

the **Profile**

newsletter of the
white mountain chapter BMW CCA

club racing at New Hampshire Motor Speedway



Did you know?

The BMW Car Club of America has a membership of over 70,000 enthusiasts, and of all members...

- 68% are between the ages 30 and 49
- 58% have annual incomes over \$75,000
- 82% are college graduates
- 37% have postgraduate degrees
- 89% own their own homes and 23% of those own a second home
- 30% have two or more BMWs
- 64% trust BMW Centers and other Independent BMW Service Centers for scheduled and unscheduled maintenance
- 25% have spent over \$1000 on aftermarket purchases in the past year
- 50% purchase performance upgrades
- 75% purchase detailing items
- 48% purchase maintenance & repair tools

source: BMW CCA National Office

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on the cover

photo: Paul Michali

BMW CCA Club Racing at NHMS

Hot shoe Mike Gilbert getting his tires checked

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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.

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'Tis the Season

by: David Harrison, WMC Vice President

"The sun is shining. The snow is gone. The flowers are blooming. It's time to clean the BMWs and get involved in another season with the BMW club."

Every spring each and every chapter sends out this annual message to the loyal fans of the Blue with White. It's easy to see why club events are mostly scheduled for the warmer months. That is when a majority of our activities occur and members become aware of all the fun and sun that can be enjoyed in the company of fellow enthusiast. Track events, show and shines, drives, brunches, and picnics are best suited for the fair weather.



The Winter Reunion Party: a gathering of friends old and new.

The winter months often have the effect of causing a hibernation for members as most high profile events are far off in the future. In actuality the chapter does not sleep through the cold season. The crown jewel of the Social Events Committee is the Winter Reunion on January 23. This party comes to you as a wonderful dinner with live music in a great setting. See all the details in the SEC article and come enjoy the last cheer for the holiday season.

As for all those other wonderful activities waiting for you in 2010, they are already being planned. The Social Events Committee, Driving Events Committee, and Business/Membership meetings are continued all year long and lay the ground work for the upcoming season. These meetings are open to all members and are posted on the website. Check the "SCHEDULE" button for listings. Make a point of attending any or all the meetings held in a local restaurant where the club picks up the check. It is a fabulous way to meet new and old friends and contribute to the planning of future events. The more inputs the chapter receives, the better the events will be for all.

So this winter become or continue to be an active member of the White Mountain Chapter and join us for an evening. It will help pass away these cold winter months.

Greetings,

David

Chapter Elections for 2010 Board Vote Online

by: Paul Michali, WMC webmaster

The annual chapter elections are upon us again. If you are a chapter member, the electronic polls, at the chapter website, are open for you until midnight December 4th to vote for the chapter's 2010 Board members.



For those of you who have your e.mail address on file with National, you hopefully will have received a pre-registration e.mail message to make voting even easier. If you did not receive such an e.mail, please go to the National site and update your e.mail address, so that you'll be set for next year.

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Chapter Membership

The cool down begins

by: Michael Morin, Membership Chair

What is it about this season that makes you want to make pumpkin ice cream and squash pie and eat turkey pumpkin chili at The Common Man? Some say it's a local produce thing. I think it's that festive time of year when you want to take in everything about the holidays including as much turkey as one's stomach can hold. Now, with all of the year's events coming to a slow end, I think it is a good time to let all of our warm weather fun allow us to reflect with our friends and loved ones with mulled cider or spiced eggnog or perhaps warm, cozy glass of mead in hand.

With that said, the election season has come and gone and hopefully you have helped in your members' role of voting for this coming year's board membership. If you're unable to come to the meetings, you'll be able to meet and greet and generally hobnob with the newly elected board and other appointed staff at the upcoming Winter Reunion. This is the premier social event of the year. I've already had a peek at this year's menu and I think I died and went to heaven. You really need to be there. Invite your immediate family or your racing friends!

Up to my eardrums in apple peelings,

Michael

Membership Breakdown

	#	%
Rockingham	225	34.01
Hillsborough	209	31.20
Grafton	49	7.96
Merrimack	46	7.18
Strafford	31	4.84
Carroll	30	4.37
Cheshire	27	4.21
Belknap	26	4.06
Sullivan	9	1.56
Coos	3	0.62
Total Inside NH	655	92.51
Total Outside NH	53	7.49
Total Membership	708	

One More Thing...

by: Michael Morin

Have you looked at your membership options lately? There are many new additions but most importantly is a dues increase. If you are interested in **Premier Membership**, please call toll free 1-800-878-9292 for special pricing.



welcome to our new
White Mountain Chapter
members



Jared Belanger	*	Somersworth
John Capron	2005 330Cic	Stratham
Don Carroll	2009 328i	Upper Kingsclear
Dan Cassidy	2003 525i	Townsend
Shelby Churchill	2002 325i	Gilman Iron Wks
Kevin Coughlin	2009 328ix	Alton Bay
Devon Dixon	*	Laconia
Hayley Fallon	*	Meredith
Kayla Gagnon	*	Merrimack
Alexander Holland	*	Concord
Lillianna Iorfino	*	Chocorua
Corey Johnson	2002 330i	New Ipswich
Dean Kacos	2008 Z4 3.0si	Londonderry
William Macduff	*	Peterborough
Susan Macduff	1998 M Roadster	Peterborough
Jeffrey McCoy	2003 325xi	Windham
Peter Meyer	2005 Z4 2.5	Hampton
Frank Mulcahy	2009 328xi	Brookline
Charles Needham	2006 Z4	Chester
Wayne Petersen	2000 M Roadster	Hollis
Kenneth Reynolds	*	Derry
Glenn Roth	*	Nashua
Jeff Tripp	1988 M5	Deerfield
Jennifer Walkup	*	Northwood
Diane Wilhelm	1998 Z3	Hudson

Members' Spotlight

by: Michael Morin

In this issue, I'm highlighting David and Rachelle Harrison. They have been members since 1996. Rachelle indicated that they joined because of their love of cars and the social aspect of Club Membership. Her first and most memorable BMW was a 1980 320 olive green with tan cloth. Rachelle can be found spending time with friends and family and looking for new and fun rally routes around the state. This past October, they organized the Haunted Rally. Go say hi at the next social events committee meeting. You can talk to David, additionally, at the next board meeting. He is the current Chapter Vice President.



Want a fellow member in the Spotlight?
Please email Michael at: m.morin@whitemtn-bmwclub.org

Club Membership Dues

type	1 yr	2 yr	3 yr	5 yr	life
Primary	\$48.00	\$91.00	\$134.00	\$220.00	\$1,000.00
Associate	10.00	20.00	30.00	50.00	155.00
Additional Chapter	15.30	30.60	45.90	76.50	
E30 M3 SIG	15.00	30.00	45.00	75.00	
Club Racing Digest	15.00	30.00	45.00	75.00	

A Wild Year Indeed! 2009 Recap

text by: Mark Viola, DEC Chair

photos: Paul Michali

I've been remiss in updating the membership about our driving events, so let's recap 2009. Phew. What a wild year! The DEC started out the year wondering about new track policies, snow and of course the economy. April brought an ADSS and a driving school fraught with construction issues, but everyone pulled together and made it work. Our summer events had ADSS events held in dust storms from the construction and the Summer Heat school in stifling heat and humidity. The school introduced a record number of novices to high performance driving and filled the track with more cars than we've had in several years. It was great seeing more people come out and experience what their cars (and they themselves) are truly capable of. This year we also ran a car control clinic for the Mini folks, a Street Survival course to help keep our kids safe and a WMC first; a car control clinic for the disabled.

As I write this, we just wrapped up our last event wondering about the snow as well. Snow in October. Who saw that one coming? We dodged a bullet and the weather warmed up a little so snow wasn't the issue it could have been. The End of Summer drivers school still brought challenging



High Performance Drivers Ed, BMW CCA Club Racing and Advanced Driver Skills School at New Hampshire Motor Speedway in 2009.

weather and an eclectic mix of cars including a Chevy Cobalt, 400 hp Subarus, supercharged Mustangs and even station wagons. So for all of you on the side lines wondering if you can attend a BMWCCA event without a BMW the answer is yes. Even though we're a BMW club we welcome and encourage all makes and models at our events. If you're not driving a BMW we'll make fun of you a little bit but we'll still hand you a beer at the end of the day. So come on out and play!

While the driving school was a great mix of brands, the club racing on hand was pure BMW. Saturday featured driving rain, hydroplaning and mechanical gremlins. Sunday brought exciting racing that left local Tyler Munroe with his first win, and in his rookie year no less. Sunday also featured Shelby Churchill, who parked her Spec Miata and put everyone in attendance on an emotional see-saw as we all watched the battle for track position with Michael Gilbert. What a show!

So, now the snow is starting to fly again, the garage queens are being put to bed and thoughts are turning to 2010. What does the DEC have in store for everyone next year? We're still planning a full schedule of car control clinics and HPDE events. Schedules are still being finalized, but look for us to be at NHMS running various events during April, May, June, July, August and October. We hope to see everyone there.

On a personal note, I'd like to thank all the members who give so selflessly of themselves to make all of these events appear so effortless. There's a lot of behind the scene's work involved and my hat is off to you all. Here's hoping everyone has a fantastic winter.

Knockwurst, Lederhosen and Hundreds of Hot BMWs Bavarian Autosport's Show and Shine 2009

text by: Gordon Arnold, Bavarian Autosport Sales Manager and WMC member

photos: courtesy of Bavarian Autosport

With the pretty healthy threat of rain for October 4th, we were slightly apprehensive about how the day might go. However, as we arose in the wee hours of Sunday morning and made our way toward the "Port City", the misting rains gave way to clearing skies, drying pavement and moderate temperatures. Phew! Another great Show & Shine day! I don't know what it is, but since the first Bavarian Autosport Show & Shine in 1992, we have never been fully rained on. We've had sprinkles, light snow and ice in the parking lot, but never a full-on rain. In fact, only once did we shut down a little early due to incoming rain.

This year's event carried not only good weather, but the earliest crowd ever. We had the grounds fully parked, with HUNDREDS of BMWs by about 9:30am. From this point on, Constitution Ave. itself quickly filled up with BMWs parked along both sides of the road, as far as the eye could see. The BavAuto lot was filled with a great assortment of BMWs, old and new. Notable, was a large contingent of 2002s as well as other classics that we grew up on, from the '70s and '80s. Of course, this is not to lessen the many clean, stock and modified, BMW models from the '90s and '00s.



Thanks to all who attended and purchased tickets for the "Susan G. Komen For The Cure" raffle, we were able to donate more than \$7000! We also gave away many thousands of dollars in merchandise in the many free raffles, thanks to our supportive product suppliers. And the highlight of the day (well, the busiest, anyway) was the 1800-plus hamburgers, hot dogs and knockwurst that we served.

This year's event went so smoothly, we wondered if we had missed something. We would like to thank all of you who took the time to spend your Sunday morning and afternoon with us. If you were not here this past October, we sure would like to see you in October 2010!

For many many more great photos from this year's show and some of the Show & Shines past, visit: www.bavauto.com/sc_ssinfo.asp

Ghosts, Goblins and Snow! Oh My! The 2009 Haunted Road Rally

by: David Harrison

Being true and hardy New Englanders, the Chapter declared in advance that the October 18th Haunted Rally would take place despite any autumn weather. Regardless of rain or shine we would gather for a fine meal and drive. Who could have guessed it would snow! Most members reluctantly decided to stay home and watch the Patriots clobber the Titans 59-0 on a snow covered Foxboro field rather than brave the storm.

Interestingly, the day started out calm enough. There was just a bit of a chill in the morning. During the pre-rally brunch at the Merrimack Common Man restaurant a cold rain started to tap on the windows. Eleven folks showed up for a tasty meal and enjoyed the company of others during the brunch buffet. New and old members socialized in the private dining room and considered their options for the afternoon. Two all wheel drive BMWs arrived and seemed better suited for the roads than those of us with two wheel drive and summer tires.

By the time brunch was finished the weather was raw even by local standards. Two brave pairs of driver and navigator set out on the route determined not to give into Mother Nature or any possible evil spirits. The rest of us decided we would save the 100 mile adventure for another day.

Susan LeDuc and Cindy Bruning made the most of the day in an X3 perfectly suited for the trip. They visited the haunted sites and spooky locations on the route. Susan later let me know they completed the route and ended the day with some hot drinks and snacks at the Concord Common Man finishing point. They had a wonderful time and promised to be back next year. I congratulate them for their perseverance.

Due to the low turn out for the 2009 Haunted Rally, it will be recycled as the 2010 Haunted Rally. The Social Event Committee will schedule

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the 2010 Haunted Rally for next year so watch for the future date and event information. No guarantees for the weather forecast. This is New Hampshire.



A little more than frost on the pumpkin for this year's rally.

BMW Pop Quiz! How Well Do You Know Bimmers?

photos and text by: David Harrison

When my last *Profile* arrived in September I noticed the bright red M3 parked dead center on the front cover. My wife Rachelle looked at the cover and noticed just the front corner of car shown in the foreground. She asked if that was her car. It was! She seemed to have a good eye for picking up small clues to determine the car was her 1994 740i.

So how well do you know your BMW models? Can you pick a Bimmer by just a glance at the front corner?

I recently ordered up a set of license plate frames for my car collection. On which car does each belong?



A

B

C

D

E

F



G

H

I

J

K

L

M



Well, ok... so they aren't all *my* cars, but they were all admired and photographed at this year's Bavarian Autosport Show and Shine.

You can find the answers to this quiz on page 12.

When It Won't Turn Over Basics of Ignition Failure Diagnostics

by: Otto (a.k.a. Gordon Arnold), *courtesy of Bavarian Autosport*

In continuation of our theme of learning to diagnose, as opposed to simply replace parts blindly, let's look at a common problem that many of us have dealt with, or very likely will deal with at some time – the dreaded “No Start”. This ugly little gremlin can show itself in a number of different scenarios, but before getting into them, let's talk about our use of terms in describing the problem. I regularly hear all sorts of variations on the basic description of “my BMW will not start”: It won't start. It won't turn over. It won't crank. It turns over but won't crank. It cranks but won't turn over. It turns over but won't start. It crunk and crunk, but won't turn over, really. And many others - if you can imagine it, I've probably heard it.

Before we can start our diagnosis, we need to determine what the basic circumstance of the no-start is; there are three of them. 1- The starter does not turn (crank). 2- The starter cranks, but very slowly. 3- The starter cranks fine, at the normal speed, but the engine will not start and run.

I'm going to coin the term “diagnostic track”, and use this to reference the planned diagnostic steps for any given situation. Each of these different no-start circumstances will have a different diagnostic track. For example, there's no point in talking about battery condition or output voltage if the starter is cranking just fine at its normal speed (a very common misdirection). Once we have a good handle on what the no-start circumstance is, we can then determine the appropriate diagnostic track to use.

Within each of the three circumstances, there may be additional symptom details that need to be known in order to set up the diagnostic track. We're going to center in on some of the basics in order to show you the methodology involved in determining proper diagnostics. In order to know how to set up your diagnostic track, you do need to know how the system works (whatever system it is you happen to be diagnosing). Without the basic knowledge of the system's operation, it would be impossible to truly set up an effective diagnostic track. So, what do you do in this case? Study up a bit and learn about the system!

Let's take a look at how we might work our no-start problem.

Basic circumstance #1

Starter does not crank at all; no click, no slow crank; nothing.

Do the instrument lights come on with the key in the RUN position (before turning the key to the START position)?

- **Yes** – Do headlights turn on nice and bright, blower fan run as it should on high speed, horn honk nice and loud? In other words, do all of the electrical accessories seem to be working properly?

Yes – We may have a faulty starter, poor battery cable connection at the starter, faulty ignition switch (the electrical switch, not the key cylinder) or a problem in the anti-theft system, such

as the later model year EWS systems. Further diagnosis is needed, for these systems.

No – We may have a poor positive or negative battery cable connection at either the battery terminals or the junction blocks, or starter. The battery may be nearly dead. Check the voltage across the terminals; it should be over 12.5 volts.

- **No** - We may have a dead battery or a poor battery cable connection.

Check battery voltage, across the terminals (should be 12.5+ volts). Check all of the battery cable connections, such as battery terminals, negative cable to chassis, positive cable to starter or positive junction block, all connections at the junction block.

Basic circumstance #2

Starter cranks slowly, or does not actually crank and makes a clicking sound.

Do the headlights turn on nice and bright, blower fan run as it should on high speed, horn honks nice and loud? In other words, do all of the electrical accessories seem to be working properly?

- **Yes** – Check battery voltage, as detailed in the steps above. If 12.5v or greater, we may have a poor battery cable connection. Check all of the battery cable connections as detailed in the steps above. If battery voltage is below 12.5 volts, apply a charger and try again in 15 minutes (time depends on the charging amperage of the charger).

• **No** - We may have low or dead battery or poor main battery cable connection. As noted in the steps above, check the battery voltage. This should be more than 12.5 volts. If low, apply a charger. Of course, if the battery voltage is low, we will need to diagnose the root cause for this (alternator fault, old battery, parasitic current draw, etc.). Check the positive and negative battery cable connections as detailed in the steps above. After rectifying the battery voltage and/or cable connections, try again.

If after following the above steps, the starter still will not crank at the proper speed, the starter is likely at fault.

Basic circumstance #3

The starter cranks fine at the normal speed, but the engine will not start and run.

In this case, the starter is fine and is doing what it should be and the battery is fine as well (since we know that the starter is cranking properly and at the normal speed). We need to now perform some initial diagnostics of the engine management system. This includes three basic tests that will then guide our further diagnostic track, depending on what the tests show. These tests are to determine if we have spark; is the engine management system operating properly to generate a spark at the spark plugs? Do we have an injector pulse; is the engine management system operating properly to signal to the fuel injectors to open and close? And finally is the fuel pump running?

- **Test for spark** – Using the standard age-old techniques, check for spark at one of the spark plugs (“Here, hold these pliers for me...” Nice joke, in the old days, but DO NOT ever play with these thoughts with today's high power ignition systems! -Or you could permanently lose



It won't start.
It won't turn over.
It won't crank.
Now what?!

your assistant). On later model BMWs with the coil-on-plug direct ignition systems, you obviously can't just pull off a spark plug wire, insert a spare spark plug, ground the plug and crank the starter. On these models, test the spark by removing one ignition coil. Connect a spark plug into the coil connector boot (a cable tie wrapped around the boot will hold the spark plug into the boot). Then connect the harness plug to the coil and make sure the coil is grounded to the engine and the end of the spark plug is grounded. Crank the starter and check if the plug sparks.

- **Test for injector pulse** -

Test the injector signal by using a mechanic's stethoscope (or a long screwdriver, with the handle pushed in your ear). Touch the tip of the stethoscope (or screwdriver) to one of the injectors and crank the starter. You should hear a very distinct "tap-tap-tap" from the injector.

- **Test fuel pump** - All we are trying to do in this initial test is to see if the fuel pump is moving fuel and creating pressure. The easiest way to do this is to disconnect a fuel line connection, on the pressure side of the system (between the pump and the fuel pressure regulator). After cranking the starter for a few seconds, turn the key off. Prepare to disconnect a fuel connection, either at the fuel filter or where the pressure line meets the fuel rail. Have a large absorbent rag handy, wear safety eye protection, and disconnect the negative cable from the battery beforehand. Loosen the hose clamp and pull the hose off the nipple. If the fuel wants to spray all over the place (that's what the rag is for) it is pressurized and we can assume that the pump is working; if it doesn't, it isn't.

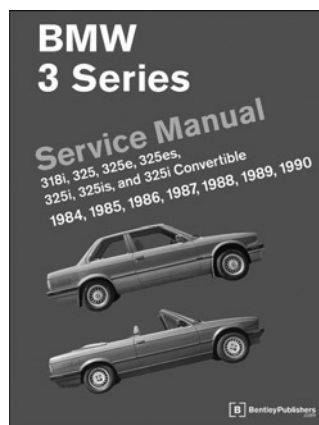
Once we have the answers to these three tests, we can determine the next phase of diagnostics. Let's try out our logic with an example "patient". Say we have a 1987 325e and it is exhibiting a circumstance #3 no-start, our first step is to perform the three tests then analyze the results: No spark, no injector pulse and no fuel pump - well, what part(s) of the system can cause all three of these areas to test negative? Remember, we've already determined that the starter and the battery are fine.

- Fuel pump relay? No. You would still have spark and injector pulse.
- Cap, rotor, wires, plugs, coil, etc? No. You would only have no-spark. Injectors and fuel pump would be fine.
- Fuse? No. There is not one fuse that will shut off all of these systems, yet allow everything else on the vehicle to operate properly.
- Timing belt? Nope. While this will certainly create a no-start, all of the three tests would be positive result.
- Crankshaft position sensor or the position pin on the flywheel? Still No. This would create no spark and no injector pulse, but the fuel pump would still run.
- ECU? No. Fuel pump would still run.

- Main engine management (ECU) relay? Most likely! Not only does the main relay provide power to the ECU, but it also provides the power to the coils (turn-on) side of the fuel pump relay. Therefore, if the main relay is faulty, you will have no ECU power (no spark or injector signal) and no power to turn on the fuel pump relay.
- If not the main relay, the fault would have to be a problem with the input power to the relay; a problem with the ignition switch, or a wiring harness problem. Both of these are less likely, but obviously would require further diagnostics.



Bosch Fuel Injection & Engine Management and the BMW 'n' Series Service Manuals (Bentley Publishing)- the most useful manuals available for broadening your BMW mechanical knowledge.



Ok, makes sense now, but how do we figure all this out in the first place? Well, as the famous economist Milton Friedman is quoted as saying, "There's no free lunch." You have to study. You have to know how the system that you are attempting to diagnose, works. You cannot plan a diagnostic track if you don't know what should be happening when it's not. So, what do you study? Fortunately, for our BMWs, we have the very insightful Bentley and other service manuals. Additionally, the Bosch Fuel Injection and Engine Management manual (also by Bentley Publishing) is an excellent text and diagnostic reference on the fuel injection systems found in BMWs.

The Bentley Service manuals also contain the vehicle's wiring diagrams. And of course, there's always the internet - just watch out for the rampant internet "experts"!

So how did I learn all this stuff? By living it and studying it. Before I started working at Bavarian Autosport many years ago, I had never touched a BMW, with even one finger (or, for that matter, any car with fuel injection). However, I did have however, solid, deep roots in the domestic automotive world. By studying and applying my past experiences to hands-on BMW "opportunities", I couldn't help but learn. There's nothing like picking up your first 1980 323i that has not run for a year, and being forced to make it run, and run properly. For BMW fuel systems, hands down, the Bosch fuel injection manual was the most read book in my possession!

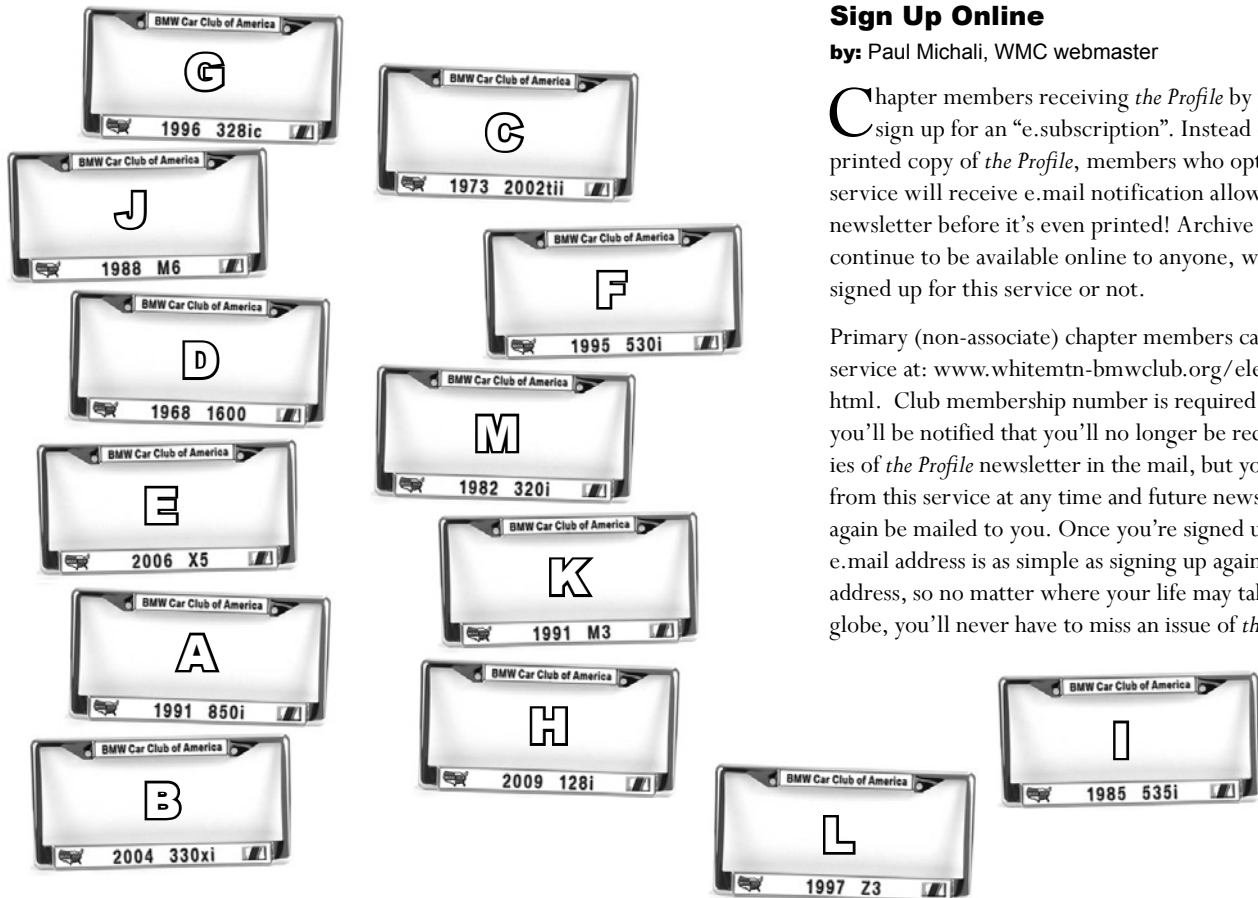
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Answers to the BMW Pop Quiz from page 9:



**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*.

**There were four sports sedans in the competition.
Of course, there was only one BMW.**

Car and Driver Comparison Test June 2009			
Ranking	Rating	Price as tested	MPG Highway
1. BMW 328i	207	\$36,475	28
2. Infiniti G37 Sport	205	\$40,585	25
3. Audi A4 2.0T	193	\$47,075	27
4. Acura TL SH-AWD	177	\$43,995	25

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Monday December 7th, 6:30pm - 9:00pm
Chapter Business/Membership Meeting

Come join us for engaging conversation, camaraderie, and a free light dinner and drinks at our monthly meeting. This month's meeting location is at the Common Man restaurant of Windham. Questions? Call 603.647.4944 Ext. 1. COST: Free Food, Drinks & Valet Parking - RSVP

Friday January 1st, 5:00pm
Profile submission deadline

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

Saturday January 23rd, 6:00pm - 10:00pm
Winter Reunion 2010

This year's party will be held at the historic Derryfield in Manchester. Great food and ambience. Live music by 97 North. Silent auction to benefit the BMW CCA Foundation. Be part of the annual celebration with friends old and new! For more information contact the SEC. COST: TBD - RSVP

Friday March 5th, 5:00pm
Profile submission deadline

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

Friday May 7th, 5:00pm
Profile submission deadline

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

Friday July 2nd, 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.

Friday September 3rd, 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.

Friday November 5th, 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.

Camera Shots I
Happy at Show and Shine

submitted by: Bob Merrill

I finally made it to "Show & Shine" this year. The photo (below) is our 1996 328i Convertible in the line-up there. A lot of terrific cars and very interesting people made it a great day. Bavarian Autosport really knows how to throw a marvelous party. Very well done.



Camera Shots II
Happy at NHMS

submitted by: Laura Fallis

'Look Over Here' (upper right) is a photo taken by PFC Russell Pszenny at NHMS this past season. I'm the one driving up the hill, but the driver of the Corvette looking through turn three is unknown. I think it's a pretty cool perspective. The other shot is of my and Jim Vaill's cars at ADSS this past spring. Nice contrasting image I thought as we waited for a run on the skid pads.



Parts for Sale

E39 Bumpers and Mirrors

From 2001 540i. Front and rear bumpers OEM. Painted orient blue (#317) some paint scuffs which wouldn't mater if repainting. Looking for \$600 obo for pair. Side OEM mirrors also orient blue. Looking for \$250. E.mail Brian Casey via the chapter website.

Winter Wheels & Tires Package for E36 3-Series

Four 7.5x17" alloy rims with 215/45R17 snows mounted. Two Bridgestone Blizzak LM22 (5/32" tread) and two Michelin Pilot Alpin (3/32" tread). Wheels are badly oxidized but drive fine. These were the winter wheels for my '98 M3. \$300 or best offer. Call David Salerno at 603-487-5328 or e.mail via the chapter website.

Winter Wheels & Tires Package for E36 3-Series

Michelin Pilot Alpin P225/45R17 snow tires on 7.5" BMW Motorsport 20-spoke rims. Wheels professionally refinished, in very good shape, but do have minor scratches. Tires have only 12,000 miles of use; plenty of tread left. Photos available. Nashua area. \$700. Call Michael Pahl at 603-249-5855 or e.mail via the chapter website.

Winter Wheels & Tires Package for 5-Series

225/50R17 Bridgestone Blizzak Tires mounted on Rial 5-spoke rims with tire pressure sensors. I only used this winter tire package for one season and then sold my 5 series. The tires and wheels are in great shape and have been barely used. E.mail Seth Bostock 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.

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*Discounts and savings are available where state laws and regulations allow, and may vary by state. Certain discounts apply to specific coverages only. To the extent permitted by law, applicants are individually underwritten; not all applicants may qualify.**Original BMW Replacement Parts available except where prohibited by state law.***Figure based on a February 2009 national sample of auto policyholder savings when comparing their former premium with those of Liberty Mutual's group auto and home program. Individual premiums and savings will vary. Policies are underwritten and provided by Liberty Mutual Insurance Company and its affiliates, principal office at 175 Berkeley Street, Boston, MA. California Department of Insurance license number 0F52987. Minnesota Department of Insurance license number 40015723. ©2009 Liberty Mutual Insurance Company. All Rights Reserved.



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