



the **Profile**

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newsletter of the
white mountain chapter BMW CCA

Bill Klemme's

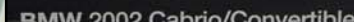
DINAN M3

(could be yours)



february & march 2013

BMW
2002*turbo*



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via the chapter website

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president

David Harrison

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Johann Wrede

web masters

Dick Demaine

Johann Wrede

membership chair

Michael Morin

driving events committee chair

Mark Viola

social events committee chair

Cassandra Vorisek-
Creto

marketing & sponsorship director

Brad Croteau
b.croteau@whitemtn-bmwclub.org

newsletter advertising manager

Brad Croteau
b.croteau@whitemtn-bmwclub.org

newsletter copy collection editor

Rachelle Harrison
editor@whitemtn-bmwclub.org

newsletter publication editor

Martin Callahan
mjc.design.works, LLC

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on the cover

original photo: Bill Klemme

post-process: Martin Callahan



Bill Klemme's Estoril Blue 1999 DINAN M3 convertible.

Legendary automotive fine art from BMW Motorsport enhanced by legendary automotive sport performance from DINAN. Stage III Performance -including supercharger, signature wheels, and of course custom floor mats rumored to be good for at least 5 hp when clean.

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. **No submission is too short, really. Even if it's just a paragraph or two, send it in!** Longer features are certainly welcome as well. All submissions must be digital, and all images must be submitted 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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New Year, New Board Greetings from your new President

by: David Harrison , WMC president

Change is good, so states the old adage. Change has been marked by a new year and the installment of a new White Mountain Chapter board. Both arrived about the same time and bring a fresh start for the club and all our members.

The 2013 board consists of a new President (yours truly - David Harrison), new VP - Dana Sion, new Treasurer - Johann Wrede, and continuing as Secretary - Roland Beale. December elections made all four posts official and the board thanks those who voted online and in person. We also send out a big thank you to the outgoing members.

Mark Viola steps down from the President's post as does Michael Dion from a long term in the role of Treasurer. I would like to express gratitude to both gentlemen for handing off a ledger showing the club in the black and without ever using the term "fiscal cliff". That was not an easy task in this economic climate.

Mark will continue as the Driving Events Committee chair while Cassandra

THANKS!

to all the
outgoing board members!

the effort. Who knows, show up to a dinner meeting, track day, or social event and before you know it, *you* might get to write the "Letter from the President". It's been a great journey so far!

Hope to see you soon,

David



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b.croteau@whitemtn-bmwclub.org

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Chapter Membership

New Year, New Direction

by: Michael Morin, WMC membership chair

The weather outside may be frightful but where ever we go, it's delightful. Yes, The Holy Grail was cozy and festive in November and Hart's Turkey Farm was delicious in January. Our next destinations are Twelve Pine, Parker's Maple Barn, etc. Stay tuned with email updates and Facebook, Twitter and website postings.

In December, we had our annual election meeting at the Common Man restaurant in Windham. Overwhelmingly, new officers were elected. Our new board for 2013 is: David Harrison (President), Dana Sion (Vice President), Roland Beaule (Secretary) and Johann Wrede (Treasurer). Please join me in welcoming Dana and Johann into Chapter administration. Mark Viola, our past president will continue coordinating our performance driving events at New Hampshire Motor Speedway.

And now for something completely different: our Chapter by the numbers. We've got 631 members. Out of the total number, we have 88 associate members and 9 LIFE members. Nashua and Manchester are our top two cities with 42 and 23, respectively. We always wonder why the big gap between the two considering Manchester is quite a bit larger. On the county level, most of our members live in Hillsborough and Rockingham Counties, each containing 33% of our membership.

A little colder,

Michael

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Welcome!
to our newest
White Mountain Chapter members

Paul St. Onge	*	Bedford
Stathis Kouninis	*	Dover
Martin Riehs	2008 535xi	Campton
Timothy McMahon	*	Bow
David Haas	*	Weare
Jan Slezak	2011 M3	Durham
John Eisfeller	*	Dover
Michael McDonald	*	Portsmouth
Brent Mahan	*	Londonderry
Alan Mahan	*	Salem
Nancy Hall-MacLeish	1999 M3 1998 528i	Plaistow
Mike Steinberg	2007 530xi	Rye
Lesley Lang	*	Merrimack
Sarah Mauser	*	Hollis
Ross Cook	*	Bow
Ben Gilman	*	Bedford
Alyssa Kolbert	*	Salem
Grace McLaughlin	*	Gilford
Jackson Podis	*	Bow
Logan Whalley	*	Bow
Rob Shannon	*	Weare
Crystal Scott	*	Epping
Kathleen Coyle	*	Windham
Jesse King	*	Hampton

One More Thing...

by: Michael Morin

There is more opportunity now than ever to get involved in the BMW CCA. In the next few months we're checking out Hart's Turkey Farm, Twelve Pines and Parker's Maple Barn. We usually start our driving schools again in April. Do you have rally experience or registration expertise to share with us to make our events run smoother? Talk to us! Are you a web-meister? Sweet! A little help from a larger group of people lightens the load for everyone. We really appreciate all of the help from our active members. Without them, we'd really be stuck in the mud.



Expand Your BMW Passion See What the Social Events Committee Is Offering You!

Love BMWs? Like making new friends and sharing good times with old ones? Then enjoy the company of other like minded people who enjoy not only a good time, but all things BMW.

If you haven't recently, you really should attend an upcoming SEC meeting and see what the SEC is all about. -And dinner will be on the club! It can't get much better than that. Dates for 2013 meetings and other events will be posted soon.

And you won't want to miss the upcoming Drive & Dines either! The rendezvous at Parkers Maple Barn in Mason has become an annual White Mountain Chapter tradition. No doubt the drive there will certainly be one that's sure to please, even if the trees are still bare, because it's the time of year when after a chilly drive, the pipin' hot pancakes topped with fresh maple syrup really hit the spot. But don't take my word for it, come see for yourself!

If you'd like more information, contact Casandra, the SEC chair at:

c.creto@whitemtn-bmwclub.org



Drive & Dine 2013

February 24th
12 Pines Restaurant
Peterborough, NH

March 31st
Annual Breakfast
Parkers Maple Barn
Mason, NH

April 28th
Your suggestion???



Memories of past Drive & Dines. And where were you?



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Synaptic 3 Performance Where There's No Such Thing As Just Good Enough

by: Gregg Kline



I recently had the opportunity to tour *Synaptic 3 Performance*, a facility located in all places, Candia, New Hampshire. They're tucked away in the back of a large industrial building. Once inside it became clear this is no ordinary garage. You look up to the left as you come in the door and see six track maps modeled on the walls high above the shop floor. Towards the back are carved word plaques with terms like, "Track Out", "Apex", "Turn In" & "Horsepower", that trace the upper mezzanine where the parts display and waiting area overlook the shop.

The place is packed with equipment, but well organized. There is a complete section for machine work and metal fabrication. Based on the cars inside I'd say that is their "bread and butter". They make all kinds of things from scratch, as well as install products from a wide variety of manufacturers.

In talking with Dana and Ron, the owners of Synaptic 3, they had this to say, "We push hard to stand above the rest in terms of quality and execution. Our current customers will tell you, we sweat the details more than any of our competitors. Our standard practices have been developed and refined through years of practical experience." Ron went on to say, "We don't follow industry standards because frankly they're typically not stringent or exacting enough. We're perfectionists and in our philosophy there is no such thing as just good enough."

They also stressed the relationship they have with their clients. Dana mentioned, "Our first question for you will always be, 'What do you plan to do with the car?'" They make it a point to sit down with every new customer and understand their goals and make recommendations based on those discussions to fit their intended application.

They have the equipment to set up your car properly, having built and tuned track tested road course cars as well as championship rally cars. One of those rally cars was sitting in the lot -quite impressive.

You'll know you're in the right place when you visit their shop. They have a drive-on alignment rack utilizing the Beissbarth Microline 4000 Alignment System, the same system I'm told is used in BMW dealerships. They also have Longacre scales to corner balance your car. Lastly, and impossible to miss, they have a Mustang AWD500SE dynamometer housed in its own

separate air managed building for tuning and testing two-wheel drive and all-wheel drive vehicles.

I asked about BMW aftermarket parts and they rattled off that they're direct partners with Supersprint, Eisenmann, Evosport, DBA, and Cobb Tuning just to name a few. Dana expounded, "As matter of fact, we've actually been factory trained for Schroth Harness installations by Carl Schroth himself, and something we found pretty ironic is that he's actually a die hard motorcycle enthusiast."



As you can see *Synaptic 3 Performance* is pretty committed to doing the best job possible. If you have some modifications planned, need a tech inspection, or have an interesting project in mind, you owe it to yourself to check out the guys over at *Synaptic 3 Performance*.

You'll see *Synaptic 3 Performance* prepared vehicles at SCCA (Sports Car Club of America) and BMW CCA Club Racing, Rally America, and local car shows.

For more on *Synaptic 3 Performance* visit thier website at www.synaptic3.com or like them on facebook.

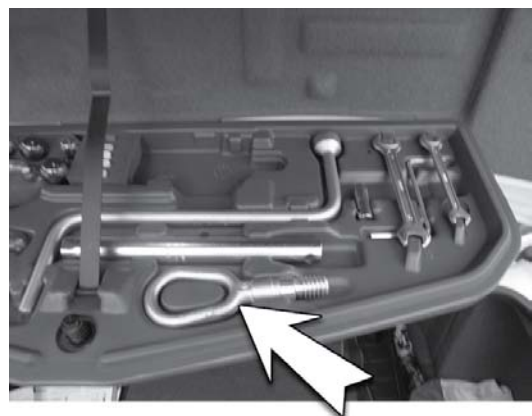
Synaptic 3 Performance is a division of RAD Motor Sports LLC.

The Profile welcomes aboard Synaptic 3 Performance as its newest advertiser. If you call or visit them, be sure to mention you read about them here and that thier support of the WMC is appreciated. -ed.

Your Humble BMW Tow Fitting A Simple, Easy to Use, Money Saving Tool

by: David Harrison

BMW is known for providing owners with numerous accessories. Most are found under the hood or within reach of the driver, -but not all. Some very important ones are tucked away out of sight. This is the case for the onboard tool kit. It is only for occasional use and rarely sees the light of day but you should be familiar with its location and use.



The BMW tool kit's tow fitting. Where it waits and where it works.

Every BMW comes with some basic tools in its kit, which is usually in the trunk or hatch to be used for performing a few emergency procedures. Over the years, the tool kit has decreased in size as the cars became more and more complex. Spare spark plugs and the associated removal tools have long since been deleted. Most drivers were reluctant to change spark plugs in the garage, so who was going to swap out fouled plugs along the roadside? Anyway, unless you're an antique BMW owner, those days, for better or worse, have passed.

So what is in currently in the tool kit?

Just a handful of the most basic items among which you'll find the humble tow fitting. As uninteresting as it may look, this is probably the most important piece of the kit. Even if you have 100% warranty and roadside coverage, you really should know how to use this little device. To mitigate damage to your BMW's body or frame, it'll be used when your vehicle

needs to be pulled out of a ditch or loaded onto a retrieval vehicle (a.k.a. tow truck). It's the only approved way to tow or winch your BMW.

Once upon a time BMWs had bright shiny chromed steel bumpers. These easily made great attachment points for pulling a disabled car. Alas, the

The quickest way for a tow truck driver to attach his winch cable to a car is with a large hook more suited for pulling a tuna boat than moving your prized BMW.

The tow fitting is a five inch metal loop that screws into a receptacle behind a small rectangular cover panel easily found in both the front and rear bumper covers. These covers can be popped out with your fingernail or the screwdriver which is also provided in the tool kit. Once the receptacle is exposed, the fitting is then screwed in by hand, all the way, to create a solid attachment for the pull.

Attaching a tow strap or cable to any structure other than a properly fitted tow fitting will result in certain damage to the vehicle. A truck driver trying to save time may grapple on to anything under the car to winch it forward, and the quickest way to attach his winch cable is with a large hook more suited for pulling a tuna boat than moving your prized BMW. A mechanic told me he has seen more than a few cars with bent steering components dropped off at his shop after this haphazard treatment.

Do not let this happen to your baby. Be adamant about the use of the tow fitting and always insist on a flat bed truck if you have an xDrive or if your owners manual recommends one for towing. Expensive/expensive damage will occur if these requirements are not adhered to.

So now you know what a tow fitting is. Make sure you have one in your car and know where it is before you actually need it some dark night when you are stuck in snow bank. You will prevent a bad situation from turning into something much worse.



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My 1999 Estoril Blue DINAN M3 Convertible Legendary Performance Yours to Own

by: Bill Klemme

The year is 2008. Our current top-down fun-in-the-sun car is a 1999 Techno Violet M3 with 160K miles on the clock. Still running great, still beautiful as ever, but oh my goodness look at this ad in Roundel! Another 1999 M3 convertible, but this one is *that* color and it has the full DINAN SIII mods, and it only has 38k miles!

OK, so it's in Florida, and yes we still have our old car but how many like this one are out there? Jan and I talk about it and decide to go for it. We'll take the train down and drive the car back to New Hampshire.

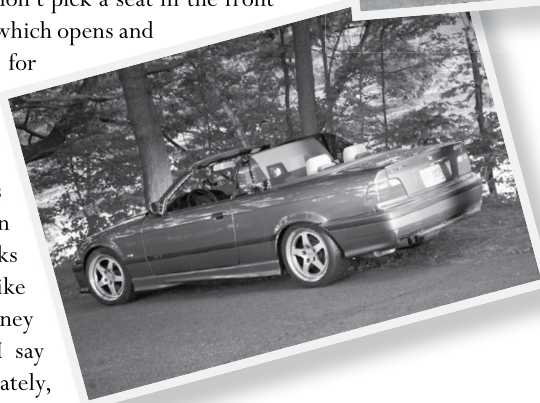
The train ride to southern Florida is a 24 hour sleep-in-your-seat overnight from Boston. Sounds like fun? Wrong. Not fun. No sleep. Lots of noise and banging and stopping and starting and waiting for freights to lumber by. "Never again" I say to myself and to Jan and anyone within earshot. Later we learn that you don't pick a seat in the front of the car near the door (which opens and closes every five minutes for every reason under the moon, letting in even more clattering and banging). The rail bed is old and uneven; even on straightaway runs it jerks you from side to side like Thunder Mountain at Disney World. "Never again", I say again and again. Unfortunately, I have a bad memory and we actually do do it again next year, -take a train round trip to Chicago. But that's another story.

We arrive the next morning; Jan, who can sleep sitting up watching *Saving Private Ryan*, is rested and ready to go. I need a nap; right now. But we have to keep moving and, sleepy or not, I am excited to take keys in hand of our "new" car. Arriving some hours later, we meet the owner and, there it is... looking like it just rolled off the showroom floor.

Well, sort of. There are a few, um, issues. Nothing serious, but not what I'm expecting either. The owner is not like me. I like my cars perfect; like new, even when they're 20 years old. Heck, I had a 1954 Ford restored that looked like a new car. And I drove it back and forth to work regularly in the summer. I know how to take care of a car. This guy clearly does not. Yes it's been maintained regularly, and yes, he has enough money to have someone else wash it, but he doesn't do it himself. What can I say? He just isn't *really* a "car guy".

So there it is, sort of dirty and the plastic trim around the rear window is missing, and the driver's seat is dirty, and well, you get the picture. Not the showroom-roll-off I first glimpsed earlier. Here we are now a thousand miles from home and I am not inclined to turn around and take the train back to New Hampshire. I made a gentleman's agreement to buy this car and I am sticking to it. We do the paperwork, stay another night while the issues are taken care of, and hit the open road for home.

We decide to take non-interstates as far as we can. First impressions of driving this car are, "Wow, listen to that exhaust!" and "Man this thing handles like a go-cart!" I love the sound of the supercharger whistling at low speed. Stopping at ocean side viewpoints I walk a distance away



Black and white images can do no justice to this car's amazing Estoril Blue paint. Search online for "Estoril Blue BMW" to see for yourself. -ed.

and look back and think to myself, "That car is drop-dead gorgeous". I take pictures of it at the beach at sunset, parked in rest areas and in the tree-lined streets of Savannah. The painful train ride south had definitely been worth it; the trip north is a blast!

I cannot wait to see how fast this thing really is. I get my chance to find out as we enter the interstate. No cars to merge with, nothing for miles ahead; perfect. I floor it just as we are halfway into the ramp. The car jumps like a terrified cat, and in seconds the cars that had been "way out there" are suddenly now at "whoa boy!" distance from our front bumper. The sound of that free-flow exhaust at full bore can only be described as "P-51 Mustang at takeoff"; especially with the top down. Jan glances over at me and gives me "that look". It's always different when you're the passenger, but she knows me well and trusts my driving. I am still smiling. Yup, this car is gonna be fun.

Alas, that was then and the year is now 2013. I am the second owner of this amazing car but am looking to sell it or swap toward a stock 6-speed E46 convertible. The M3 still has remarkably low mileage and all records. It proudly sports the full DINAN SIII package with signature DINAN wheels, and the trio oil pressure, oil temp and boost gauges appropriately show themselves off in the center console. This car has always been "adult driven" and hopefully always will be. It's a fine piece of machinery that will surely be a prize in who's ever garage it may park next. If you think it could be in yours, give me a call; I'd be happy to chat. ...and if you are *really* a car guy, you'll definitely appreciate the clean DINAN floor mats.

BMW CCA National Election 2013

Two Candidates Vying for North Atlantic Regional VP Position

National Election Regional Ballots were included with the January Roundel inside the plastic wrap along with a special address label sticker. To vote, that label needs to be affixed to the post card ballot to verify your voting status. Voting commenced on January 2nd and closes Thursday, February 28th, 2013. Your ballot must be received at the National Office by noon EST. There is no electronic voting for this election

and your ballot will be valid only if you were a BMW CCA member in good standing as of December 15, 2012.

There are two candidates contesting the seat for North Atlantic Regional VP, Scott Stowell, and incumbent John Sullivan. Following are candidacy statements from both.

John Sullivan Candidacy Statement

As a 26-year BMW CCA member, I have held Board positions as President, Vice President and Director of Activities for the Boston Chapter, been the National Membership Coordinator for seven years, and for the past seven years have served as your North Atlantic Region VP. As a retired manager, from a National Communications Company, now without the demands of a career and time constraints companies place on their employees, I have brought my dedication and enthusiasm to the NA RVP position. The amount of paperwork, dedication and travel commitments involved with the position keeps one very busy.

There is no requirement, in the RVP Job Description in the BMW CCA Operations Manual, that requires an RVP to visit all their Chapters. In a perfect world, that may be ideal and I would enjoy doing that, but the reality is that I have a limited travel budget. I attend all the NA Regional Chapter Events in order to reach a larger audience of members.

I wanted to review with you some of the behind the scenes work that I have done this past year in 2012 that many people are not aware of so one can gain a better perspective about what an RVP's work commitments are:

- **Attended four BMW CCA National Board Meetings:**
Each meeting requires a Pre-Meeting Report from the RVP, a three day weekend time commitment and travel required to various locations around the US.
- **Participated in 10 BMW CCA BOD Conference Calls:**
These multi-hour Conference Calls require one to be prepared and informed about the various subjects or issues that are being discussed.
- **Attended the following National Events, Regional & Local Chapter Events:**
BMW CCA National Chapter Congress in Dallas, TX February 24-26; NJ Chapter Show & Shine June 8; Patroon Chapter Vintage at Saratoga, NY July 13-15; Allegheny Chapter Pittsburgh Vintage Grand Prix Festival July 20-23 in Pittsburgh, PA; Boston Chapter Concours August 12; Boston Chapter RI Show & Shine Narragansett, RI; and annually attend NY Chapters Car Show on Long Island NY but was unable to do so this year due to a schedule conflict with O'Fest. BMW CCA O'Fest in Columbus, OH September 17-23; Green Mountain Chapter OktoberFAST Show & Shine October 5-6 Grafton, VT; Recruiting for BMW CCA at Bavarian Autosport Car Show in Portsmouth, NH October 7; and the NA Region Driving Events Committee Meeting in Albany NY November 30- December 1.
- **Published four NA Regional Newsletters, in multi page format, to all Chapter Officers to communicate what is happening at the National Club level:**
February, May, August, and October.
- **Hosted & Arranged for Speakers for three NA Region Conference Calls and sent the call minutes out to each Chapter Officer:**
These calls are with specific chapter officers on selected topics such as Chapter Concerns, Management Issues, Street Survival Schools, Chapter Growth and Retention, as well as receiving input from chapter officers regarding National issues during the Calls.
- **Diligently worked on the NA Region Forum hosted on the BMW CCA website to make it the success that it is.**

As the North Atlantic Region VP, I have dedicated a substantial amount of time to the Club and Chapters. I would be honored to continue to represent the Region in this role, and I ask for your vote. Thank you.

John Sullivan

Scott Stowell Candidacy Statement

Dear White Mountain Chapter friends,

I would like to take this opportunity to introduce myself. I am Scott Stowell, and along with John, I am running for the North Atlantic Regional Vice President position and am asking for your support and vote in this election. I am currently finishing up my second term as the President of the Patroon Chapter and have served as the membership chair for close to eight years. I have also held the position of Treasurer for four years, so I am well acquainted with the challenges we face in meeting the needs of our chapters' members as well as making sure we are meeting the chapter requirements set forth by National. My wife Beverly (longtime owner of a freshly restored '97 M3 sedan) and I joined the club back in 2002, and we have been very active in the North Atlantic Region since joining. You may have run into us during your Winter Reunion or at Bavarian Autosport's Show and Shine which we have attended since 1999 -we absolutely love the drive through the Green and White Mountains.

I first ran for this office and was defeated by less than 30 votes three years ago. As you may have read in my statement posted on the BMW CCA National web site, I ran because I felt the chapters in the North Atlantic region were not being well represented. I think it is important that the Regional VP gets out and visits other chapter's events and meetings, and at that point many chapters had not seen the VP at either. While John is now attending more of the large events in the region, I still do not see our Regional VP at our membership meetings. I remember how exciting it was when Reid Douglas used to come to our Patroon meetings to see how things were going – it was a great opportunity to interact with National level leadership. John has been VP for at least 72 Patroon meetings and we have yet to see him in attendance. Many other chapters can make that same claim. I know, because I ask when I attend them.

I view the VP position as being a resource to the North Atlantic Region chapters as well as representing our region on the National level. Please allow me the opportunity to work with the White Mountain Chapter in this position and vote for me when you receive your ballot and voting information!

If you have further questions, please feel free to post them on the BMW CCA web site or contact me directly. Thank you for your time and consideration.

Scott J. Stowell

518-899-5940

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2013 HPDE Schedule for the NA Region Dates to fill your Performance Driving Calendar

by: John Sullivan, BMW CCA NA Region VP



Martin Callahan

Want to peg your track dates for 2013 but not sure what's happening when and where? Here's some help. A very comprehensive North Atlantic Region Chapter Track Schedule has been compiled into a spreadsheet which can be easily found and downloaded from the BMW CCA Website at the NA Region Forum. Many thanks to DJ McArdle for this.



NA REGION
TRACK SCHEDULE 2013

Following is the web address that will get you to the right forum page, but you might find it easier just to scan the QR code above or work a few clicks at www.bmwcca.org.

<http://www.bmwcca.org/forum/index.php?threads/na-region-track-schedule-2013-as-of-12-22-2012.9383/>

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VSCCA 2013 Vintage Rallye Tour Experience the Birkshires Like Never Before

by: Ed Hyman, VSCCA Rallye Master

Considered by many to be the most 'bang for the buck' in vintage touring, this landmark event is once again taking place the weekend after Father's day, June 21-23. This annual VSCCA Vintage Rallye Tour is one of the few driving events where you'll find plenty of time to sight see, relax and really get to know other participants. This year the VSCCA cordially invites members of the BMW club to join in as well.



If you have a vintage sports car and are interested in experiencing an event you'll certainly not soon forget, contact tour coordinator Ed Hyman (edhyman@charter.net or 860-355-1804 - late evenings best). He'll be happy to share more information with you and answer any questions you might have.

Don't miss this opportunity to see some amazing cars and meet some great people who share the vintage passion!

Do it yourself and save big!

In our free, tech newsletter *Fast Times*, we show you – step by step – how to repair and maintain your BMW or MINI. You can save hundreds, if not thousands of dollars on labor charges and parts. Browse all issues since 2003 at www.BavAuto.com/newsletter.

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Friday March 1st, 2013 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 3rd, 2013 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 June 21st - Sunday June 23rd, 2013

VSCCA Vintage Rallye Tour



The most 'bang for the buck' in vintage touring; the weekend after Father's day. Open to VSCCA members and new friends with their street legal vintage sports cars. Stockbridge and Berkshire region of Massachusetts. Read a more detailed write-up on page 12 of this Profile issue. Questions? 860-355-1804 -late evenings best.

Friday July 5th, 2013 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.

*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.



www.whitemtn-bmwclub.org/calendar.html



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Performance Upgrade Checklist

- ✓ Performance Exhaust System
- ✓ High Performance Ignition System
- ✓ High Flow Intake System
- ✓ Performance Chip

Great. But, how much did you gain?

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New England Dragway is conveniently located off Exit 8—NH Route 101 in Epping, New Hampshire. Visit our website www.newenglanddragway.com for more information.



Bring this ad for a \$3 discount on a Wednesday or Friday Spectator ticket!

Cars for Sale

1999 Dinan M3 Convertible

VIN WBSBK0338XEC39880



Low mileage Dinan M3 convertible. Second owner, all records including bill of sale. Full Dinan SIII including wheels and mats. Oil pressure, oil temp and boost gauges in console. Always adult driven. Supercharger only used twice on I-93 on ramp. Will swap toward stock 6-speed E46 convertible. \$18,500 Call Bill Klemme at 603.875.5854 or e.mail Bill via the chapter website.

Parts for Sale

Alloy Wheels and Snow Tires

BMW 17 x 7.0 Alloy Wheels and Snow Tires. Originally on 2004 330xi. Excellent condition wheels and tires. 1/4" tread 205/50 R17 93H Extra Load, Conti Winter Contact, Continental ties. Call Kathleen Coyle at 603.432.5008 or e.mail Kathleen via the chapter website.



14" Cookie Cutter Alloy Wheels a.k.a. E30 Bottle Caps

E30 3-Series 14" alloy wheels in good condition. All straight. Minor imperfections on a couple of wheels but painting would dress up nicely. Best Reasonable offer. Call Bill Hutchings at 603.490.5356 or e.mail Bill via the chapter website.



BMW Roof Rack System & Ski Box

Fits recent 3-Series. BMW OEM roof rack system w/silver BMW ski box 320. Designed to fit right in 3-Series roof receptor. Used part of one season on a 2009 3-series. Excellent condition. In Jackson, NH. Call for photo. \$395 (half orig. price). Call Bruce Hill at 603.383.6400 or e.mail Bruce via the chapter website.



www.whitemtn-bmwclub.org/classified_ads.html

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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for ad rates and more information contact

Brad Croteau
WMC Marketing & Advertising Director
b.croteau@whitemtn-bmwclub.org



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Printed on an HP Indigo 7000 • UniGraphic Inc. • 110J Commerce Way Woburn, MA 01801 • 781.231.7200 • www.uni-graphic.com