



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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Volume 43 Number 9

BMW CCA Club Race at Summit Point

Photo By: Brian Morgan

Article on Page 8



E36 Racer - Paint scheme like the Koons' Art Car

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Pics from Here and There



Doug Feigel and BMW M1, perfect together at Prestige BMW.

Photo By: Paul Ngai



Patrick Bard - autocrosser, drives Z4M Coupe, instructs our students at Autocrosses. Has an M Logo tattooed on his arm.

Photo By: Doug Feigel



Rare 2002Turbo

Photo By: Doug Feigel



The Cone Catcher

By Larry Engel

I've been letting my mind wander car-wise for the past few weeks, daydreaming about the perfect fleet to meet both my motorhead and practical needs. The current stable has some shortcomings that need addressing, mostly dealing with my cautiousness or lack of funds.

As many of you know, I've become something of a track junkie. Originally, I tracked my E46 328i sedan. For a long time it was perfect for the task, especially with the wonderful UUC suspension that was installed six or seven years ago. That changed after I started running the E90 M3 at driver schools. At first, using the M3 was terrifying. It had so much more power than the old car - I felt like a rookie all over again. After a while, I started getting the hang of 414 horsepower and the extra weight of the E90 chassis. I've toyed with upgrading the suspension to make it handle better on the track, especially since I'm convinced that my old E46 is faster in the corners, even considering it has less than half the power. This is where weight and suspension tuning mean a lot.

There are a couple of problems with this plan. First, I'm a little concerned that changing the suspension will alter the M3's ability to take me on long road trips in exceptional comfort. Will the ride be too stiff, ruined for road trips? I've been assured that it won't be, but I'll have to take a test drive to be sure.

Cost is another potential problem. The M3 is holding up very well to the rigors of driving events so far, but wear and tear is going to accelerate as I add things like a suspension and R compound tires. The items that most concern me are the rotors. The cheapest price I've seen for front rotors is somewhere around \$650 a set. And that's just the fronts. Yipes! I must say, they hold up very well and I probably would only need to replace them every couple of years, but that's a lot of money for a weekend warrior's wear items! Rotors for the E46 are a fraction of that cost, although I'd probably have to upgrade them.

My other problem with running the M3 on the track is that I get much more timid when driving it. Even though I buy track insurance (another cost), the thought of going too far and wrecking it is always in the back of my mind. Don't get me wrong. It's really fun driving this car at 95% of its potential, but I'm not sure I'm going to let it all hang out with this one. The urge to drive it home in one piece is too strong, and it's still too new and worth too much for me to do something stupid with it. I'm also very aware that my confidence curve has crossed my competence curve (right Doug?) and the chances of doing something bad at this point in my driving career are somewhat elevated. Erik Karlson knows that. He has video evidence. (Just go to YouTube and lookup "NJMP Thunderbolt E30 wife ride along". The excitement happens at about the six minute mark. Start watching at about 5:45 to catch it all.)

I was much bolder when I drove the E46 on the track. It's over a dozen years old, and worth little enough so I can accept the consequences of track mismanagement if it occurs. As previously mentioned, parts are fairly inexpensive. There's only one problem. In fact, there are

221 of them. This car has 221 fewer horsepower than the M3, so I think I'll need to do something to make it a little faster. I could lighten it by a couple of hundred pounds by stripping the interior and losing some weight myself. Still, I think I'd need more.

I keep thinking about the one that got away. Several years ago, club member and BMW Master Tech Ray Adam swapped a M3 motor into an E46 sedan that started as a ZHP (Performance Package for those of you who are new to the BMW order codes). That car began life with forty something more horsepower than my car, but the S54 motor added much more. Along with the other usual mods like suspension, short shift kit, etc.; the result was what Matt Russell called "the finest E46 I ever drove." That's high praise. Why didn't I buy it? Mostly because I didn't have the money at the time, but I told Ray I didn't buy it because it didn't have a sunroof. He's never let me forget that one, to the point where he's put painter's tape outlines of a sunroof on flat top cars to tease me. Not buying that car was one of the two worst car decisions I ever made. The other was buying a Peugeot instead of leasing it - exactly three years before they pulled out of the U. S. market. Now that I'm thinking about it, I could probably fill a column with my bone-headed car purchases. None of these involve BMWs, of course. Those BMW-related bone-headed moves only involve failure to purchase.

At any rate, I keep thinking about that car when I consider making my E46 more exciting on the track. While I'd love to drop a S54 into it, that would probably be a little more complicated and costly than I'd like it to be. I'm thinking about supercharging, though. It would be less costly than the motor swap, and reversible. The M52 in the 328 still runs strongly, so I think it can handle the added stress of a blower. I think adding another 60 or 70 ponies (and a bunch of torque) would solve my problem. Hmmm. I think I'll need to look into that a little more.

The fun thing about the car hobby is there's always something more you can do to improve your ride. Even if I end up keeping the status quo, it sure is fun thinking about new possibilities! Until next month, keep the cones standing!

BMW CCA Club Race at Summit Point



Photo By: Brian Morgan

BMW CCA Club Race at Summit Point



Photos By: Brian Morgan



NJ Chapter Board Meeting Minutes

New Jersey Chapter of BMW CCA Board Meeting

August 8, 2012

Substitute summary minutes in the absence of the Secretary provided by Ron Acher:

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Ross Karlin, Doug Feigel, Jerry Faber, Paul Ngai, Al Drugos, Neil Gambony, Ron Acher, Colin Vozeh. **Board members absent:** Dave Allaway. **Others present:** Elihu Savad, Jamie Kavalieros, Brian Morgan, Marc Goeller.

President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Acceptance of Minutes of August 8 Meeting moved and carried unanimously. Items raised by President: 1. Registration for September Street Survival will open this Friday August 10; 2. Board enunciated and ratified the policy that we will not collect a commission for any vendor's sales - carried unanimously.

Vice-President

Paul Ngai reported that upcoming meetings were in the works as follows: Prestige, Saturday Aug 19, which will be a special Dinan-focused event; JMK, Thursday Sept 27, speaker to be determined; Deutscher Club, Thursday October 18, Ingrid Steffenson; no meeting in November; December meeting to be Tuesday Dec 4 or Thursday December 6, depending on availability of large room at DC for Pinewood Derby and Elections. Ron Acher reported on the results of the most recent monthly eBlast to all members - response statistics holding steady.

Treasurer

Ron Gemeinhardt reported that the Chapter is currently solidly in the black on all fronts. It was agreed that the Chapter's balance sheet has been sufficiently restored to the point where we can consider making some additional investments as may be necessary. It was subsequently resolved that all departments should submit a Capital Budget Wish List for review at the September Board Meeting, to be further discussed during October if necessary, with ratification no later than the November Board Meeting.

Social Events

Al Drugos reported that the annual baseball get-together would take place on Wednesday August 16 at Patriots Park in Bridgewater, meeting between 6:00 and 6:30 PM to distribute tickets in the Target Parking lot directly opposite the main park entrance. Current attendance is projected to be 20.

Newsletter

Jerry Faber reported that the August newsletter will mail this week including the new ad from Prestige, with the PDF being sent out tomorrow. Deadline for the September issue is next Saturday, August 18th, with a reminder to all for any extra items.

Website

Colin Vozeh reported his satisfaction with the problem-free migration to the new host, HawkHost, to general applause around the table both for a job well done and an appreciably quicker website. Current month-to-month cost is \$5.95 per month. Discussion ensued regarding the most effective way to arrange for autopay of recurring periodic subscription costs, either via ACH or Visa Debit, so as to ensure no oversight in payment and thus loss of service. Colin and Ron G. to discuss and report back recommended solution.

Business Manager

Doug Feigel reported continued progress obtaining advertising renewals and increasing rates towards current rate sheet levels.

Driving Events

Neil Gambony reported on progress in planning the Fall Rally for Sunday November 18th, the Sunday before Thanksgiving. There was discussion of the desirability of Jeff Caldwell providing an up to date inventory of the Club ToolBox, with associated acquisition wish list.

Driver Schools

Jeff White reported that this past weekend's Driver School and Club Race at Summit Point was "staggeringly successful" financially due to an oversubscription of 20 students and 12 racers over forecast, including a record of 18 new, never-before-on-the-track participants. Larry made a point to express the Board's appreciation to all involved, especially Jeff White, Vic Lucariello, Barry Stevens, Ross Karlin, and Jamie Kavalieros, for the creation of a safe venue for all to explore the potential of their cars. It was also pointed out that our racing events are successful because they are flexibly adapted to the demands of our constituency, and efficiently and safely run.

Autocross

Elihu Savad reported that 42 participants enjoyed 8 runs total at the recent July Autocross at Patriots Park, with 3 remaining events for the year, on 8/19, 9/9 and 9/17. He estimated that the Club should have a credit of approximately \$1,500 with PNC towards future events. Douglas Feigel commented that there are now 6 people fully trained in Autocross operations, which are also fully documented.

Membership

Larry noted that membership now stands at 2,818, with 50 new members versus 40 lapsed memberships. He believes the policy of requiring Club membership in order to participate in driving events is a helpful factor here.

Old Business, New Business, and Adjournment

There being no Old Business or New Business, the next meeting was set for Wednesday 9/5 at Alfonso's, and the meeting adjourned at 9:03 PM.

NJ Chapter Elections Notice

The political landscape action is not just limited to national, state, and local contests. For those aspiring to an elected Board position with the NJ Chapter, now is the time to submit your nomination.

Positions include:

- President
- Vice President
- Driving Events
- Social Events
- Secretary
- Treasurer
- Members-at-Large

Nominations are open until the November Board meeting and the election will take place at our December Membership Meeting and Pinewood Derby. Send your nomination to our club Secretary, Dave Allaway, at: david@allaway.us



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Finish Lines

By Thom Rossi

Earlier this year I participated in the Pittsburgh Vintage Grand Prix (PVGP). The event rocks. If you are a racer and you are reading this but haven't been there yet, put it on your calendar for next year. You will race against the Porsche club racers (and maybe kick their arses!) in front of a large crowd of spectators, see tons of cool vintage machinery in action, drive a fun track (Beaverun), and you will be fed more than you can possibly eat by the event organizers. Plus you will be contributing to a charitable cause (fight against autism) and you will hang with the coolest BMW club racing folks around (Bent Splitter Racing, Bob Ball, Mike Akard, Steve Angell, and yours truly, for example). Did I mention they also have free beer? DO IT!

Well in advance of the PVGP, I made sure I had all the parts I needed to rebuild my power steering. I knew this would be a tricky project as it required a fair amount of re-plumbing, rewiring, and relocation of engine bay items, and included the strong possibility of having to fabricate a new bracket for the pump. But before I could even start on that project, I had to clean up the debris in my shop left over from my splitter version 2.0 fabrication project (I am now on version 4.1), such debris

consisting of: bits of metal, plastic, welding supplies and various tools on the work benches and garage floor. Clean up is an annoying way to start a new project, so I vowed that never again would I leave the garage a mess when I depart for a race.

The reason I had to rebuild my power steering is that I am experimenting with electro hydraulic power steering (EHPS) as a replacement for the mechanical power steering pump that comes stock on the E46 M3. EHPS has the advantage of not draining much power from the engine because there is no pulley drive required for its operation. In my first attempt at this modification, I utilized a power steering pump from a 1995 Toyota MR-2. Unfortunately, that pump could not accept the load placed on it by the M3 power steering rack. At Thunderbolt I had intermittent power steering due to the circuit breaker tripping and then auto-resetting at unpredictable times. That's actually worse than no power steering at all. I never knew whether I would get any assist going into, during, or coming out of a turn. Try guessing at how much steering input to give when you are coming onto the front straight at full throttle. Not fun.

After some research, I found out that the Porsche RSR EHPS pump has been used successfully on the M3 here and in

European racing series. Voila. I took my time with the install and I was feeling rather proud of my craftsmanship by the time I finished the job. It actually looked like something Geoff had installed on my car instead of my usual sloppy workmanship.

On the day I was to leave for Pittsburgh, I had the car loaded onto the trailer and ready to go only a couple of hours later than my planned departure time. That's when I noticed a long trail of oily something along the driveway. It looked exactly like the time my Kubota front-end loader sprung a hydraulic fluid leak while I was clearing snow from the driveway. My first thought, well founded based on that earlier experience, was; Mrs. R. will not be pleased by this. My second was; I should probably figure out what that is and make sure I fix it before I leave. Right on both counts. The car comes out of the trailer and back into the garage, all the power steering fittings are checked, the leak is found, and the AN connection is tightened. Then the car is reloaded. No longer leaking (at least for a while). But by this time, I was several hours late in my departure, and I knew I would

Re-located power steering pump



not arrive in Pittsburgh until around midnight. I was starting to wonder whether I had the stamina left for the drive. Obviously, the priority had become to get going as soon as possible, and definitely before I started to fall asleep.

Just before I left, I went back into the shop to make sure the air compressor was shut off and the lights were out. I looked around and noted it was an absolute disaster area comprised of: bits of metal, welding supplies, tools on every flat surface including the floor, nuts, bolts, washers, and oil puddles with piles of cat litter dumped on them. No time for clean up, though. As I turned to leave the garage and climb in the truck, I muttered to myself: never again will I leave my shop such a mess.



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Club Race and Driver School Report - Summit Point

July 28-29 was the NJ Chapter's 15th Annual Club Race and Driver School on the Main Circuit at Summit Point Raceway. The turnout for the event was larger than we have seen for many years (our third sell-out this season) with 65 driver school students, 45 instructors and 43 Club racers. Near perfect weather, something unusual for West Virginia in late-July meant great conditions for driving.

Driver School students were divided among 3 student run-groups, so every group was relatively small. Indeed the largest group was our Beginners in which we had 14 students who were either new to driver schools or who had no experience with the NJ Chapter! We were happy to welcome them to the event and hope to see them at future schools. The smaller run-group sizes provided for the combination of open track when students could concentrate on particular skills and intermittent traffic to practice passing and off-line driving. Summit Point is such a great track for finding a rhythm and honing your skills lap after lap. We also want to thank Miriam Schottland, Geoff Ehrman and Mike Lysczek for their excellent classroom instruction.

For the Club Race, 42 racers took the starting flag on Saturday. Unfortunately a couple of early mechanical failures resulted in a shortened race and post-race track clean-up. On Sunday a new race format was tried in which finishing position in the morning race determined starting position in Sunday afternoon's Feature Race. Rather than mechanical issues it was "excess enthusiasm" in the opening laps of Sunday morning's race that led to contact and off-track excursions again resulting in an early flag and post-race clean-up. However, Sunday afternoon brought a terrific 40-minute Feature Race with everyone running hard and clean all the way to the checkered flag. Todd Brown showed blistering speed finishing first overall in his DM-class car some 28 seconds ahead of second place finisher Thom Rossi in his CM-class E46 with Mark Lounsbury finishing third overall and first in IP class. We should make a special mention of Bob Ball who started at the back of the pack on Sunday (due to a mechanical issue on Sat) and worked his way up to sixth overall. Terrific drive Bob! We also want to thank Gary Davis, the national chair of BMW CCA Club Racing, for flying in and racing with us on Sunday. Look for Brian Morgan's photos of the race elsewhere in the newsletter and in the Roundel.

Rounding out the weekend on Saturday evening we enjoyed our traditional track-side BBQ. Given the large turn-out and how long everyone stayed, it was clear that a good time was had by all and that tall tales were being told.

Next up for us is the NJ Chapter's annual visit to the Shenandoah Circuit at Summit Point over the weekend of Sep. 15-16, 2012. As many of you know, this event is the only one by the NJ Chapter that features skid pad time on both days for all students. Spending time on the skid pad is an essential learning tool for anyone to master the nuances of car control. It is also perhaps the skill most directly related to emergency situations you may encounter in daily driving. Beyond the skid pad, Shenandoah offers the greatest variety of turns of any track we run: elevation changes, the Karussell, sweeping turns, and tight corners. The smaller run-groups that this event provides give you the opportunity to spend time working on each turn. If you truly love driving, you'll love this track.

Our final event of the year is a repeat of our highly successful Introduction to the Track to be held on October 14-15 on Lightning at NJMP. Just to be clear, students of all skill levels are welcome, but for this event only we have a dedicated run-group, classroom sessions, and special car control exercises for those students who have never been to the track but want to give it a try. Be sure to read the full event description on either the chapter website or at Motorsportreg.com if you are interested in attending. This school has sold out every year it has been offered so don't delay in registering.

Come on out, have a great time and learn something. As the saying goes, a bad day at the track is better than a good day at work. We'll see you there.

-Jeff White & Ross Karlin



E36 Kissing' Cousins

Photo By: Brian Morgan

Driver School Schedule

Dates	Track	Type	Cost
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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Autocross News

On Sunday August 19th, we had 39 cars participate in our last at Somerset Patriots ballpark in Bridgewater autocross this season. The top finishers by class are as follows:

<u>Class</u>	<u>Driver</u>
AA	Don Baldwin
A	Victor Cale
B	Mark Mallory
C	Clayton Ferrara
D	Alex Fadeev
E	Jeffrey Ostermiller
F	David Chow
X	Will Emmons

Our next autocross is at the PNC Bank Arts Center in Holmdel on September 9th.

This will be followed by our last autocross on October 7th, also at the Arts Center.

Check our website for details.

Note: smack-talk is already starting in our autocross forum since the longer course stretches at the Arts Center tend to favor the higher-horsepower cars.



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NJ CHAPTER CALENDAR

September 2012

Thursday, September 27th

Monthly meeting at JMK BMW in Springfield. Time: 6:30pm. Check website for details.

October 2012

Thursday, October 18th

Monthly meeting at Deutscher club in Clark. Ingrid Steffensen, NJ BMW CCA Chapter member and driver school instructor, will talk about her driving passion and new book 'Fast Girl'. Time: 7:30pm.

December 2012

Thursday, December 6th

Monthly meeting at Deutscher club in Clark. Time: 7:30pm. Pinewood Derby and officer elections. Bring your derby car and your vote.

Welcome New Members

Irfan Ahmad
Rob Allenbach
Robert Aмео
Mark Apostolos
Alan Berdan
Gregory Blackburn
Marisa Blackburn
Susan Blackburn
John Bogut
Anthony Castro
Frederick Cone
Dirk Deppen
Stephen Dotz
Vincent Fisher
Michael Gadaleta
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Stephanie Jung
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George Koroghlian
Visweswara Rao Kurmala
Stuart Logan
Brian Long
Carl MacDonald

Winer Madeline
Logan Mayer
Mark Mayer
Stanley Mayer
Tonya McDowell
Harris Miller
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John Nasr
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Trevor Petrock
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George Samala
Karl Schweiger
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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 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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