



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
July 2010

<http://www.njbmwcca.org>

Volume 41 Number 7

## June Meeting at BMW NA



Photos by Paul Ngai



M3 Photos by Jon Trudel



Newsletter of the NJ Chapter  
BMW Car Club of America  
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# The Cone Catcher



by Larry Engel

Happy Summer everyone!

I'm taking a month off from my normal column so we can focus this issue on our annual Club Race to benefit the Westlake School. The event was held June 7th and 8th on Thunderbolt Raceway and as always, the Westlake kids had a great time!

We'd especially like to thank our three major sponsors of this event - JMK BMW in Springfield, BMW of Bloomfield, and High Point Insurance.

Without their support, we couldn't run a successful event. Please let them know how much you appreciate their support whenever you can.

Summer 2010 is shaping up to be a busy one for the NJ BMW CCA, and we have many events planned - from Driver Schools to Ballgames to Autocross to Car Corral. We think we've got something for everyone. Come on out and join us, we'd love to see you!

Larry Engel

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## July Chapter Meeting and Grand-Am Corral

July Chapter Meeting and Grand-Am Corral

With the Grand-Am Rolex and Continental Challenge Series visiting New Jersey Motorsports Park in July, we've scheduled another special chapter meeting at BMW of Mt. Laurel for Wednesday, July 14th. The meeting will begin at 6:30pm. The dealer is located just east of exit 4 of the New Jersey Turnpike on Route 73 South.

Our special guests will be the BimmerWorld Continental Challenge team - James Clay, David White, Seth Thomas, and Bill Heumann. Thomas and Heumann currently lead the standings in the ST class, and Clay and White are close behind in fifth. Bimmerworld moved to Grand-Am from the former Speed World Challenge series this year, so to be leading the standings is a particularly impressive accomplishment. Come on out and hear what the BimmerWorld team has to say!

The Grand-Am Races at NJMP's Thunderbolt Raceway will be held on July 17th and 18th. The Continental Challenge Race begins at 3:15 on Saturday

and will be preceded by practice and qualifying for both series. Sunday features Barber Challenge and Mustang Challenge events, as well as the Rolex race at 1:00. In addition to BimmerWorld, Turner Motorsports runs two cars in the Continental series and is running a BMW M6 bodied car in the Rolex GT class. They're coming off their first GT win at Mid-Ohio with Bill Auberlen and Joey Hand behind the wheel.

Grand-Am has developed special race ticket packages for BMW owners, featuring infield parking in a BMW corral, paced recon laps on Saturday, and a door prize raffle. Tickets must be ordered in advance through the NJ Motorsports Park ticket office by calling (856) 327-7217. Price is \$45 for Saturday and Sunday and \$30 for Sunday only. If you've never been to a Grand-Am race, this is your chance. You won't believe how close to the action you can get (you can wander through the paddock and chat with teams and drivers if they're not too busy), and the racing is always exciting! Come out and cheer the BMW (and Mini Cooper) teams!

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## Somerset Patriots Ball Game

The club will be attending a ball game at the Somerset Patriots ballpark on Thursday Aug 19th at 7:05pm. There will be Post-Game Fireworks that night.

The NJBMWCCA have bought a number of discount tickets that can be purchased for \$8.00 we also have 10% off merchandise coupon along with the ticket. If for some reason they purchase and can not attend there are 5 other dates they can attend with this ticket. They are to see AI for the dates.

To purchase tickets please send check for the number of people to attend to address below.

Please make check to NJBMWCCA TO MAKE SURE THAT YOU GET A SEAT. LEFT OVER TICKETS CAN BE HAD AT BALLPARK FROM AL THAT NIGHT.

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Photo by Brian Morgan



# Philes' Forum

by Vic Lucariello

Hello, bimmerphiles! This time out I have the continuation of last month's Bill Ethem E46 failed-inspection mystery.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email 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]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report. See the Bill Ethem E46 story, below.

Since last time, I have again received a lone inspection report, this one from bimmerphile Jim Moreno, whose son participated in our recent Teen Street Survival event. Jim's 160,000-mile 1986 5-Series, with its original catalytic converter, had no problem passing the new, two-stage NJMVC emissions test that I described last month.

Jim reports that he bought the car from the original owner 3 years ago, and that the original window sticker was still in the glovebox. Jim also tells us that the car runs a Jim Conforti "chip" from Turner Motorsports, but is otherwise stock. Thanks, Jim!

Last month I began the saga of Bill Ethem's E46 3-Series failing inspection for the "MIL Command Status" showing as "ON" during a DME [Engine-control computer] scan, even though the MIL [Malfunction Indicator Lamp or "Check Engine" Lamp] itself was behaving normally and extinguishing when the motor started. Bill had been running aftermarket software [present-day equivalent of installing a "chip"] in his Bimmer's DME, and removing this software and reinstalling the original did not cure the problem.

I guess it was a mistake for me to defer the denouement until this month, as I have been beset with threatening phone calls and emails ever since the June Bulletin hit the streets. Heck, there have been mysterious, repeated slow-speed "drive bys" of cars with heavily tinted glass! There was even a grease-stained threatening letter left in our mailbox. [Note to greasy anonymous threatener: Alphonse, next time remember to remove the return-address label from the envelope!]

Anyhow, last month's *Philes'* concluded with Ray Adam, Don Fields and I having decided that the best course of action would be to download "fresh" DME software into Bill's DME. Ray was suggesting that if "fresh", latest rev. software from BMW did not fix the problem, then the next step would be to replace the DME! So Bill made arrangements to visit Don at Mr.///Mcar in Farmingdale for some new software. Then, as if this case was not bizarre enough already, the mystery deepened.

While awaiting his scheduled day at Don's, Bill realized that his 45-day grace period from when he initially failed inspection was about to expire. Afraid of being cited for an expired inspection sticker, Bill decided to take a shot at having the car reinspected by NJMVC. Well, you guessed it: The car passed!

When Bill called and informed me of this, I said "No Way! Bring the car over for a rescan. This cannot be!" Well, a rescan of Bill's DME indicated that all was in fact well in Bimmerdom: The MIL Command Status was "OFF", as it should be when there are no trouble codes stored in the DME and when the MIL is off with the motor running.

So, bimmerphiles, I am afraid that this one will have to remain a mystery. If Bill still has the E46 two years from now when he again takes it to

inspection, maybe there will be a continuation of the story. I am sure that Bill hopes there will not be! And as for the rest of you: Please hold the threatening letters and emails until then!

Those of you not present at our driver school/club race at New Jersey Motorsports Park [NJMP] on 7-8 June missed a truly wonderful event. School Padrone Jeff White arranged for some perfect weather and students, instructors and racers alike did their part and comported themselves admirably both on the track and off. Moreover, the vast majority of students and instructors were on time for Tech. However, the comportment of at least three of the participant cars left a little to be desired.

Photo #1, taken in the early morning of day two of the event, depicts Club



Racing Godfather Ross Karlin's racecar up on jackstands after Dr. K was not satisfied with its performance during a practice session on Monday. Behind Ross' Sierra Beige E21, in the trailer, sits my 2002

racecar, known affectionately [I think] as "Mostly Malaga", due to the unpainted hood and several primered spots. MM spent the entire first day in the trailer having his new brakes attended to. I am happy to report that both cars were able to resume the event.

Photo #2 is of driver-school Tech workers Doug Faigel [on the left] and Chris Faust. Chris just joined the storied NJ Chapter Tech Team and we are lucky to have him. Doug joined, or should I say he was "conscripted", last year, and has been pictured previously in *Philes'*



Forum. Although both men are wearing their official NJ Chapter Tech Worker Shirts, Doug has accessorized his ensemble with that trick apron, which first made its appearance earlier this season. Doug thinks that all the NJ Tech Workers should be similarly attired. I won't write what Chris and the other tech workers think about this...

Doug and I got to spend some quality time together under his eta-powered E30 while we were at NJMP. The car was making some rather strange noises, but

only while turning sharply right and loading up the left-side suspension. Doug had already changed the wheel bearings and every undercar bushing he could get to [A very good idea on any 25-year-old car that is to see track duty.]. After some poking and prodding, we determined that the noise was due to a mis-positioned exhaust system that would move enough under hard-right cornering to contact the underbody of the car. While we were able to reduce the noise [and prove that we had identified the problem] by slightly repositioning the exhaust system, Doug reports that the final fix entailed new transmission mounts as well as repositioning the exhaust farther from the underbody. As were Ross and I, Doug was able to resume participation in the event and he seemed as happy as an apron-wearing clam that the source of the noise had finally been determined.

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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## Club Race Benefits Westlake School

The Annual Club Race to benefit the Westlake School was held at Thunderbolt Raceway on June 7th and 8th. This year, seven students took the two hour bus ride from Westfield to Millville to attend the race as our special guests.

Upon arrival, the Westlake students enjoyed a picnic lunch under the hanger deck while watching the driver school activities on track. After lunch, they walked over to the staging area, where racers were waiting to take them on a series of recon laps of the 2.25 mile Thunderbolt Raceway. Soon after the completion of the recon laps, the students headed to the main straight grandstand to watch the start of the race.

The kids were in awe as the racers crossed the start/finish line, engines screaming, headed for turn one. As the race progressed, the students made their way around the racetrack to view from several vantage points, and headed to victory lane to join in the celebration after the race.

The NJ BMW CCA has supported Westlake for over ten years through gifts raised as a result of the Club Racing Program. Proceeds from last year's race were used to purchase a special touch screen computer for use by Westlake students.

This year, funds were raised by donations from individual club racers "passing the hat", donations in exchange for recon laps by club members,

as well as from the proceeds of an auction held at the race dinner on Monday night.

The school/race dinner was held for the second year in a row at the Officers Club at the NJMP "hanger building", which is located in the Thunderbolt Raceway infield. All racers, driver school students, and instructors were invited to attend, and everyone enjoyed the barbeque chicken and pulled pork dinner with all the fixings. Numerous door prizes were awarded, and special guest auctioneer Mo Karamat had a vigorous bidding war going for the BMW pedal car that was donated by BMW of Bloomfield. After a lengthy battle with race official Larry Fletcher, DeVal newsletter editor and instructor Dave Flogaus was able to take the 328 replica home. There's no word as to whether Dave will try to break it in on his next trip to the Nurburgring.

Many thanks go to the organizers of this successful event - Race Chair Ross Karlin, School Chair Jeff White, Registrar Jamie Kavalieros, Chief Instructor Barry Stevens, and Tech chief Vic Lucariello and the many volunteers who made it possible. In addition, we are exceptionally grateful for the support of our three race sponsors - BMW of Bloomfield, JMK BMW in Springfield, and High Point Insurance.

- Larry Engel

Photos by Brian Morgan



# Autocross Schedule

July	11	TDBP
Aug	8	TDBP
Aug	22	TDBP
Sep	19	PNC Bank Arts Center
Oct	10	TDBP
Nov	7	TDBP

TDBP - TD Ball Park in Bridgewater.  
 EXPO - Raritan Exposition Center in Edison  
 PNC - Art Center off the Garden State Parkway

- Elihu Savad

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# Ultimate Road Trip

by JT Burkard

It's no secret that I enjoy a good road trip. I've been all over the east coast from Maine to Florida for my job and with Sandy, sometimes both at the same time. One of the more interesting trips I've been on was with Charlie, one of my co-workers. We towed an enclosed car trailer hauling a fully restored \$135,000 1969 Camaro RS Z/28 with dealer installed Crossram carburetion down to Florida for the Barrett Jackson Auction in Palm Beach a couple of years ago. We made it to the Florida border at 11pm the first day but decided to get a room instead of driving straight thru because we would have no place to sleep but in the truck at 4am. One day I will do a complete article on this adventure.

I've also been out and back to Erie, PA in one day delivering a motorcycle. That was a good 8 hours one way with a lunch stop and 950 total round trip miles. It was smooth sailing going out but the return trip was a different story. It was 55 degrees when we left NJ and when we reached Erie, it started to snow. On the way back the real nightmare started. There was road construction on RT 80 that closed off approximately 8 miles of highway so they diverted traffic onto small roads between the two highway exits. Traffic on our side was backed up about two miles. The issue was a very tight corner on this side road that you can only have trucks coming from one direction as they needed to cross over to the other lane to even make this corner. There was no way you could have had two-way traffic without an accident. The police had to alternate eastbound and westbound every 5 minutes. It took my buddy Jeff and I over an hour to go 1 mile. Once we got around that corner, it was 20-30 mph for 10 miles on a small one lane road through farm country until we got back onto RT 80. The back up on the westbound side of RT 80 was somewhere around 8 miles, not counting the 10 miles of stopped back roads traffic we already passed getting to the highway. We estimated about an 8 hour delay for them. We were lucky we were on the short side of that one.

About 7 years ago a buddy of mine bought a 42' Haulmark 5th wheel enclosed car trailer with living quarters and asked if I would like to take the trip to Bristol, Indiana with him to pick it up. We managed to get out there by 6:00pm, which took 12 hours. The next day we hooked up to the trailer at 9:30am and on the way back we visited the Auburn Cord Duesenberg Museum in Auburn Indiana. It inhabits the former Auburn Automobile Company's national headquarters building and is absolutely beautiful with its Art Deco interior design. We only spent a few hours as we had a long trip ahead of us. This is someplace I will return to visit again as you really need an entire day to see everything. We didn't get home until 3:00am. It was a long journey but made for a great road trip and memories. I'll take a Cord 812 in any color please.

I was thinking about the ultimate road trip a couple weeks ago. It has been said that you have to take a cross country trip at least once in your lifetime. I'd like to experience the vast nothingness of the Great Plains, travel RT 66 and visit all those roadside anomalies like the Worlds Largest Ball of Twine in Cawker City Kansas, the Cars on Spikes in Berwyn, Illinois which had a 40 foot spike with 8 cars skewered, one being a BMW 2002, but alas, they have since removed this display, and the most famous Cadillac Ranch in Amarillo Texas where ten graffiti-covered Caddys are half-buried, nose-down in a field. Images of the Griswold's in the Family Truckster bumbling their way across this great land come to mind. I worked with a mechanic who did this trip on a Harley about 25-30 years ago. It sounded like a great idea - wind in your hair, pack lightly, and the whole Easy Rider thing comes to mind. But then reality sets in. I'd rather tow my motorcycle across the country and then hop on it once we get to our destination. Who wants to be bowlegged for a month after a 6,000+ mile trip?

Doing a cross country trip in an e21 would be an experience. The Beige one is getting to be a better driver but I know our black e21 will make it no problem. But... do I want to drive all the way across the nation in a small car? When we go to New Hampshire in it my legs are numb and I have to stretch every two hours. I need about 4 more inches of leg room to be totally comfortable in a 320i for long distance cruising. No, I think an e12 5-series or even a 3.0CS would be a better choice of a vintage Bimmer touring car. I would like to take my Dodge Ram because I can fit my motorcycle in the bed and I can do a little desert off road driving when we get out west. Sandy would prefer not to. Her Acura TL would probably be the best choice of vehicles we actually have in our fleet of 9 cars as her car gets the best mileage, it's comfortable, and it will do the trip without issue.

Or I'll just buy an e38 740iL specifically for this trip I propose.

If I had my ultimate road trip vehicle it would be a Prevost Motorhome loaded up with a king sized bed, full kitchen, satellite TV, power extension awnings and slideouts. I would tow a 20' enclosed trailer to bring the e21 with us and the motorcycle. Since I am spending money I don't have, I would also make a custom kitty litter compartment so we can bring our two cats, Shadow and Pookie, our 23lb mini Puma aka Mr. Pooks. This compartment would self evacuate any odors as well as have an automated scooper upon the cat's exit of the area. Hmmm... I think I should patent this idea for RV use. Any investors out there?

So now we have the right vehicle to use, where do we go? Getting back to my initial road trip idea before I was side tracked with thoughts of feline sandboxes, I figured it out on Google maps. We would start our intrepid excursion from our palatial estate in Brick NJ and head out to the before mentioned ACD Museum as our first stop after 690 miles of travel. After we leave there we head west towards the flattest land known towards Omaha Nebraska. This would put us at about another 650 miles of travel with flexibility to stop at any strange roadside attraction we see fit to visit. After a good nights rest we jump into the Truckster and head for Colorado Springs and Pikes Peak. I visited the Peak about 20 years ago and always said I wanted to drive up the Peak one day. That leg of the trip would take about 600 miles. Next day, we get up early, drive to the top of the Peak, buy a bumper sticker, slap it on the car in the most careless way and continue on to... VEGAS baby.

This leg of the trip will be the longest so far - 820 miles and almost 13 hours. I figured by now Sandy would be a little more used to being in the car (or Prevost?) for that long and we can make a run for it. Once we got to Vegas, we would unwind and stay for over a week of fun, gambling and debauchery. A little trip out to the Grand Canyon and of course Alien hunting at Area 51 again would be in order but mostly rest and relaxation as this isn't our ending point, only a mere stop on our tour de' America.

Back on the road again and we are heading to LA - Los Angeles California - to visit some friends. This will be one of the shorter parts of the trip at only 265 miles, about 4.5 hours according to Google Maps but probably 6 hours with traffic. We will stay for a couple days, see the sights, visit with friends and let Sandy wander Rodeo Drive to spend our retirement fund on a pair of shoes and a pocket book. We would also take a trip south to Rancho Santa Fe to visit her Uncle, who is only about 100 miles south of LA.

Now its time to head back east and this time we are going to take a more southern line back to NJ. We hit the highway on our way out to Roswell, New Mexico to see the famous 1947 UFO crash site. This is a 990 mile trip so I expect either we are going to stop somewhere before in NM for the night or we will be very tired when we arrive. Once we get our Alien fix, its back on the road right through Amarillo Texas to see the Cadillac Ranch, only 213 miles away then continue on and most likely make a night stop somewhere in the western part of Arkansas. Our next destination stop is Memphis Tennessee to visit Elvis attractions. From there, we will make our way to Cooters Place in Nashville TN, a Dukes of Hazard Museum owned by Ben Jones who played Cooter in the show. This is about 428 miles clear across one side of Tennessee to the other. We'll stay the night and the next morning head back home to the Jersey Shore, about 705 miles of travel distance. We would take another 4-5 days of vacation time just to recover from the trip, as well as do some laundry. The piece of Jerky that fell under the seat between Flagstaff and Albuquerque would also need to be removed.

Grand total miles, not counting extra trips to see roadside attractions and friends are 6,097 miles and approximately 78 hours in the car, not counting traffic delays. Email me if you would like to see a copy of this mapped out route, would like to invest in my patient pending RV Kitty Litter Cabinet idea or perhaps would like an autographed picture of our Puma. East bound and down... loaded up and truckin...

JT Burkard

Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)



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# Finish Lines

by Thom Rossi

Every race brings its own drama for each participant. Sometimes it takes the form of close racing, narrow victories or losses, "incidents", or mechanical set-backs. Sometimes it is all of the above!

After missing my planned first race of the year in mid-Ohio, the number 34 car and I made our season debut at our chapter's second annual race at Thunderbolt, one of two great tracks available to us at the New Jersey Motorsports Park (haven't been there yet? For shame, for shame). This year I was the only contestant in the K-prepared class. Therefore, I viewed the event as an opportunity to shake down some of the engine mods and chip retuning I had done in the off season. All I had to do to collect points was to avoid accruing any penalties for contact, and finish at least 50% of the feature race. Everything else was purely for fun and drama.

I had no real mechanical issues to speak of, other than a flakey electrical connection that kept me from trying out my new Coolsuit set up. No matter, the temperatures were mild and quite manageable. I was very curious to see if the added motor-go would do anything to improve my lap times this year. On average, I was about 0.5 seconds faster per lap than my race under similar conditions last year. The leaders in the other classes posted similar times as they did in our dry race last season, so I assume that my improved lap times reflect the benefits of my better-breathing motor.

The drama of a narrow victory found me in the first race. During that race, I picked up about 9 positions from my starting qualifying placement. It is rare indeed for a lowly KP car to be able to work its way up through the pack and pick a fight with a higher class, and very exciting when it happens. In my case, I found a tight race with a gentleman who was wheeling a C-mod race car. I had an absolute BLAST chasing that car for many laps, and I was pushing my own skills to the limit lap after lap. Of course, there was no way I was ever going to pass that car under acceleration given the huge difference in horse power. But I did notice that with the use of very aggressive late braking, I was able to make up ground consistently on corner entries. The drama intensified for me when we saw the starter signal "last lap". I really wanted to win this contest, even though no points were at stake, so I used a little more brake and tire than I had available to execute an inside pass going into turn 1. This resulted in flat-spotting my front right tire right through to the metal radial band, generated lots of smoke and fun for the spectators, and allowed me to swap positions with the other car. Oh, yeah, it also resulted in an idiotic grin on my face that would last the rest of the day. In the remainder of the last lap I was able to maintain my new position all the way around the track by taking a defensive line. As we both came out of the last turn onto the front straightaway, the horsepower of the C-mod car was just too much for me to hold off. We drag raced to the finish line with the other driver literally in the process of overtaking me as we drew the checkered flag. To my eye, I had won the battle, and the results-sheet ultimately backed me up. I had beaten the other driver by a paltry difference of 0.05 seconds accumulated over 33 minutes of racing. THAT's why saving half a second a lap can be so important.

The next day it was on to the drama of an on track "incident". During our morning qualifying race, I was locked in a battle with David Alloway (J-

stock) and Ross Karlin (E-mod) that would determine our starting order in the final and feature race. I might take a moment to mention that while I had a modest improvement over my lap times from last season, these guys were absolutely on fire compared to last year. They were driving 3-4 seconds per lap faster than their previous outing, and hence we all had similar lap times and were competing with each other. While we were locked in a duel heading into turn 4, a driver from a much faster class decided to overtake all of us, at once. Turn 4 is a high speed right hand turn, taken at full throttle with a lot of lateral load on the car. The polite thing to do when being overtaken is to leave "racing room" for the other car, but it is also a rule of thumb that if the overtaking driver does not have his nose even with your front door coming into the corner, the corner is yours and you should drive your normal line. Things get a little dicey when cars are grossly mismatched in speed because despite best efforts to remain polite and safe, a small miscue on timing or intent can result in contact. Such was the case in our transit through turn 4. Having failed to leave adequate racing room, I received a little love tap just behind my right rear wheel, but it was enough to send me into a screeching 360 degree spin. You know how time slows down when you're in the midst of a disaster? It went slow enough for me to see the whites of Dave Alloway's saucer-wide eyes as he approached two cars pin-wheeling in opposite directions and facing the wrong way, with Ross hard on his tail at the exit of turn 4. I had time to think "in a spin, both feet in", jammed on the brakes and clutch, and sat as a passenger in my car while it continued its rotation off the track and out of harm's way. I will say that the other driver involved in the incident is widely known to be a true gentleman, a safe driver, and a skilled racer. No harm no foul is the way I see it. Fortunately, the racing stewards agreed and no penalties were assessed.

My final drama came in the form of a self-administered, narrow defeat. Due to the qualifying incident I started very far back in the field, ahead of only a few cars that hadn't run the qualifying race. Those cars were much faster than mine, and shortly after the green flag dropped I found myself off to a lousy start with faster cars whizzing by left and right. It was like driving the speed limit in the center lane of the NJ Turnpike! However, I kept David and Ross in my cross-hairs and as soon as the traffic cleared I was able to make my move and get past them. The next 25 minutes of the race found me steadily gapping my two rivals as they battled with each other for track position. Then I over-cooked The Octopus. I veered off track and into the dirt, short-cutting the track layout and still coming out ahead of David and Ross. But my tires were full of grass, stones, and sand, and not so full of grip, so I lost position to David going into turn 1. From that point onward I was the one vying for track position with Ross. I knew I had him beat when I saw the last lap signal, but I again overcooked the Octopus and this time was not able to maintain track position. I watched with dismay as David and Ross sped by me on their way to the finish line well before I could make my way across the field and back onto the track. Like I said, narrow, self-administered defeat.

Nonetheless, as the only KP entrant, I took a solo victory in both the exhilarating first sprint race and the more disastrous feature race. So I had the best of everything: plenty of drama, a class-win sticker, and a few points to start my season, plus the camaraderie of friends.

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## Driver School Schedule

School	Dates	Location
Driver School / Club Race	July 24-25	Summit Point Raceway, WV
Driver School / Club Race Hosted by DelVal	Aug 13-15	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep 11-12	Summit Point Raceway, WV
Introduction of the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

# NJ Chapter Calendar

## July 2010

Wednesday, July 14th

James Clay and his drivers from Bimmerworld Racing will be our guest speakers at our July meeting before their Grand-Am Continental Tire Sports Car Challenge race at the New Jersey Motorsports Park. Meeting start time 6:00pm at BMW of Mt. Laurel on Rt. 73.

## August 2010

Thursday, August 19th

The club will be attending a ball game at the Somerset Patriots ballpark on Thursday Aug 19th at 7:05pm. There will be Post-Game Fireworks that night.



## Welcome New Members

Jason Adarna  
Alexander Ananiadis  
Daniel Arno  
Heather Bovino  
Ben Cahill  
Koksal Celep  
James Cunningham  
Annn D'Arrigo  
Julianne DeLorenzo

Arturo Dizon  
Chris Falk  
Paige Ferreira  
William Foltz  
George Goncalves  
Caroline Kachmar  
Dennis Cunningham  
Mark Laino  
Edward Lazaro

Kelly Lorenzo  
Debra Morrishow-Rankin  
Cory Mosley  
Katrena Oglesby  
Dean OHare  
Porfido  
Millie Porfido  
Joohyun Pyune  
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DOUGLAS FEIGEL

BRIAN CORRIGAN

NEIL GAMBONY

VIC LUCARIELLO

### CLUB RACING COMMITTEE

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Scrub David McIntyre  
2nd Asst Scrub Gary Bossert  
4th Asst Scrub Justin DaSilva

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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](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: \$48.00.

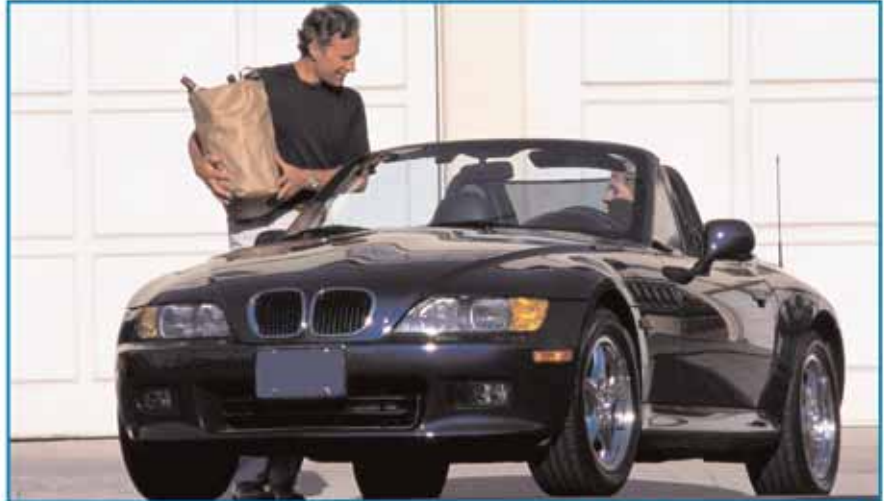
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