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BMW Car Club of America
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NEWSLETTER OF THE
WHITE MOUNTAIN CHAPTER BMW CCA

August & September 2007

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contact any officer or staff member via the chapter website

www.whitemtn-bmwclub.org

president's address

Chicken Soup for the Soul

by: Bruce Smith, WMC President

“Rest is not idleness, and to lie sometimes on the grass under the trees on a summer's day, listening to the murmur of water, or watching the clouds float across the sky, is by no means a waste of time” - John Lubbock

Summer... what a great season for driving.

I had one of those moments a couple of weeks ago when I reaffirmed that life is good, and how much I really enjoy driving.

It was a late summer afternoon summer day when the air was warm but dry. I was touring the roads between Milford and Sunapee in the Blue car, (the Blue car is a 2002 M3). The windows were down, Ray Charles was performing an in-car concert, and the traffic was as light as the breeze flowing through the windows.

As I was driving along, I noticed that I was truly enjoying driving the Blue car. The car just performed. It entered and exited every corner with ease and stability. The ride was just right; not too soft but not too harsh. You could feel the road through the steering wheel and the seat. I felt connected to the car. All of the day's stresses and worries faded and there was only driving, and it was fun.

As I got closer to my destination, I thought about what an enjoyable time I had and wished that the journey was perhaps a little bit further. I hope all of you get a chance to take a drive for the pure pleasure of driving this summer. I think it is the “Chicken Soup” for the car enthusiast's soul.

I want to mention just a couple of things while I have your attention. In June, the chapter participated in the Ultimate Drive for the Susan G. Komen Foundation and our two in-state BMW dealerships. This was a great event and I want to thank all those members that participated. I especially want to thank Dana Sion and all of Social Events Committee volunteers for the effort that they put into the making the event successful.

June brought us the Seacoast Rally. Rallymiester Martin Callahan put together a wonderful day to exercise your car and your mind. I think there are a few event t-shirts and posters available for sale on the website. Check out the art work. You will be impressed.

I also want to share with all of you that Wynne Smith, BMW CCA Executive Director, will be moving on to new opportunities over the next couple of months. Wynne has been a real friend to our chapter and to the club. Wynne is going to spend more time following her passion for working with animals. I wish her all the best.

That's all for now. Keep checking the website for the latest news. Enjoy the summer.

“Deep summer is when laziness finds respectability”. - Sam Keen

upcoming events

North East Exotics Car Show 2007

text by: David Harrison, WMC Point of Contact for the NEECS
photos by: Paul Michali

I would like to invite everyone to mark your calendars for the annual Northeast Exotic Car Show: Saturday, August 25, Rain Date August 26 This premier event is held each year on the beautiful grounds of the Anheuser-Busch Brewery in Merrimack, NH. Any car lover will enjoy a gathering of this caliber. The show benefits the Make-a-Wish Foundation of New Hampshire which makes it even more enjoyable.



Admittance for the public runs from 10:00 AM to 3:00 PM and is free. Donations for the charity are appreciated. Vehicles may be entered into the show for \$25 (payable day of the show between 8:30 and 10:00). Dozens of marques will be represented from Porsche to Lamborghini. Each group will have a dedicated parking area. BMW already has a prime paddock staked out on the lawn where we can display as many cars as we can muster. Personally I would like to outnumber the hosting Viper club this year. I encourage all club members to register. Over the years we've shown X5s, M1s, 740s and everything in between. If it has a roundel it belongs on the lawn. All attendees may come and go as they like during the show. There is no lock down of the show cars.

Popular vote is the system of judging. Some of our tribe take this very seriously and have been awarded trophies for their hard work. Some of us just come for the camaraderie and contend that a rock chip or bug splat only shows that a car is well used and loved. There is a registration form / PDF File at <http://www.northeastexotic.com/> members can print and fill out ahead of time. If a car and driver show up with the registration filled out it helps to speed things up and get the cars parked.

Pack a picnic, your camera, and the whole family. Visit the world famous Clydesdale Horses in the Clydesdale Hamlet modeled after an 18th-century German Bauernhof located just down the walkway from the show. Convenient parking allows easy access to and from the event. Concessions are available onsite as are a variety of car related vendors. See you there.

Bimmers in The Clouds

by: Ed Valpey, WMC/VSCCA Coordinator

In July of 1904, seven years prior to the first running of the Indianapolis 500, a group of automobiles gathered at the base of Mt. Washington's Carriage Road. The Carriage Road, built in 1861, was normally negotiated by mountain wagons - drawn by six-horse teams - which carried tourists, scientists and dignitaries to the 6,288 foot summit. In 1899, five years prior to this gathering, and only five years after the appearance of the first automobile, F.O. Stanley had climbed the mountain



1904: James Breese in a 40 HP Mercedes

in a "Locomobile," establishing for posterity a feat no other automobile had accomplished. Stanley would repeat his ascent over the next few years, establishing new "records" along the way. While cynicism was the prevalent public attitude toward the new "horseless" carriage, the Stanley brothers' success and advance demonstrated that automotive technology was quickly gaining ground on both horse and rail.

By July of 1904, the automobile had advanced by leaps and bounds. The ability to simply climb Mt. Washington was no longer a noteworthy feat. Instead, automobile manufacturers were bent on proving that they could do it faster than the rest. Gathered at the base of Mt. Washington



1954: Shernoon Johnston

on that July day were cars from Mercedes, Daimler, Oldsmobile, the Stanley brothers, Rambler, Pierce and others. The Daimler entry was a factory-built race car shipped from Germany, and it was favored along with the Stanley Steamer of record-holder F.O. Stanley. Special phone lines were installed along the road to allow communication in the event of an emergency, and the six-horse teams were readied to tow broken vehicles off the course. Competitors were sent up the mountain in 30 minute intervals, and were greeted at the summit by a pistol shot and the launch of a signal rocket indicating to those below that the car had finished. When the dust, smoke and fumes had settled at the end of the day, a 60-hp Mercedes, modified and driven by Harry Harkness of New York, had bested the field with a time of 24 minutes, 37.6 seconds. His average speed through the 100+ corners, steep grades and treacherous drops was more than 20 miles per hour - as fast as a six-horse team could travel at a dead run on flat ground. When asked if he would return to defend his record, Harkness told *Among the Clouds*, the mountain's newsletter, "I haven't the sporting blood to try it again."

The "Climb to the Clouds" race, which had generated press both positive and negative, was held sporadically in the

years to follow. By 1961, which marked the beginning of a 29-year competition hiatus, the race had hosted drivers such as Carroll Shelby and "Cannonball" Baker, and cars from the likes of Ferrari, Porsche and Maserati, as well as many now-famous specials. In 1990 the long hiatus was broken when the SCCA's Pro-Rally program added the Climb to the Clouds to its calendar. The professional event was run until 2001, and when the dust, smoke and fumes had settled once again Canadian Frank Sprongle had established the current record of 6 minutes, 41.99 seconds. The advent of radar precipitated a second, unofficial record... top speed. That record is held by Jerry Driscoll of East Randolph, VT, who hit a frightening 113mph on one of the road's few "straight" sections.

While the modern rally machinery was busy breaking records, a small group of vintage racers, members of the Vintage Sports Car Club of America (VSCCA), joined the event each year to add a little class and nostalgia to the event. In 2004, the centennial of the first "Climb to the Clouds" race, the management of the Auto Road decided to invite the vintage cars back to the mountain to hold another hillclimb, and they have had them back each year since. In 2006, however, the Auto Road determined that it could no longer subsidize the event, and the VSCCA was given the choice of either dropping the date from their calendar or increasing the number of entries to make the event financially viable. Seeds were planted, correspondence was traded and the result has been an invitation by the VSCCA, to the BMW CCA, to join the event.

Having participated in the event, I can assure that this invitation represents an opportunity to experience something truly unique in motorsports. For one thing, we get to join a

lineage populated by some extraordinary drivers and cars. For another, no race track in the world has the sheer visceral impact of the Mt. Washington Auto Road. Those seriously averse to heights could negotiate the course idling in first gear and still have a white-knuckled experience. And this leads us to the genius of the competition. Finishing order is not determined by elapsed time, but instead by the consistency a driver achieves between two runs. The acrophobic idling up the mountain in first gear has as much of a chance of winning as would Frank Sprongle in his record-setting Audi. In

fact, the majority of past winners of the "vintage" competition have been small displacement, low-powered gnats of the British variety (the record is something like 0.3 seconds difference between two runs). These cars run at nearly full throttle for nearly the full course, which is why a snarling,



1991: Bob Valpey in a Studebaker Indy Car

lurching, wheel-spinning Allard has a hard time competing with a straining, wheezing MG-TD. The cars that members of the BMW CCA are likely to bring will also have the disadvantage of surplus horsepower. I think we can challenge for the title nevertheless. Any Isettas out there?

The competition is held to roughly the half-way point. There is neither the time nor the support of communication and rescue personnel to make runs to the summit. However, entrants are given free use of the Auto Road, all the way to the summit, during the entire weekend. Our cars will need to meet the same technical specifications required of our driver's schools, with the exception of the addition of a "catch tank." This can be a Gatorade bottle duct taped to an inner fender, with the breather tube from the expansion tank poked through the cap. BMW CCA sponsors Mike Cooney at Concord Motorsport (603-798-3700) and Mario Langsten at Vintage Sports Racing (603-228-2888) are able to fit catch tanks for those needing help; please contact them directly for pricing. The driving gear required will be the same as that required for our driver's schools. Disallowed are stop watches, GPS, computers and anything else that will inform the driver of his or her time on course or real-time average speed.

We have been allowed 20 entries for the event. If there are more than 20 applications – as there likely will be – the field will be determined by the White Mountain Chapter's Driving

Events Committee according to the date of application, our familiarity with the driver and the age of their car (older cars will be given preference). Those who apply this year and are not accepted will be given preference next year. First and foremost we are looking for drivers who will negotiate the course without incident. It has been made quite clear to us that if there are any incidents resulting from over-aggression, the BMW CCA will not be invited back. If by this point in the article you've had even the most remote speculation of setting the fastest elapsed time (times will not be published, by the way), then we'd like you to please either adjust your mentality or simply not apply. This event resembles a TSD (Time, Speed, Distance) rally more than a race. 8/10 or less will be the order of the day.

Those with questions, please contact Ed Valpey vmax@metrocast.net. Registration applications will be posted soon on the White Mountain Chapter web site: <http://www.wmc-bmwcca.org/>

recent events

A Great New England Seacoast Rally:
The Back Roads Rally 2007

by: Laura Fallis, Membership Chair

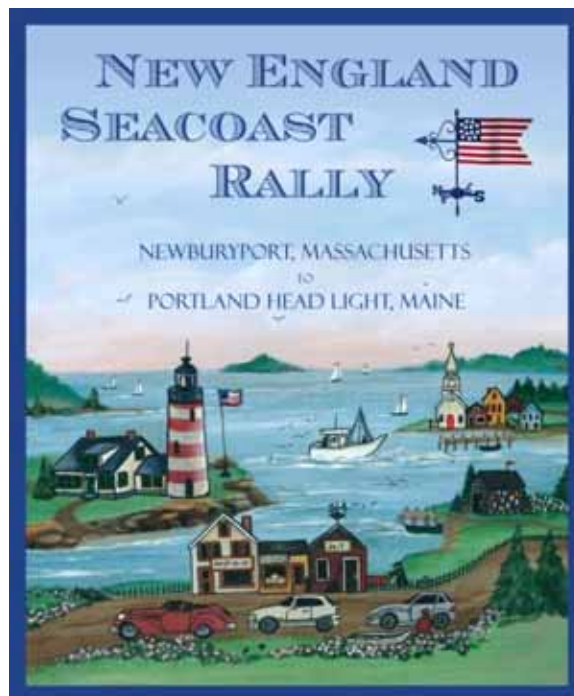
The New England Seacoast Rally, put together this year by Martin Callahan, was a blast! Turnout was an impressive seventeen cars. Not a bad turnout considering all the graduations at this time of year and Father's Day the day after the event. The Animal Rescue League was pleased that donations in both cash and items were graciously given by our members. I thank those who donated. 3D Autoworks of Hudson supplied hats and To-Go cups for our participants. Thank you 3D!

The course was slightly over a 100 miles of beautiful stretches of Routes 1, 1A, 1B and many more, beginning in Massachusetts, running through New Hampshire and along the coast into Maine. Speed limits ranged from 25 mph

to 55 mph which made this unique photo tour easy to navigate and Martin's directions were perfect. Although there were two classes, Competition (limited to two people per car) and Touring (any number of people per car), we oddly only had participants in the Competition Class. That was a shame for it was a wonderful opportunity for a family or group event. I know my daughter and I enjoyed every mile.

All participants were supplied with directions and two posters of mixed up photos to find and put in order along the way. The top three who scored the highest string of correctly ordered photos in a row were awarded a very nice trophy plaque. Congratulations to our winners!

Event t-shirts and commemorative posters were available this year. The artist, Suzi Franklin, who is a Maine artist known for painting Americana scenes on furniture also signed all posters. Many thanks to Suzi Franklin for painting the original artwork for our event!



At the end of the rally we all met near a lighthouse where the sun was shining, kites were flying and boats floated by. We gathered and chatted as scores were tallied and presentations of awards were given. Afterwards many of us enjoyed a wonderful dinner together on a floating restaurant in Portland before parting for our journey home.

As I look forward to this event taking place again next year, I cordially invite all of you to join us in our events!

A "Picture Perfect" Rally:
The Back Roads Rally 2007

text by: Paul Michali, WMC Webmaster
most photos by: Paul Michali (some from the rally packet)

For the rest of the day, heck for several days afterwards, every time I saw a steeple I closely scrutinized each aspect... the size, the color, whether it had a clock or columns, the type



of detail, and all the surrounding scenery. Why? Well it all started on the beautifully sunny Saturday of June 16th in Newburyport, Massachusetts...

It was another White Mountain Chapter, Back Roads Rally! My brother Peter, who was visiting from California, and I entered the rally to see if we could out-smart the other drivers and the rally-meister, Martin Callahan. So there we were, in Newburyport signing up at the start of the rally, eager for the challenge and the chance to see the scenic New England seacoast – the focus for this year’s rally. At the registration table, we bought some t-shirts sporting custom artwork from a local New England artist, Suzi Franklin of Wells, Maine. It turns out that the “Americana” style coastal scene on the shirts, really portrayed the flavor of the rally. As we stood at registration, with our new shirts, we felt they



1st Place: Rebecca & Greg Weiss

would nicely commemorate what would certainly be, a clear victory for us Michali boys.

It would be my fourth rally and Peter’s first, however this rally had a twist. In past rallies, we were given a rally packet that had very detailed

directions of the route to drive with questions intermixed with the route instructions. As you drove the route, you’d try to answer the questions based on what you saw. The packet would also have some photos with questions. Not only would you have to find the photo, which could be anywhere on the route, but you had to answer the question related to the photo.



2nd Place: Jim Gallivan & Tom Blinn

This scavenger hunt, er... road rally, was quite different. Each team was given 30 photos, on two poster-sized sheets, that were numbered and you had to list the numbers in the order that you saw them on the route. The “scoring” would be based on how many photos you found completely in the RIGHT sequence. These photos could be anywhere visible on the route, and knowing Martin, it was surely going to be a challenge...



3rd Place: David & Rachelle Harrison

With Peter navigating we did very well, with a small snag at the road construction on the route, just outside Portsmouth. When in Portsmouth, we stopped for some ice cream and enjoyed this rustic New England town.

Constantly scanning the two pages of color photos, and the scenery along the route, we did pretty well, identifying all but two photos. Our hopes were high when we reached the end of the rally in Cape Elizabeth, Maine.

We submitted our “answers” to Martin for scoring and eagerly awaited the results. Unfortunately, we had four photos out of sequence. One in particular, was Fox’s Lobster House sign, which was on the left side of the road going into a cul-de-sac where there was a lighthouse, which was also one of the photos. We didn’t notice that the picture was taken coming OUT of the cul-de-sac, and we wrote photo #28



and then photo #2, instead of photo #2 and then #28.

As a result, those four mistakes and the two photos we couldn’t find, were enough to break up the strings of correctly identified photos enough so that we had a lowly score of six as our highest sequence in the correct order. It quickly ended our hopes for winning. It was a sad day for Team Michali, suffering our first rally loss. Seriously though, we had a blast, took in some awesome views, had fantastic weather, and gorged ourselves on seafood at DeMillos restaurant in Portland Maine with other fellow rallyists after the event. Now, if I can just stop scrutinizing each image I see that looks like one in the rally packet...

general news

A Few Words from the North Atlantic VP

by: John Sullivan, North Atlantic VP, BMW CCA

The New England Seacoast Rally, put t The New England Seacoast Rally, put t Welcome to all the new Chapter Board members.

It was nice to meet the faces behind the e-mails at the Chapter Congress. The representation from the North Atlantic Region was on a par with other Regions. Those of you that missed the event missed a real enlightening experience that only happens every three years. The featured speakers were interesting; some more so than others. This event was a great way to build camaraderie among our region’s fourteen chapters. The breakout sessions were helpful in getting the word out about e.g. Dealer Drives Program where we give something to the dealers or independent shops, for nothing I might add. If you do not know about this budgeted (read minimal funding) program contact me and I’ll tell you about it. It’s a great way to give something back to the vendor’s that support us throughout the year.

The new BMW CCA Membership Drive runs through September 14. If you need membership applications send an e-mail to liz@bmwcca.org. The rules are posted on the website. The membership drive has produced the following results. 866 members have referred 1,334 new members.

There is a new National Events person working at the National Office; Linda Axelson and she is helping coordinate our Oktoberfest 2007 National Event. laxelson@bmwcca.org

As the BMW CCA’s largest national gathering each year, Oktoberfest draws hundreds of attendees from around the country. This year it’s in Fort Worth, Texas, and runs Sunday, Sep. 30 through late Friday, Oct. 5. In addition to six days of socializing, events include a driving school and autocross Monday and Tuesday; gymkhana Wednesday; fun rally (on your own Monday to Thursday), Concours (Friday) at the

Kimball Museum, photo contest, and street survival program (Wednesday, Saturday). A two-day BMW CCA club race runs Saturday and Sunday, Sep. 28-29. For questions please contact Linda Axelson at 864 250-0022. Receptions with food or evening meals are provided daily except Thursday. Wednesday is a barbecue at Billy Bob’s Texas and transportation is provided, so drink up (unless you’re riding the mechanical bull). Thursday may be the best day for exploring or running the fun rally; it’s pretty much free after your finish the timed TSD rally. Click to register online or for a downloadable form; they’re also in May and June Roundel. Don’t miss out registration fees increase by \$30 after August 19. Register at www.bmwcca.org. Need more info contact Linda Axelson at the National Office.

This year the featured model is the E30 M3 and famous race driver Steve Soper will be in attendance all week and will regale us with some of his racing experience with the E30 M3. The E30 M3 owners that attend will receive or have the option to get a poster specifically prepared for the E30 M3 registrant, regalia featuring E30 M3s (polo’s, t-shirts, glass steins. There will be an O’fest ’07 lapel pin and dash plaque. There are some other items in the works.

New and exciting from the BMW CCA Website. Bill Howard Editor-in Chief recently announced new steps with the ongoing CCA Website design. A new website manager, Jeff Petzel was recently hired and a web design company has been hired to assist with the redesign of the website.

Bill is hoping to provide a new improved web design and hopes to roll it out around Oktoberfest time period. Talking about Oktoberfest 2007 Bill states that “we’re planning coverage as we did with TechFest only more so, ongoing live coverage, a blog (maybe several, daily photos, possibly videos”. The goal according to Bill is to have something for laptop-carrying O’fest attendees to see and comment on, provide upbeat material for non-attending club members and would-be members. Also to possibly provide material for nightly slide shows during events.

BMW CCA Foundation American Legacy Series
Limited Edition Print - BMW 3.5 CSL

by: Michael Mitchell, BMW CCA Foundation

Attention all BMW Enthusiasts! Last December, we produced a limited edition BMW McLaren F1 GTR print thinking we would embark on a series of prints celebrating the very special cars that directly impacted BMW in North America in some fashion. The print was so successful, that a new venture for the BMW CCA Foundation was formed. We decided we would create an "American Legacy Series" of prints-of all the milestone race cars that contributed so much to BMW's reputation, prestige and excitement, that the marque now enjoys in this market. And not only is this market the largest automotive market in the world, it is also BMW's largest market in the globe. A fact Munich is not always overly keen to be reminded of! In simple terms, our plan is to start by highlighting each and every milestone BMW Racecar to date.

We plan to commission one or two limited edition prints per year – in very small print runs. Each will be signed by the artist, Englishman Steve Dunn-as well as numbered in the Series. The first will come out in the June/July 2007 time period, and the 2nd will come out in early November for the gift giving over the holidays-and we will do this annually. We hope to do 10-12 for the initial series, but if we deem there are more cars worth doing, we will continue!

We are happy to say that the focus of the first car in this new series is the legendary 1976 Daytona 24hr race winning BMW 3.5 CSL. To date, this is the only time that BMW has won this internationally revered endurance event outright. And as many of you will rush to point out, BMW in fact won the GT class at Daytona with the PTG M3 GT's in both 1997 and '98, but BMW has never again won the race overall. The car was driven by both Peter Gregg and Brian Redman with veteran John Fitzpatrick sitting in for much of the night, due to Peter Gregg's bout with food poisoning. This is why he is credited, but his name isn't on the door of the car!

This print is 16 x 12 inches – great for framing. Limited to 100 prints, it is individually numbered and hand signed by the artist – just as the McLaren print had been. This new print



is available at \$85.00 with the added benefit that for every following print in this series, you will have the first opportunity to buy the next print. We will continue to print the same number every time. However, if you decide for whatever reason this time or any other print down the line that you don't want a further print, then I will make your print number available to the public. Then every time after that when a new print comes up for sale, it will be a first come first serve for that number. If you continue to buy the prints, you will always have the first opportunity to buy the same number.

Your purchase of this print will help support the BMW CCA Foundation Archives department. The prints are \$85 each with \$6 for postage here in the US. If you are buying multiple prints to the same address, it will be \$6.00 for all the prints in 1 tube. You can pay by a check or Visa/MC. If you are paying with a check, please respond to me by email so I can hold the prints

knowing your check is "in the mail". Mail payments to: BMW Car Club of America Foundation, 4001 Pelham Rd Suite 291, Greer, SC 29650.

If you would like to pay with a Visa/MC, please go to our online store website - <http://www.bmwccafoundation.org/shop/listCategoriesAndProducts.asp?idCategory=32>

Please note: When ordering a print, click on the "Add" link and not the "View" link to add to the shopping cart. We need to have our webmaster change the shipping fees for the print – it may show \$11.75 for shipping; we promise you, it will be only \$6.00 (unless you need it shipped faster than Priority Mail). When you purchase online, your card is not actually being charged until I do it, so we will make the adjustment then. If you would like to see what else we have in our store, click on "entire catalog".

The prints are in stock now and ready to ship. It is first come first serve for any remaining numbers. You can call or email me to see if a specific number is still available before your purchase. If you don't care, then you will get the next lowest number available in the series.

For more information about the BMW CCA Foundation, please visit www.bmwccafoundation.org, and thank you for your support.

chapter membership

by: Laura Fallis, Membership Chair

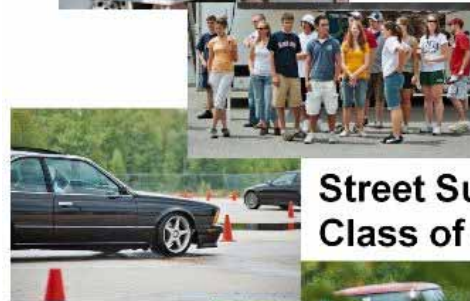
I'm excited to share with all of you that our membership has increased by 1%, according to National postings. We currently have 717 active members. This ranks us 36 out of 66 chapters. For comparison, the Boston Chapter ranks in at 5. Nice. In 4th Puget Sound, 3rd, Los Angeles Chapter, 2nd, Golden Gate and in 1st Place... National Capital. Congratulations National Capital.

Anyone who wishes to participate in the BMWCCA Membership Drive is welcome. Just call me, at 603-580-5339 and I can send you out applications for all your friends, co-workers, fellow enthusiasts you might run into.

Speaking of enthusiasts. Where have you all been? Many, many, many of you missed out on some spectacular events. Street Survival, The Ultimate Drive, The Back Roads Rally and Go-Karting to name just a few over the recent months. Our Driving Events and our Social Events Committees, along with our Board of Directors spend much dedicated time to create such venues and make them fun and worthwhile events. Show your support by attending one or more of the upcoming events. There truly is something for everyone. Come see and find out for yourselves! I guarantee you'll meet some great people and have fun.

And last but not least, it's now time to say "Good-Bye". Good-bye to Wynne Smith at National, who after 18 years with the BMWCCA is saying good bye to us. She has become

more involved with an animal rescue group called Concerned Citizens for Animals and wishes to devote more of her time and passion to them. Wynne, we wish you the BEST and "THANK YOU!" for all your dedicated years with the club. You will be missed.



**Street Survival
Class of 2007**

Welcome to our New White Mountain Chapter Members

James D. Beach South Hampton, NH	Robert Mark DeFrancesco Deerfield, NH	Chris Lajoie Concord, NH	Eric Ohanian Hudson, NH
Arthur Michael Donofrio Danville, NH	Robert A. Dufour Exeter, NH	Christos J. Panagoulas Nashua, NH	Constance Panagoulas Nashua, NH
Nate Mumblo Keene, NH	Donald E. Ross Newbury, NH	Anne VanPatten Concord, NH	Joel VanPatten Concord, NH
Andy Roth Keene, NH	Vincent Brady Nashua, NH	Stephanie Poulin Hudson, NH	Jacob Quinlan Manchester, NH
Jane Cortese Raymond, NH	Robert Cortese Raymond, NH	Siobhan Quinlan Manchester, NH	Erica Schillbach Londonderry, NH
Matt Dempsey Loudon, NH	Nick Denby Concord, NH	Yuvraj Soggu Manchester, NH	Carter Tripp Gilford, NH
Robert E. Favre Biddeford, ME	Brian Haupt Weare, NH	Emily Wensberg Center Strafford, NH	Bruce White Chesapeake, VA
David Jaffe Bow, NH	Rachel Kaiser Greenland, NH	Roger Thomas Williams Harrisville, NH	Sandra Jane Williams Harrisville, NH
Ryan Kaiser Greenland, NH	Maggie Konze Pembroke, NH		

social events committee update

Never a Dull Moment

by: Cassandra Vorisek-Creto, SEC Chair

Summer is almost over and we are beginning to plan the chapter's annual holiday party – never too early to start on such an important event. We've had a great year so far with a fun and successful Back Roads Rally in June (a special thank you to Martin for all of his hard work), a better-than-last-year-turnout at the Ultimate Drive event at BMW of Stratham (again, a special thank you to Dana for his dedication and time) and a first ever SEC event in mid-July, Go-Karting at Hot Laps in Weare. Phew, so many events, in such short time.

As we head into the cooler weather, be sure to check the website for still more upcoming events. The annual Exotic Car Show (Anheuser-Busch in Merrimack) will be the last weekend in August; see the write-up in this issue of the Profile. Come and enter your BMW in the event or just stop by and check out all the eye candy. There is a tentative SEC

event in the works being planned to coincide with the DEC's October three-day driving school/racing event in late October. If you'd like to get involved in helping with the event planning, let me know! (c.creto@whitemtn-bmwclub.org) Never a dull moment here at the chapter on the planning committees!

The SEC will not have a meeting in August – giving everyone a little break for summer. Join us though on September 26th at 6:30pm at the Common Man Restaurant in Concord for the next SEC meeting. As always, all club members are welcome to attend and dinner is free.

Happy Trails!

notable quotes

"Breaking traction isn't necessarily a bad thing, but I prefer it to be by choice, not circumstance."

– anonymous

Have a quote you'd like to share? See the last page of *the Profile* for submissions information.

tales from the winding road

submissions from the chapter membership

The BMW NA McLaren:

From Woking via Le Mans

text & photos by: Erik Wensberg, BMW NA M Brand Manager, 1985-98



Here in North America, it always seemed inevitable that the McLaren F1 would find its way to these shores. Unfortunately, McLaren never intended to federalize it – the procedure was simply too time-intensive and expensive, as Ron Dennis and Gordon Murray explained to me several times during 1994 and '95.

The McLaren's surprise victory at Le Mans in 1995, however, really motivated BMW AG to look for a way to cash in on the sensation the McLaren had created. At the same time, the BMW Board of Management was questioning its investment in a project that carried another manufacturer's name. Cost overruns on the development of the car's all –

aluminum V12 engine were also the subject of debate in the halls of Motorsport – even though it was widely believed that some 50% of the funds put into the project had been hidden from view under the guise of other projects!

Nonetheless, BMW was anxious to reestablish its presence at the Sarthe, and AG came up with a plan to merchandise its role in a much more overt manner. For 1996, all the McLarens would read “Powered by BMW” on either door, and BMW would field a works effort at Le Mans with top international talent. The problem, as usual, was money, so in the winter of '95 AG approached BMW North America with a proposition. BMW NA was asked to sponsor a car for Le Mans, as were BMW France, BMW Great Britain and possibly BMW Japan. For a seven-figure sum, we would nominate an American driver to the team, put the U.S. flag on the car's livery and, best of all, take possession of the car after the project was complete.



The request came from Karl Heinz-Kalbfell, a key colleague who had done much to accommodate the M production car program in this country. As a favor to Kalbfell, BMW NA boss Vic Doolan signed on without much debate. Other subsidiaries didn't have such an easy time mustering the funds, so Great Britain and France collaborated on the second entry.

We nominated Danny Sullivan as our driver. To make maximum use of the p.r. opportunity, Sullivan and I took ten journalists to Britain in the spring of '96 to visit the McLaren factory and see a car under construction (it took six men three months to hand-assemble every car in what resembled an operating theater more than a production facility) before driving it. We'd also attend the 3-hour race at Silverstone that Team Bigazzi was using as a trial run prior to Le Mans.

The trip was incredible. Not only did we get complete access to the factory, but we were also treated to a visit to McLaren's testing facility at Chobham, some 20 minutes down the road from Woking. It's an austere-looking place with barbed wire gates and “NO CAMERAS” signs posted everywhere.

Once inside, we was a rather simple looking road course meandering through the lightly wooded area, with no Armco whatsoever!

Sullivan immediately took one of the two F1 road cars out for an orientation run, his first time behind the wheel of a McLaren. After a few laps he pulled into the pits with a huge smile on his face. “Erik, get in. I want to show you something,” he said. Sullivan put the car in gear and pulled his foot completely off the gas pedal. One by one, we went



through the gears – first, second and third – without ever touching the gas pedal. Soon we were doing some 30 mph down the track. We idled along all the way to sixth on the engine's torque, then Sullivan punched the throttle and we rocketed forward without so much as a hiccup. “It's got the torque of a 6-liter Deussenberg!” Sullivan exclaimed.

Sullivan gave spirited demonstration rides to all, but McLaren was reluctant to let journalists drive – the car had a tendency to lull drivers into a false sense of security, and Ron Dennis himself had had a seriously embarrassing incident with an F1 at the Japanese GP a few months earlier. As sales manager David Clark warned, “It feels great, but when it goes wrong, things have a tendency to happen very quickly.”

Because we were unlikely to get another chance, I convinced Clark to let each journalist have a go. He agreed, but each would be allowed just four laps. A supervisor would be on the driver's left, and a young McLaren engineer on the right – with his hand on the key!

Sullivan refused to ride with anyone, so the task of riding shotgun fell to me. We conducted the entire affair without a single “moment,” and the journalists were elated. My own few laps put it in perspective: Strong, smooth acceleration through the first two gears, as you would expect. Nice easy, flat cornering without any effort at all. Testing the brakes felt like the hand of God was pulling the car down to earth, like nothing I had ever felt before. In attempting to take it easy, I thought third gear would be safe and reasonable. I thought I might be going about 70 mph, but when I looked down, I was doing 140!

At Silverstone, McLaren had a terrific suite where we could watch the race. On the way in, we noticed four young men standing around a McLaren F1. In the pits, I recognized

a rather ruffled looking character who turned out to be the late George Harrison. It was his road car in the parking lot, its license plated taped over, that the McLaren lads had been told to protect. Six hours later, they were still standing there! Harrison was a most gracious gentleman and a well-known motorsports enthusiast who was delighted to talk racing with us.



We headed home after Silverstone but were scheduled to return to Europe in six weeks for Le Mans. The U.S. car was

to be driven by Sullivan, Nelson Piquet and Johnny Ceccotto, while the France-Britain car would be driven by Jaques Laffite, Marc Duez and Steve Soper. While the cars qualified well, the Joest Porsche prototype won handily. Our car came ninth, three spots ahead of the European entry, having run as high as sixth during the night. Both cars appeared to be gaining ground on the field when they were forced to make 45-minute pit stops to change gearboxes, putting paid to any chances of a podium finish.

When the car came to the U.S. after the race, it immediately became the centerpiece of BMW North America's growing collection of significant racing cars. As such, it has played a significant part in formulating the consumer's perception of BMW as a performance car company.

Have a story you'd like to share and see in this column? See the last page of *the Profile* for submissions information.

classifieds

Looking to buy or sell a car or parts? Have BMW related items for sale? Try our chapter's classifieds!

Cars For Sale

1989 BMW 325iX

VIN# WBAAB9301KED05026, Diamond-Black. This is a well set-up driver's school car, easily convertible back to everyday use. (It's for sale because I'm seriously considering retiring from instructing.) 60k miles on factory rebuilt engine 40k miles on new transfer case, H&R Sport springs, Bilstein HDshocks, Ireland big brake kit (330 mm front rotors!). \$5,500. Call Dan Guliano at 603-888-9663. (Yes, this is the venerable "iX" of the "iX Marks the Spot" column that ran for years in the *Profile*. Thanks for sharing Dan! -ed.)

1968 Pontiac LeMans

Really NICE Classic! Asking \$8,500. Call Laura Fallis at 603-580-5339.

2005 Mustang GT

Red w/Red Interior. 17K miles, Asking \$26,000. Beautiful car with clear title. Call Laura Fallis at 603-580-5339.

Parts For Sale

Assorted BMW Stuff

Three Alpine CD cartridges(#4905), a six-pack of decent beer, one cartridge for E39 95+ & E38, two bottles of reasonable cabernet, complete set of Navteq CD navigation disks (with

case, 2005-2), a case of good sauvignon blanc in addition to four near-perfect M5 replica rims for E38/39 - \$400. Call Dan Guliano at 603-888-9663.

Roundel Magazine Collection

Complete collection of Roundel's from 1988 to 2007 (except for 1990-1991). Will not break up collection. \$250 and I will pay for shipping or if sold in New England, will deliver if feasible. Call Doug Newbold at 603-471-6011.

Ads listed in *the Profile* are pulled from the chapter website at the time of publication. To see the most current classifieds selection, check out the chapter website.

Chapter members can request to place an ad, at no cost, which will run for three months. See the chapter website to submit an ad. The request is subject to approval by the WMC, which cannot guarantee the items in any manner and is not responsible for the accuracy of ad content.

calendar of upcoming events

August

Saturday August 18th, 2007 8:00am - 5:00pm
Advanced Driving Safety Skills School
Have fun and learn important car control skills at our
Advanced Driving Safety Skills school. NHIS
COST: \$85
Registration TBD (check the website)

Thursday August 23rd, 2007 7:00am - 4:00pm
Summer Heat Driving School
This school at NHIS is your only chance to get in some hot
summer laps with the White Mountain Chapter!
COST: \$190
Registration is now open! (check the website)

Saturday August 25th, 2007 8:00am - 5:00pm
Northeast Exotic Car Show
Help the Dodge Viper car club raise money for the Make-A-
Wish Foundation and join the contingent of BMW CCA
members showing off our marque! Registration is at 8:30 AM,
the show opens to the public at 10:00 AM. Held at the
Anheuser-Busch Brewery in Merrimack, NH.
Rain Date is 8/26.
COST: Free to attend, \$20 to enter your car
To show your car, RSVP at the chapter website.

October

Saturday October 20th, 2007 8:00am - 5:00pm
Advanced Driving Safety Skills School
Have fun and learn important car control skills at our
Advanced Driving Safety Skills school. NHIS
COST: \$85
Registration TBD (check the website)

Friday October 26th, 2007 through Sunday October 28th,
2007 7:00am - 4:00pm
End Of Summer Driving School
This three day school at NHIS is your last chance for track
time with the WMC this year. This is a joint event with the
Boston Chapter, hosted by our chapter this year. NHIS
COST: \$190 per day
Registration TBD

January

Saturday January 26th, 2008 6:00pm - 11:00pm
Holiday Party
You don't want to miss this spectacular event! Plans are
underway for another great party with a nationally recognized
entertainer being booked for the event. Reserve this date and
stay tuned for more info! Will be held at the Event Center at
C.R. Sparks in Bedford, NH.

camera shots

photo by: Roland Robichaud



JUZ4FUN

My wife, Gloria, and I recently decided it was time to go have
some fun so we bought ourselves a new toy. It's our first
experience with a sports car and perhaps a little overkill for
starters? We are not regretting it one bit – we are having the time
of our lives (although the yard chores do seem to be suffering)!

Submit your favorite BMW or BMW CCA related photo *the Profile* newsletter editor for “camera shots”.
Be sure to include your name and a caption and/or title! See the last page of *the Profile* for details.

chapter sponsorship

Following are the companies whom we are thankful to have as sponsors of the chapter. They help fund our driving schools and social events, and provide valuable services for our members. Mention your BMW membership, as some provide additional discounts on goods and services.

Look for their ads in forthcoming issues of *the Profile*, give them your support, and let them know you saw them in *The Profile*!



3D AUTO WORKS

3D Auto Works is an independent service facility exclusively for BMWs since 1988. Our reputation speaks for itself.

www.3dautoworks.com



BAVARIAN AUTOSPORT

When we first fell in love with BMWs, there were no companies like ours. So we had to invent one. We were enthusiasts like you, so we knew what the company had to look like. Bavarian's High Performance BMW Catalog of Automotive accessories and parts for BMWs.

www.bavauto.com



BMW OF STRATHAM

Our sales department has one purpose: to exceed your expectations from test drive to delivery. We are proud of our state-of-the-art facility, which features the most current diagnostic and repair equipment available. And our highly trained, factory technicians share in the Ira BMW sentiment that you and your vehicle deserve only the best of care.

www.bmwofstratham.com



CLUB MOTORSPORTS

Valley Motorsports Park offers driver memberships, like a golf club, and the opportunity to drive their vehicles on a challenging but safe 3.3 mile, 18-turn road course.

www.clubmotorsports.com



CONCORD MOTORSPORT

The philosophy of Concord Motorsport is to offer the highest quality pre-owned BMWs in New Hampshire. All vehicles are thoroughly inspected and brought up to factory standards before they are sold. Our inventory consistently features original paint and smoke-free interiors. Most cars qualify for comprehensive warranties. Not only does Concord Motorsport sell some of the best used BMWs, they also service them. Several technicians are always on hand to answer your questions and help you maintain the health of your BMW.

www.concordmotorsport.com

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www.GFGDental.com

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NKD MOTORSPORTS / BABB MOTORS

NKD Motorsports / Babb Motors continues to specialize in heavy work that many other garages shy away from. The fact is, Babb Motors can handle anything from bulbs and tires, to transmission work and major engine overhauls. We do import and domestic, cars as well as all manner of medium duty trucks, and trailers.

20 Commercial Ct.
Auburn, NH 03032

(603) 622-1188
www.nkdmotorsports.com



SILVER FOX INN

The Silver Fox Inn, located in the majestic White Mountains of New Hampshire is just a few short hours drive from most major northeastern cities but you'll feel like you're a million miles away. Great service, friendly staff and our location are just a few of the reasons that so many of our guests return to The Silver Fox Inn year after year.

www.silverfoxinn.com



TRACK TIME PHOTOS

Many participants in autocross events, driving schools, and track days would really enjoy having excellent photos showing them nailing the apex thru a chicane, driving their vehicles to the limits of adhesion. Track Time Photos has been founded to provide you with your own personal photographer at track events. Our goal is to provide you with top notch quality action photos with the convenience of previewing your pictures within an hour. Furthermore, you can take up to 8.5 x 11 photos home the same day.

www.tracktimephotos.com



VINTAGE SPORTS RACING

Mario L. Langsten started VSR as the culmination of more than a 25-year interest in specialty cars. The clean and spacious VSR building is state of the art; designed to cater to the specialty classic, vintage or club race car owner.

www.vsr1.com

Profile production information

The Profile will be published on a fixed schedule every two months. The following list of dates is intended to help event planners, paying advertisers, and anyone else interested in submitting content for publication.

All content to be considered for publication, including ads, must be in electronic file format - e.mail attachments or files burned to CD. All copyrighted material must be accompanied by written permission to reprint. Ads should be "camera ready" and require no layout re-work. Contact the ad & sponsorship coordinator for more information on placing an ad.

Photo submissions are encouraged and should be submitted in the highest resolution available. Contact the editor if you have any questions. Please include photo credits and captions.

All submissions, must be received by the production editor by the below listed deadlines or they'll be held for the following issue.

production dates and deadlines for future issues

<u>ISSUE</u>	<u>SUBMISSIONS DEADLINE DATE</u>	<u>TARGET DELIVERY DATE</u>
October - November	Friday, September 7 th	October 1 st
December '06 - January '07	Friday, November 2 nd	December 1 st
February - March '07	Friday, January 4 th	February 1 st

send submissions...

...as text imbedded in, or as files attached to, e.mail. Send to: editor@whitemtn-bmwclub.org

...on CD to: **Martin Callahan, Profile Editor, 152B Dennett St., Portsmouth, NH 03801**

Questions? Contact the editor.

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