right time.

2: For the next 789 miles I had to refrain from pressing the reset button again (I like to reset after each tank filling).

3: At the "magic moment", I had to try to find a place to pull over and take the picture. I just barely got off the highway, drove down the street for 3/10 of a mile. I stopped within about 100 yards of reaching an area where I wouldn't have had anywhere to pull off and stop.

I guess I got lucky.

about camera shots:

Have you taken an interesting BMW or BMW CCA related photograph worth "showing off"? If so, submit it for consideration in this column. Photos must be in electronic file format (either jpeg or tiff) and should be at their highest available resolution. Be sure to include your name and a caption/title. Send submissions or questions to: editor@whitemtn-bmwclub.org



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◀ *Where the Rubber Meets the Road* - continued from page 9

they're perfectly safe. You see, we're not supposed to be taking lap times at our events so anybody who buys tires on the basis of what is "quicker" is either a) breaking that silly lap time rule or b) measuring his/her performance against other drivers... racing, basically. The average "hard" or, in my case, "cured" tire is good for many events, and yet there are people out there going through two, three, maybe five sets of tires every season. And for what? If I were spending that much money on tires there at least should be a plastic trophy to win.

My advice to those who will still admit that they have something to learn as drivers is to choose a tire that is known for durability, not ultimate grip, and stick with that same tire while you experiment with different lines and driving techniques.

In Summary

What began as an earnest effort to help members better understand the workings of their cars evolved into a stew of mechanical vagaries. Sorry about that. The thing is, when we take a stock street car and try to turn it into a race car we quickly find ourselves chasing our tails. We discover that one tweak is inevitably dependent upon another, which is dependent upon yet another and so on.

The lesson here is one that many have learned the hard way... instead of falling victim to the motorhead equivalent of the carnie trading darts for dollars (haven't you ever been drawn in by that carnival balloon game? I have... nearly ended in fistcuffs at Battery Park), perhaps we might consider putting that money into a fund that will allow us to purchase a track car built by somebody who hadn't yet learned this lesson. For the price of all the modifications and trinkets listed in this series of articles, one can easily buy a track car that will also be legal for one of the BMW

CCA's Club Racing's entry level classes. Moreover, such a car will also have a rollbar, harness and other safety equipment that will make it much safer in the event of a mishap. And if such a mishap does occur, you can be secure in the knowledge that back at home sits your pristine and bone stock BMW, waiting to take you and your firstborn to sign the paperwork for those student loans.

New e.Profile Service Available Sign Up Online

by: Paul Michali, WMC webmaster

Chapter members receiving *the Profile* by postal mail can sign up for an "e.subscription". Instead of getting a printed copy of *the Profile*, members who opt in to this new service will receive e.mail notification allowing access to the newsletter before it's even printed! Archive back issues will continue to be available online to anyone, whether they're signed up for this service or not.

Primary (non-associate) chapter members can sign up for this service at: www.whitemtn-bmwclub.org/electronic_profile.html. Club membership number is required. After sign up, you'll be notified that you'll no longer be receiving print copies of *the Profile* newsletter in the mail, but you can unsubscribe from this service at any time and future newsletters will once again be mailed to you. Once you're signed up, changing your e.mail address is as simple as signing up again with your new address, so no matter where your life may take you around the globe, you'll never have to miss an issue of *the Profile*.

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Friday March 6th, 5:00pm

Profile submission deadline

All general content (excluding ads) to be considered for inclusion in the April/May Profile must be received by the copy collection editor. Submissions and questions to editor@whitemtn-bmwclub.org.

Saturday April 25th

ADSS Instructor Tune-Up

Details TBA.

Sunday April 26th

Advanced Driving Skills School

Details TBA.

Thursday April 30th

Cabin Fever Driving School

Details TBA.

Friday May 1st, 5:00pm

Profile submission deadline

All general content (excluding ads) to be considered for inclusion in the June/July Profile must be received by the copy collection editor. Submissions and questions to editor@whitemtn-bmwclub.org.

Sunday May 24th

Street Survival School

Details TBA.

Saturday June 6th

Mini Only ADSS

Details TBA.

Friday July 3rd, 5:00pm

Profile submission deadline

All general content (excluding ads) to be considered for inclusion in the Aug/Sep Profile must be received by the copy collection editor. Submissions and questions to editor@whitemtn-bmwclub.org.

Saturday July 25th

Advanced Driving Skills School

Details TBA.

Friday July 31st

July Heat Driving School

Details TBA.

Friday September 4th, 5:00pm

Profile submission deadline

All general content (excluding ads) to be considered for inclusion in the Oct/Nov Profile must be received by the copy collection editor. Submissions and questions to editor@whitemtn-bmwclub.org.

September 19th & 20th

Mt. Washington Climb to the Clouds

Details TBA.

Saturday October 17th

Advanced Skills School

Details TBA.

October 23rd-25th

End of Summer Driving School

Details TBA.

Friday November 6th, 5:00pm

Profile submission deadline

All general content (excluding ads) to be considered for inclusion in the Dec/Jan Profile must be received by the copy collection editor. Submissions and questions to editor@whitemtn-bmwclub.org.

about chapter calendar:

Registration, RSVP, travel directions, and details for all listed events are on the chapter website.

High performance driving schools have special advance requirements.

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2002 BMW M3 6-Speed

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about 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*, space permitting. (Submit photos for inclusion with printed classifieds to *the Profile's* copy editor.) Ad 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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