



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

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## Driver School and Instructor Training School Lightning Raceway at New Jersey Motorsports Park



Photos by Paul Ngai

Matt Sweetwood and Ross Karlin (on new M bike)

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# The Cone Catcher

By Larry Engel

Fast cars are in the news again, and not in a good way. Last weekend two young drivers were driving at the Meadowlands in a pair of Ferraris. One thing led to another and an innocent motorcycle rider going the other way ended up losing his life. This tragedy occurred a couple of weeks after the famous escorted run down the parkway by a bunch of exotic car owners was all over the front page. Should we be concerned that the general public will fail to make the distinction between these people who do stupid things on public roads and the activities we do with our cars?

There have recently been several incidents involving high-powered exotic and performance cars that have either ended tragically or so offended most peoples' sensitivities that the press has had a field day playing up the social deviance of people who love cars. I fear that many of the activities we love will be prevented in the future because too many people do stupid things on public roads. As enthusiasts, now is not the time to put our heads in the sand and hope the storm blows past us. We need to find ways to reinforce the positive things we do and to invite the rest of the car loving community to join us in enjoying the performance of our cars in a safe way without endangering the general public. We also need to reinforce that our activities teach people to be better and safer drivers.

Why has there been so much attention to this stuff in the press recently? It's probably because more bad things are happening to people driving performance cars, which is the opposite of the general automotive safety trend. While fewer automotive crash tragedies are occurring in general, more of them seem to involve high-performance cars and excessive speed. Whether it's true or not, the press makes it seem that way. I'd like to talk a little bit about why I think this trend is developing and what we can do to preserve the social acceptability of the car hobby.

I came of age in the 1970's. Early in that decade (and a few years before I could drive) muscle cars were in their heyday. Everyone was stuffing a big engine into a smaller car and making lots of tire smoke. I'm sure the death rate was high, but so it was with the entire automotive population. We hadn't developed life-saving technologies like ABS and Stability Control. Almost every car of the day would be considered an unsafe deathtrap today.

Lack of sophistication in some areas probably kept the fatality rate under control, too. I'm mostly thinking about tires, where it didn't take much to get the old bias-ply tires to break loose. You learned that your car could reach out and bite you pretty quickly. In addition, tires didn't grip all that well. You could easily lose control and hit something at low speed, which damaged property but probably preserved life.

Today it's a different story. Tire technology has made miraculous strides over the last few decades, and cars stick to the road like glue until the moment that physics take over and they become unguided projectiles. (They aren't missiles, which would have some directional control. They're projectiles, like a cannon ball.) Stability control systems help right up to the point that physics take over, but they also contribute to cars losing control at faster speeds with more impact potential. When a modern car exceeds the limit of its safety systems, it's usually going so fast that if it hits anything, something really bad is going to happen.

We were all young once [and many still are - Ed]. Those of us who are more "mature" can remember how fearless and confident we were. Most of us had an epiphany that caused us to understand the potential danger of pressing a car beyond its limit. Mine occurred as I was driving with my dad on Route 22 in Pennsylvania. We were westbound heading for a visit to Lehigh in the family's '72 Olds Delta 88. As I entered the jug handle onto Route 191, dad and I both realized that I was going too fast as I tried to negotiate the decreasing radius turn. I jumped off the gas and onto the brake, lightening the rear end and causing an exciting slide. Miraculously, I didn't hit anything. Dad wasn't happy, to say the least. In those days, many of us had

experiences like mine. Bias ply tires and softly sprung land yachts meant you had to be on your toes, even at relatively low speed. Most of today's cars would have handled that exit at far greater speeds without drama. That contributes to the problem. Today, when cars do lose control, it's more likely at speeds that can cause some real damage.

What's the solution? Like many things in life, there's no easy answer. The capabilities of today's cars save many more lives than they take. The industry needs to keep moving forward on safety and vehicle control systems. This is a big reason we should all celebrate the racing industry, where many of the technologies on today's cars were first developed and refined.

What about young drivers and very fast, powerful cars? This is a potentially tragic combination. My kids were all given cars with three attributes: old, low, and slow. I feel strongly that this is the kind of car every new driver should have until they have a few years' experience. I think it's just wrong to get a tall SUV or fast car for your inexperienced kid.

Many parents think that putting their kid in an SUV will keep them safe because there's a lot of metal around the passenger compartment. While this is true, there's also a much higher chance of rollover, and the handling balance of most SUVs leaves much to be desired. These vehicles give the driver a terrible false sense of security, something that's potentially very dangerous.

As for young drivers with high-performance cars, most of them have no idea how to control their vehicle in an emergency situation - a tragedy waiting to happen. Parents would be far better off getting their kid a good handling but lower power car. For parents who think that their child is the most responsible in the world (aren't they all?) and who still insist on giving junior the keys to the 335i or M3, they should at least also make sure that the youngster get properly trained to drive the thing. I don't mean high school driver ed, either. Invest in a high-performance driver school, preferably one that includes skid pad training like our Intro School at Lightning in October.

My biggest fear about the current rash of fast car crashes is that there will be an effort to stop all high-performance activities. We're certainly having trouble finding places to conduct our Autocross events. We really need to find a counterpoint to the sensationalistic press and convince people that the activities we run like Autocross and Driver Schools help make people better drivers and remove some of the temptation to do stupid things on public roads.

We also need to be good citizens on the public roads. I've ranted about "left lane bandits" for years, but I also have a big problem with the folks who weave through traffic at a high rate of speed, endangering themselves and everyone else on the road. There are plenty of racetracks and autocross courses on which to drive at the limit. The Garden State Parkway and NJ Turnpike aren't the place for it. Let's keep trying to get this behavior off the public roads and into places where it can be done safely.

There - I've said it. Sermon over. Until next month, keep the cones standing!





# Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! This time out we are going to talk about a common, simple job that you can do yourself: replacing the front anti-roll-bar links.

But first a little about what an anti-roll bar is.

When your Bimmer, or any vehicle, negotiates a turn, there is a lateral [sideways] force. In addition to spilling your coffee, and, in a right turn, getting your date closer to you, this force tends to make the car lean, or "roll", in the turn. Generally speaking, the taller the vehicle, the more pronounced this tendency towards leaning. One reason that some folks install lowering springs is to get the car closer to the ground and lessen the leaning in a turn.

bar that occurs with suspension movement must be accommodated by the compliance in the "rubber" spacer "biscuits", which as you might expect, don't last very long. Sometimes the rubber biscuits are replaced with the even shorter-lived polyurethane biscuits shown in the photo.



Photo #1 – Old Style Link

The anti-roll bar is another way to counteract this tendency of vehicles to lean in a turn. Most Bimmers on the road today have both a front and a rear anti-roll bar, and they both work the same way. The anti-roll bar [also known as a stabilizer bar, and, incorrectly, as a "roll" bar or "sway" bar] is connected to the vehicle's chassis and suspension components in such a way that, in order for the body to lean in a turn, the anti-roll bar must be twisted. The natural "springiness" of the metal bar resists this twisting [Techies: the bar is in fact a form of torsion spring] and hence resists the tendency of the car to lean in a turn. [Some later-model Bimmers have computer-controlled "smart" anti-roll bars that actually vary their resistance to twisting depending upon driving conditions! But that is fodder for a future *Philes' Forum*.]

This simple, elegant theory crashes upon the shores of reality when one has to devise a means for connecting the anti-roll bar to moveable suspension components. Enter the anti-roll-bar link. BMW calls 'em



Photo #3 – Yucky New Style Links

Bimmers newer than this use links that are actually articulated, either with miniature ball joints, or, on the E30s and E36s, a ball joint on one end and a "rubber" bushing on the other end. Most Bimmers on the road today are fitted with front anti-roll-bar links that look like those shown in Photo #2. To me this design, quite common today, is superior to that shown in Photo #1. The problem with these links is that, before too long, they look like those shown in Photo #3.

The good news is that you can easily change these links yourself. Depending upon your dexterity and determination levels, you can even do this job without removing the front wheels. Moreover, changing the links will not affect your wheel alignment. Only one "special" tool is required, and you can make it from a cheap open-end wrench.



Photo #4 – Modified \$1 Swap Meet Wrench

I took a \$1 swap-meet 5/8" [16 mm] wrench and ground it down until its thickness was about 3/16" [about 5 mm]. See photo # 4. The modified wrench will engage nicely the flats on the link's ball-joint studs. See Photo #5.

Begin by putting the car up securely on jack stands or ramps. You'll see the links [one each side] connecting the anti-roll-bar ends to the strut tubes. [Sorry, no photo available at deadline time.] Simply unbolt and remove the old links and replace with the new ones. Usually the nuts are 17 mm hex, and your new trick wrench will hold the link-ball-joint studs from turning. Note that the aftermarket link in Photo #3 comes with new locknuts. If you source the links at your BMW dealer, order the nuts separately. In either case, be sure to use new locknuts and torque them in accordance with the specs in your Bentley Manual.

(Continued on Page 6)



Photo #2 – New Style Link

"stabilizer supports".

Up until about the E21 chassis [320i], BMW used front and rear anti-roll-bar links similar to those shown in Photo #1. This design, common to many cars and trucks of the time, is okay I guess, but its disadvantage is that the change in angularity between the control arm and anti-roll

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# NJ Chapter BMWCCA - Board Meeting Minutes

April 11, 2012

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Ross Karlin, Jerry Faber, Doug Feigel, Paul Ngai, Al Drugos, Neil Gambony, Dave Allaway. Board members absent: Colin Vozeh. Others present: Vic Lucariello, Elihu Savad, Ron Acher.

## President

Larry Engel called the meeting to order at 7:31 PM at Alfonso's in Somerville. Neil Gambony moved to accept the March minutes as distributed and Al Drugos seconded (carried unanimously). Larry reported on the TireRack Street Survival (TSS) school scheduled for Sunday 6/10 at Campgaw Reservation. Registration opened yesterday. We do not have a signed contract with Bergen County yet. A 9/30 TSS school is also scheduled. Larry noted that no action has been taken on the proposed NJ Chapter store. Larry reported that NJ Chapter membership is starting to climb again, up to more than 2,700, and he would like to focus on that in 2012.

## Vice-President

Paul Ngai thanked Flemington BMW for sponsoring the BMW Vehicle Distribution Center tour. The feedback received was all positive. The next monthly meeting will be Wednesday 4/18 at the Park Avenue BMW aftersales facility in South Hackensack, with guest speaker Richard Hart, Aftersales Regional Manager for BMW NA. RSVP is via e-mail to Park Avenue BMW. The May meeting will be Movie Night at Unique Photo on Wednesday 5/23. The Biergarten and Car Show at Deutscher Club of Clark (DCC) will be Friday 6/8. The June BMW NA meeting is not yet finalized, with Friday 6/1 the only available date. Ross will extend invitations to the NJMP Thunderbolt race/school to the National Board Members. A July meeting at Prestige BMW is tentative, with DCC on Thursday 7/19 as an alternate. There will be no meeting in August. The September meeting will be at JMK BMW on Thursday 9/27, topic to be determined.

## Treasurer

Ron Gemeinhardt distributed the year-to-date financial reports (income & expense and balance sheet). Ron noted the purchase of additional cones for Woodbridge, and new helmets, with a question on categorization. The NJ Chapter financial report was submitted to National on time. Ron is working on the tax returns for 5/15.

## Social Events

Al Drugos asked for membership distribution by county, in preparation for the 2013 banquet. Al will ask TD Ballpark to save us a row for a Ballpark Night. Jerry Faber suggested a possible wine-tasting venue for August.

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May 9, 2012

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Jerry Faber, Doug Feigel, Paul Ngai, Al Drugos, Neil Gambony, Dave Allaway. Board members absent: Ross Karlin, Colin Vozeh. Others present: Mark Mallory, Vic Lucariello, Elihu Savad, Ron Acher.

## President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jeff White moved to accept the April minutes as distributed and Paul Ngai seconded (carried unanimously). Larry moved to appoint Ron Acher to the vacant Member-at-Large position and Dave Allaway seconded (carried unanimously). Larry noted that the TireRack Street Survival (TSS) school at Campgaw Reservation is coming up on Sunday 6/10. Larry and Ross Karlin have been working with Bergen County. Neil Gambony offered to tow the trailer if Mark is unavailable. Larry noted that there have been multiple complaints regarding website posts by Flemington BMW, despite requests to desist. The Board consensus is to continue to prohibit any overt advertising in the form of unsolicited forum postings. Larry will follow-up on this. There was a discussion on increasing the blast e-mails to one per month.

## Vice-President

Paul Ngai reported that the May meeting will be Movie Night at Unique Photo on Wednesday 5/23. Paul asked for Board approval to purchase food for the Unique Photo meeting and there were no objections. The Biergarten and Car Show at Deutscher Club of Clark (DCC) will be Friday 6/8. There will be no June BMW NA meeting due to other commitments by BMW NA. The July meeting will be Thursday 7/19 at DCC with All-In-The-Details as guest presenter. The September meeting will be Thursday 9/27 at JMK BMW (tentative). Paul is working on a possible presentation by Ingrid Steffensen.

## Treasurer

Ron Gemeinhardt distributed the year-to-date financial reports (income & expense and balance sheet). Ron also distributed and reviewed a monthly analysis of advertising and newsletter costs. Ron discussed the possibility of making quarterly estimated tax payments. Ron noted that the Westlake School has not received their donation check.

## Social Events

Al Drugos is working on seats for the TD Ballpark event in August and should have a date by the next meeting.

## Newsletter

Jerry reported that the May newsletter is at the printers. The deadline for the June newsletter is 5/20.

## Newsletter

Jerry distributed sample copies of the April newsletter which should be showing up in mailboxes soon. Jerry asked about adding four pages for next month, and this remained undecided. This month's deadline is the 20th. We are still awaiting a response from High Point Insurance (Plymouth Rock) regarding a newsletter insert. There was a discussion on accepting editorial content from non-sponsoring businesses. Our policy has been to omit any business names.

## Website

No report. It was noted that the website has been stable.

## Business Manager

Doug Feigel reported that All In The Details in Morristown has been added as a sponsor. Doug is working on two major renewals.

## Driving Events

Jeff reported that the upcoming school at NJMP Lightning is full with a waiting list, with 16 ITS candidates and 52 students. Shirts have been ordered. The event should be profitable by \$1,200 to \$1,500. We have no signed contract for Summit Point Raceway yet.

## Autocross

Elihu Savad reported that the membership requirement for our first autocross on 4/22 has been well publicized. Our first Woodbridge event will be on 8/19. We do not have a signed contract with Woodbridge yet, but Elihu will meet with them on 4/13. It was noted that NJSP will probably be observing our first event of the season. Ross Karlin brought a sample of the newly-purchased helmets, prewired for communicators. Ross noted that we have purchased new batteries and antennas for the portable radios.

## New Business

Ross displayed a thank-you poster created by students at the Westlake School. The next Board meeting was set for Wednesday 5/9 at Alfonso's. Jeff moved to adjourn the meeting at 9:01 PM and Al seconded (carried unanimously).

Respectfully submitted,  
Dave Allaway, Secretary

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## Website

Larry reported that Colin is still seeking a new host for the website. Larry reminded us that Colin wishes to be notified directly of any website issues.

## Business Manager

Doug Feigel reported on a very successful meeting at Park Avenue BMW, and that their advertising contract has been renewed. Doug reported that Prestige BMW has been added as a new sponsor. Their banner ad has been added and their print ad is ready for publication. Doug noted that Stable Energies is discontinuing as a sponsor. Doug is continuing to work on two major renewals. Ron Gemeinhardt will generate an invoice for Open Road BMW.

## Driving Events

Jeff White brought the new waivers to be used at all driving events. Jeff reported that we now have the 2012 member-only promotions on the website. Jeff noted that MotorsportReg has not yet made live their membership verification feature. Jeff reported that Registration for NJMP Thunderbolt is almost full. Banquet door prizes are still needed. Jeff noted that the damage invoices from NJMP will be forwarded to the participants for direct payment.

## Autocross

Elihu Savad reported that the first autocross of the season was rained out. The next autocross is scheduled for 5/20. Elihu is looking at the NJ Expo Center as a venue, but the only currently available date coincides with TSS. 10/7 and 10/28 are available at the PNC Bank Arts Center but have not yet been booked. CIT Financial Group in Livingston was mentioned as a possible venue, and Mark will follow-up. Following a meeting, Woodbridge Mall is no longer being pursued as a venue due to unacceptable constraints. Elihu reported that he now has the 2012 NJSP license. Ron Gemeinhardt will issue the donation payment for the EMT's.

## New Business

Vic Lucariello asked about the status of the Chapter Toolbox. It was noted that Jeff Caldwell has agreed to accept the toolbox, but the physical transfer has not yet taken place. We also need to determine Jeff's preferred e-mail address for the website. The next Board meeting was set for Wednesday 6/13 at Alfonso's. Al moved to adjourn the meeting at 9:20 PM and Ron Gemeinhardt seconded (carried unanimously).

Respectfully submitted,  
Dave Allaway, Secretary

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## Philes' Forum (Continued from page 4)

Note that, unlike many suspension components, there is no need to torque the link studs with the car at ride height.

To quote the Staples' advertisement: "That Was Easy".



Photo #5 – Modified Wrench Works Great!

I would very much like to receive a copy of your NJMVC inspection report. You can either email a scan 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!*) There is no need to send in reports of "passed" OBD II inspections [This is where they scan your car for fault codes.], as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

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

Anyone wishing to contribute to *Philes' Forum* can contact me at [vic.sr@njbmwcca.org](mailto:vic.sr@njbmwcca.org). I'm interested in tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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## Initial Ramblings

### Empty Toy Box... sort of...

I sold off everything! What was that you just read? I sold off EVERYTHING? You read that right... well not exactly. By everything I meant the two "extras" I had in the collection. That would be the Harley Sportster and 1937 Jaguar SS100 replica I mentioned last month. The Hog went to PA and the Jag to New Hampshire, both to good homes. That to me is the most important thing, placing my vehicles with the right people. Sometimes it's not about the money, which I won't lie is nice, but it's about fulfilling someone's dream. With the Sporty, this was the guy's first actual motorcycle he owned, instead of riding someone else's. He was more than excited to hand over the cash and load his new baby into his truck and head back to PA. The Jag was an older couple who were looking to get something fun to respark some excitement in their life together. Seeing the smiles on their faces keeps me doing what I do everyday.

With everything gone and the play money fund fully restocked, I promised I would focus my efforts on the Sierra E21. It's time to finish accumulating parts and get it back on the road. I would like to hit some autocross dates and plan for Octobers Intro to Track event at NJMP. This is what my original plans for the car were two years ago before I sold it. Now I get a second chance to finish what I started. So I have to tell myself to focus. Never an easy thing for me to do.

Addiction is perhaps a strong word. Definition: "the state of being enslaved to a habit or practice or to something that is psychologically or physically habit-forming". I would rather use the term "enthusiast" or maybe even "obsessed" but I wouldn't say "hoarder". Within hours of the cash being deposited into the bank account, I was already cruising Craigslist and other online sites for my next purchase. I have no rhyme or reason, I just start looking. Of course I start with BMW's, then move to old VW Beetles, VW Vans (yes, I never really lost the want for a Vanagon Westfalia Camper) then muscle cars, trucks, motorcycles, etc. I just look for that one car/truck/van/motorcycle that jumps out at me and says "I'm the one".

You know what I found? A 1987 Chevrolet C30 Dually Pickup that was behind the shop next to mine. I've seen it for years but never really LOOKED at it. It was a retired township truck that was then used at the local college and only has 68k miles on it. The fuel pump needs replacement, the floors have a little rust and saying it needs a good bath is an understatement. But it has potential... famous last words. I rationalize by saying I can use it to tow my car trailer instead of putting the wear and tear on my Dodge Ram. But let's be honest, the Ram is a nicer truck with more horsepower and amenities. I made an offer but I

doubt the owner will take it, freeing me of my obsession with this diamond in the rough, or should I say filthy metal monument in the woods. OK so maybe a psychological evaluation might be in order.

But I did already add a new toy to the box, a GoPro Hero 2, Sandy's gift to me for our Anniversary. Apparently 4 years is Flowers/Fruit or in today's modern age, electronics. I got the GoPro, she got an Apple, the fruit not the computer. Yup, she's a keeper. I have wanted one since they came out. I do a lot of motorcycle runs and we usually take our point and shoot digital camera. I want to clamp this onto the bike and video the entire run. I go on YouTube and find people putting these things on everything - cars, trucks, 4x4's, bicycles, boats, RC planes, lawn mowers, even time lapse grocery shopping. I know some of you are going to look that one up as soon as you're done reading this. I even found CCA members autocross and track runs from different angles. This alone is motivating me to get the ol' E21 ready to go. Now I have a new toy to try out on the old toy. Today I was going to set it up in the back yard and time lapse mowing the lawn. I forgot as I was trying to get it done before the pending rain that was forecasted. I also want to set it up in the house and see what the cats do while were at work. I have a feeling it will be 5 hours of sleeping with 10 minutes of eating, only to go climb onto something that they shouldn't and go back to sleep. Also I think it would be a great little unit to record gigs I play with my band instead of lugging the camcorder or SLR around. Maybe I'll mount it to the hood of my car

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# Instructor Training School - Core of our Driver Schools

So you decide to participate in one of the NJ chapter's terrific driver schools. You get yourself and your car prepared, you go through "Tech" and registration at the event, go to the driver's meeting (and only hear about half of what is said because you're thinking about getting on track) and then when your group is called you bring your car to staging. At that point someone hops into your car, sticks out his hand and says: "Hi. My name is Bill and I'll be your instructor." Have you ever wondered: 1) why is this person qualified to be my instructor? 2) what training has he (or she) had? 3) why would anyone in their right mind get into a car with someone they have never met and drive on a track at high speeds?

The answers to all these questions can be summed up in 3 words: Instructor Training School. 2012 marks the eleventh year the NJ chapter has conducted an ITS. The genesis of the program was a desire on the part of people like Blake Smith, Tony Funicello, Bjorn Zetterlund, Dan Mack, Ross Karlin and others to develop a set of standards and an approach to teaching that all future instructors would have to master in order to be certified as an instructor for BMW CCA driver schools. The greater vision was, and is, that with a standardized ITS program instructors from one chapter would more easily be able to instruct at other chapters and tracks. This gives flexibility to event organizers, more opportunities for instructors and greater assurance for students that a BMW CCA event will be one they want to attend. Tony started the process with a program at Trackmasters in 2000 followed by a program by the Genesee Valley Chapter. The following year the NJ chapter joined in and has been both a sponsor and a promoter of ITS ever since. Through continuous improvement and updating, the ITS program started here in the North Atlantic is being adopted by more and more chapters across the US.

To return to our initial set of questions, how are instructor candidates selected? First and foremost, candidates must have a great deal of experience at multiple tracks. They must run in the Advanced run group for at least a couple of years and be signed-off to drive solo. However, contrary to what you might think, absolute speed is not a criterion. We look for people who are safe on the track and in traffic, are respectful of other drivers, can communicate well in the car (your instructor is always evaluating) and have a desire to continue learning. Not everyone wants to or should be an instructor but if a student expresses a desire, then we start to work with that student in the car to both evaluate their readiness and begin to prepare them for ITS. If a student appears to be a candidate for ITS, then at the recommendation of the Chief Instructor she or he receives an invitation to the program.

What does the ITS program entail to prepare a candidate to become an instructor? Before the school, all candidates are sent a copy of Richmond Shreve's Instructor Candidate Manual. A thorough reading of the manual is a definite prerequisite to successfully completing the program (in fact, many candidates read it more than once before the event). Once at the event, candidates undergo two intense days of training. Except for ex-Navy SEALs, most candidates say that ITS is among the hardest things they have ever done. Candidates alternate between classroom sessions, in which instructing theory, specific techniques, vehicle dynamics and other topics are reviewed, and in-car sessions, in which the candidate is paired with a Mentor whose job is to role-play various types of students and scenarios the candidate may be exposed to as an instructor. The Mentors are all experienced instructors who have seen enough students to give the candidate a true pic-

ture of what they can expect. One of the primary skills that candidates are learning is how to "stay ahead" of the student. Remember that an instructor must recognize what you are doing well in advance of when you need to start your braking, turn-in, etc. because the instructor must tell you what to do, you must hear and understand the command and then you must complete the action at the right time. The ITS program seeks to put an instructor in the passenger seat who can recognize an impending incident and then communicate to the student so that the problem can be avoided and not someone who can tell you what went wrong after the fact. The school finishes with independent evaluations of how well the candidate can instruct a new "student" (a different Mentor) and then the driving skill of the candidate in their own car. Finally, a detailed scoring system coupled with oral discussion of the candidate's performance determines if the candidate is ready to be an instructor or if some additional training is required. It is important to emphasize that the goal of the ITS program is to get everyone who starts as a candidate through to being an instructor. If some aspect of a candidate's instructor skill set needs some work, then we arrange to follow through on that work at a future event so the candidate is ready.

Last, why would anyone want to do this? No one gets paid, instructing doesn't make you better looking and it requires giving up vacation time that could be spent elsewhere. The overwhelming answer is that instructors want to give back to the club. They understand that instructors taught them and helped them get to this level and now they want to return the favor. It is equally true that all our instructors really do enjoy seeing students improve their driving over the course of a school. Remember that your instructor's first goal is to keep you (and your car) safe. Sometimes this requires having you slow down so that you can incorporate instructions into your driving that, once perfected, will allow you to increase speed safely. Accidents can and do happen but they are rare events because our instructors are well-trained. The second thing to remember is that if you listen to what your instructor is telling you, you WILL become a better driver both on the track and on the street. While different instructors will help you in different ways at different times in your progression as a driver, at every event your instructor is there for you. This is why our instructor corps is the core of our driver schools, without them we could not run our schools. Please be sure to thank your instructor at your next event - it is appreciated.

See you at the track.

Jeff White

## Autocross Schedule

All events will be at the ballpark in Bridgewater.

Jun 24

Jul 22

Aug 19

Please check the website for details and any changes.

Elihu Savad

## Driver School Schedule

Dates	Track	Type	Cost
July 28-29 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 15-16 (S-S)	Shenandoah	Driver School	\$350
Oct 14-15	Lightning	Driver School	\$150-\$395*

\* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

See Chapter Website for 2012 Driver School Promotions





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## Initial Ramblings

(Continued from Page 6)

and watch the Benny Parade on the weekends here at the Shore. Oh the possibilities are endless.

So, as you can tell I am focused, on what I have no idea. I need to get this car buying Monkey off my back so this neglected E21 can get back on the road. I want to mount that Hero 2, hit the Autocross/Track and go Viral! Hey, that's another reason to buy the Dually... put a camper on the back, and hit more events... see, now I have to buy that thing.

Help?



JT Burkard

[jtburkard.blogspot.com](http://jtburkard.blogspot.com)

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



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## NJ CHAPTER CALENDAR

June 2012

Friday, June 8th

Annual BMW Biergarten and Car show at the Deutscher Club of Clark NJ. 6pm-10pm. All members and guests are welcome to attend. For more information, please check our Upcoming events section on our website.

July 2012

Thursday, July 19th

All in the Details presents at the Deutscher Club of Clark NJ. Time: 7pm-9pm. All in the Details located in Morristown NJ specializes in car detailing and other services such as paintless dent removal. Owner Chris will be at the meeting to show us how to prepare our cars for a concourse event.

August 2012

No meeting.

## Welcome New Members

Robert Belle  
Ilmi Bojkovic  
Joseph Brown  
Lance Burroughs  
Ramon Carrion  
Daniel Chalet  
Ryan Chang  
Arthur Chitikian  
Will Chung  
Isaac Cohen  
Edward Dougherty  
Stephen Dwyer  
Ken Eviner  
Joseph Fisher  
John Ginelli  
Alf Gruener

Mike Gruener  
Arthur Haberberger  
Daniel Hatch  
Carl Inserra  
Dale Jacquish  
Eric Jaso  
Matthew Keating  
Tae Kim  
Michael Kiselev  
Frayda Kleiman  
Michael Kleiman  
Christine Koszta  
Holly Laiks  
Richard Laiks  
Paul Lim  
Marilyn Michelem-Noble

Mario Muredda  
Stefanie Petine  
Rudin Pistoul  
Anthony Ramey  
Kyle Romero  
Richard Roth  
Karen Spano  
Stephen Trocolar  
James Urtekar  
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Member Neil Gambony  
Member Warren Brown  
Member Blake Smith

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Scrub David McIntyre  
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3rd Assistant Scrub Justin DaSilva

Ross Karlin

Jeff Caldwell

Neil Gambony

Douglas Feigel

Brian Corrigan

Neil Gambony

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Deutscher Club (DC)



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### MEMBERSHIP MEETING INFORMATION

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 result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

### MEMBERSHIP INFORMATION

Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. 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)

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 New Jersey Chapter. Contact the National BMW CCA office for details.

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