



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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<http://www.njbmwcca.org>

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2007 Autocross Season is a Hot One

Everything came together for the NJ Chapter autocross on May 20th at the PNC Arts Center. Great weather, necessary personnel, a good turnout, and a challenging course.

It was sometimes frustrating, yet rewarding, to get a clean run, as I personally found out. We had 70 entries were able to get 7 runs each. I saw more 2002s than I have seen in the past 2 years [where are the pics? Ed]. And, we had 3, count'em, 3 Lotuses (Loti?).

The full results are posted on our website. Dave Ngo continues to lead class AA. Victor Cale nudged out Jaime for first in class A, Chris Leckenby continues to take first in B, Mike Marvuglio was first in C, John Trudel in D, Chris Turrisi in E, and Randy Decker was first in F class with his '06 7 series, showing us that a large car can be light on its feet.

Next event is July 1 at the PNC Center.

Elihu Savad



Newsletter of the NJ Chapter
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President's Line

I'm doing the final preparations on the "Red Devil", my 325 IS, before our Driving School and Club Race at Lime Rock Park. For me that's a good coat of wax and cleaning the windows. After all, I want the car to look its best for the other students that will be passing me there.

Once again the event will benefit the Westlake School in Westfield NJ, which has been a benefactor of the event since 1997. Students with multiple disabilities attend the Westlake School. The Club was recently honored by the Union County Educational Services Foundation (UCESF) for its contributions to the School over the last 10 years, and was in the good company of being honored along with Union County Prosecutor Theodore J. Romankov and Trinitas Hospital, Department of Behavioral Health.

As thrilled as I was being at the Honoree Celebration, the real thanks for this belongs to the Club Racers and Driving School students who have attended the Club Race/ Driving School at Lime Rock Park over the last 10 years. Special thanks to Club Racing Chairman Ross Karlin, who's foresight was able to make the event successful and memorable to the students from the Westlake School who were able to attend and get a ride around the track in a real race car.

Also in June, we will be returning to the house of BMW, the BMW North American Headquarters, located in Woodcliff Lakes, NJ. Every year our host Rich Brekus challenges us to ask questions

that he may be able answer without saying he can't he answer them. Always a great event and will be on Friday the 15th. BMW NA has recognized that the Club is not just for 2002 owners, although I wouldn't mind owning one.

Do you know someone who drives a BMW and is not a Club member? The BMW CCA is holding a membership contest, which is open to all Club members and runs until September 14th. There are many prizes associated with the contest; you can find more information about it either on the NJ website under "Forms" or the BMW CCA website, www.bmwcca.org

While you're looking at the CCA site, you can also find information about Oktoberfest 2007, which is being held in Fort Worth Texas, September 30 - October 6th. The featured model for the event is the E30 M3, the winningest model in BMW history. Special guest Steve Soper will be on hand. Steve spent 12 years with BMW driving in the German Touring Car Championship series.

The Club's picnic is scheduled for Sunday July 15th and will be held in Asbury NJ at the home of David and Peggy Finch. There will be a Rally that will end at the Picnic, information about the rally is being finalized and will be posted on the Website.

See you at the Races.

Neil Gambony

CCA Club Race and NJ Chapter Driver School

The 12th Annual Club Race at Lime Rock Park will take place on June 4th and 5th in conjunction with the NJ Chapter's Driver School. Lime Rock Park is known as the "Road-Racing Center of the East" and is located in the foothills of the Berkshire Mountains on the western side of Connecticut. Just driving to the "Park" is an enjoyable experience. This event is open to all club members as spectators.

If tradition stays true to form, there should be approximately 50 club racers divided into two groups, which should allow for plenty of action on both Monday and Tuesday. Monday will have a practice and qualifying session in the morning with a race for each group in the afternoon. The results of Monday's race will determine the starting positions of Tuesday's afternoon feature race with warm-up sessions in the morning for both groups. Racers wishing to register for the event can do so through the BMW CCA National website.

Since 1998 this event has benefited the Westlake School located in Westfield NJ. The Westlake School is for students with multiple disabilities. Through the effort of Club Race Chairman Ross Karlin, the NJ Chapter donations have been used to fund summer programs for students who are unable to afford them otherwise. A small group of students from the school will be fortunate enough to attend the race and even get a slow speed ride on the track. A lifelong memory indeed.

If you're planning on attending as a spectator, bring a chair and plenty of sun block.

Neil Gambony



Some Guys are Just Plain Cool

By Thom Rossi

Just a few days before I wrote this, our region was in the teeth of a Nor'easter. Of course, that was the day a colleague of mine discovered that the door switch on his Lexus was stuck. He discovered this because when he left the office his car wouldn't start because the stuck switch failed to turn off his headlights. He found someone to give him a jump start, was able to crank the engine, but still no joy. As it turns out, the alarm system on his car needed to be re-set by putting the key in the door lock and manually locking and unlocking the car. Once done, voila; the car started and he was on his way home. The poor guy didn't know about this little trick until the tow truck driver showed him, by which time he was soaking wet from the deluge: most un-cool.

This reminds me of an experience I had a few years ago and the fact that some guys are just plain cool.

About the time I left my secure corporate job to become an entrepreneur, I bought a 1995 Porsche Carrera Cabriolet. Can you spell m-i-d-l-i-f-e c-r-i-s-i-s? When I bought it I had visions of top-down motoring along scenic roads with Mrs. R. at my side: me taking command of the vehicle, composing beautiful songs out of the engine notes, and she enjoying letting her hair blow free. I imagined leaves swirling in our wake as we sped down country lanes on our way to lunch dates at secluded restaurants. I thought we'd catch an occasional envious look or two from less fortunate suburbanites doomed to a sticky weekend of grass cutting.

I bought the car in late winter and spent months prepping it by obsessively cleaning, waxing and restoring it. I joined the PCA. I competed in (and won) a local Concourse event. Things were lookin' good.

Up until then, Mrs. R.'s interest in the car was limited to a bemused expression she wore as she watched me labor with my cleaning rags, potions and q-tips for many more hours than I actually spent enjoying a good drive. So I decided the time was right to invite her to take a ride in our sparkling chariot. And that's when my plans started to go awry.

What appeared to me to be a shining example of Teutonic design and engineering, presented itself to my more-rational-half as a death trap, ready to flip over and disgorge its passengers through the open roof without so much as a moment's notice. "Get in that thing... with you driving? Never!" "Awww, c'mon honey!" Nope, not a chance.

A lesser man might have given up on his dreams right then and there, but I do know how to persevere. One of my favorite fictional characters is Cool Hand Luke as portrayed by Paul Newman in the movie of the same title. This gives you an idea of the kind of character traits I admire.

So I hung in there. A couple more years of washing, waxing, and washing again, and I was ready for another attempt at coaxing my still-less-than-enthusiastic passenger into the right hand seat. I waited for a perfect day, warm (not hot), sunny, not too breezy, and quiet Sunday afternoon traffic patterns. By promising to refrain from any driving maneuvers that I might consider to be good clean fun (and she might consider to be maniacally bent on the destruction of both driver and passenger), I finally prevailed. Mrs. R. and I got into our pristine pram and proceeded sedately up one side and down the other of the Delaware River. After a while I

noticed that she even relaxed her white-knuckle grip on the dash board. Still later, I thought I saw a smile dance across her lips as a wisp of her hair played in the breeze. All right! This was more-or-less what I had in mind to begin with.

Good is never good-enough for the likes of Cool Hand Luke, and such is the case with me, too, I'm afraid. Before coming home we decided to cap off our heretofore pleasant excursion by stopping at a little hamburger and ice cream shop in Solebury called Dilly's [Great place. Ed]. We had a nice meal and some yummy ice cream and headed back to the car. I pressed the button on the key fob that is supposed to unlock the door and deactivate the alarm. Nothing. I repeated this process enough times to eventually come to understand that my key fob had a battery, and the battery was dead. What to do? I manually unlocked the door, attempted to start the car, and was defeated by the anti-theft system. In desperation I decided to open the owners' manual. As I had hoped, the clever engineers who designed this car were thoughtful enough to write up a procedure to be used in case of the emergency situation of a dead key fob battery. Unfortunately, the German-to-English translation was somewhat confusing. The procedure I followed was something like: insert the key into the door lock; lock and unlock twice in three-second intervals; stand on one foot; get in the car; insert the key into the ignition; turn the key to the number two position; squawk like a chicken; input the code (but where, where???) turn the key back to the off position; wait exactly 257 milliseconds. You may now start the engine.

This procedure, diligently followed, was successful in activating the alarm. I think for the first thirty seconds the outdoor dining patrons of Dilly's were actually amused. After all, they got to see a damn-fool Porsche driver embarrassed by an inability to start his own over-priced toy, while his wife looked on with increasing discomfort. Hah, hah!! Eventually, though, the novelty seemed to wear off as they grew accustomed to the repetitive tone of my horn: on, off, on, off, etc... The only thing I could think of in the end was to pop open the trunk and disconnect the battery. This elicited a standing ovation from the crowd (yeah, it really happened, I'm not kidding).

I did have a spare key, but unfortunately it was hanging up in my house three miles away, and way up hill, where my son sat lounging with nothing much to do. He was not yet a licensed driver at the time, but my Cool-Hand-Luke stubbornness had already infected his personality and he refused my entreaties to get on his bicycle, coast down hill, and deliver the key to his Mom and me. The only remaining solution was to walk up the 50% grade to our home, get my key, and drive back to rescue the Porsche. In a sporting gesture of good will and support, Mrs. R. decided to walk with me. Also, it was better for her than staying at Dilly's and enduring the lingering stares, jeers, and smartly tossed ice-cream cones from the still-irate diners.

We made it halfway home before it started to rain. That's when we discovered a difference in our motivation levels to climb faster as a means of getting the top back up on the Porsche before it got too wet. Perhaps it was our discussion of this very topic that induced Mrs. R. never again to ride in the Porsche.

We finally did make it back to the house, recovered the spare key and drove back to Dilly's. Once there, I casually walked over to the Porsche and started it up as if nothing had ever happened. Like I said earlier, some guys are just plain cool. Unfortunately, I don't happen to be one of them.

Thom Rossi can be reached at thomrossi@gmail.com

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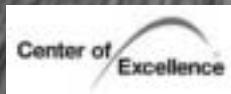
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NJ Chapter Calendar

June 2007

June 4th and June 5th
Driver school and a BMW CCA Premier Club Race at Historic Lime Rock Park in Connecticut.

June 15th

Meeting at BMW NA in Woodcliff Lakes. See article on page 11.

July 17th

Teen Survival School at Raritan Expo Center in Edison. See article for further information.

July 2007

July 15th

Summer Rally. Stay tuned for details.

July 15th

Club Picnic at Finch farm in Hunterdon county.

July 18th

Monthly meeting at Deutscher Club in Clark. Stay tuned.

August 2007

August 15th

Monthly meeting at Deutscher Club in Clark. Stay tuned.

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MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to:
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Annual Trek to BMW NA - June 15th

Why did they use the E90 designation for the 3 Series? Will we really see the 1 series lineup in the US? What's our future in Formula 1? You'll have the opportunity to ask these and other burning questions that you've always wanted to ask the guys at BMW as we make our annual pilgrimage to BMW headquarters in Woodcliff Lake. Our June meeting will take place at BMW NA on Friday, June 15th starting at 6pm.

Once again, Rich Brekus, Manager of Product Planning and Strategy, has extended his yearly invite from BMW NA to update us on their lineup, the future and direction of the marque, and displays of some really special cars. As always, this will be a great event

with an exceptional buffet. BMW NA always takes this to another level.

This is one event you should not miss; just ask anyone who has attended in prior years. So come and enjoy, enhance your Bimmer knowledge, and you'll be able to answer some of those burning questions to others.

Directions are as follows, take the Garden State Parkway Northbound to Exit 171, at the top of the ramp turn left then make a left on to Chestnut Ridge Road. Turn left into BMWNA Headquarters. Parking is to the right.

Teen Survival School - June 17th

The NJ Chapter Street Survival School for teens will be held at the Raritan Expo Center in Raritan, NJ on June 17, 2007. The event starts at 9:00am.

The School offers a driving venue on a closed course that teaches panic braking and crash avoidance skills. A closed lot will be wet down by the local fire department, students learn skills to get the car loose in a skid and learn to correct.

The event should conclude by 3:00 to 3:30. The event is open to the Public. Please join us at the Raritan Expo Center, 97 Sunfield Avenue, Edison, NJ.

Contact our local registrar David Finch for additional information.

Driver School Schedule

Venue	Dates	Cost
Lime Rock	June 4-5	\$550
Summit Point	July 28-29	\$400
Shenandoah	Sep 22-23	\$350

Details for each event and instructions for registering are on the website. For returning students, please verify that the information in your Profile is correct.

Please be certain that your e-mail address is current since all communication will be electronic. For new or interested students, we have added a "What is a Driver School?" page on the website to introduce you to our goals in conducting schools and what to expect.

Autocross Schedule

Dates	Location
July 1	At PNC Bank Arts Center, Holmdel
July 22	At Commerce Bank Ballpark, Bridgewater
Aug 19	At Commerce Bank Ballpark, Bridgewater
Additional dates: Sept 9th, Oct 7th, and Oct 28th	



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