



the Profile

newsletter of the
white mountain chapter BMW CCA

THE 24 HOURS OF LeMons



april & may 2010

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 by: Pete Basiliere

Ducks of Hazzard team driver, David Thibodeau of the White Mountain Chapter behind the wheel of the highly modified 325is, tearing up the track at the 2009 24 Hours of LeMons. see page 8

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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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Impalas to Bimmers - My Love Affair with Cars Greetings from your new Secretary!

by: Roland Beale, WMC Secretary



Roland Beale -
the WMC Secretary for 2010

photo: WMC website

I think my love of cars started with my first breath. I was born to a father that was always into cars and a mother who's first car was a '64 Impala SS convertible. My father's first car was a Souped-up '56 Chevy. So in away I was bread to to love cars.

The first car that I remember really liking was that '64 Impala of my mother's, which we

owned until I was around 5or6. We owned other cars throughout my childhood, some Plymouth Furys, a '76 Oldsmobile, a '77 Fire bird and an '80 Camaro. But none compared to that '64 Impala.

I loved Impalas so much that when it cam time for my first car, I got, you guessed it an Impala. It was a '76 4-door but an Impala just the same. Of course being my father's son I couldn't leave it alone even though my friends nick-named it the U-Boat. I added a performance cam, intake and carburetor, then I swapped the exhaust for headers and changed its dual exhaust with performance mufflers. No car back then would be complete without fat tires on it.

I drove and occasionally raced that car for the next two and a half years of high school. Then when it came time for me to enter the military it took me half way across the country to Minot AFB where I was to be stationed. Over the next few years I collected quite a few more cars including two Trans Ams a Chrysler New Yorker and even a Renault Alliance GTA. But then one day, on base in the late 1980s, I saw the car that was to be my future. It was a White E30 325is and I knew that some day I would have one.

The summer of 1992 found me in the country of Saudi Arabia in support of Desert Storm. It was there where I took the next step of my journey. In one of the markets there I found a BMW keyring made of silver. It came displayed in a plastic case where it stayed for the next 12 years. Again I knew that someday I would own a BMW.

In 2001 I found a place we all know called Bavarian Autosport and got introduced to something called Show and Shine. For the next two years I got to drool over all the Bimmers there, but in the summer of 2003 it was my turn. While in the market for a new car I came across *it* on the AutoTrader website, and *it* was a 1989 Lachsilber 325is for sale in Plymouth, NH. It was owned by a graduating college student who was moving to Boston and couldn't afford the parking for it.

I spent the next six years keeping it maintained and modifying it. I went through the full suspension, installed a sport exhaust, and minor engine mods(chip and cold air intake). Where I spent most of my money was on a top notch paint job.

In February 2004 I thought it was only right to join the BMWCCA and be with people that enjoy this brand as much as I do. So I took my beloved E30 and hung out at car shows and in 2005 I even took it to a club track event. The rest of the time I just enjoyed driving the heck out of it.



Then I discovered another event that I really enjoyed, the Ultimate Drive for the Susan G. Komen foundation. It was there, while driving great cars and raising money for an awesome cause, I found my second BMW, a 2000 323i wagon for my wife's daily driver. Again, I couldn't leave it stock, so it got a set of 17" Bayern wheels and tires. Most recently I redid the suspension with OEM sport springs and Bilstein sport shocks and also chipped it for a little more right foot juice.

In the summer of 2009 I decided to move up to an E46 like the wife, so with a little sadness I sold the 325is to a nice young man from Michigan and replaced it with the 2000 328ci that you can see me cruising around with now. I haven't had a chance to add my little touches to it yet but you know I will.

So that's pretty much my "Love of Cars" story, but it's an open ended story. Who knows there may be another E30 in my future, I do so love that car.

See you around!

Roland

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Chapter Membership

In like a lion, out like a lamb?

by: Michael Morin, Membership Chair

I'm sure you've had enough of the slop and the muck so I'm sending you warm wishes for pleasant driving this season. As my family is tossing out spoiled food from the power outage I wanted to give you a heads-up for a survey heading your way. We want to get your opinion of your experiences with us and our activities. I know this sounds like a U.S. Government Census commercial but don't worry I'm not going to make you feel horrible if you don't respond. It's not like there will be never-ending traffic tie-ups because of you. No, your response to the survey is to allow us to get an idea of how you're using and hopefully enjoying your local membership. See? No guilt!

Have you ever wondered what it would be like to see your business card in fancy shmancy publication? I've talked with many members over the years and I know there are Realtors®, lab technicians, computer system builders, etc., out there and need the business. For a pittance of \$180 a year, you can have a business card sized ad in this very newsletter which is read all over the nation (and beyond!).

Drinking maple syrup right from the bottle,

Michael

Check us out online!



&

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Member Spotlight

This Edition: Tom Blinn

by: Michael Morin, Membership Chair



In this issue I am spotlighting the Chapter's former secretary and current social events committee member, Tom Blinn. Tom joined BMW CCA in 1980 in New York City after he purchased a 1979 320i. He is now residing in Amherst with his wife Susan and his three cats. When you get a chance, ask him about Nigel, Harald and Sylvia. In his free time he

like reading and listening to his favorite internet radio station, Whole Wheat Radio. His favorite Bimmer model is his 1999 540i six speed with M sport package. He gets a lot of fun for the money he has invested into it.

Want to put a fellow member in the spotlight?

Please e.mail Michael: m.morin@whitemtn-bmwclub.org



welcome to our new
White Mountain Chapter
members



Robert Bouvier	2006 328i	Plaistow
William Sullivan	2006 325xit	Manchester
L. Hill	2008 335xi	Jackson
Dan Stevens	2007 530xi	Stratham
Chris Pelland	2009 335xi	Nashua
David Staples	2010 535xi	Dover
Mary Kernander	2005 Z4 3.0i	Northwood
Gary Paquette	2007 328xi	Hopkinton
Jason Paquette	2002 325i	New London
Christopher Miller	2003 530i	Manchester
Allan Virr	2006 325i	Derry

Town Breakdown

>10

Nashua	49
Manchester	24
Windham	20
Bedford	18
Amherst	17
Londonderry	15
Hudson	16
Merrimack	16
Concord	14
Hanover	14
Portsmouth	14
Newmarket	11
Stratham	13
Hollis	11
North Hampton	12
Exeter	12
Salem	10
Dover	10
Derry	10

State Breakdown

	#	%
AZ	1	0.1
CA	2	0.3
CT	2	0.3
FL	1	0.1
MA	29	4.2
MD	1	0.1
ME	10	1.4
NH	638	91.9
Canada	3	0.4
PA	1	0.1
RI	1	0.1
TN	1	0.1
VT	4	0.6
	694	100

County Breakdown

	#	%
Cheshire	25	3.9
Hillsborough	203	31.9
Rockingham	217	34.1
Merrimack	47	7.4
Strafford	30	4.7
Belknap	27	4.2
Sullivan	9	1.4
Grafton	46	7.2
Coos	3	0.5
Carroll	30	4.7
	637	100

Tire Rack Street Survival School

by: Michael Morin, membership chair

According to BMW ACCA Foundation, "last year, over 5,000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket." This is a horrible statistic no matter how it is analyzed. The study does not indicate causes of these crashes but the Centers for Disease Control states that many of the deaths can be attributed to alcohol use and lack of seatbelt use. I would surmise that the majority of the crashes are attributed to driver distractions (SMS, phone calls and passengers, etc.). A common preventable problem leading to serious crashes and injuries is inability to control the vehicle.

The BMW CCA Foundation wants to change this. The Foundation has, for eight years, been hosting the Tire Rack Street Survival to teach teens the skills necessary to stay alive behind the wheel.

The White Mountain Chapter will be holding a Street Survival school at New Hampshire Motor Speedway on May 8. To enroll your new driver, just follow the links on the Street Survival page of the WMC website. If you have questions that cannot be answered there, do not hesitate to contact to WMC SS coordinator Bruce Smith.



A Brief Update from the DEC

by: Mark Viola, DEC chair

Finally, the driving season is upon us! Registration is almost closed for our first driving school of the year, Cabin Fever at NHMS on April 16th. If you hurry, maybe there's still time to secure your slot.



photo: Paul Michal

Get in on the action! - HPDS at NHMS

The end of April and early May the WMC is featuring two Street Survival schools this year. (See Michal Morin's writeup to the left). If you have, or know of, a new driver, now is the time to help them learn what safe car control is all about.

More upcoming driving events are listed in the calendar on page 13 and all the driving events for 2010 are posted on the website. It promises to be a great summer.

Financial Statement for 2009 BMW CCA White Mountain Chapter

by: Mike Dion, WMC Treasurer

The national office of the BMW CCA (National) requires that each chapter annually publish its financial statements to its members. Following is the WMC's financial statement for 2009 which was submitted to National.

balance sheet

	Current Year Ending 12/31/2009	Prior Year Ending 12/31/2008
ASSETS		
Cash in bank accounts	\$15,654.98	\$11,476.65
Inventory	\$0.00	\$0.00
Equipment	\$0.00	\$0.00
Accounts receivable	\$0.00	\$0.00
Prepaid expenses/deposits	\$0.00	\$0.00
Other:	\$0.00	\$0.00
Total assets	\$15,654.98	\$11,476.65
LIABILITIES & EQUITY		
Accounts payable	\$0.00	\$0.00
Other:	\$0.00	\$0.00
Equity/retained earnings	\$0.00	\$0.00
Total liabilities and equity	\$0.00	\$0.00

income statement

	Current Year Ending 12/31/2009	Current Year Ending 12/31/2008
INCOME		
Membership dues	\$9,159.44	\$9,681.72
Rebates from National	\$0.00	\$709.14
Advertising revenue	\$5,159.00	\$4,997.00
Driving school fees	\$75,291.20	\$34,862.64
Autocross fees	\$0.00	\$0.00
Other event fees	\$2,993.20	\$11,987.83
Merchandise sales	\$0.00	\$120.63
Interest	\$31.62	\$91.76
Misc./other *	\$0.00	\$0.00
Total income	\$92,634.46	\$62,450.72
EXPENSES		
Newsletter costs	(\$8,704.96)	(\$14,103.10)
Postage	(\$874.60)	(\$2,997.40)
Insurance	\$0.00	\$0.00
Driving school expenses	(\$67,325.20)	(\$33,339.20)
Autocross expenses	\$0.00	\$0.00
Meeting expenses	(\$4,738.32)	(\$4,661.57)
Other event expenses	(\$4,925.32)	(\$15,879.95)
Telephone expenses	\$0.00	\$0.00
Misc./other **	(\$1,887.73)	(\$1,336.70)
Total expenses	(\$88,456.13)	(\$72,317.92)
Net income (loss)	(\$4,178.33)	(\$9,867.20)

misc. / other

	Current Year Ending 12/31/2009	Current Year Ending 12/31/2008
* / Misc./other income:		
Donation to chapter	\$0.00	\$0.00
Total misc./other income	\$0.00	\$0.00
** / Misc./other expenses:		
Misc./office supplies	(\$12.00)	(\$28.23)
Web services	(\$71.88)	(\$59.88)
Club Merchandise	\$0.00	(\$422.00)
Advertising Expenses	(\$303.56)	(\$451.20)
Awards	(\$1,135.29)	(\$147.64)
Marketing Supplies	\$0.00	(\$227.75)
Mail Services	(\$365.00)	\$0.00
Total misc./other expenses	(\$1,887.73)	(\$1,336.70)

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Winter Reunion 2010 A Rockin' Good Time... Again

text by: Cassandra Vorisek-Creto, SEC Chair

photos by: Paul Michali

It was a perfect evening for fun with friends! Saturday January 23, 2010 was the club's annual Winter Reunion Party, and as with past parties, this one was a rocking good time!

The party was held at The Derryfield Restaurant and the evening started with delicious hot hors d'ourves, an exotic cheese display and crudites. Some of the best raved items were the Stilton with blueberries (a new personal favorite of the author), spinach in phyllo and the baked brie in phyllo with pear.

The dinner buffet did not disappoint! Between the variety of entrees to choose from (grilled beef with red wine peppercorn sauce, grilled salmon with lemon dill sauce and wild mushroom ravioli with a tomato rosa sauce), roast turkey carving station and some great starters (Asparagus-Vermont cheddar soup, tomato basil and fresh mozzarella salad and caesar salad) to the divine desserts, no one walked away hungry or unhappy! Food was not the only feature of this rocking party. Entertainment was provided by 97 North - a four-piece rock band specializing in music from the 60's and 70's. The band literally rocked the house down for over two hours!!

Alan Legerlotz, 2009 club President, spoke to the group briefly and thanked all of the many volunteers who make the club a success as well as the 2009 Board of Directors for their hard work and dedication to the club. He then announced and introduced the 2010 President, Mark Viola. Mark addressed the group and spoke of the many great events that the club will be hosting in 2010. Afterwards, he passed the microphone to the party's awesome MC, Cassandra Vorisek-Creto, Social Events Committee Chair. Cassandra thanked the tireless efforts of the Social Events Committee members and the Board for its continued support of the Social Events Committee and its many ideas and programs.

The main event of the evening was the fundraiser for the BMW CCA Foundation. The second annual silent auction was in exceptional form with over 60 items donated. Items ranged from gift certificates to a Kuerig Platinum Coffee Maker and certificates for upcoming ADSS and High Performance Driving schools. A HUGE thank you to all of the companies and organizations that donated items: Bed Bath & Beyond, William Sonoma, Bavarian Auto, BMW



of Stratham, Kensington Auto, Liberty Mutual Insurance Company, WMC-BMW Driving Events Committee, Michael Morin, Dana Sion and Great American Dining. A special thank you to Wynne Smith (Executive Director of BMW Foundation) for assisting with the solicitation of silent auction items! Many people walked away with great items, and everyone helped to raise awareness and funds for the Foundation. One thousand dollars was raised! The BMW CCA Foundation was chosen as the beneficiary of the event. The decision was made to try to help a group near and dear to the club's hearts. One of the Foundation's main responsibilities is the Street Survival program. For anyone who is not aware of the Street Survival program, it is an advanced safety driving skills program targeting new drivers between the ages of 16 and 21 years old. The new driver is taken through a series of real-life driving situations and taught how to handle them, i.e., skid pad maneuvers on wet pavement. The program is held in a controlled environment and also includes "classroom" work prior to the new driver "hitting the road". The success rate of this program with the reduction of new driver accidents is significant. So much so, many insurance companies offer a discounted rate for drivers who have completed this program. For more information about the Foundation and Street Survival, visit www.bmwccafoundation.org. Interested in taking this course, there will be one held in New Hampshire on April 24, 2010 at NHMS. To register, visit the Foundation's website and click on "Tire Rack Street Survival Teen Driving School" icon.

This year's party was made possible not only by the many members who attended, but in a large part by the "5-Series sponsor", 3D Autoworks of Hudson. 3D has been the sponsor of this party for two years in a row, and the club and Social Events Committee would like to thank the Maynards and their staff at 3D for their continued support of the club and this event.

The Social Events Committee (SEC) is busy already planning the party for 2011. Venues, entertainment and silent auction items are actively being sought. If you are interested in being a part of a fun group and a great event, please contact the SEC Chair (c.creto@whitemtn-bmwclub.org). We love to make new friends and always welcome new members to the group!

Memories of this year's Winter Reunion party

The Ducks of Hazzard

or... What Happens when Some Guys who Should Know Better Get the Itch to Race

by: Pete Basiliere

“Fast and Furious” it’s not. “Crazy and Comical”, definitely. The 24 Hours of LeMons bears a distant relationship with the famous race. It is not 24 hours long (although it does happen over two days) and it’s not held in France. And BMW doesn’t support the racers either (surprise, surprise).



A video story on the race and the “three-legged race penalty” are featured at: <http://blogs.courant.com/autoracing/2009/07/video-view-the-mayhem-that-was.html>

The 2009 Ducks of Hazzard Race Team-

(front row L-R) John Danskin, Theo Matthias, (middle) Pete Basiliere, Allison Patschke, Sarah Curtis, (back) David Thibodeau, Brian Lalor

However, the race does have rabid (if not very rapid) drivers, cars with exotic paint jobs (if not exotic motors) — as needed to cover up bondo and who knows what else, and enthusiastic fans (who don’t know whether to cringe or laugh but whose support is as strong as that of any NASCAR fan).

The LeMons series was created by Californian Jay Lamm in 2006 and has morphed into a twenty-four race series held across the USA. The local race, LeMons New England, had its first race in 2008 and was so successful that last July it returned to the Stafford Springs, Connecticut track for a second year.

LeMons, as in lemons. The 24 Hours of LeMons is restricted to cars that were purchased, fixed up and track-prepped for no more than \$500. The only items not included in the \$500 figure are approved safety equipment, brakes, and wheels/tires. Drivers must wear a helmet and fire-resistant suit.

(Note to LeMons wannabe’s — the \$500 limit is for the car at tech inspection before the race. After that no one knows what you put into the car. In our case, Bavarian Autosport had provided several hundred dollars worth of spare parts. We paid for the parts up front and were reimbursed for the unused spares returned after the race.)

Teams must have between four and six drivers, plus as many hangers-on as they want. Dubbed “Team Italian Job” (the six drivers all own MINI Coopers), our 2008 team was led to a sweet 1987 BMW 325is by Mario Langston of Vintage Sports Racing in Bow. Mario installed a roll cage and performed other safety-related work for us. Then the team went to work on the fun stuff, like stripping off and selling unnecessary parts, removing weight, and other preparations for the big race.

However, our enthusiasm (really, the lack of any racing experience) got the better of us. We had five black flag penalties in the first 3 hours of the race on Saturday and found ourselves banished for the day (black flags are handed out for the tiniest of infractions). Crawling back on our hands and knees, the race organizers let us back on the track Sunday. We fared much better then, with only one more black flag, and actually did not cross the finish line despite having so few hours of actual racing.

The LeMons bug had bit the team by then, however. Before leaving Connecticut we knew we would be back in 2009. A first order of business to a fresh start was a change in name. So we became The Ducks of Hazzard in honor of a very popular MINI owner who has passed away. Most of the original team returned in 2009, with David Thibodeau, Brian Lalor, John Danskin and I as drivers, Theo Matthias as our manager, and Sarah Curtis and Alison Patschke as our pit crew.

We had so few track hours on the 325is in 2008 that we figured it didn’t need much work before racing last year. We spent more time decorating than prepping. Big mistake. The Duck attracted a lot of attention, yes. But only after we finally started racing.

You see, we failed tech inspection. Not once, but twice. We had misread the rules and didn’t know the holes in the floor we grew to love in 2008 were banned in 2009 and had to be repaired. Holes were a good thing, we reasoned, since if it rained the water entering the car (all windows had been removed except the windshield) could drain out. However, the organizers pointed out that spilled, flaming fuel could come in through those same holes. Also, our driver’s seat was a wee bit loose (meaning a bolt had pulled through the rusty floor pan).

Lucky for us, we found another team who had actually brought a full



complement of welding gear to the track. True to the spirit of LeMons, our competitor offered to fix our car and would only accept beer as payment. But his work was good (and he didn't drink until after the race was over), and we went back for a second inspection.

This year the rules also added a requirement for a "kill switch" which track workers could use after an accident to interrupt the power from the battery. On our first attempt, our wiring job was 50% correct at least. We'd turn the kill switch, and try

to start the car and it wouldn't. However, the kill switch didn't shut down the car when it was already running. Now I am not an electrical guy, so all I know is that it had something to do with wiring to the alternator. Anyway, another paddock repair, a third trip to the judges and we finally passed inspection – but only after the race had already started.

I was the first driver and finally started the race 30 minutes after the green flag dropped. The crowd knew the Duck was one of five cars that had failed tech inspection so a roar went up when I finally entered the track.

Now Stafford Springs is usually an oval track. However, that layout would enable us to go excessively fast for the LeMons and the amateur drivers. So the course is modified with a chicane at one end and the back side dipping into the infield. Top speed was about 70 mph on the grandstand straight. I would have gone faster but I had to slow down for that chicane at the end of the front straight. (At least that's my story and I'm sticking to it.) And, lest you think Stafford Springs is a small version of New Hampshire Motor Speedway, bear in mind the surface is the pits, literally. Describing it as "rough" is being kind. The 22-year-old Duck, which

had been stripped of anything not needed to race, rattled enough as it was, never mind when bouncing along the backstretch of broken pavement including pot holes (or when hit by another racer).

Each of our drivers took 50 minute stints in The Duck. We'd race, hopefully avoid any penal-

ties or accidents, get a signal to come in from the pit crew, enter the pits, change drivers, get some fuel and go.

That was the theory. However, we were plagued by sliced radiator hoses (three pit stops) that was finally fixed after another racer walking by our paddock space noticed that we were scratching our heads, asked about our problem and then suggested looking at the motor mounts.

As it turned out one was completely missing, causing the engine to twist and the alternator to cut a hose. So we improvised and fabricated a new motor mount out of wood. We had more cooling problems on the second day due to a bad thermostat. Rather than replace it, we removed the original BMW fascia and the decorative MINI grill, letting more air into the engine compartment and solving the cooling problem.

Unlike 2008, when two drivers got 5 black flags between them on Saturday afternoon and we were sent home for the rest of the day, in 2009 we had only two black flags. And I got them both... First day, I put two wheels off the track while passing. (I didn't mean to take that shortcut, really!) I drove to the "penalty box" and parked it for 30 minutes. Meanwhile I had to do a three-legged run while duct taped to another driver, buy cheeseburgers, fries and cokes at the refreshment stand, then take them to the officials in the booth at the top of the grandstand, and then hustle back to the penalty area while still taped together, before the car could go out again.



24 Hours of LeMons -as in Lemons (not LeMans)

The second flag came on Sunday after I cleanly passed two cars on the grandstand straight but didn't slow down enough before entering the turn (oops!), overcompensated, the back end came loose and the Duck spun 360 degrees and off the track as the other racers managed to go around me. A lot of drama but no damage done. My penalty this time was to both buy lunch for the track entrance attendant and then to give the track officials the big duck that was decorating the car's rear deck.

So, how did we do? The first standings on Saturday had us in 40th place out of 56 entrants. Not bad, considering the late start. At the end, the Ducks of Hazzard placed 25th – a big improvement – but way, way, way off the winning number of laps (think about a number in the high 400s).

Stupid driving in 2008 cost us time on the track. 2009 was what LeMons is really about: take a junker, fix it up, race it until it breaks, fix it, race it again... And, yes, we're planning to enter the 2010 event.

The irreverent 24 Hours of LeMons website and info about this year's race on July 24th & 25th is at 24hoursoflemons.com.



My Name is Gordon... and I'm a BMW Junkie

Part 2 of a Fireside Chat with Bavarian Otto's Alter Ego

by: Gordon Arnold



◀ - continued from the Jan/Feb Profile, page 10

It's now early Spring 2009 and another BMW is thrust across my path. Again, this one comes from a BAS coworker. He had seen it sitting along the road in Rochester. A red 318ti. Well, I went to have a look. Turns out to be a real '95 318ti Club Sport. It has high miles and is a bit rough, but it's all there and in a condition that would clean up quite nicely. So, now, Laurel Manor has a red 318ti sitting behind the two black E34 tourings, all of which have been dragged home on a trailer or dolly and none are drivable (plus the new yellow Z3 and the black E30). Linda is tolerating this, but can't understand why I would want a 4-cylinder in the first place. Remember, we come from a background of 500-plus HP daily drivers.



After pondering for a bit, and looking at expenses for my son's wedding adding up, I decided to see if I could resell the Club Sport as it was. After a very short run on Craigslist, I had a buyer in Ohio (at a nice profit). He already had a ti with an M50 6-cylinder conversion, but the body was in poor shape. He wanted the Club Sport for his M50 set-up. He drove out with a friend, in his ti, and they installed the old clutch from his 4-cylinder take-out, in our garage. They then drove both cars home. So back to the E30.

After the wedding, things settled back down a bit and I started to get into the mood to get the 525 touring together. However, as my guard was down, up comes Craigslist again, and another helpful BAS coworker. Actually, the same one as with the Club Sport. No names will be mentioned, but his initials are M-i-k-e. This time, it's a '95 M3 listed for \$4500, eh? Remember that I noted that I have no particular love for E36s. Well, this past spring, Chris (son #1) suggested that he bring his E36 up (now track prepped, since he has purchased an '07 335i for his daily driver) and we share it for the spring driver's school at NHMS. I had never really driven an E36 and I was very impressed with this chassis, on the track. It was quite nice as a regular road car too. Additionally, the engine at least made enough power to feel like you were actually accelerating out of the corners. Since that time I have been loosely keeping an eye open for low priced E36 M3s, with no real intent to buy, yet. Just educating myself. Then came along the '95 M3.



The photos of it were poor, but it looked fairly nice. The seller said it was in very nice shape, high miles (225,000), but drove like under 100K (ever hear that before?). Oh, yeah, has a locked-up front caliper so it can't be driven. After being impressed with driving Chris' E36 at the track and then being disappointed after driving the E30 at the Summer Driver's School (I just have to have more guts than that 300,000 mile M20 can offer), the low priced M3 really pulled at me. On Saturday, we rented a trailer because the old tow dolly is getting pretty ragged and I don't trust using it on the highway anymore, and headed south to Worcester, MA.



Upon arrival, the car looked pretty sharp sitting there. On closer inspection, there were some minor rust issues (that I could easily deal with), but the interior was very clean and in almost perfect condition and the engine seemed just fine. It also had Bilsteins and our BAS springs! On the trailer it went (with the locked up left front caliper removed), and Laurel Manor now had yet another BMW in the drive.

Repaired now, the M3 is making the requisite 100-mile daily commuter runs. It has even been to the track, for the fall driver's school. It still needs work (all of the rear bushings, for example), but it really does run as if it had less than 100K miles. The engine runs great and it has used only a 1/2 quart of oil in 4,000 miles and a full track day!



So, finally, I am back to a BMW that is "mine". I still have the E34 touring to put together, but that will be going on Craigslist after it's complete. Ummm, unless an S50 with a 5-speed just happens to follow me home. The black E30 will stay in the family. It's always nice to have a decent E30 around. We've also acquired Kollin's E30 (son #3, who was married this past year) which, aside from the fresh engine that I had built last year, was in pretty rough shape (pretty much un-drivable) with much deferred maintenance and repairs due to Kollin's heavy school, work and marriage juggling. After a couple of weeks on jack-stands, in the garage, and some teaching and together time with Nick (son #4), it is now running and driving well as Nick's first car. All of our sons have started with old BMWs that were dragged home on a dolly or trailer and they have each spent countless hours with me getting the cars back into road worthy condition. This has afforded us some quality "together time" as well as ever useful hands-on classroom opportunities.

Hi, my name is Gordon... (Anyone have a set of E36 17" wheels available, to mount some new Kumho V700 Victo-Racers on?)

Cabin Fever! A Puzzle for HPDS Junkies

by: Martin Callahan, editor

Down

1. event run down
3. sweet spot
4. all done for now
5. paddock "jewelry"
6. unconventional course
8. eyes around track
9. slow slightly
12. course of travel
13. turn start
14. flying yellow
16. central command
17. location of theory
19. cue spot
20. have small shoes
22. applied experience
26. runs together
28. after apex
29. air in tire
30. parking lot
32. reference mark
33. turn the car
34. left or right
37. go by

Across

2. not a turn
7. soft pedal
10. tire potential diagram
11. you, pull in
14. last one
15. what HPDS should be
18. unaccompanied
21. right hand man
23. excessive traction loss
24. the finger
25. recently snell certified
27. slowdown start
31. for "stuff" on course
35. helping hand
36. not forced
38. stop now
39. area of overhaul

answer key
on page 12 ►

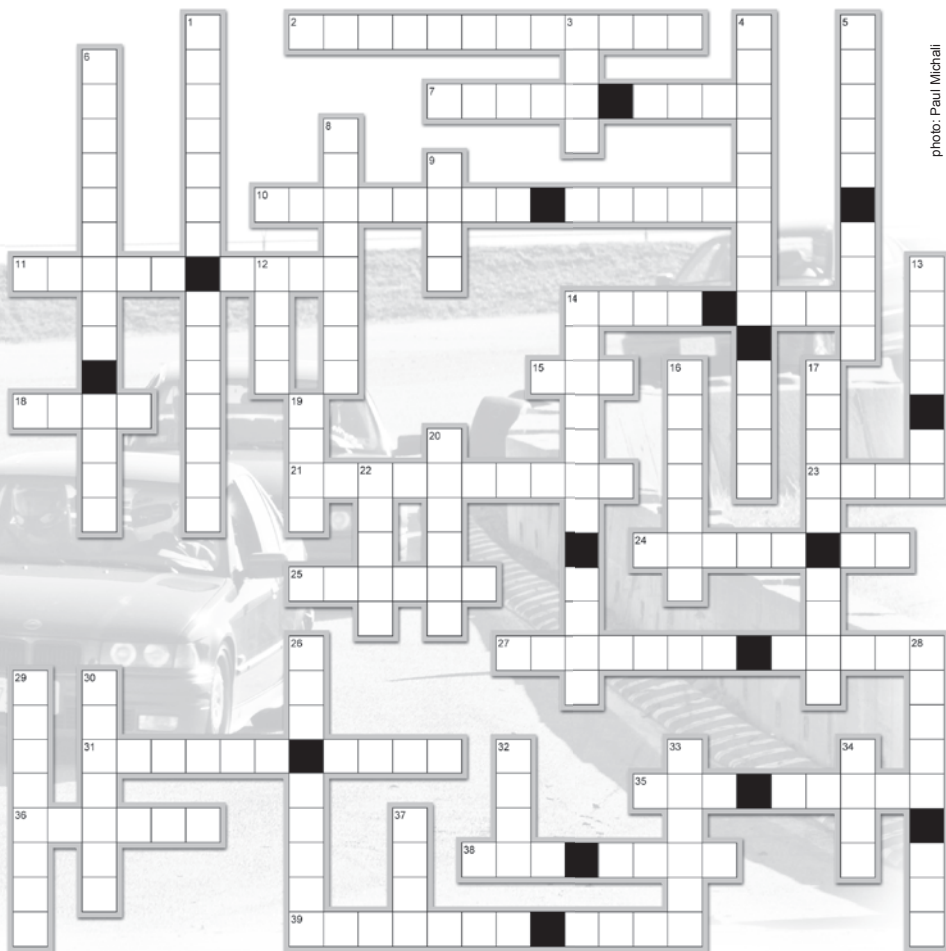


photo: Paul Michail

crossword puzzle

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Building The WMC Web Dream Team

by: Paul Michali, WMC webmaster

Like the Profile newsletter, the chapter web site, www.whitemtn-bmwclub.org, is a very important communication medium for the membership. Unlike the Profile, however, the audience of the web site is much larger and diverse. In addition, the Internet gives people quick and easy access to information, especially time sensitive information, which is just not possible with the longer process involved in delivering printed content.

Of course, it takes effort to provide visitors with frequently updated, fresh, content on our chapter site, and that is the topic of this article.

The current web site, designed back in 2005, provides numerous tools help keep the content up-to-date. Chapter volunteers can easily create and edit content, like calendar entries, "recent news" postings, and sponsor/advertiser descriptions. They can also import content, as in meeting minutes, financial reports, Profile issues, and other documents.

In addition, there are tools to allow volunteers to communicate with subscribers via e-mail "blasts" and tools to manage other things, like election ballots, Winter Reunion registration, and classified ads, to name a few.

There are other aspects of the web site that require volunteers to work with the web-master to update content. For example, we may refresh the photos and text for the description page of an upcoming event.

Lastly, there are some aspects of the site that the web-master must perform, as in club e-mail address assignments for volunteers, adding new event descriptions, refreshing the look and feel of the site, enhancing the site, and improving automation of site administration. This last item, although optional, allows volunteers to do even more management of the web site, thereby spreading the work-load.

Time for some questions and answers...

Why am I mentioning all this? Because the club needs your help in forming a web site "team"! Do you have to be a skilled web designer? No. Do you need to be fluent in web technologies? Nope. The minimum "requirements" are that you have a computer with Internet access, and a desire to help out.

Would you be turned away, if you are an experienced web site designer? Of course not! There are many challenging tasks that an experienced person can choose from, especially in the area of enhancing and automating the site.

The site seems up to date, is there really much to do? Absolutely! Between maintaining, growing, and enhancing the web site, there are plenty of things to do. The great thing is that a complete foundation is in place and we have the opportunity to pick and choose how much, and how fast to grow and enhance the site.

What kind of skills do I need? Well, it depends on your level of participation. For some things, like using the administrative tools that exist, basic computer skills, something you do every time you use the computer, will be just fine. The same with editorial tasks, like checking the content entered for pages and verifying that reference links to other sites are correct.

More advanced tasks will require some familiarity with (or the willingness to learn) one or more of the web technologies, like HTML, CSS, Javascript, PHP, AJAX, and SQL, and with tools, like CVS, Eclipse, and FTP.

Don't let the jargon scare you though. You don't have to be a Kung Fu master of all those things to be able to help with the web site. Most of the time you just need to have a basic overview of one or two things, and can use the existing web site pages as a guide.

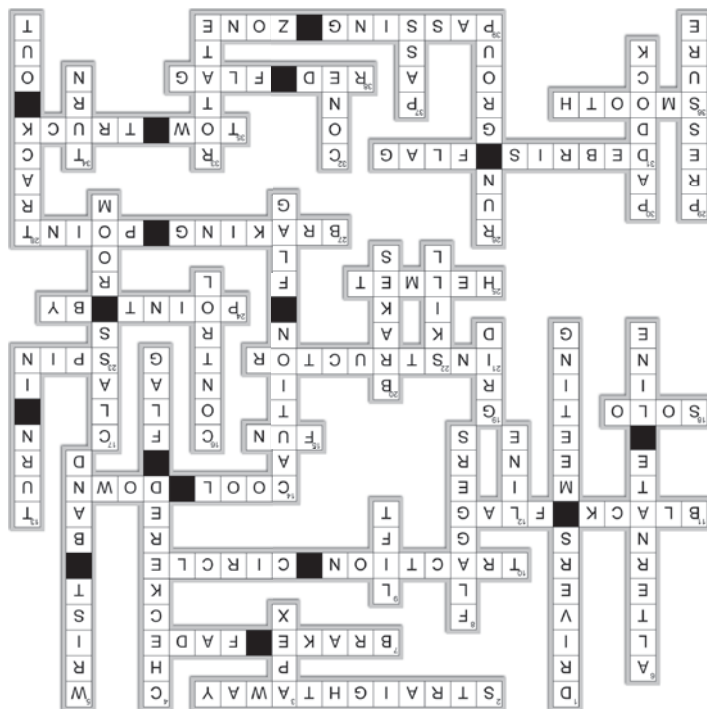
Obviously, the more challenging and complex tasks, like automating more of the site administration, require more knowledge of web technologies. The great thing is that there is a wealth of free information about all of this on the Internet, and there are experienced people who can provide guidance.

What's in it for me? There are always opportunities to learn new things working on a web site, whether as a hobby or towards a career. It's a way to gain "on the job" experience and improve both technical and team-working (with the volunteers and sponsors/advertisers) skills. Being highly visible, the efforts expended on the web site make for a great reference for those wishing to pursue work in this area. And, don't forget the pride you get from showing off the site to friends and family!

What's an ideal team? I would think that having a core of two or three people, with a variety of overlapping experience levels, would be ideal. This would provide multiple points of contact, some skill redundancy, and give the best opportunity to keep the web site design coherent and consistent. Having additional people available for advising/consulting and lending a hand on small tasks, would be a benefit as well.

Sound interesting? Want to learn more? Please feel free to contact me at p.michali@whitemtn-bmwclub.org, to find out more, and join in on the exciting team we're forming!

Answers to Crossword Puzzle on page 11



Monday April 5th, 2010 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? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks - RSVP

Wednesday April 7th, 2010 6:30pm - 8:30pm
Driving Event Committee Meeting

Planning meeting for the DEC. Common Restaurant Man of Windham. Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food & drinks - RSVP

Saturday April 10th, 2010 8:00am - 5:00pm
Advanced Driving Safety Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. New Hampshire Motor Speedway NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: \$85 Register NOW! (until 04/09/10)

Friday April 16th, 2010 7:00am - 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 NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: \$200 (\$180 with early discount) Register NOW! (until 04/12/10)

Saturday April 24th, 2010 8:30am - 5:00pm
Tire Rack Street Survival School

Do you want to make your teen a safer and smarter driver? Then give them Street Survival(tm) skills! This BMW Foundation sponsored event helps, students 21 years old and under, learn skills beyond plain old Driver's Ed. Held in the parking lot at New Hampshire Motor Speedway NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: \$75 Register NOW! (until 04/23/10)

Monday April 26th, 2010 6:30pm - 8:30pm
Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. New committee members are always welcome. Meeting location is The Common Man of Windham Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks -RSVP

Monday May 3rd, 2010 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? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks -RSVP

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.

Saturday May 8th, 2010 8:30am - 5:00pm
Tire Rack Street Survival School

Do you want to make your teen a safer and smarter driver? Then give them Street Survival skills! This BMW Foundation sponsored event helps, students 21 years old and under, learn skills beyond plain old Driver's Ed. Held in the parking lot at New Hampshire Motor Speedway NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: 75 Register NOW! (until 05/07/10)

Monday May 17th, 2010 6:30pm - 8:30pm
Driving Event Committee Meeting

Planning meeting for the DEC. Common Man Restaurant, Windham. Questions? Call (603) 594-0788 Ext.1. Cost: FREE Food & drinks -RSVP

Monday May 24th, 2010 6:30pm - 8:30pm
Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. New committee members are always welcome. Meeting location is The Common Man of Windham Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks -RSVP

Monday June 7th, 2010 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 Concord Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food, Drinks & Valet Parking -RSVP

Saturday June 26th, 2010 9:00am - 3:00pm
Female Only Tech Session

Multiple point inspection of any BMW or MINI for our female members. Hosted by Deb Maynard of 3D Auto Works One Industrial Drive, #7 Hudson, NH Questions? Contact Laura Fallis at 603-682-5260. Cost: FREE -RSVP

Monday June 28th, 2010 6:30pm - 8:30pm
Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. New committee members are always welcome. Meeting location is The Common Man of Windham Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks -RSVP

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.

Monday July 5th, 2010 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 in Merrimack, NH Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food, Drinks & Valet Parking -RSVP

Monday July 19th, 2010 6:30pm - 8:30pm
Driving Event Committee Meeting

Planning meeting for the DEC. Common Man of Merrimack Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food, drinks and Valet Parking -RSVP

Friday July 23rd, 2010 through Sunday July 25th, 2010 12:00am - 12:00am
Komen 3-Day For A Cure

Help Deborah's team raise money on the Susan G. Komen 3-Day For A Cure event to be held on July 23rd - 25th in Boston, MA. Questions? Contact (603) 860-6859. Cost: varies -RSVP

Saturday July 24th, 2010 8:00am - 5:00pm
Advanced Driving Safety Skills School

Have fun and learn important car control skills at our Advanced Driving Safety Skills school. New Hampshire Motor Speedway NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: \$85 Register NOW! (until 07/23/10)

Monday July 26th, 2010 6:30pm - 8:30pm
Social Event Committee Meeting

Join the Social Events Committee in planning for up-coming events. New committee members are always welcome. Meeting location is The Common Man of Windham Questions? Contact (603) 594-0788 Ext.1. Cost: FREE Food and Drinks -RSVP

Thursday July 29th, 2010 7:00am - 4:00pm
July Heat High Performance Driving School

Have fun on the new pavement at NHMS. Sponsors include Bavarian Autosport, HMS Motorsport, BMW of Stratham, NKD Motorsports, and Concord Motorsport. New Hampshire Motor Speedway NHMS Questions? Contact (603) 594-0788 Ext.1. Cost: \$200 (\$180 with early discount) Register NOW! (until 07/24/10)

more on the chapter website!

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

328i Looking for a Home 3324WAV23456

1998 BMW 328i, 76k original miles, exc. condition, new radiator, hoses, belts, tires, rims, shocks, & springs done w/in last year. New brakes last 18 months. Black, 5 speed, very clean, non-smoker, garaged, TLC maintenance done by BMW professionals. \$9200. pictures upon request. Call Ross Pearson at 603-548-6277 or e.mail Ross Pearson via the chapter website.

Parts for Sale

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.

E46 M3 OEM Exhaust

OEM front exhaust pipe from a 2005 M3. Pipe was removed in 2005 with only about 1400 miles on it. Like new condition. I have the box for it if it needs to be shipped. \$250. E.mail John Carlson via the chapter website.

5-Series Winter Tire and Wheel Package

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.

E39 Bumpers and Mirrors

From 2001 540i. Front and rear bumpers OEM. Painted orient blue (#317) some paint scuffs which wouldn't matter 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.

Wanted

Rims for 2001 325i

Seeking to buy a set of four rims for 2001 325i. E.mail Cassandra Vorissek-Creto via the chapter website with information.

more on 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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