



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
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## BMW CCA Club Racing at NJMP Lightning



Photos by Ralph Angersbach

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Newsletter of the NJ Chapter  
BMW Car Club of America  
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# The art of selling off the rotating cavalcade of crap

by JT Burkard

I buy and sell stuff for a living - some for my job, other stuff on my own, and yet other things for other people. I enjoy what I do. I understand why people ask me to sell their cars, motorcycles, mega yachts (I wish!) or whatever for them. Who wants to deal with people's endless questions, picture requests, and phone calls at all hours of the day? And what about those free online classifieds like Craigslist? There are tons of emails from people with no money and no serious interest in buying anything; virtual tire kickers.

Ten months ago a doctor friend of mine from Ohio asked if Sandy and I would be able to pick up an exam table he was interested in buying in Cherry Hill. Since we live an hour away, I said sure. We would pick it up and put it in the garage until we figured out if they were coming here or if we would visit them and take it with us. In the back of my mind I knew it would turn into a nightmare because I knew we were going to be stuck with this thing longer than I expected. Plus, you should see the faces of friends and family visiting the house when they find an exam table in our garage. Very strange. Sure enough we got a call six months later that he is merging with another practice and they no longer needed the table. He asked if we could sell the table for him.

Sure, why not?

I did some research on the Ritter Midmark 104 table, since I know nothing about medical equipment, and posted it on Craigslist for sale with the right information. I figured this would be an easy sale since I was dealing with a highly regarded profession. In the course of four months, I got numerous emails from doctors and their assistants inquiring. I was amazed that so many professionals did not have the courtesy to return phone calls and emails, 99% of them to be exact. I even had one doctor call and say she had to buy it by the end of the week. I never heard from her again. I emailed back, no return email. I did a follow up call and she said "Yes, I am still interested, send me pictures again." I did and again, no response. I was absolutely amazed how she just didn't have basic courtesy to return contacts. I finally was emailed, followed by a phone call, by a husband and wife whom both were doctors starting up a new practice. He came down, inspected the table, we made a deal and I helped him load it into his mini van. He couldn't believe it when I told him they were the only ones to follow

up and the only one to come in person to see it.

I think I will stick with vehicle sales. Speaking of, I decided to move off a few cars from the collection. First one to go was the 98 Hyundai I got from a friend of mine about a year ago. I haven't done anything to it but roll it off my trailer and push it around my shop. It didn't start, and I think the alarm system was at fault. Who would want to steal an Accent, I have no idea. I didn't want to bother with it since I didn't think there was enough profit left if I fixed it. I advertised it on the Internet and within 3 days, it was sold. I dumped it to a home mechanic who needed a cheap car. That was easy and he was happy with it.

Second was a 1999 Nissan Altima I swapped for a Pickup truck I was selling. This was put into daily driver use for Sandy to go back and forth to work with. I had it advertised again online and most of the emails I got were from bottom feeders looking to buy UNDER wholesale. I pretty much tell these people to pound salt. Months of useless emails, kids offering game systems, computers, or whatever and I was ready to blow my mind. One guy even wanted to know if I would take payments. Sorry, no buy here pay here stay here. This car was finally sold to someone my brother-in-law works with. Word of mouth was a much better was advertisement time. Sandy still isn't too happy with me selling off her commuter ride.

The last of the group to go was the 89 Jeep Wrangler I bought earlier in the year to serve as top down fun for the summer. I bought it in March or April. It wound up being more of a project than I expected. The final straw was when the carburetor went sour and needed a rebuild. I had enough and parked it next to my shop where there it sat for two months, unused.

Alone this journey, I got more involved with my motorcycles again. I've held a motorcycle license since 1996 and I enjoy being on two wheels. My trusty steed of eight years, a 1981 Honda CB900c, was due for some servicing this year. I dropped it off to my bike guy and had him go through it. Sandy also bought me a new seat for Christmas so we were looking forward to some more comfortable riding this year. I even bought two new tires for it. As much as I love the bike, it wasn't the best for the two of us to ride together.

**(Continued on Page 7)**



Not crap.

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# The Cone Catcher



by Larry Engel

I think it was good karma from the start. It's funny how sometimes things you think are going to be a problem work out in ways you never imagined.

It was Thursday morning, and the E46 was fully loaded for the trip to the joint DelVal/NJ Race and School. I had done the brakes on the previous Saturday, and I was a little concerned that the shudder I was feeling through the pedal on heavy braking was caused by something other than fresh pads that hadn't been fully bedded yet. My original plan had been to leave directly from the office at 2:00pm so that I could check into the hotel and have plenty of time to get to the track and help out with the 5:30pm tech session. Instead, I decided to leave work at noon and check out the brakes at home.

What good fortune. If I hadn't decided to go home before heading down to NJMP, I never would have seen it.

As I headed up Mountain Avenue in Westfield, I noticed a red E30 parked on the street. As I got closer, I saw the sign in the rear window. For Sale. I was surprised that I hadn't really noticed the car before. I drive on Mountain Avenue every day. Heck, I walk by that spot when I travel to work on foot. This E30 wasn't even on my radar screen until last Thursday. As I got even closer, I read the model designation on the trunk lid. 325iX. An iX!!!! As if the Brilliant Red paint and the for sale sign hadn't been enough to get my heart pounding, the realization that this was one of the increasingly rare all-wheel-drive winter bahnstorming machines really distracted me from my original mission.

As I passed the car, a quick observation indicated it was in pretty good condition. I decided to drive around the block and have a closer look. I pulled up behind it, got out of my car, and walked up and down each side. It looked good enough to warrant further investigation. I called the number on the sign. A woman answered. "My name is Larry and I'm standing in front of a red BMW that you're trying to sell. Are you anywhere close?" I asked.

"I'm in the house. I'll be right out." A few seconds later Judy came out to meet me. I explained that I had just been driving by and noticed the car. I said that I was sort of looking for a car for my daughter to replace an old Taurus that has become a money pit and that I was a BMW fan. The iX wasn't what I was looking for, but it might work. I told Judy I was surprised I hadn't previously noticed the car, and she explained that it had been mostly sitting in the garage for several years. She had just moved it to the street and put the sign in it fifteen minutes earlier. She was the original owner, and it was her baby. She almost couldn't bring herself to sell it. It had 157,000 miles on the odometer, and about 50,000 on the motor, which I later learned had been installed by Rick Kiceniuk [Long-time NJ Chapter member, club racer, and ace mechanic - Ed.]. Judy had a file of all the service records since the motor was done in '98.

I asked if I could take it for a ride. Judy handed me the key and we both hopped in. The seats are black leather, and in amazingly good condition. Judy explained that the air conditioning wasn't working, and it might need a catalyst. The engine was running kind of rough. It was sputtering like crazy, but aside from the air and the rough running engine the car seemed fairly solid. I drove around the corner and passed my parents' house. As I did, my daughter Elizabeth and my mother were in the driveway getting into the Taurus. Elizabeth glanced my way. Busted! I thought she saw me, so I pulled in to the driveway. Her quizzical expression turned into a little smile as she asked "For me?" "Maybe" was my response. I could tell that she would consider this a big improvement over the Taurus, even though it was two years older and had a five speed. "I can drive a stick" she insisted. (I later reminded her that although she would likely be the primary driver, house rules would apply to this car. The oldest child at home can choose which car in the fleet they'll drive. Since Elizabeth's older brothers are out of state, this isn't likely to be an issue.)

I was starting to think that if I didn't buy this thing I'd be in real trouble with Elizabeth. After leaving her, I drove around the corner to our house and showed it to Karin. Judy, witness to all of this, mentioned that if she had to sell the car she was happy that at least it might end up in a place where it

would be appreciated and cared for.

We returned to Judy's house, and I told her that I was very interested in buying the car. I asked if she could give me until Sunday to decide. I explained that I was on my way to spend the long weekend at the racetrack with over a hundred other BMW nuts, and if I didn't buy the car I would help her find someone who would. She agreed and took the car off the street.

Most of the service was done at Eurosport in Westfield, so I gave Sean Dougherty, the owner, a call. I told him what I had found - and he immediately knew the car. He remembered replacing batteries and the radiator, and he had installed new tires last year. I asked him if he knew of any major problems. He said, "You know, Larry, the only problem that car has is that it isn't run enough. It's an iX, you can't go wrong."

By this point, I knew I was going to buy the car. We confirmed Elizabeth's willingness to drive it and secured her understanding that this was a special item which would require her care. She agreed to wax it four times a year. (In retrospect, I should have also asked for her agreement to exercise it a few times a year at Autocrosses.) I called Judy and let her know that I'd be contacting her again on Sunday to go over it more carefully and make an offer if it checked out.

The brakes on the E46 checked out - it was just a bedding issue. I had a great weekend at Lightning. When I got home on Sunday I called Judy and we consummated the deal. Karin picked the car up on Monday after taking title and getting it registered. I scheduled an appointment to have Eurosport fix the A/C and change the fluids on Wednesday. I drove it around on Monday night and Tuesday to identify other possible items for attention. Sean got it finished on Wednesday, to my surprise. The air blows cold after a R134 conversion. He did the brakes, too. The engine's still a little rough, but it's getting better. I'm feeding it premium and Techron for now. Sean thinks it's probably just dead gas and a little gummed up. ("Just drive the #\*&% out of it.") Time will tell. Maybe it has a vacuum leak somewhere. I understand that the M20 engine is very sensitive to this.

So, I've got a new project. I hope the air stays cold, and after half a tank of gas the engine is getting a little better. Hopefully it will continue to improve. The throw-out bearing makes some noise. I'm chasing some water in the trunk. I replaced the tail light gaskets, only to find a swimming pool in the driver's side trunk well after the job. I pulled away the trunk liner and discovered a disconnected drain hose, which I assume is from the roof or the rain gutter. Time will tell.

In fact, time will tell how this whole project works out. At this point, I'm really looking forward to having another Bimmer in the fleet. I'll update you on the progress. So, until next month, keep the cones standing!

[larry\\_engel@njbmwcca.org](mailto:larry_engel@njbmwcca.org)





# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. Sorry to have been absent from these august pages.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and be mentioned in *Philes' Forum!*] Please include both the test results and the pass/fail criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip or software, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series].

Recent submitters of emissions-test results are bimmerphiles Ron Acher, NJ Chapter Tech worker Alicia Delalio, NJ Chapter Club Racing godfather Ross Karlin, and inveterate *Philes' Forum* contributor Doug Raichle. Thanks, folks!

Ron sent the following e-mail with his test results:

*"As I had to have my 1996 E36 inspected recently, I paid particular attention to the inspection report details. To my surprise, for all cars 1996 and later with OBD II, they no longer even MEASURE pollutant levels.*

*All they do is plug into the OBDCII port, and read off the (monitors') Readiness Status and Diagnostic Results, all of which are either "Ready," "Unused," "Pass," or "Fail." (They also verify that the "check engine" lamp is operational and that it is not illuminated with the motor running.)*

*I have to assume this information is quite useless to you for any analytical purposes, but please let me know if I am mistaken."*

Ron is correct in stating that an "emissions" inspection report for a passed OBD II inspection does not contain any information worth sending me. However, if you FAIL an OBD II inspection, I would like to see that inspection report because it should contain the reason for failure and any DTCs [diagnostic trouble codes] stored in the engine-computer's memory. Moreover, in most cases I can at least steer you in the right direction regarding getting the car to pass its re-inspection.

Several of you have written to advise me of this new procedure at NJMVC and private inspection stations. It has been in effect for about 2 years, and applies to OBD II [On Board Diagnostics - Level II] - compliant vehicles. Up until recently, non-AWD, '81 and newer non-OBD II gasoline vehicles were still receiving the dynamometer test for tailpipe emissions.

This past week I visited Eel Chang at Ashwood Exxon in Summit [908 277 2985] to have Joanne's 2004 Jetta inspected, and Eel performed the OBD II test that Ron describes. Moreover, Eel advises his fellow NJ Chapter members that, as of April 2009, NJ motor-vehicle inspections no longer include the dyno test for non-OBD II vehicles.

Instead, vehicles that formerly would receive the dyno test now receive a 2500 RPM unloaded "fast idle" emissions test with the motor running in neutral or park. This is quite significant for those of us with pre OBD II [pre '96] Bimmers in that the 2500 RPM test does not check for NOx [oxides of nitrogen]; instead it checks only for HC [unburned hydrocarbons] and CO [carbon monoxide]. As a catalytic converter ages, its ability to control NOx is usually what degrades first. Indeed, MANY Bimmer catalytic converters have been replaced due to a NOx failure while HC and CO were still well within their limits.

My prediction [and fervent hope!] is that, as non-OBD II vehicles come to comprise smaller and smaller percentages of the NJ vehicle population, the NJMVC will suspend emissions testing on these vehicles altogether. Thus, for, ah, er, mature motorists such as I, NJ tailpipe emissions testing, instituted in the early '70s, will have come full circle!

Back in June, just before Joanne and I left for a trip to Colorado in her 24-year-old E30 eta [subject of an upcoming *Philes' Forum*], I received a letter [yes, some folks still communicate in that seemingly outmoded, yet professional, manner] from Doug Raichle, P.E.. Doug has been sending me material for more years than I can remember, [Perhaps he, too, is a mature motorist?] and it is always a pleasure to hear from him.

Anyhow, Doug wrote to share a tip concerning his 2001 330i [E46] with 54,000 miles which he has owned for about a year. Doug reports that the E46's "Service Engine Soon" lamp [AKA, "Check Engine" lamp or in official patois, the MIL, or Malfunction Indicator Lamp] came on. Doug connected an OBD II code reader to the diagnostic port under the instrument panel and read two DTCs: P0171 and P0174 [System too lean on Banks 1 & 2, respectively]. These codes set when the engine-management computer has to apply excessive correction to the fuel delivery in responding to the oxygen sensors in the exhaust system. [You techies must be asking how an inline 6 can have two "banks". The answer is that cylinders 1-3 are defined as Bank 1 while 4-6 are Bank 2. Each has its own oxygen sensor and is controlled separately as far as fuel delivery is concerned.]

Doug did some Internet research and found that an obstructed air filter might cause these particular codes to set, so he inspected his air filter and found it to be "filthy". After fitting a new filter and clearing the trouble codes, the Check Engine lamp remained off and Doug's Bimmer passed inspection with no problems! Doug actually lucked out here, because fixing a problem and clearing trouble codes can actually lead to an inspection failure not related to the original problem! More on that next month, when I reveal a similar saga where a hapless mature motorist, after addressing proactively an illuminated Check Engine lamp, promptly failed inspection!

And for those of you, such as Alphonse, who look at *Philes Forum* for the "pitchers" each month instead of for the illuminating technical content, please see the photo, which needs no caption! I will divulge that it was taken at Summit Point Raceway at our July driver school/race event. See what some of you are missing?

That's all for now, Bimmerphiles. See you next time!

Anyone wishing to contribute to *Philes' Forum* should contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair /maintenance questions and/or tips, repair horror stories, emissions inspection sagas, product evaluations, etc.

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# Joint Event Driver School & Club Race on the Lightning Track

August 22-24 saw the DelVal - NJ joint event that was the first BMW CCA Club Race held on the Lightning track at New Jersey Motorsports Park. This was the first visit to this track for the vast majority of event participants. What we discovered is that the Lightning track has a completely different character from Thunderbolt, which we visited in June. Lightning has fewer turns than Thunderbolt, no chicanes, and many of the turns are high speed yielding a circuit that is well-suited to racing. However, several turns require a precise line and careful attention to speed lest the driver experience an "agricultural excursion".

Friday was a warm-up, in every sense of the word, for both the Driver School participants and the racers. Heat, humidity and an explosion of black flies made the conditions difficult for everyone. However, we had a good day with everyone getting a good feel for the track by the end of the day. With nightfall however, came the rains. Torrential downpours seem to be a recurring theme for our visits to NJMP this year.

Saturday started with rain and then the skies cleared for just long enough to make the decision to hold the feature race as scheduled on Saturday afternoon. As if on cue, as soon as the racers were released from the grid and onto the pace lap, the first rain drops started falling again. Once underway there was no going back and so the racers put on a marvelous display of driving under increasingly difficult conditions (remember that everyone went out on slick tires thinking the track was dry). At the checker the overall winner was DelVal's Mike Yaskin. Look for Brian Morgan's full report and photos in the Roundel. The severe rain had no mercy on the Driver School participants and continued throughout the rest of the day. However, spirits were not dampened as we all gathered for the event banquet at the Elks Lodge Saturday evening.

Sunday morning brought much improved weather. The Driver School participants were finding consistent laps and the racers managed to get in both a morning points race as well as an afternoon Fun Race. By the time the paddock cleared, everyone expressed the view that the event went extremely well.

Thanks and congratulations go to our friends at DelVal, including Martin Bullen, Jeff Corson, Mike Dion, Alex Duff, Geoff Ehrman, Lisa Mellott, Gene Schaeffer and Dave Wollman, for doing the lion's share of the work in running the event under changing conditions. Thanks also to the sponsors Bimmerworks and VAC Motorsports.

Next up is our traditional Fall school on the Shenandoah circuit at Summit Point. This is a weekend event with three student run groups and planned skid pad on both days for all participants. If you are truly interested in becoming a better driver, this school should be on your calendar. Shenandoah features a variety of turns (blind, diving, sweeping, combination) and the replica of the Karussel turn of the Nurburgring that make it a track that keeps you on your game throughout each lap.

Finally, let me also mention our school on Monday October 26 back on the Lightning track. This school is open to participants from all skill levels. However, for the first time ever, we will have a run group dedicated to students who have never been on the track. The novice group will have their own classroom sessions and a set of car control exercises before going out on track. The response to this event has been tremendous but I encourage everyone who is interested to register. If you ever considered

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attending a Driver School but hesitated because of cost or trepidation, this is the event for you. There is nowhere to get classroom and on-track instruction at a lower price and the Lightning track is a terrific track for beginners. Find out what you've been missing and come out and join us.

Jeff White and Ross Karlin

## 2009 Driver School Schedule

School	Dates	Location
Shenandoah Driver School	Sep. 19-20	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 26	NJMP Lightning Raceway, Millville, NJ

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## The art of selling...

(Continued from Page 2)

Then I got the itch... for a newer motorcycle. Several years ago I was at the Javits Center for the Motorcycle Expo and fell in love with the Honda VTX 1300c, in Dark Gray Metallic. I found myself searching for this bike, model year 2006 (only year of this color) and something with low miles. I found the right bike in Philly with only 1,285 miles. With Sandy's approval, I bought the bike two weeks ago. I haven't looked back since. What an incredible difference between the two bikes. This is a dream to ride over the 28 year old Honda I've been riding. Once I bought this, I know had to dump the Jeep.

So... skip ahead to this week, I sold the Jeep, sort of. Since no one seemed to have money I just might consider trades. That was the ticket because I wound up swapping the Wrangler off for another motorcycle, a Harley Sportster. Two bikes bought, in two weeks. The nice thing is I can fit two bikes in the shed and one in the garage next to our black e21. The motorcycle insurance is a lot cheaper than car insurance and down the road, I can always sell a Harley quickly. As I always say, it's not a collection if I only own one.

Where does all this lead to BMWs? Well in a strange twist of fate, I was contacted by one of our club members upon my return from my Vegas vacation with the prospects of owning another e21. Be it for me to pass up a good deal, I got it from him, a 1977 Sierra Beige 320i with a 4-speed. I have been storing the car in my mother's driveway, much to her chagrin, and haven't done anything to it the last two months I have had it. Since we just had the massive vehicle sell off at our house and freed up a couple parking spots in the driveway, I moved the e21 to the house. The immediate plans are to get the car road worthy so Sandy can use it to commute with. It should provide me with some good newsletter articles as I restore/modify it over the next few months. Stay tuned!

In the mean time, I might have satisfied my quench for buying... this month.

JT Burkard

Send comments and suggestions to [JTFormula@aol.com](mailto:JTFormula@aol.com)



The other itch

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# Finish Lines

by Thom Rossi

This past weekend the Delaware Valley and New Jersey chapters together held a driver school and club race at New Jersey Motorsport Park. This marks the first BMW CCA event at that track, and the first club race chaired by the Delaware Valley chapter in quite some time. You may recall that earlier in the year, the two chapters held a joint event at the Thunderbolt track of the same facility.

When we were at the Thunderbolt track, I recall a lot of drivers saying things like "I found a new favorite track." This time, at Lightning, I heard a lot of drivers saying things like "This is even better than Thunderbolt. I found a new favorite track!" Not that our club members are fickle, it's just that good!

Lightning is a relatively short (1.9 miles) track. It is also a fast track. A post race review of average speeds at the three tracks our chapter has raced on this year (Thunderbolt, Summit Point, and Lightning) revealed that Lightning is faster by about 5 miles per hour across all the classes. The track is laid out pretty much in three sections.

The excitement at Lightning literally starts at turn 1. This is a high-speed right hander that goes over a hill onto a short straight. Because of the hill, you can't see through the turn so it must be taken "blind" in the hope that you have the car positioned just right such that you can carry maximum speed through the turn but still not run off the track on the other side of the hill. The short straight leads to the Turn 2-4 complex. It took me some time to work out a decent line through this series of turns. That's a big part of the fun of learning a new track. Ultimately we all discovered that these three turns together with turn 5 amount to two large esses, which lead onto the back straight.

The back straight has a right hand kink in it, goes under a bridge, and terminates in a 90 degree left hand turn (Turn 7). This is a high speed section of the track, and it gets just interesting enough to keep you awake when traction conditions are poor and hydroplaning becomes a factor in the rain.

Turn 7 leads onto a short straight and then a large, highly banked right-hand sweeper knick-named "the lightbulb". The name gives you a pretty good visual image of the shape of the track through this section. Because of the banking, this is a high-speed section of the track which favors handling and cajones over horse-power. The lightbulb exits onto the front straight, which eventually brings us full circle back to Turn 1.

On Saturday we raced for 45 minutes in the rain. Even though the weather had been spotty in the morning, and even though we had gotten rain of biblical proportions on Friday, all of us racers nonetheless started with "dry" tires. In other words, little or no tread. It was not raining when we lined up on the starting grid. Nor was it raining when we took our warm-up lap behind the pace car. As luck would have it, the first drops of rain hit my windshield precisely at the time I saw the green flag drop to signify the start of the race.

From that point forward, every lap was an exercise in feeling out the track to monitor how traction conditions were changing over time. I believe we were all pleasantly surprised to find that for 99% of the race, traction conditions held up much better than anyone expected. So despite the weather, we had green-flag racing for a good portion of the race. We got too greedy by one lap, though, because on the last lap of the race traction going into turn 3 suddenly disappeared. Even though a warning flag had forced me to slow down substantially before I reached this section of the track, I was convinced until the last second that my car was going to slide straight through the corner and into the muddy run-off area. I managed to stay on the track, but some of the faster cars didn't. An incident in the IP class produced the only bent sheet metal of the weekend.

The IP class was the most competitive of the groups on the track. This year, at least three new drivers have entered this class. Rookies Dave Weaver and Geoff Atkinson both have excellently prepared new cars and tremendous driving skills. Veteran racer Scott Reiman has moved up to IP for these past two races and has put in outstanding driving performances at both events. All I can say about the field of IP drivers, rookies and vets alike, is "wow". It was exciting wheel-to-wheel racing throughout the entire weekend.

KP, the slower class in which I compete, had only two entrants. I was fortunate enough to take the class win on Saturday and during our two sprint races on Sunday. Fellow competitor Bruce Loomis put the pressure on early in each race, but in each case my better starting position gave me an advantage that Bruce couldn't overcome.

Earlier this summer, I celebrated my 51st Birthday at Summit Point participating in our chapter's club race. The field was thin, with 23 cars taking the green flag to begin Saturday's sprint race, but it was still racing and that made it a great time. Track conditions were good, with the surface having been greatly improved by the judicious use of concrete patches in sections that were an absolute washboard last year. Drama was kept to a minimum, and I had only to finish the race in order to win my class, the number 34 being the sole competitor in K-prepared. Sunday brought more of the same, and my Birthday passed with a pleasant and easy class win, made suspenseful only by the failure mid-race of a rear wheel bearing. I drove the last half of the race milking the car through each lap, hoping that the bearing failure would not force me into a DNF, the only outcome that would have caused me to sacrifice the win. Although the car made it home with no new dents or scratches, I managed to collect a few swollen joints and bruised muscles for my efforts. I don't even remember doing anything to deserve the after effects, but I guess that's what happens when you get older.

It is really nice to have had three races on our regional schedule this year. The addition of the Thunderbolt and Lightning tracks to our venues for racing and DE events has been a great enhancement. If you haven't gotten out there yet with us, I strongly encourage you to get yourself and your car in gear, and come out to see for yourself what you and the BMW you love can do.

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# NJ BMW CCA Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting  
August 12, 2009

Board members present: Larry Engel, James Kavalieros, Al Drugos, Neil Gambony, Jeff White, Ross Karlin, Warren Brown, David Allaway. Board members absent: Barry Stevens, Bob Conway, Jerry Faber, Deborah Kolar. Others present: Paul Ngai, Brian Morgan, Elihu Savad, Doug Feigel, Ron Acher.

## President

Larry Engel called the meeting to order at 7:32pm at 18 West Grille in Raritan. Jamie Kavalieros motioned to waive the reading of the July minutes. Larry again requested that current and prospective board members think about 2010 positions. Barry Stevens has informed Larry that he will not be running for VP, so that he may focus on his Chief Instructor duties. Paul Ngai expressed interest in the VP position, should anyone else be interested in taking over as Business Manager. Warren Brown is not desirous of continuing as Treasurer in 2010.

## Vice President

No report.

## Treasurer

Warren Brown reported temporary issues with the raw data, and will provide an updated P&L statement via e-mail. He noted that we have received \$2,500 from BMW CCA for the Instructor Training School (ITS).

## Social Events

Al Drugos reported that the TD Ballpark event was fun and went well, with 37 attendees and fantastic seats. Al reported that the Grand Colonial is willing to hold to their 2008-2009 price for a 2010 banquet. Larry has not received any responses to his request for alternative suggestions. The board asked Al to schedule the banquet at the Grand Colonial for February 20, 2010.

## Newsletter

No report. There was a discussion on changing the printed newsletter to quarterly, with an e-mail only distribution on all other months. There was an alternative suggestion to make the monthly delivery method a recipient option. Ron Acher offered to check the tax regulations regarding newsletter profitability. There was also a general discussion of advertising rates. Doug Feigel volunteered to obtain newsletter printing quotes.

## Website

No report.

## Business Manager

Paul Ngai reported that Hagerty Insurance is a new advertiser. Bavarian has renewed for another year. Paul is working with Frank Patek (BMW CCA) on the BMW corral and concours at the Lime Rock Park vintage event on Labor Day weekend.

## Driving Events

**Driver Schools** - Jamie Kavalieros reported that we've had a couple of takers on the helmet loaner program, and plenty of new student interest in general. Jeff White reported that Summit Point will be near break-even or better. There was all-positive feedback on the races, despite the light turnout. Lightning is full on students, and has 38 racers so far, needing 40 to break even. This event is being managed primarily by the DelVal Chapter this year. Shenandoah has 28 students so far, with 48 needed to break even. The October school has 38 students so far, including 20 first-timers, with 68 needed to break even.

**Autocross** - Elihu Savad reported that the next autocross is this Sunday at Expo, with 16 registrants from the E30 Sig-Fest expected. This remains an open event, with BMW CCA members guaranteed a spot. We are still awaiting a response from Six Flags on lot availability. The Rutgers response on lot availability for TireRack Street Survival (TSS) is not confirmed, but is looking positive. Ross will follow-up on this.

## Old Business

There was a general discussion on sponsorship programs. There was strong consensus that we are not interested in meeting sponsorship or affinity agreements with businesses which are not related to the club's main focus. There was an extended discussion on the High Point Insurance agreement. The board remains divided on a number of issues, including the quantity and acceptability of mailings. Larry will pursue a modified agreement which does not include mailings.

Al Drugos reiterated an offer for major event sponsorship, by a specific business, provided that media coverage could be provided. There was a general discussion of media coverage, and suitable venues, including an adult car control clinic in conjunction with the October event. Al will follow up with the business regarding use of their public relations department.

## New Business

No new business was reported.

The next board meeting was set for Wednesday, September 9th. Jeff White motioned to adjourn at 10:04 pm and all seconded.

Respectfully submitted,  
David Allaway, Secretary

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## 2009 Autocross Schedule

For those who haven't tried autocross, this is the best, easiest way to experience car control at the limit with some big pluses: it doesn't cost much, you wear out only some rubber, and you get to go home and sleep in your own bed. Oh yeah, it makes you a safer driver on the street, and gives a big adrenaline rush!

For those who are regulars, I'm sorry we don't have more events, bigger venues, and earlier dates. I know you are going around muttering "vroom-vroom", just try and contain yourselves.

Sept	13	Autocross	TDBP
Oct	11	Autocross	TDBP
Nov	1	Autocross	TDBP

TDBP: TD Bank Park, Patriots Park, Bridgewater. Name change from Commerce Bank Park.

EXPO: NJ Convention and Exposition Center, Raritan Center, Edison

- Elihu Savad

# NJ Chapter Calendar

## September 2009

Saturday, September 5th  
BMW Corral at Lime Rock Park.

Wednesday, September 16th  
Monthly meeting at Shade Tree Garage in Morriwtown.

## October 2009

Wednesday, October 21st  
Monthly meeting TBD.

## December 2009

TBD  
Combined November-December Monthly meeting.



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**Chief Instructor** Barry Steven  
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**Registrar** Jamie Kavalieros  
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**Member** Mark Derienzo  
**Member** Warren Brown  
**Member** David Finch

### ROSS KARLIN

NEIL GAMBONY

DEBORAH KOLAR

ROBERT CONWAY

NEIL GAMBONY

PAUL NGAI

BRIAN CORRIGAN

NEIL GAMBONY

VIC LUCARIELLO

### CLUB RACING COMMITTEE

**Chairman** Ross Karlin  
**Scrub** David McIntyre  
**2nd Asst Scrub** Gary Bossert  
**4th Asst Scrub** Justin DaSilva

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### ADVERTISEMENT POLICIES

Advertising Rates Per Issue

Full Page - \$300 Half Page - \$160 Quarter Page - \$80 Business Card - \$55

For information on advertising, or for an advertising contract, please contact the Bulletin's business manager, Paul Ngai. Send advertising artwork to the *Bulletin's* PO Box. Send classified advertisements to Chet Marfatia, Classifieds Editor. Please do not send membership renewals or address changes to the Chapter.

### 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](http://www.bmwcca.org) or can be sent to:  
BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
800-878-9292 (Mastercard or Visa)

Annual BMW CCA and New Jersey Chapter dues: \$40.00.

New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30.

Please do not send applications, renewals and address changes to the newsletter, the PO Box or any of the club's officers; contact the national office! Members of other BMW CCA local chapters may additionally join the NJ Chapter by sending \$15.30 to the National BMW CCA Office.

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## BMW CCA Club Race at NJMP Lightning



Great Weather

Photo by Ralph Angersbach

## Autocrossing



Photos by C. Kaiser

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