



the Profile

newsletter of the
white mountain chapter BMW CCA



**winter
reunion
2009**



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on the cover

fun with friends at the 2009 Winter Reunion Party
read about it on page 8

photos: Paul Michali

design: 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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BMW Speak

Latest Additions to the Bimmerphile's Lexicon

by: David Harrison, WMC Vice-President

[Although he regularly burns his candle from three ends, President Al was unable to submit his column before the Profile had to go to press. Fortunately Vice President David was already suited up and ready to jump in the cockpit. -ed.]

Have you ever noticed BMW fanatics have their own vocabulary? Sure, you know that "Bimmer" is slang for a BMW car. You may even know that a "guibo" is also known as a flex disk and is part of your car's driveline. But here are a few more words (or they should be words) I submit for your usage. So feel free to use them in the company of other Bimmerphiles and add them to your spell checker.

Autoenvy (auto-envy), n.

The feeling you get whenever you see some "kid" driving a BMW you cannot afford.

Autotransgendering (auto-trans-gend-er-ing), v.

The process where "Her Car" magically becomes "His Car" as soon as the new car arrives.

Bangling (bang-l-ing), v.

The act of altering the styling of a perfectly designed car to prove you are in charge of the company. Previously known as "Edseling".

Coning (cone-ing), v.

The ability to get up close and physical with lane and corner markers during driving events.

Coner (cone-r), n.

Anyone who practices coning.

Dyslexacrynimia (dys-lex-ac-ri-nim-ia), n.

Inability to correctly remember numerous automotive acronyms without referencing the manual (ASC, SRS, DME, ABS, etc.).

Farparking (far-park-ing), v.

The need to place your BMW in the most distant spot in the lot to avoid door dings.

Flatspot (flat-spot), n.

Where you find yourself stranded after you shred a tire and realize a spare tire is no longer to be found in the trunk of your BMW.

Gregaribeering (gre-gar-i-beer-ing), v.

Club members gathering with fellow members at any event for a cold one.

iDriver (i-drive-r), n.

BMW owner who lives for technical innovations. He prefers going through five menus to change the radio station rather than use something as mundane as a push button.

Lubaphobia (lub-a-phobia), n.

Chronic condition with BMW owners who fear any type of service on their vehicles. BMW cures this with lifetime fillings from the factory for most moving parts.

Normafunction (norm-a-func-tion), n.

Any number of shimmies, squeaks, performance issues, or anomalies with your BMW that the dealership assures you are typical for your car. (especially if you are within the warranty period) Phases such as "They all do that." are occasionally used as well.

Shockline (shock-line), n.

The ridiculously large number at the bottom of a repair bill.

Tirefuming (tire-fuming), v.

To make the smell of hot rubber. Tires do this naturally when they are happy.

Underlyogram (under-ly-o-gram), n.

The condolence message sent to a friend when his great uncle dies. Of course, you offer to help clean out the garage where the 2002tii is stored.

Wonderpuddle (won-der -puddle), n.

That mysterious fluid spot left in the driveway by your car from an unknown source. Often this is a normafunction.


Zymolshiner (zy-mol-shine-r), n.

Compulsive owner willing to spend hundreds of dollars and hours to get a car to concours condition.

Cheers!

David

Gordon F. Gelck, D.M.D.



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Chapter Membership

Lead, follow or get off the road!

by: Michael Morin, Membership Chair

Yes we can increase membership during economic downturn. Together we can fight the doldrums of complacency and depressing economic news. We, as BMW enthusiasts, delight in knowing our ultimate, sunny weather driving machine has not leaked various fluids during winter slumber. We delight equally in the return of the ritual Cabin Fever Driving School. *Liebe freunde*, you have chosen to be a part of the greatest automotive enthusiast organization in the world. "You belong here." We are truly grateful for your support.

As I've said, thanks to your efforts as a Chapter, we actually grew a slight bit amidst one of the most depressing news cycles of our time. Our new members are listed to the right. Our work is never done, though. In fact we are extending our hand in opportunity to you. Do you or friend or family member own a local business that needs to get its name out to a collection of like-minded people? Would you dare to entertain the notion of partnering with us in producing this outstanding publication? This could be your ultimate chance!

If you are planning on moving or know of someone who moved and has not received the latest edition of *The Profile*, it is extremely important to file a change of address with the National Office of the BMW CCA. They can be reached at 1-800-878-9292.

Maple sugared-out,



Michael

Membership News from National

2009 Membership Drive Rewards

by: Frank Patek, Executive Director, BMW CCA

Did you know that each year our BMW CCA is engaged in a coordinated membership drive? This year, there are a few updates which you can read in its entirety at www.bmwcca.org. There are three categories in which people can participate. Category 1 is for individual members who refer new members and their membership number was used in the referral. Five dollars of "BMW CCA Bucks" is rewarded. Category 2 is for members who work for BMW Centers or independent BMW shops. Category 3 is reserved for Chapters which achieve an overall increase in membership and/or renewal rate. Please be aware that "BMW CCA Bucks" expire each year and are not transferrable. Reward is applied as credit to the record of the primary member. Reward can be used towards membership renewal or BMW CCA merchandise.

| welcome to our new White Mountain Chapter members | | |
|---|-----------------|---|
|  | |  |
| Elizabeth Berrigan | 2001 325i | Nashua |
| John Berrigan | 2002 325i | Nashua |
| Susan Davidson | 2005 325xi | Hanover |
| Anthony Davis | 2009 335xi | Gilford |
| Peter Maccini | 1998 528i | Nashua |
| Michael Miller | 2002 330Ci | Salem |
| Joshua Plunkett | 2008 M3 | Barrington |
| Robert Putnam | 1989 535i | Intervale |
| Anthony Rork | 1996 328i | Londonderry |
| Marianne Rork | Any BMW will do | Londonderry |
| Steve Van Orden | 2003 325xi | Newmarket |

Membership Breakdown

| | # | % |
|-------------------------|------------|--------------|
| Rockingham | 224 | 34.20 |
| Hillsborough | 204 | 31.15 |
| Merrimack | 56 | 8.55 |
| Grafton | 45 | 6.87 |
| Strafford | 29 | 4.43 |
| Carroll | 28 | 4.27 |
| Cheshire | 28 | 4.27 |
| Belknap | 27 | 4.12 |
| Sullivan | 10 | 1.53 |
| Coos | 4 | 0.61 |
| Total Inside NH | 655 | 91.87 |
| Total Outside NH | 58 | 8.13 |
| Total Membership | 713 | |

You Belong Here!

Yes, that means you. Since you're reading this publication, you must be a car enthusiast. If you like what you see and want a piece of the action, we can help! The wonderful thing you have yet to discover is that you get more than this newsletter. You'll also get Roundel Magazine which is produced by the National Office of the BMW Car Club of America. *But wait, there's more!* CHECK IT OUT:

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Any questions? Please email Michael at: m.morin@whitemtn-bmwclub.org or call 603.647.4944.

Shifting Gears Chief Driving Instructor Stepping Down

by: Ed Valpey, (outgoing) chief driving instructor

At our recent Winter Reunion Party I had the great pleasure of announcing that Dick Cadieux would be taking over as Chief Instructor for the White Mountain Chapter. Dick is not only an exceptional driver and instructor; he is and has been for many years extremely dedicated to the BMW CCA at both the chapter and national levels. The WMC is very fortunate to have somebody of Dick's caliber taking its driving programs into the future and, as a product of these programs, Dick is himself a testament to their efficacy. Equally gratifying is the depth of talent we've amassed over the years. Bruce Smith, Gordon Geick and Phil Brown have served the chapter as assistant chief instructors over the years, and each is equally capable of assuming the position that Dick will now hold. I'm confident that in the years to come individuals such as these, as well as new talent such as Mark Viola, who will be continuing the great work done by Gordon Geick as head of our Instructor Development Program, will be in place when Dick is ready for a successor of his own.

During the hour-long drive to the Reunion Party I did some math, trying to put 15 years of instructing with the WMC (including 12 of ADS) into some kind of perspective. The following rough numbers may raise a few eyebrows; they certainly raised mine...

- 5,000 Laps around the skid pad / figure 8, both as driver and passenger, while instructing ADS
- 2,000 Spins while in the passenger seat during ADS
- 2,000 Cones "shagged" for ADS (10% of the roughly 20,000 total)
- 1,500 Paint dots sprayed
- 500 Hoses rolled
- 500 Van laps, both checking the course and giving instruction
- 400 Lectures given
- 0 Crashes during ADS
- 0 Spins / Crashes during HPDE

And this is just my share. Dick and the others mentioned have been at it nearly as long as I have and can boast similar numbers. Further, I spent almost all of those 15 years hiding in the classroom and therefore have spent only a few hundred laps as a riding instructor (which helps to explain that last 0). The number of HPDE laps for Dick, et al, is in the thousands.

Those two zeros at the end of the list are significant. In the 12 years we've conducted ADS the WMC has never had a crash. The worst incident occurred a few years ago in "I" lot, where a car spun and backed into a garbage can sitting next to the swamp; the contact was just enough to tip the can over. There was no damage to the car, but the incident did give us fodder to use at the expense of the riding instructor, whose ego emerged only slightly damaged. During the 15 years that I was involved in HPDE there have been only a few incidents on the track and no major injuries.



Ed Valpey at NHMS

photo: Martin Callahan

As mentioned, I spent most of this time hiding in the classroom so credit for this exceptional record belongs solely to the riding instructors and to control.

The mention of control brings me to another aspect of the club – one too often overlooked and perpetually under-appreciated – and that is the behind-the-scenes effort required to keep our programs running. In addition to the talent already mentioned, the chapter owes very significant thanks to Al and Alvin Legerlotz. As DEC Chairman and now President, Al has capably dedicated hundreds of hours to insure that our events are well organized and well presented, and he has kept our relationship with NHMS very strong. Alvin, serving as Registrar for the past several years – one of the most difficult and thankless jobs in the chapter – has kept many balls in the air at once and has managed them expertly. The WMC has a reputation for very safe, exceptionally well run programs, and the lion's share of credit for this reputation belongs to Al and Alvin.

While not exactly behind the scenes, those running control for our events have kept us on schedule and, more importantly, have kept us safe. In addition to his work as a Director, Erik Wensberg has brought to the position of control a level of competence and professionalism rarely seen at the club level. Likewise for Mike Francis, who also instructed and served as chapter President for a number of years.

While the people I've mentioned hold "seasonal" positions, Martin Callahan, who has been our newsletter editor for many years, has had to stay on task year-round. Martin continues to produce one of the best newsletters in the BMW CCA, and he's gone above and beyond by combining various articles into PDF files that have become reference material accessible on the web site. The latter would not be possible without the very considerable efforts made by Paul Michali, who holds the also year-round position of Web Master. And when Paul isn't on the computer, he can be found instructing or trotting around the pits with his camera whirring and clicking, keeping our photo archives fresh and relevant.

On a personal note, I want say that I am sincerely grateful to the WMC and the people mentioned above - and many unmentioned - for a terrific 15 years, during which I've made many great friends and learned immeasurably more about the subject I coincidentally presumed to teach. Above all, however, I am grateful to Mike Cooney, who not only brought me into the WMC fold but also helped to instill in me, as a teenager, a great love for driving. I carry a picture in my mind of a time I was a passenger with Mike. We were riding in, of all things, a Volvo station wagon after a snow storm many years ago. We dove into exit 15E off of route 93 in Concord and Mike pitched the car sideways. With the right front wheel dancing against the snow bank Mike held a powerslide halfway around the off ramp, where we began to rapidly approach a car in front, the driver of which, an older woman, was staring in her rearview mirror with eyes like pie plates. A little wide-eyed myself, I glanced over at Mike. He was doubled against the steering wheel, racked with loud guffaws, and steering with one hand while the other wiped away the great tears his laughter produced. Mike expertly settled the car and we continued our laughter as we followed the woman, who was visibly shaking her head, around the rest of the exit ramp. Mike would be the first to denounce this form of "anti-social" driving behavior (especially now that we have ADS as an outlet for it), but we should all be so lucky to have such fun.

To Mike and everyone in the WMC...

Thank you!

Ed

Spring is in the Air 2009 Looking Good

by: Cassandra Vorisek-Creto, SEC Chair

Spring is in the air and that means the SEC is in full planning mode for the year. This year, we are planning some exciting and interesting events - many reasonably priced and family oriented.

With the arrival of Spring, the SEC planned a trip to one of New Hampshire's infamous attractions - Parker's Maple Barn. The day started with one of the restaurant's legendary breakfasts including home-



made maple syrup. What better way to end a New England breakfast than to visit the maple sugar house and witness the sugaring process and then a



quick trip to Parker's infamous gift shop. Fun for all ages!

We are in the process of planning another go-karting day at Hot Laps - including delicious food from Famous Dave's. Tentative date is a Saturday in July. Keep posted and check the chapter website for late-breaking details.

The Northeast Exotic Car Show, BavAuto's Show and Shine and a possible wine tasting all in the works as well. With so many possibilities and options, the SEC is hard at work planning and organizing great events for the whole club.



The SEC is currently seeking members to join the committee. If you are interested and want to meet other SEC members and learn more

about the committee, join us for one of our monthly meetings. The next meeting will be April 27th at 6:30pm and will be held at The Common Man Restaurant in Concord. Check the website prior to attending - in the event of any changes. There is no better way to meet new people and enjoy a great dinner!



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Best of The Lakes and Mountains...

A Blast of Warmth and Fun in January Winter Reunion 2009

by: Cassandra Vorisek-Creto, SEC Chair



photo: Paul Michali

No better day in January could've been chosen for the annual club social event of the year, the Winter Reunion (f.k.a. the Holiday Party); no snow or ice that day! The Social Events Committee executed a total makeover of the party - from top to bottom - and the result was spectacular.

The evening started with a variety of hot and cold hors d'oeuvres, artisan cheese platter and a beautiful and delicious fruit platter. Four musicians from Manchuka, a ten-piece band with a horn section and two singers, played during the cocktail hour. While munching on the appetizers and sipping on drinks, party goers were able to view the many items in the Silent Auction. There were over 30 items auctioned and they ranged from BMW logo hats and t-shirts to cases of wine and weekend getaways and everything in-between. There were even items for the car enthusiast with the most spectacular one being the signed left fender from Will Turner's car no. 96.

During dinner, everyone enjoyed a delightful buffet dinner which included a roast beef carving station, chicken cordon bleu, pasta primavera, roast potatoes, plated salad and seasonal vegetables. At each table there were plenty of dinner rolls and fresh coffee.

After dinner, the real fun began. The silent auction was in full swing, and before the band started the first of two sets, Donna Parker from the New Hampshire chapter of Make-A-Wish Foundation spoke for a few moments. Following Ms. Parker, one of the receiptants of a "Wish" spoke to the group. She told the heart-rending story of her wish and how it helped her and her family cope with her illness and treatments. There was not a dry eye in the audience!

Manchuka then rocked the party well into the night. They played great

music and party goers danced the night away! The comments from all partygoers was beyond positive with many people asking for the band to return next year. They were incredible with a great sound that had everyone's toes tapping, if not dancing!!!

The SEC would like to give a special thank you to all of the silent auction donors: Tulley BMW, Liberty Mutual, Vintage Sports Racing, Panera Bread, Lassie Girl, Turner Motorsports, Nordic Inn Condo Resort, The Highlander Inn, BMW CCA, Tom Blinn, Dana Sion, Michael Morin, Bavarian Autosport, Great American Dining and Skin and Body Spa.

We would also like to thank the two event sponsors: 3-D Auto (5-Series Sponsor) and Liberty Mutual (3-Series Sponsor). Without their sponsorship and support, the event would not have been a success.

The event raised a record amount for Make-A-Wish - over \$1,100! Another change this year was in how the money was raised. \$5 from each paid registration went directly to the charity. And in lieu of a raffle, a silent auction was offered, (a first in the chapter's history). The results from the changes were noticeable. The energy at the Winter Reunion was electric and exciting. People chatted with old friends and made new ones. Overall, a great party!

The SEC is in the process of planning the 2010 Winter Reunion. Want to help? Consider becoming a member of the SEC. Come meet us at one of our monthly SEC meetings. We'd love to meet you!

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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The Eyes Have It A Closer Look at a Bigger Picture

by: Ed Valpey, chief driving instructor emeritus

[The following article was written for the newsletter of the Vintage Racer Group. While there are many references to racing cars, the general content is useful for anybody driving on a race track and it seemed to be an appropriate article for our Profile newsletter. - the author]

Of the many aspects of driving that a racing instructor must influence the use of the eyes is one of the most difficult. If we're instructing from the passenger seat we can easily look over, especially in right-hand corners, to see where the driver is looking and when. In this case it's fairly easy to yell "LOOK FOR THE APEX!!!" when approaching the turn-in point. Most racing cars don't have passenger seats, however, so it's nearly impossible to see exactly where the eyes are looking and absolutely impossible to do anything about it. Very often the eyes are focused 30 or 40 feet in front of the car while the driver's hands make quick adjustments in an attempt to hit an apex reference point perfectly. The eyes then dart up in search for the track-out reference point and the hands once again make adjustments to place the car accurately next to that reference point. These drivers are, as we say, "connecting the dots." The problem with this is effectively illustrated by a child's attempt at drawing, say, a teddy bear in a connect-the-dots exercise. The drawing is recognizable as a teddy bear, but its form is made up of rather linear components. It is, perhaps, how Pablo Picasso would draw a racing line. Instead of fluid arcs, the driver alternates between smaller and larger radius lines in an effort to hit all of the reference points perfectly. Such a driver is compromising the car's potential in 90% of the corner in an effort to be accurate in the remaining 10% (that portion immediately adjacent to the reference points). Almost every driver starts out this way, and then gradually improves until his erratic lines begin to follow the smooth and continuous arcs that are his perceived goal. Yet this level of driving represents a plateau that most drivers don't recognize. Their lines have become fairly constant arcs so they assume that they've reached the limit of the car's potential. In most cases, however, these drivers are unable to truly drive the car at its limits because their eyes remain low and close to the car, a habit formed when focusing on reference points. If the car begins to slide – which it will when at the limit – the driver is unsure how this slide will effect the car placement further though the corner because his eyes are not looking that far ahead. The driver subsequently eliminates the slide instead of maintaining it.

While we rely on various symptoms to diagnose "low" eyes on the race track, we can be absolutely certain of the problem when instructing a driver on a skid pad because we can stand in the center and watch their eyes as they circulate. Once the basics of oversteer and understeer correction are mastered, drivers are asked to powerslide, or drift, their car around the skid pad with the tail hung out and the rear wheels spinning. Assuming there isn't a mechanical deterrent to this exercise, such as inherent understeer, an open differential, front-wheel-drive or combustion anemia, the driver who is unable to maintain a powerslide is almost always falling victim to his own low eyes. These drivers are focused on the cones they're afraid of hitting and totally neglect to judge their drift relative to the cones on the far side of the skid pad. Many students manage to get their eyes across the skid pad, only to have them fall down again as the car begins to slide. With coaxing and remonstrations the eyes finally stay up and they are able to maintain a powerslide. There was a particular student who stood out because he was unable to get his

eyes up at all. He could correct oversteer, although a bit sloppily, but when asked to maintain a drift he would look a cone or two ahead and spin every time. Finally, I tipped a cone over on one side of the skid pad and then stood next to a cone on the opposite side. He was instructed to induce the slide at the tipped over cone while looking me in the eyes, and keep looking me in the eyes while he kept the car sliding. For six or eight attempts he couldn't do it... his eyes could barely glance at me. Finally, after a couple of stops spent berating himself, he determined to keep our eyes locked. The next time he did so and he held the drift until he went flying past me, eventually looking back over his shoulder trying to keep our eyes locked, which, of course, made him spin. When the car settled he sat scowling into space for a moment, and then, before I could walk over to say anything, he took off around the skid pad again. In half a lap he kicked the car sideways and began drifting it like a pro, and kept drifting it lap after lap after lap until I had to walk on to the skid pad and kick him off. His driving skills had made a very rare quantum leap in the span of about 30 seconds. At the end of the session there was no pride or hubris, no chest-pounding or fist-pumping, he merely expressed how dumbfounded he was that his eyes could have such a dramatic impact on his ability to control and place the car where he wanted.

So what does this have to do with driving at the limit on the track? Quite simply, the skills that allow us to powerslide a skid pad are the same skills that allow us to rotate a car into a corner, maintain the drift through the corner and end the drift with a third of our tire hanging off the edge of the pavement at our track-out point. But if we can't keep our eyes far enough ahead, this will never happen. I used to work with an instructor who once had a student who apparently couldn't raise his eyes higher than the hood of his car. While the student was off having lunch, the instructor scoured the pits for a large piece of cardboard, and while the student was finishing his french-fries the instructor cut and taped the cardboard onto the inside of the student's windshield so that the lower half was completely covered. The student wasn't initially impressed with the instructor's handiwork, but he was coaxed on to the track and his driving immediately improved.



Photo 1. What our brain sees from the turn-in point if our eyes are low and close to the front of the car.

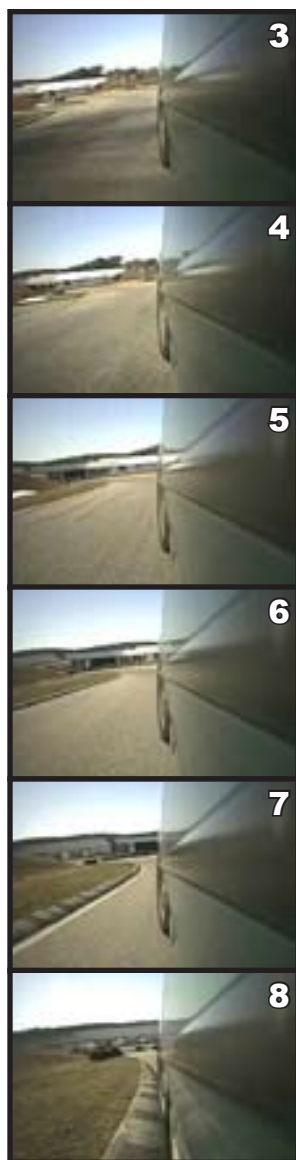
I don't think we need to see a bunch of VRG drivers out there with cardboard and duct tape flapping in the wind, so I'll suggest a couple of alternative reminders to help us to get our eyes up. Photos 1 and 2, taken in Turn 1 at Beaverun, are a good place to start. Photo 1 above shows what our brain sees from the turn-in point if our eyes are low and close to the

front of the car.

Photo 2 below shows what our brain sees from the turn-in point if our eyes are up and looking ahead.



Photo 2. What our brain sees from the turn-in point if our eyes are up and looking ahead.



Photos 3-8. Exiting Turn 9 at NHMS.

Keep in mind that both of these photos were taken from the turn-in point. Note that the “heads up” driver not only sees the apex of Turn 2, he also sees the track out of Turn 2 and the pit exit (where a car could be entering the track). There’s something else you may note when looking at the second photo. If you focus your eyes on the leading edge of the apron in Turn 1 you don’t get much information about Turn 2. But if you focus your eyes on the apex of Turn 2, your peripheral vision is still able to register the apron of Turn 1. Now imagine yourself drifting on a line that carries you to the apex of Turn 1 (two thirds of the way around the apron). This reveals an important point... your peripheral vision works very well on objects closer than your point of focus, but very poorly on objects beyond it. In the real world, where this scene would be in 3-D, the difference is even more pronounced. One last thing, this photo was taken from about 5½ feet above the pavement. Those driving formula cars likely won’t see the apex pylons for Turn 2, but they should still be looking for them.

The next series of six photos shows the view entering Turn 9 at NHMS. Photo 3 shows a grassy knoll just appearing to driver’s left. At this point in the corner we should be looking at the grassy knoll. By the time we get to the position shown in Photo 5, we should be looking “through” the grassy knoll to

find the stack of tires that will mark our apex for Turn 9. At this point in the corner most drivers are still looking at the pavement in the middle of Turn 9.

In Photo 6 we can just see the tire wall starting to peek from behind the grassing knoll, and in Photo 7 we see it in full. Note also in Photo 7 that we can now see our apex and much of our exit for Turn 10, thus allowing us to judge our path through both turns long before we get to the apex of Turn 9. Photo 8 shows that your author doesn’t actually apex at the tire wall, but some distance before it. What the photo doesn’t capture is the drift that prevents me from climbing the curb any more than is shown in Photo 8. My turn-in is roughly adjacent to the tire wall and generally a foot or so away from the edge of the track as I pass it. These photos were taken on the “13/13” line through Turn 9, which is covered every year in a Power Point given in the paddock. If we look at the front left tire, we can also note that the steering angle changes very little all the way through Turn 9, and this illustrates the advantage of the “13/13” line, which allows us to use a larger and faster, constant radius arc through the corner. If these same series of photos were taken on the conventional line (where we double-apex Turn 9 and straight-line brake out into the middle of it), Photo 3 would show the car following a line further to the left, but pointed further to the right, and the left front tire would be straight (or straighter). As the photos progress through Photo 7, we would see steering angles that would be increasing and ultimately greater than those shown in these photos.



Photo 9. Example 1 of using “sight picture” exiting Turn 9.



Photo 10. Example 2 of using “sight picture” exiting Turn 9.

continued on page 11 ►

Fault Code Reader A Useful Tool for the Shade Tree Mechanic

by: David Harrison

Last winter my 1994 525i was running poorly and lacked power. I decided to troubleshoot the problem myself. Any gray haired mechanic knows the mantra of “check for fuel, spark, and air”. If any one of these elements is missing the fire triangle falls apart and no fire means no internal combustion to create power. Once upon a time you had to check for the three basic elements separately and have a fairly good sense of how the engine operated under normal conditions. Shade tree mechanics could use the most basic type of diagnostics.

Fuel to the engine could be checked by cranking the engine and smelling for the odor of gasoline. Pulling a spark plug allowed you to get a better idea of whether or not the fuel was getting to the engine. Pressure could be checked with a simple gauge inline with the fuel delivery lines. Quantity of fuel flow could be calculated using a length of hose and a bucket to catch the gas flowing to the engine compartment.

Spark could be checked by observing the plugs connected to the electrical system but unscrewed from the block. When BMWs had plug wires this was much easier to do. Fancy meters could also find a bad wire or plug not sparking. Inadvertently the “shock the assistant holding the plug” method also let you know if a plug was working.

Air flow has always been tricky to determine and was checked only after assuring good spark and fuel. Visual checks to all filters, hoses, lines or carburetors (remember those) sometimes revealed a problem. Too little or unmeasured air leaking into the combustion chamber will throw off the fuel air mixture and performance of the engine. Compression checks required a pressure gauge.

The above methods worked just fine before electronic controls and will still work fine on your lawn mower. The BMWs in my driveway now have multiple control units, sensors, and management systems. Fortunately there are ways of unlocking the faults within these magic boxes hidden in your car. One option is to buy a commercial grade fault reader. This will cost more than a new 5 series. Luckily the weekend gearhead can get an affordable pocket version fault reader from one of our various club

**Once upon a time... the
“shock the assistant hold-
ing the plug” method let you
know if a plug was working**



An affordable pocket-sized fault code reader plugged into the factory socket and the list of codes in the operator's manual.

advertisers. Is it worth the \$150 or so even with its limited capabilities? I think so.

When the afore mentioned 525i continued to sputter and the top speed dropped to about 40 mph I broke out the reader. I plugged into the factory socket under the hood and pushed the button to scan for faults. The quick response was a stored fault code. After flipping through the reader's manual I translated the fault code for OXYGEN SENSOR. I had found the problem without even getting dirty or turning a wrench. This saved hours of troubleshooting. The little reader had paid for itself right out of the box. The choice was now up to me if I wanted to change out the sensor or hand the job off to mechanic. That is a story for another day.

As a side note, the reader is used to reset the fault codes once a problem is fixed. It also can reset the inspection lights and the light bars indicating when to change the oil with a push of the button.

◀ *The Eyes Have It - continued from page 10*

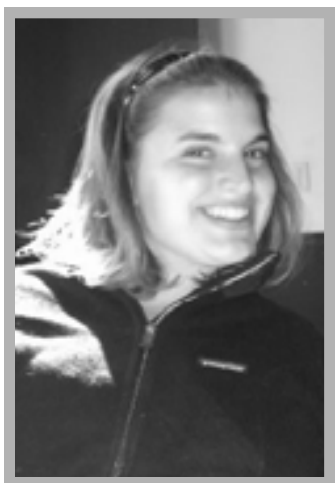
The last thing we'll examine on this topic is driving using the “sight picture,” which is how a marksman lines up his gun sights with his target. The relative positions of near and far objects tell the marksman whether he is properly aimed, and they can tell the racing driver the same thing. Instead of focusing on traditional reference points, we look through the corner, focusing on no particular feature, and allow the relative position of many features to tell us where we are. This method is extremely effective, but generally requires a great many laps to perfect. The final two photos, also taken in Turn 9 at NHMS, show how the technique works.

Notice in Photo 9 that the gap in the grandstands is offset relative to the edge of the wall in Turn 10, as illustrated by the yellow arrows. At our turn-in point, the gap and the edge of the wall are aligned. Instead of

looking for a cone or other mark that is whizzing past our head on the left, we are instead looking as far through the Turn 10 as possible... our eyes are pre-placed to the greatest advantage.

The gap in the grandstands and the edge of the wall are only two examples of the dozens that our eyes and brain will register, and we want to avoid attempting to identify any of them specifically. Instead, we incorporate a benign version of the thousand-yard-stare as we repeatedly travel through each corner. In doing so, our brain will use these relationships to provide us with a very accurate determination of our position in the corner not only at turn-in and apex, but through every foot of every corner.

A small step from you helps her step big into the future.



Kelley Goddu, lived a very active life prior to the tragic diving accident that changed her life forever when she was only 20 years old. While growing up in New Hampshire, Kelley enjoyed playing lacrosse, competitive swimming, & gourmet cooking. Kelley was attending Syracuse University as an environmental interior design major and had aspirations of becoming an interior designer. Following her accident in July 2006, she was hospitalized in critical condition for 3 weeks, then relocated to the Shepherd Center in Atlanta, GA for another three months.

Kelley was diagnosed as level C4-C5 complete quadriplegic, and was told she would never walk again.

To help with the cost of Kelley's *uninsured medical expenses and recovery based-therapies*, a fundraising campaign has been established in Kelley's honor with the *National Transplant Assistance Fund and Catastrophic Injury Program* (NTAF). NTAF is a nonprofit organization that has been assisting the transplant and spinal cord injury community for over 20 years. All contributions are administered by NTAF exclusively for Kelley for uninsured medically related expenses. 100% will be donated to her cause.

Won't you please consider helping Kelley realize her dream of an active life by contributing to her NTAF fundraising campaign.

**To contribute your tax deductible donation please visit:
www.transplantfund.org
 and type in Goddu under "find a patient website"**



*Your tax-deductible donation
 is greatly appreciated.*



**National Transplant Assistance Fund
 & Catastrophic Injury Program**

Contributions are tax-deductible to the extent allowed by law. This campaign is administered by the National Transplant Assistance Fund, a 501(c)(3) nonprofit providing fundraising assistance to transplant and catastrophic injury patients. Information: 800.342.8399

Kelley is the daughter of Allen Goddu. Many of you may know Allen. He's been a long time BMW CCA member, is a past chapter officer, and has been very active in the White Mountain Chapter for over 12 years. Since his daughter's accident, Allen has needed to "lay a bit low" with club activities, but he certainly remains a friend of the chapter. -ed.

Saturday April 25th

ADSS Instructor Tune-Up

Interested instructors should contact Dick Cadieux, the new Chief Driving Instructor.

Sunday April 26th, 8:00am-5:00pm

Advanced Driving Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. New Hampshire Motor Speedway in Loudon. Questions? Call: 603.647.4944. COST: \$85

Monday April 27th, 6:30-8:30pm

Social Events Comm. Meeting

Join in planning for up-coming events. New committee members always welcome. Meeting location is The Common Man Restaurant in Concord. FREE food, drinks and valet parking! Questions? Call: 603.647.4944 -RSVP

Thursday April 30th, 7:00-4:00pm

Cabin Fever Driving School

Spring into the year with our first High Performance Driving school of the season! Held at New Hampshire Motor Speedway in Loudon. Questions? Call 603.647.4944. COST: \$195 (first timers \$95)

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, 8:30am-5:00pm

Street Survival School

Want to make your teen a safer and smarter driver? 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 a parking lot at New Hampshire Motor Speedway in Loudon. Questions? Call 603.580.5339. COST: \$60.00 per licensed driver 16-21.

Saturday June 6th, 8:00am-5:00pm

Mini Only ADSS

MINI Drivers: Have fun and learn important car control skills at our Advanced Driving Safety Skills school tailored for MINIs. Held in a parking lot at New Hampshire Motor Speedway in Loudon. Questions? Call: 603.672.8879. COST: \$85

Monday, June 22nd, 6:30-8:30pm

Social Events Comm. Meeting

Join in planning for up-coming events. New committee members always welcome. Meeting location is The Common Man Restaurant in Concord. FREE food, drinks and valet parking! Questions? Call: 603.647.4944 -RSVP

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 ??th

Kart Racing at Hot Laps

Exact Date & Details TBA

Saturday July 25th, 8:00am-5:00pm

Advanced Driving Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. New Hampshire Motor Speedway in Loudon. Questions? Call: 603.647.4944. COST: \$85

Friday July 31st, 7:00-4:00pm

July Heat Driving School

Come hit the pavement with the WMC and get in some hot summer laps. As always, no BMW required. YOU belong here! Held at New Hampshire Motor Speedway in Loudon. Questions? Call: 603.647.4944. COST: \$195 (first timers \$95)

Saturday August 22nd 8:30am - 3:00pm

Northeast Exotic Car Show

Help the Dodge Viper car club raise money for the Make-A-Wish Foundation and join the contingent of BMW CCA members showing off our marque! Registration opens at 8:30, the show opens to the public at 10:00. Held at the Anheuser-Busch Brewery in Merrimack. Rain Date is Sunday, Aug. 23rd. Questions? Call: 603.216-2829. COST: Free to attend/\$20 to enter your car.

Monday August 24th 6:30pm - 8:30pm

Social Events Comm. Meeting

Join in planning for up-coming events. New committee members always welcome. Meeting location is The Common Man Restaurant in Concord. FREE food, drinks and valet parking! Questions? Call: 603.647.4944 -RSVP

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.

Sunday October 4th 10:00am - 2:00pm

Bavarian Autosport Show and Shine

This event promises to be a great day filled with camaraderie, good food, thousands of dollars in free raffle prizes, awards and, of course, lots and lots and lots of BMWs! Held in the parking lot at BavAuto in Portsmouth. Questions? Call: 603.647.4944 Ext.1. COST: FREE w/ Complimentary Drinks & BBQ!

Saturday October 17th, 8:00am-5:00pm

Advanced Driving Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. New Hampshire Motor Speedway in Loudon. Questions? Call: 603.647.4944. COST: \$85

Friday October 23rd, 7:00-4:00pm

Saturday October 24th, 7:00-4:00pm

Sunday October. 25th, 7:00-4:00pm

End of Summer Driving School

This 3 day school at NHMS is your last chance for track time with the WMC this year. This is a joint event with the Boston Chapter, hosted by our chapter this year. Held at New Hampshire Motor Speedway in Loudon. Questions? Call: 603.647.4944. COST: \$190/\$355/\$495 for 1/2/3 days.

Monday October 26th 6:30pm - 8:30pm

Social Events Comm. Meeting

Join in planning for up-coming events. New committee members always welcome. Meeting location is The Common Man Restaurant in Concord. FREE food, drinks and valet parking! Questions? Call: 603.647.4944 -RSVP

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.

Contact the advertising manager for ad submission deadlines.

Cars For Sale

E30 325i M50 Custom

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WBAAA1316MEC69902

Euro-Depot Owner's personal car. 1991 325i, blk on blk coupe, E30, 24 valve M50 conv. Chassis 199K mi. but drive train has approx. 125K mi. on it from '93 325i. Over \$11,000 invt. in parts /labor. \$6995 or BRO! www.partsed.com/view_car.php?idc=4&id=173 Call Joel Vanpatten at 866.497.3838 or e.mail via the chapter website.

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.

2003 530i

WBADT63493CK29416

Sedan, silver with tan leather, all options except navigation, new tires, just serviced on 3/6/09 -new plugs, timing and alt. belt, fuel filter, power steering hose. Car is in near perfect condition, steptronic transmission, 110K miles, always garaged. \$10,950. Call David Bedard at 201.400.4408 or e.mail via the chapter website.

2004 Buick Rainier CXL

5GADT12S942275390

One owner, every option except navigation, 67K miles, new tires on 1/28/09, garaged, sienna red with grey leather, tow package. \$10,900. Can be seen in NH or Boston MA. Call David Bedard at 201.400.4408 or e.mail via the chapter website.

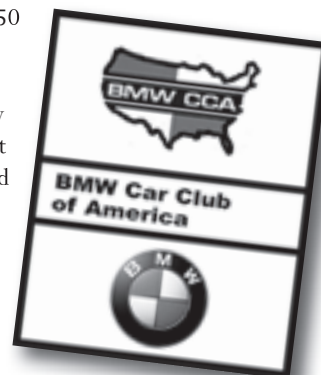
Misc.

FREE! BMW CCA Static Window Clings

I have about 50 of the (non-adhesive) vinyl window "stickers" that mount behind the glass (i.e. inside the car). White with black text & trim and blue

spot color in logos. 2.75"

W x 3.5"H. Free for chapter members, while my supply lasts! Send me a SASE and a note to let me know how many you'd like and please include your membership number. Martin Callahan, 195 Little Bay Rd., Newington, NH 03801.



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