



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
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## Shenandoah 2007

By Ken Herskovitz

Some friendly advice...If you're driving at high speeds on a track and find you're thinking to yourself - "Is that raw gasoline smell coming from MY car?" - head for pit lane. More on that later...

My weekend trip to West Virginia to attend the NJBMWCCA driver's school at Summit Point's Shenandoah Circuit proved to be fun, educational, and (thankfully) safe. As this would only be my third track weekend, I was to be

driving in the novice group. My previous experience was limited to two weekends at Summit's main circuit, where I'd learned quite a lot about high performance driving. Additionally, several years of autocrossing have helped me develop a decent level of comfort with basic car control.

For those unfamiliar with the concept of an on-track driver's school, sometimes referred to as Driver's Education (DE) or High Performance Driver's Education (HPDE), the concept is **(Continued on page 2)**



Shenandoah is a tight course.



Fine balance of E30 M3 on skidpad.

Photos by Jeff White

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## President's Line

The Driving School season ended last month at the Shenandoah Circuit of the Summit Point Motorsport Complex in West Virginia. It was a truly fabulous weekend with the weather being the most cooperative it's been all year for a driving school. Did I mention it didn't rain there?

One of the major reasons why it was so fabulous was due to our dedicated Driving School Committee volunteers that organized the event. Thanks go to many and the first to thank are Jeff White, who is finishing his freshman year as our Driving School Chairman, and Dennis Krug, who stepped up to fill the vacancy that Jeff left as registrar. Thanks to the usual suspects at Tech, Vic Lucariello Sr. and Mark Derienzo for organizing and orchestrating the "Tech Team", the volunteer members who are at the track at 6:30 in the morning before the start of the driving school for the spot check inspection of student cars. Thanks to "Big" Al Drugos for running the Tower or pit-out, the lining up of student cars before their run groups. Al is there whether or not he has a car to drive on the track.

Thanks to our Chief Instructor Blake Smith for matching students with instructors, and thanks to the instructors for their commitment for teaching others to become better drivers. A really big thanks go to our students also, who make our efforts worthwhile.

Now I've thanked a lot of the volunteers who run our driving schools, however, there are a lot of volunteers who work on other Club events such as Autocrossing, Rallying, the Street Survival™ School, submitting a story to the Bulletin, and even our executive Board. We rely on volunteers to make our events as successful as they are. If you have the time, please consider helping out where you think you can. If I may share a quote from Ron McDaniel, a guest speaker from the BMWCCA's Chapter Congress, "The success of an organization is the responsibility of every member."

Our September Club Meeting at the Deutscher Club featured Joe Volpe from the NJ Motorsport Park located in Millville NJ. Joe gave us a progress report of their construction and indicated that they were on schedule if not ahead of it. They have a planned July opening of the Lightning Track, the other being the Thunderbolt, which is named after a WWII fighter plane, the Republic P-47. The "Thunderbolts" were based out of Millville Airport during WWII, which happens to be adjacent to the Motorsport Park property. The Thunderbolt Circuit should be ready in August of 2008 and is actually slightly longer in length than the Lightning Circuit. We are definitely planning on using this complex next year and will update the information on their progress periodically.

Our October Club Meeting will be held at the Open Road BMW dealership located in Edison, NJ. The date for the meeting is Wednesday the 17th, 7:00 pm. Information and directions can be found on our website.

We are planning to have the Whack Your Turkey Rally on Sunday November 18th. You'll have to rely on the website for more information regarding the Rally. Another upcoming event that you can put on your calendar is the Annual Banquet, which will be Saturday, February 9th, 2008 at the Grand Colonial Restaurant in Perryville. We'll be in the new Ballroom that they've been working on all year. I hope to see you there, Dave and Diane. [Hey, what about the rest of us? - Ed.]

Neil Gambony

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## Shenandoah 2007

**(Continued from page 1)** simple: register and show up at the event in your car, strap on a helmet, and go. Considerate students (and those not wanting immediate expulsion) will even wait for their instructor to get in the car first.

While that description is a bit of an over-simplification, there's not much more involved. For most students - especially novices - any street-worthy car is acceptable. The club offers a short list of restrictions, and all cars must undergo a pre-inspection by a knowledgeable mechanic. Most BMWs make excellent candidates for track use, as their suspension and weight balance are set up for performance driving right from the factory. Additionally, you must have your own approved helmet - but seriously, is there anything cooler than owning a helmet? [Mmmm, owning a track car? - Ed.]

My track car - The Red Rocket - is a 1989 325i with a moderate amount of preparation (suspension, roll bar, racing seats and harnesses), and would be co-driven this weekend by my friend and fellow club member, Brian Henry. As Brian would be driving in the intermediate group and I as a novice, we would be able to alternate because we'd be on track at different times.

As any track junkie will tell you, the more you drive, the more you want to learn about driving. Every minute on a high-speed track teaches you a little more about your skill and your car. It's truly amazing how new things become apparent around every apex - details on the track, driving techniques, and yet another ounce of performance you can squeeze from your car. Still driving as a novice, I clearly have much to learn. My goals for the weekend at Shenandoah were fairly basic - widen my observations of the track while driving at speed, become more comfortable passing and being passed, and continue to develop smoother input.

If I made improvements in those areas, chances were good that my instructor would recommend that I move up to the intermediate run group at my next event. The observations and evaluations of the instructors are a great way to quantitatively gauge performance, as well as any improvement I may have made.

Like every track event, Saturday morning began with tech inspection, reg-

istration, and the morning drivers' meeting. After a final check of wheel lug torque, I headed for pit lane with my instructor. On track, it was clear that the Shenandoah Circuit was a very technical course - more turns than most tracks of its size (2.2 miles), elevation changes, and a dimensional scale replica of the Nurburgring's Karrusel - a steeply banked, 180 degree turn.

But, about that smell...

During my second session of the day, we began to notice the smell of gasoline inside the car. After a few more laps, we parked the car. Immediately, we had the assistance of the tech crew and several other drivers. We found that the plastic evaporative emissions tank had come in contact with the rear wheel, which created a small hole in the tank. Raw gasoline was then allowed leaked from the tank, and was then spun by the tire up into the trunk and out the side of the car. To the layperson, a fine mist of gasoline contacting the hot components of a moving car may sound bad - maybe even dangerous. That is, of course, the correct observation.

The repairs to correct this 'issue' would require the specialty equipment no paddock should be without - duct tape and zip ties. The hole was patched, and the tank was secured into place. After a few test laps and a before-and-after inspection by the tech committee, The Red Rocket was deemed safe and track worthy. With the committee's blessing, we were back in business.

The remainder of Saturday's sessions went very smoothly for us, and the car performed like a champ, and without a whiff of gas fumes. Brian and I each had four twenty-five minute track sessions, as well as a session on the skid pad - a paved circle with a very smooth surface that has been soaked by water sprinklers. The skid pad exercise is designed to teach the driver how to regain control when traction is lost. I found that yelling "Yee Ha!" greatly enhanced the experience. I'm fairly certain the instructors recognized this as a sign of my dedication. Additionally, each group had classroom sessions where driving theories are taught and discussed.

At the end of Saturday's sessions, there was plenty of time to hang out and chat with friends and new acquaintances. Even though driving on track is primarily experienced as an individual, the event itself is also a great excuse to socialize. Each driver has stories to **(Continued on page 11)**



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## NJ BMW CCA Board Meeting Minutes

August 22, 2007

Board members present: Neil Gambony, Jeff White, Penny Galossi, Bob Conway, Al Drugos, David Finch, Vic Lucariello, Barry Stevens, Warren Brown, Elihu Savad, Bob Isbitski, Blake Smith, Jerry Faber, Ross Karlin. Neil Gambony called the meeting to order at 7:40pm at Café Cucina. Minutes from last month's meeting were not read because there wasn't a quorum present at the July meeting

### **President**

Neil reported that President and Executive Vice President positions in national are up for elections. Along with this the North Atlantic VP Position is up for election as well as the South Central VP Position

### **Vice President**

Joe Volpe from Thunderbolt Raceway will be the guest speaker at the September Meeting. He will be discussing Track Layout as well as how the tracks will be managed and memberships available. For the October meeting Paul Miller BMW may be available. Along with this Barry is also working on trying to see if the club needs more Deutscher Club members.

### **Treasurer**

Warren presented the financial statements and reported that the club will be profitable from the Summit Point Race/Driving School and that for the year Autocross will also be profitable.

### **Bulletin**

JT Burkard will start writing a monthly column. The deadline for newsletters will continue to be the 1st of each month. Bob Isbitski brought up the idea of moving the mailing label so more of the front page can be used. Jerry will check with the printer to see if this is a possibility. The fact that we must have a tech article at least 4 times each year was also discussed. The idea of looking for a graphic designer was also brought up. This will be thought about and Jerry will most likely post a message on the forum to see if there are any that would like to volunteer their skills.

### **Social Events**

The banquet will be held at the Grand Colonial next year on February 9th. They are

currently doing some renovations and our banquet will be in the Ballroom that is currently being constructed.

### **Driving Events**

We are trying to set up a Teen Survival Event for October 20th. We are currently working with an alliance to help young people and the group should be trying to secure a lot for this event. Elihu will check with the avid autocrossers to find instructors for the event. Using the Blue Lot at the Commerce Park may be another option. A rally master is still needed for the Whack your Turkey Rally. In order to break even for the Shenandoah DS 10 more students will be needed. National Capital Chapter is allowing us to put a post on their forum and we will also check with DelVal to find additional students. For 2008 it looks like there will be 3 events at Summit Point. One likely to be in April, one in July, and one in September. Currently a track needs to be chosen for the June Race/School. Depending on the developments at Thunderbolt Raceway we may be able to have an event there. The possibility of a joint school with the DelVal chapter was discussed.

Elihu reported that preregistration has helped speed up the registration process at autocrosses. The last events of the season will be on October 7th and October 28th. Currently the autocross committee would rather get events scheduled at Commerce Park than the PNC Arts Center.

### **Member-At-Large**

Bob Conway reported that Highpoint's Affinity Program has received approval. They will work with the club and dealers to help owners get better rates on insurance. The possibility of taking credit card payments for events via the website was brought up. It was decided that we need to do more research to find out all the ins and outs of this process.

### **New Members**

Bob is waiting for the new member letter. The club has available cards to distribute to prospective members. These can be given to all club members to pass out to people that may be interested in joining the club.

The next meeting will be held on October 3rd. Bob motioned to adjourn David seconded. Respectfully submitted, David Hirschhorn (Member-at-Large)

## Is an older BMW in your future?

To some people, a BMW is just a car or a very nice status symbol. For others, it's a performance machine that creates excitement and sweaty palms just at the thought of driving one. That latter would be the enthusiasts that best describe the members of our chapter. We partake of a great hobby where anyone can be a car guy or girl. All you need is the love and passion for cars.

The great thing about our club is its diversity. We have members of all ages, incomes, and personalities, and what brings us all together is our common interest in BMW's. It doesn't make a difference what model you own or even if you don't have one at all, just the love for these cars is what counts. As I was thinking on what to write for this month's column, I thought about all of those members with older BMW's like myself and those who might be in the market to buy an older model. There are a lot of things to consider when looking for an older car. I decided to give a couple tips to help you along in your search for a classic BMW.

When thinking about buying a classic or older car, remember that no matter how nice the car is or how well maintained it is, you will eventually have to do work on it. Just due to age, things need replacement during ownership. Also, just because a car is old does not mean it has collector value. Usually, a car that was highly popular when it was new will still be popular and collectable today. Also low production or special edition vehicles will be more sought after. I will use the e28 5-series as an example: The 525i (or e) is a fine car but doesn't have the out of the box performance as a 535is or the ultimate e28, the M5, and prices will reflect this. You can buy a decent 1987 525 for \$1500-3000 but a 535is could run up to \$6000 and an M5 would be priced from \$10,000-16,000+ for clean examples. The basic chassis is the same for all three, but the performance and limited build numbers is what makes one more collectable than the other.

With just a couple clicks on the Internet, you can find many examples of 2002's, e21's, e30s, e28's, early M3's and M5's that will fit your budget. Any one of these would make a great weekend car or even a daily driver that will be fun and reliable. Smart buyers will know what they are looking for. You will need to decide what you are planning to use the car for. Do you want to attend car shows, do some club racing or autocross, or is it just going to be a driver? If a show car is what you are seeking, try to find a car with low miles or that was recently restored. The cost to restore the car yourself will usually exceed the price of buying one done so you can save a few dollars there. Of course, there're some of us who love the feeling of bringing a car back to life with our own hands. If a racer/autocross car is what you are seeking, it might be cost effective to find a car that has the modifications you need already installed. Buying from a fellow CCA member would also be beneficial since you know the car was enthusiast owned and most likely maintained well. [and only raced on weekends - Ed.] Service records are a big plus because you know when everything was done and you have no questions when future servicing will need to be performed. A well cared for and documented car will always be easier to sell down the road too. Talk to club members and even your mechanic and see if any of them know of a good car that is available that will fit your needs. Word of mouth can result in finding a great car that is not on the open market yet.

If the car you find is not local and you can't get to see it in person, always request more photographs before you make your final decision. Pictures can hide a lot so be sure to get close up shots and ask a lot of questions before plunking down your hard earned cash. If possible, find a club member in the area the car is located and see if they can check the car out for you. I've seen too many horror stories from Internet purchases so buyers beware!

There is a great feeling when you show up to an event with an older example of Bavarians finest vintage motorcar and people ask you questions about your ride. I appreciate the newer models but I can't help having a strange attraction to the round headlight BMW's. The older, the better I say. With a little bit of research and patience, you can find the right car to fit your needs. Just remember, it doesn't make a difference what year your car is, as long as you enjoy driving it!

JT Burkard  
1977 320i

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## Autocross and Champ Series

### Sept 9 Autocross

We had a wonderful event with 58 drivers and 8 runs each. Ivan Legrand's course was liked by all. Oct 7 will feature another course of Ivan's, and it looks like it will be pretty fast. Hope to see you there.

The champ series is closely packed at the top:

Jon Trudel	66pts.
Jaime Kavalieros	64
Chris Leckenby	58
Mike Marvuglio	48
Mark Mallory	47

With two autocrosses to go, Oct 7 and 28, one rally, and the Pinewood Derby, it is still an open matter who will seize the season and be the champ.

## The NJ BMW CCA Wants You

Nominations for the 2008 Board are now open. Positions include President, Vice President, Social Events Chair, Treasurer, Driving Events Chair, Secretary and two Members-at-Large. If you are interested in running for any of the Board positions, or would like to nominate a willing candidate, send me an email at [deborahkolar@yahoo.com](mailto:deborahkolar@yahoo.com) by November 7th.

If you have general questions about the Board just send me an email. If you'd like details on what a particular job entails, go to [www.njbmwcca.org/about/officers.php](http://www.njbmwcca.org/about/officers.php) and send an email to the appropriate incumbent. The Board is always looking for new ideas and fresh viewpoints.

I look forward to hearing from you.

Deborah Kolar  
Secretary

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## Driver Schools 2007 It's a Wrap

Our fourth and final Driver School for 2007 was held Sep. 22-23 on the Shenandoah Circuit at Summit Point Raceway. While the turnout was a bit light, the weather was terrific and the driving spirited, including two full days of skid pad sessions. We had a larger than usual number of first-time students and, uniformly, everyone said how much they enjoyed the track and how we conduct our schools. It was particularly encouraging that we attracted drivers from other chapters and other clubs. For those of you who have not yet tried a Driver School, I urge you to talk to other members and get an idea of what you can learn and the fun you can have. We also had a couple of visitors who came to see what a school was like. We were able to arrange for them to take a ride with one of the instructors and they all said they would be back next year.

Speaking of next year, we can expect some changes to our schedule. Our future at Lime Rock is uncertain with the change in business model there. Fortunately, we can look forward to the opening of two road circuits at New Jersey Motorsports Park in Millville and we plan to hold at least one event there next year with more to follow.

We had many successes this year including transitioning to a fully web-based registration system, recruiting and promoting a new group of instructors, holding two successful joint Club Race and Driver School events and making our annual contribution to the Westlake School. Thanks again to everyone who participated in our schools this year - both students and instructors - and a special thanks to our intrepid Tech Workers for making our schools run smoothly. Keep the shiny side up in the off-season and we look forward to seeing you at the track in the Spring.

Jeff White

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# As Good As It Gets in Club Racing

By Thom Rossi

Less than 24 hours ago, I returned home from my most enjoyable weekend ever in the BMW Club racing program.

The field of competition was outstanding and the race was a history-maker, as we were told that it was the largest number of racers ever registered in a single event for the club. This boils down to a situation where everyone, regardless of what class they race in and where they place overall in the field, is virtually guaranteed to have someone close by to race with. In the K-prepared class, which is sometimes sparsely populated in our region, six racers competed in both Saturday's sprint race and Sunday's enduro. In the sprint race, Don Stevenson and I ran 1st and 2nd, respectively, for the first half of the race, but I was ultimately overtaken by Anthony Magagnoli who was to take second in class to my third and Don's first. After being passed by Anthony, I ran neck-and-neck with Dave Alloway's J-stock e-30 M3 for most of the remainder of the race while I watched the two KP leaders steadily increase their lead, just ahead of us. I finally snuck past Dave in the bus stop after a re-start, but with very little time remaining in the race and no hope of catching the leaders. Most importantly, the race was very clean and despite the crowded field and the tight competition, everyone seemed to be on their best behavior and kept it safe.

On Sunday, I was determined not to let the leaders slip out of my sight again. I qualified 3rd in class just two cars behind Anthony Magagnoli, who in turn was two positions behind Don Stevenson. Not far behind me were Rob Jackowitz, Scott Reiman, and David Ryan, rounding out the KP class and giving me plenty to watch for in my mirrors. I know from past experience at Lime Rock that Rob Jackowitz is very good at race starts and could easily have overtaken me in the first seconds of the race. Also, Scott Reiman was in his second race at The Glen, and had improved his lap times remarkably from last season. As the race began, Rob, Scott and David got held up in traffic. I kept Don and Anthony in my sights as they started to pull away and I thought: no way am I going to let this happen again. I cranked up the speed and kept close behind the two leaders in a great side-by-side and bumper-to-bumper Battle Royale for position. Anthony and Don kept trading places and I kept hanging in there, waiting for somebody to make a mistake. I know for a fact that two cars battling for position cannot drive as fast as one car staying closer to the ideal line, so I just waited for the right opportunity. It finally came about 35 minutes into the race when Don was being passed in turn 9 by Anthony. I saw an open door and drafted in right behind Anthony, edging Don into 3rd place as we sped down the short straight into turn 10. It was honestly the most exciting racing I've ever participated in. I followed Anthony for another 3 or 4 laps

and then disaster struck the field as two cars tried to occupy the same space in turn 9 and brought out a full-course-yellow. I'm afraid that the resultant confusion has caused a delay in determining class winners and placements, so if you're interested you'll have to catch the full results in the Roundel when they come out. Elsewhere in the field, perpetual hot shoe and friend Alfredo Galossi posted a blistering best lap time of 2:10:364, and Phil Eiseman, after a disappointing DNF on Saturday, appears to have done quite well in the CM class on Sunday. Nafi Coker, in his rookie outing, finished respectably in the DM class and ran a clean, incident-free race. Congratulations, Nafi!

I officially tip my hat to the event stewards for doing an excellent job of maximizing our track time and keeping control of what could have been a very chaotic situation.

You may be thinking that between the great track, the perfect weather, and the outstanding racing, things couldn't get any better. But if so, you're forgetting that one more ingredient is needed to turn a good weekend into a great weekend: girls! The Jersey track junkies, usually consigned to sharing rooms with each other and lacking the benefits of female companionship, were blessed with a full contingent of significant others. Not only did this give us all a reason to shave in the morning and use deodorant (a great mutual benefit), it also made for pleasant socializing between run groups and races and a marked improvement to the scenery around the paddock. Penny Galossi, Peggy Finch, and Jeb Atkinson were all participating as DE drivers or instructors. Sue Conway, Barbara Stevens (who came with Barry on this weekend, the occasion of their 30th anniversary: congratulations!) Mrs. R, and our guest, Fiona Bradshaw, rounded out the bevy of beauties henceforth to be known as The Girls of The Glen. I'm sure we are all working feverishly to convince them to come out again with us next year, when the BMW CCA will hold its annual Octoberfest at Watkins Glen.

Mrs. R. and our two guests worked as my pit crew during the Sunday enduro. This gave them a birds-eye view of the race and brought them into the action. It also added another historic aspect to the race. At the end of it, Mrs. R. actually said she thought I was a good driver, and that I looked safe on the track! I've got to tell you, after spending the past 27 years trying hard to find some small way to impress Mrs. R. with my manliness, with most of my efforts going unnoticed; it just doesn't get any better than that!

Tom can be reached at: ThomRossi@gmail.com

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## Welcome New Members

Charles Ambriano  
Anthony Aprilante  
Konstantin Bazalyuk  
Monika Bednarczuk  
William Berbaum  
Robert Brown  
Katherine Busch  
Carl Costanza  
Edward Dec  
Alex Dec  
Michael Dellutri  
Brenda Dellutri  
Elaine Dublin  
Janice Eckert  
Richard Fan

Clayton Ferrara  
John Ferrara  
Christopher Garcia  
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Jack Jakub  
Ferne Lavine  
Scott Luckman  
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Eric Meitzner  
Seth Middelmann

Anthony Mincieli  
Michael Moye  
Kudiarasu Nalliannan  
Yun Ng  
John O'Connor  
Britt O'Rourke  
Linda Parsons  
Charndresh Patel  
Luis Perez  
Robert Piccoli  
Steven Ploshnick  
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Thomas Walsh  
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# NJ Chapter Calendar

## October 2007

October 17th  
Monthly meeting at Open Road BMW, 721 Rt 1 in Edison. Note - Meeting starts at 7:00pm.

## November-December 2007

December TBD  
Club Elections and Pinewood Derby at our monthly meeting at Deutscher Club in Clark.

## January 2007

January TBD  
Monthly meeting at Deutscher Club in Clark.

## February 2007

February 9th  
Annual Club Banquet at the Grand Colonial in Hunterdon County. (Save the date - See our website.)

## March 2007

Time to finish car for track season.

## April 2007

Autocross season starts. Driver schools start.

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### MEMBERSHIP MEETING INFORMATION and LOCATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often force a different date; please check the calendar of upcoming events (or the website) carefully.

### MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: [www.bmwcca.org](http://www.bmwcca.org) or can be sent to:  
BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
800-878-9292 (Mastercard or Visa)

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

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

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

**Shenandoah 2007 (continued from page 2)** share and personal triumphs to brag about - and everyone is more than happy to listen and laugh along.

Sunday morning began with the drivers' meeting, where events from the previous day are discussed. As there had been an incident on Saturday resulting in some bent sheet metal, we were reminded that safety was our primary goal. Thankfully, no one was hurt in the incident, but it was a serious wake up call for all the drivers.

Sunday's track sessions for Team Red Rocket were fantastic, despite another minor mechanical issue. A broken swaybar endlink resulted in a bit of lost traction. A quick repair by the Bimmertools pit crew (consisting of Brian and me) got us back on track with very little time lost.

I grew more comfortable with the track and my car after every lap, and I

realized I had made significant progress toward reaching the goals I'd started the weekend with. It was extremely rewarding to learn that my instructor had recognized that as well, and he shared with me that his evaluation would contain the recommendation that I advance to the intermediate level.

It was a great weekend, and I can't wait to go back to Shenandoah next season. I'd like to thank the Driver School Committee, and everyone that helped keep the Red Rocket running safely, including Vic Lucariello, Mark Derienzo, Matt Russell, and Dave Hirschhorn. I'd also like to thank my instructor Derek Blinken, and my co-driver Brian Henry.

See you all on the track!  
Ken Herskovitz  
Ken@bimmertools.com



Yup, it's a tight course and fun.



Photos by Jeff White

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