



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
November-December 2013

<http://www.njbmwcca.org>

Volume 44 Number 11

## Lightning Strike - Driver School



Driver school at NJ Motorsports Park - Lightning Track

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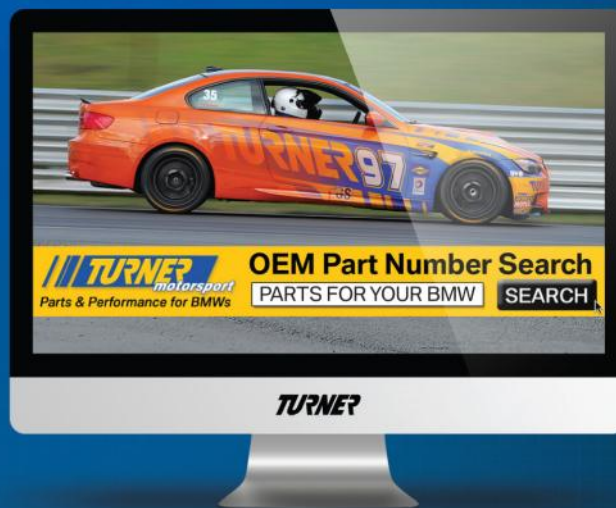
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# President's Column

By: Jeff Caldwell

Well, it's been quite a year for the New Jersey Chapter. We've had some highs and lows, with everything in between rolled in for good measure. I wanted to take this opportunity to look back on my first year as President of the chapter and reflect on the successes we have enjoyed. In doing so there are a multitude of people who deserve praise and thanks for their dedication to making our chapter so great.

First, I would like to acknowledge the rest of the NJ Chapter board for tireless hard work. Thanks to Paul Ngai who organizes, plans and executes all of our chapter meetings. This is no small task and Paul puts forth a schedule of interesting and varied meeting topics, locations, and speakers. We are always looking for suggestions for our chapter meetings, so if you have ideas or contacts please feel free to reach out to Paul or me directly. We are open to trying new things and keeping the meeting content fresh. As I mentioned, this is no easy charge so help is appreciated from the membership! Thanks to Ron Gemeinhardt who handles treasurer duties for the club. We ask a lot of Ron and he does a remarkable job. Thanks to Dave Allaway for being a great secretary, taking the board meeting minutes, and generally being our man on the spot for procedural issues when it comes to the board. As this is my first year on the job I have a lot of questions with regard to the proper way to manage the Board meetings and so forth. Dave is great with guidance and reminding me of the history of the chapter and how things should be (and have been) done.

Thank you John Gyorfy and Chuck Schmidt for taking on social planning duties for the chapter. These two guys are putting together a really wonderful banquet for the NJ Chapter on February 1, 2014. It will be held at the Madison Hotel in Morristown and feature great food, amazing atmosphere, and a highly anticipated casino night! This is something new for the chapter so we hope you'll join us for a fun night out. Let's make this the best banquet in years! Thanks go next to Jerry Faber who edits and designs our monthly news bulletin. This is a big task and Jerry manages it with style and an ease that is beyond me. NJ is one of the few chapters left in the country doing a monthly bulletin and I am quite proud of the product Jerry puts out. Bravo Jerry and all of our contributors! Thanks to Colin Vozeh our webmaster, who despite a grueling travel schedule for work is dependable and timely with his assistance. Big changes are coming for the website in the months ahead and Colin will be at the forefront of those changes with another board member Marc Goeller. Marc has spearheaded the redesign of the NJ Chapter website with help from Colin and the tireless design efforts of chapter member Charles Craig. The website is really coming along well and all three of these guys should be commended for their work. Great job fellas!

Thank you Bob Isbitski for stepping up and assisting our chief instructor Barry Stevens with his duties. Bob has taken on the role of instructor coordinator and has done a fine job. Herding driving school instructors is no small feat, but Bob makes it seem easy. Next up for huge thanks is Doug Feigel. Doug has been an indispensable part of the NJ Chapter team for many years, especially the last several as Business Manager. Doug is responsible for managing the advertisers and sponsors for the club. He is our liaison to current sponsors, but also works extremely hard to cultivate new relationships for the chapter. In addition, Doug has been a great asset to me personally as president with his guidance, leadership, and wisdom. Doug is one of the people that really makes the chapter "go" with his seemingly never ending enthusiasm. We are lucky to have people such as this in our midst! Thank you to our Driving Events folks... Jeff White, Jamie Kavalieros, Vic Lucariello, Blake Smith, Barry Stevens, Lisa Mellott, Ross Karlin, Elihu Savad and the never ending host of others who make our autocrosses, driver schools and race weekends what they are. You all put out the best driving events

in the region. Great job and congrats on the unbelievable success of the 2013 season. Thanks also to the tireless work of our HPDE and autocross instructors who truly give their all every event. Without you we have no driver school program, so please accept my sincere thanks on behalf of the board and all of your students throughout the years. Thank you Ron Acher for putting together the chapter email blasts and being the "e-voice" of the club, connecting our membership with all of the great events we offer. Thanks all of the other volunteers who have assisted the club this year. Without your efforts we could not put on so many wonderful events. Finally, THANK YOU for being a member of the NJ Chapter and I hope you will continue to join us for all of the great things coming in 2014!

Speaking of 2014...we have some events already starting to line up on the calendar. As I mentioned, the annual banquet will be held at the Madison Hotel in Morristown on Saturday, February 1, 2014. Please check the website for details in the coming weeks/months. We also have plans to return to the BMW VDC (Vehicle Delivery Center) at Port Newark this coming March. The VDC tour and lunch is always a popular event with our members. Hope you can join us. Sign up early for that one! It looks as if we will once again have our annual meeting at BMW North America in Woodcliff Lake, NJ. No dates are decided, but it appears the event will be a go. Stay tuned! As with years past the Driver School dance card is already full and dates are being contracted for our 2014 season. Look for five events again next year including NJMP Thunderbolt and Lightning, as well as Summit Point Main and Shenandoah tracks. In addition to all of this we also have monthly chapter meetings with a lot of interesting content and great camaraderie. Come on out and meet some of your fellow enthusiasts at our next chapter event.

In closing it is with a heavy heart that I would like to take the final lines of my column to share with you the passing of Geoff Atkinson. Geoff was a long time NJ Chapter member, instructor, club racer, and above all good friend. Geoff lost his four-year battle with brain cancer in the middle of October this year. He was only thirty nine years old. You could not meet a finer person, man, husband, or friend than Geoff. He was a patient and caring individual who shared his knowledge of cars with anyone and everyone who asked. He approached life and his disease with a calmness and wisdom only a very few possess. He was the kind of guy who always made you feel important, despite the unbelievably heavy burden he was carrying personally. His family, his wonderful wife, the chapter, greater racing community, and the world lost an incredible person in Geoff. He will be remembered fondly and missed terribly by all who knew him. The NJ Chapter board has voted unanimously to name our Summit Point Club Race weekend in his honor. From 2014 forward the July Club Race event will now be known as the Geoff Atkinson Memorial Club Race and Driver School. A special permanent trophy will be dedicated by the chapter this coming July and will have the feature race winner's name engraved on it each year. It is my sincere belief that this event will honor Geoff's memory and keep him in our hearts and minds, not only as we take to the race track, but as we lead our lives each and every day. I would like to take this opportunity to invite each and every one of you to what will certainly be a moving and special weekend in July 2014.

Cheers everyone and have a wonderful holiday season!



# Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! As *Philes' Forum* closes out its *twenty-seventh* year of publication in the New Jersey Chapter Bulletin, I have a tribute to our driver-school Tech workers and a strange emissions saga from Chapter Secretary Dave Allaway.

The creed of the U.S. Postal Service goes something like, "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their [duty]." Well, judging from their performance at our season-closer driver school, I think it could well be the credo of our New Jersey Chapter Driver School Tech Crew. We certainly had plenty rain and gloom of night at NJMP for event-eve Tech! Throw in some wind and annoying flies as well.

Our "Intro to the Track" driver school, brainchild of Event Chair Jeff White, has become wildly successful at New Jersey Motorsports Park and a season-ending tradition in the NJ Chapter. This logistical nightmare of an event has Sunday-only novices, Monday-only novices, Sunday-Monday novices, Sunday-only instructors, Monday-only instructors, skid pad, skid-pad-only instructors and a slalom in addition to our regular format of classroom sessions and track time. Heck, I'm gettin' tired just *writing* about it! Jeff, Registrar Jamie Kavalieros, Chief Instructor Barry Stevens, and his assistant Bob Isbitski certainly have their hands full scheduling an event of this scope and making sure things actually happen as they are supposed to.

But before the event can get started, all the participating cars must be processed at event Tech before the drivers even see Jamie at registration. Every car that will be driven on the track, skid pad or slalom is subject to event Tech, and the driver must submit a properly-completed Tech Form. At our Intro School, our Tech Crew processed 142 Tech Forms!



Photo #1 Most of the Crew

In order to process this many cars, we hold event-eve Tech at the track in addition to event-day Tech. So the Tech crew has to report for duty by 6:30 PM and be prepared to work 'til after 8 PM. Then they have to report back for event-day duty at 6:30 AM. They do all this with nary a complaint, even when they have to work in the dark and in the rain. Heck, some of them actually thank *me* for choosing them as Tech workers! If you are getting the sense that I have the highest regard for these folks, you are correct.

So who are these dedicated individuals? Glad you asked. Photos 1, 2, and 3 depict the folks who worked Tech at our Intro School in October.

In Photo 1 we have, from left to right, Warren Brown, Larry Engel, Ed Hansen, Bill Mellott, Lisa Mellott, Neil Gambony, Vic Lucariello, Jr., Vin Montanti, Steve Herchenrider, Jr., Jeff Caldwell, and Gregory Field. Of these folks, Warren and Vic have



Photo #2 Almost the Rest of the Crew

been working Tech the longest. I think Vic started when he was maybe 15! Warren is the *de facto* Assistant Chief of Tech.

This was Ed Hansen's first time working Tech with us. Of course he drew an assignment that had him outside in the rain and dark. About half-way through event-eve Tech, I approached him and offered to relieve him so he could sit in the garage and warm up a bit. His response? "Hey, I'm havin' too much fun out here!" He said this as the wind just about ripped a soggy Tech Form from his hands.

In Photo 2 we have Mark Derienzo, Steve Herchenrider, Sr., and Bob Isbitski. Mark came down for the day to help with teching Monday-only novices and to help with pit-out duties. He did not even drive on track; he just came down to help. See what I mean about these folks?

Somehow, in rounding up all these "usual suspects", I missed getting hold of Chapter Business Manager Doug Feigel. So I dug through my archives and found a shot of Doug in action at the Intro School in 2009. See Photo #3.

Speaking of Tech workers: Chapter Secretary, driver-school instructor, club racer, and Tech worker Dave Allaway sent me an interesting emissions saga. Deb Kolar's 214,000-mile 1995 M3 failed its emissions test at a "State" testing facility. The results were:

Idle:

Unburned Hydrocarbons [HC]: 366 ppm  
[Standard: 220]

Carbon Monoxide [CO]: 0.6 % [Standard:  
1.2]

Fast Idle:

HC: 119 ppm

CO: 0.67 %

While the M3 failed only for HC on the idle test, all the HC and CO numbers are extremely high for a 95 M3, even one with more than 200,000 miles.



Photo #3 Doug in action

Quoth Dave: "I don't recall this vehicle ever passing emissions testing at a state-run inspection facility."

A couple days later, Dave sent a follow up stating that he had taken the M3 to a private inspection facility for a retest, just as a "sanity check" on the state-facility's results. Dave did not do anything to the car between the tests. The results were:

Idle:

HC: 15 ppm

CO: 0.01 %

Fast Idle:

HC: 43 ppm

CO: 0.02 %

The retest numbers are what I would expect from Deb's car. Maybe the fast-idle HC is a bit high, but what's a few ppm between bimmerphiles?

Dave's is not the first report of an emissions-test failure at a state facility that was not corroborated by subsequent testing at a private facility. Much thanks to Dave for sharing his experience with us.

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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# NJ Chapter Board Meeting Minutes

## New Jersey Chapter of BMW CCA Board Meeting

August 7, 2013

Board members present: Jeff Caldwell, Ross Karlin, Ron Gemeinhardt, Jeff White, Marc Goeller, Neil Gambony, Bob

Isbitski, Colin Vozeh, Dave Allaway. Board members absent: Paul Ngai, Jerry Faber, John Gyorfy. Others present: Doug

Feigel, Brian Morgan, Chuck Schmidt, Larry Engel, Elihu Savad.

### President

Jeff Caldwell called the meeting to order at 7:44 PM at Alfonso's in Somerville. Ron Gemeinhardt moved to accept the

June-July minutes as distributed and Colin Vozeh seconded (carried unanimously). Jeff Caldwell has been talking to

National about the possibility of the NJ Chapter hosting O'Fest in 2015, and led a discussion on this topic. Jeff will followup

with specifics. Jeff reported that we received \$1300 in matching funds from the BMW Foundation for our Westlake

contribution. Jeff gave the VP, Newsletter and Driver School reports (see below). Larry Engel reported that the TireRack

Street Survival School is set for Sunday 9/29, and 15 students are already signed up.

### Vice-President

Jeff reported on Paul Ngai's behalf that the next meeting will be Thursday 8/15 at Deutscher Club of Clark (DCC) as a car

show and swap meet. The September meeting will be Thursday 9/12 at DCC with Rob Siegel as guest speaker. A

Princeton BMW meeting is still being worked on, along with a possible Turner Motorsport meeting.

### Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). No

unusual items were noted. In future, Ron will separate dues from advertising and newsletter income in the report. We are

still awaiting reimbursement from National for the Instructor Seminar.

### Social Events

On Gyorfy's behalf, Chuck Schmidt reported on banquet planning. Chuck distributed a proposal from the Olde Mill Inn in

Bernardsville which was favorably received by the Board. Chuck will follow-up with further details. Chuck also noted the

upcoming (8/24) DelVal event at Millville.

### Newsletter

Jeff reported on behalf of Jerry Faber that the August issue should be in mailboxes by this weekend. The September

issue deadline is 8/15. It was noted that due to new advertising, only the front cover will be available for chapter photos in

color.

### Website

Colin Vozeh reported that the .org domain name has been renewed through 9/2015. The Board requested that we also

renew the .com and .net domain names. Ron will follow-up with Colin on setting up automatic renewals. Marc Goeller

reported that an updated website prototype will be provided by September. There was a discussion on photo posting

capability. Marc will follow-up with Colin on calculating storage capacity at reasonable cost.

### Members at Large

No report.

### Business Manager

Doug Feigel reported that Turner Motorsport has been added as an advertiser, and their banner ad is already up. Doug is

working on an additional sponsor dealership. Advertising revenue continues favorable to last year. Jeff Caldwell extended

special thanks to Tony Salloum and VAC Motorsports for the Summit Point event shirts.

### Driver Schools

Jeff Caldwell reported on behalf of Jeff White that Summit Point was a huge success, with 70 students, 45 instructors, and

37 racers. Net income should be about \$7500.

### Autocross

Elihu Savad reported that our only remaining autocross event is 9/22 at the PNC Bank Arts Center. PNC is not available

in August. Mike Chen has volunteered to be responsible for the autocross trailer.

### Driving Events

Neil Gambony reported that he has a rallymaster lined up for the Whack Your Turkey Rally.

### New Business

The next Board meeting was set for Wednesday 9/18 at Alfonso's. Ross Karlin moved to adjourn the meeting at 9:09 PM

and Marc Goeller seconded (carried unanimously).

Respectfully submitted,

Dave Allaway, Secretary

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# Finish Lines

By Thom Rossi

Four years ago, Geoff Atkinson and I embarked upon epic quests. Like all good quests, they started out to be one thing, but ended up being something else altogether, something much more meaningful than originally planned.

That was the year I first raced at Mid-Ohio, which is a long way to tow a race car from New Jersey. To make the towing safer and more enjoyable, I convoyed with Geoff and Jebb Atkinson out to Lexington and back. During that long weekend, the three of us spent a lot of time together and by the time we stopped for a night of rest on the tow back home, I knew that these were people I would be happy to call my friends.

Not long after that Geoff started talking about starting his own business to build race cars. Coincidentally, I was thinking that it was time for me to get a new race car. Thus began our parallel quests. I happily signed up to be Geoff's first customer. I had a desire to build, understand, and race a fast car. Geoff had a vision of what the car could be, and the skill and desire to make it happen. Over several lunches we talked about options: chassis, drive train, cage design, suspension design, and budget. I also got to know Geoff better, to appreciate his sense of humor and his easy-going, humble personality. I decided that he would be someone I'd like to work with. Happily for me (since I wanted to touch every nut, bolt, and wire on my car) Geoff didn't have a shop yet so he agreed that we could start the build at my house. He did all the design work and ordered all the right parts. I did a great deal of the labor, and Geoff came out a few times a week to add his skill and thinking to the project, and keep me on the right path. Most of those days we worked side-by-side, and he taught me a lot: not just by his intentional mentoring, but also by his demeanor.

Within a year, we had a fantastic car to put on the track. The No. 726 made her racing debut at Mid-Ohio. And she was fast: faster than I could handle, really. I've written before about that first race and the not-so-enjoyable experience of putting her into the tire wall. Geoff had put so much of himself into that car that my first thought (after the realization that I had not broken any bones) was one of regret for the disappointment I knew Geoff would feel when he saw me up against the wall. But rather than dwelling on the setback, or in any way being reproachful, Geoff was the first one to say that it was fixable, and he worked so hard that night to get it put back together in the paddock and get me out for the rest of the weekend. I never missed a race session!

For the rest of the year we travelled together to race after race in Ohio, West Virginia, New Jersey, New Hampshire, New York, Connecticut. We paddocked together. We coordinated hotels and towing. We generally ate every meal together. They were good times.

In the meantime, Geoff finally did get his own race shop started. He brought in new clients. And he built fast cars. His quest was becoming a reality, and so was mine. The No. 726 wracked up some good wins.

Last year, Geoff took the car into his own shop to bring her up to the next level of development. And what a giant leap forward he had envisioned. The 2013 version of the No. 726 may have looked the same as 2012, but, really, that was only skin deep. Geoff had put in an all new drive train, a new engine management system, a custom harness, new carbon fiber roof, custom exhaust, and re-designed roll cage, just to name a few of the major improvements. Plus a host of other details that only Geoff could think of. The work kept him busy, but never so busy that he didn't sound happy to answer the phone whenever I called.

The racing campaign of 2013 was a bit tougher than 2012. By this time, everyone had figured out that an S54 was needed to compete in CM, so there was more competition for those wins. But more than that, all those improvements required a lot of shake down effort. Once again we travelled the racing circuit together, with Geoff continuing to accumulate wins in the IP class. And although we had some frustrating days for the No. 726 at the track, we still enjoyed great times at every event.

I think the best race for both of us this year was at Canadian Tire Motorsport Complex. We managed to get both the No. 726 and Geoff's No. 52 IP car into every race of the weekend. Geoff swept a very crowded IP class, and I placed in the top third for CM, also in a crowded field of the country's fastest cars. The event epitomized everything I loved about racing with Geoff. Of course he was FAST. He was always fast – that's how he got the nickname: "Turbo". He was also well known already to the community of Canadian racers, having been there last year and made friends around the paddock. It was impossible to walk from one end of the paddock to the other with Geoff without getting stopped at least five times by people who wanted his advice or just to shoot the breeze with him. When we weren't at the track, Geoff and Jebb and I were happily busy sampling the local "cuisine", the highlight of which was fried pickles and Hemp Beer. After one such meal, we were walking back to Geoff's parked truck, the three of us with arms linked like high school buddies. Not a care in the world. That exact moment was the zenith of my 2013 racing happiness.

The low point of the racing season came not long after that, at Pittsburgh Vintage Grand Prix. There the No. 726 was beset by a new gremlin (high oil temp) that rendered her non-competitive. After a very frustrating first day of racing we were heading back to the track in the morning. Geoff was giving me a ride there and we stopped for coffee and breakfast sandwiches. I told Geoff I thought we probably shouldn't try to put the No. 726 on track that day because it felt too dangerous to run her with those problems. He looked genuinely worried as he said to me, "You must really hate me right now." I am happy to recall that I did not hesitate to respond that our friendship was so much more important to me than a race car or a race result. I think I may even have clapped him on the back as I said it. And I meant it.

There is an adage in racing: keep your eyes focused on where you want to go, not where you are afraid you might crash. That adage carries over into life in so many ways. The part of this journey I've left out is that during our first tow back from Ohio, before we started our epic quests together, Geoff had a seizure. He was subsequently diagnosed with an inoperable brain tumor. How easy it would have been for anyone in that situation to give up hope. But that was not Geoff's character. After his initial recovery and all during the subsequent four years we worked and played together, Geoff kept his eyes focused on where he wanted to go, always working toward a brighter future for himself and Jebb. I never once heard him fret about what might happen. He possessed a strength and bravery that I doubt very many can match. I know I can't.

Now that he has gone, I realize that for me, my quest for speed yielded something much more significant in my life: a rare depth of friendship. I not only learned a great deal about how to build a race car from Geoff, but also how to live life. Thanks to his influence, I hope I am a little more patient with others, a little more giving of myself, a little more brave in the face of terrible adversity, and maybe just a little faster around the track, too. And I realize now that Geoff's true quest was to keep his eyes focused on where he wanted to go and to win the race of life. He succeeded marvelously at that. Geoff Atkinson, I believe you are someplace where you can hear my prayers and that you already know that you have a place in my heart that will not fade: ever.





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# Closing the 2013 Driver School Season on High Notes

It is hard to believe but the 2013 driver school season has ended. This year marked the fifth time the NJ Chapter has run its Introduction to the Track School. We started this event as an experiment to assess whether there was a group of our members who wanted to bring their car to the track but were afraid to take that first step. We learned that the answer to that question was a resounding "Yes" and there were more of those members than we thought. We then expanded the event to 2 days to accommodate everyone and so what started as an experiment has now become a tradition. For those who don't know what this event is all about, it is the only event in which we have a run group solely for people who have never been to a track. In addition to their own run group, these students have a separate classroom session as well as skid pad and slalom exercises.

This year we again sold out the event in all run groups with 34 First-time students, 67 experienced students and 55 instructors. The heavy rain on Saturday night gave way to partly cloudy skies with a gentle breeze and temperatures in the 60's. By Monday, the weather was ideal. Not all of the driver school gods smiled upon us however as we had a higher than usual number of mechanical failures, but the crew at NJMP did a terrific job of getting fluids cleaned up and getting the school back on schedule. The purpose of all our driver schools is to help every participant become a better driver wherever they are. That goal is most evident at this school where the First-time students have dedicated car control exercises, including skid pad. There is immediate recognition of how skills learned at the track can apply to everyday driving. At our day-end wrap-up meeting with the First-timers we again heard how much fun everyone had, how they have a far greater appreciation for the limits of their car, and themselves, and that they want to do more events next year. We look forward to their participation and we hope that more of you who have not yet experienced a track event will put this on your calendar for next year. Having fun with your car while becoming a better driver. What could be better?

The experienced students were as happy as kids in a toy store. The run groups ran smoothly and everyone's technique

improved by the end of the event. We repeatedly hear from the experienced students how much they appreciate one last chance to have two days at the track before the season ends. While this event is a flurry of activity with the 4 different student groups, track and car control sessions, it is also an event where everyone is just relaxed and enjoying the track time and camaraderie in the paddock. Don't miss out next year - be sure to register early.

I want to thank again all the volunteers who make our schools run so well - they put in a huge amount of work that goes unnoticed to make our events run smoothly. Jamie Kavalieros is our Registrar and fields more email questions than you can imagine while also keeping track of all the special requests made by students and instructors. Barry Stevens is our Chief Instructor who both makes sure we have enough instructors for every event and works hard to match the right instructor with each student. I have sung the praises of our corps of classroom and in-car instructors before but without their dedication, none of this would be possible. Vic Lucariello is Chief of Tech and his crew of Tech Workers who arrive in the dark, rain or shine, heat or cold to get everyone's car through Tech on time deserve special thanks. Our pit lane workers including Lisa Mellott, Big Al Drugos, Doug Feigel, Neil Gambony and Mark Derienzo provide that final safety check before everyone goes out on track. Finally, thanks to all our students. Your enthusiasm, willingness to learn and the joy on your face when you "get it right" are the reasons we do this.

Now the days grow short and there is frost on the pumpkins but as we close out this driver school season, do not think of it as an end but rather as a break between run groups, a time to recharge your batteries, a time to reevaluate your goals and a time to visualize all the laps you are going to run when your inputs are smooth, your line is perfect and the track ahead is clear. Keep your vision up and we'll see you at the track next April.

Jeff White





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## NJ CHAPTER CALENDAR

**November 2013**  
**Sunday, 24th**

Whack Your Turkey Rally. See some great countryside and test your problem solving skills. See details on website.

**December 2013**  
**Tuesday, 3rd**

The annual election and Pinewood Derby meeting will be held at 7:00pm on Tuesday, December 3rd at the Deutscher Club in Clark NJ.



## Welcome New Members

Ralph Angersbach  
Joanne Avci  
Nevzat Avci  
Vanessa Avci  
Monika Beckmann  
Matthew Beer  
Srinivasa Bhattiprolu  
Jonathan Bien  
Robert Brathwaite  
Dominique Callan  
Benny Chan  
Benny Chee  
Brennan Davis  
Anthony DeBaro  
Rosa Estrada  
Leigh Fitzsimmons  
Kin Fong

John Hetcher  
Peter Hranj  
Ih-Ping Huang  
Michael Incantalupo  
Adam Johnson  
Arthur Lawida  
Hong Lim  
Dominic Mazzocchi  
Ioni mcconnell  
Mac McConnell  
Charles Morgan  
Al Navarro  
Shane Oryniak  
Gregg Perez  
Jose Piazza  
Mitchell Ponton  
Faith Quickel

Timothy Quickel  
Vincent Ramundo  
Anita Russell  
Ahmar Shakir  
Thomas Shih  
Michael Sosnowski  
Patrick St Fleur  
Michael Veloso  
Timothy Walsh  
James Whang  
David Wojcik  
John Zemkowski

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**Chief Tech Advisor** Vic Lucariello  
**Chief Instructor** Barry Stevens  
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**Registrar** Jamie Kavalieros  
jimkavo@optonline.net  
Neil  
Warren Brown  
Blake Smith  
Bob Isbitski

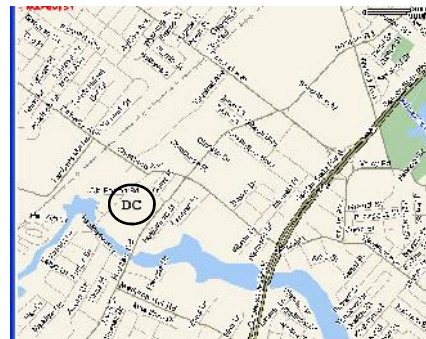
### CLUB RACING COMMITTEE

**Chairman** Ross Karlin  
**Scrub** David McIntyre  
**2nd Assistant Scrub** Gary Bossert  
**3rd Assistant Scrub** Justin DaSilva

### AUTOCROSS COMMITTEE

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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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# Driver School at NJ Motorsports Park



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