



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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The Classic 318i

Photo by Colin Vozeh

Newsletter of the NJ Chapter
BMW Car Club of America
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President's Line

I just got in from the event at the New Jersey Motorsport Park in Millville and can sum it up in one word, AWESOME. For a brand new track and facility, it was way more complete than I expected. The classroom was there, a concession area, paved paddock roads, garages with suites over them, even bathrooms with showers.

The only thing that seemed to be missing was ground coverings such as grass, which would have certainly cut down on the amount of dust in air. No I'm not complaining, but if you were following someone that put a wheel or two off the track, you would certainly have a lot more respect for the green stuff. The grass that had been planted was suffering from the dry weather we've been having lately.

Many thanks go to our friends at the Delaware Valley Chapter who co-organized the event with us. It was a monumental task on the behalf of both of our chapters and I must say the event went very smoothly considering we were at a new facility that neither of us has ever been to before. I think back to the snowy night in January when both of our Chapter Driver School committees met in Princeton at the Triumph Brewery to begin the planning of the Thunderbolt Driver School. There's no reason why we can't have fun while organizing these events.

I've mentioned the track and the chapter organizers but keep overlooking the fact that this facility is in New Jersey. I was able to travel there and back and still have gas leftover in the tank of my Super Duty. I enjoyed leaving there and arriving home in daylight plus the route I drove didn't involve paying any tolls (I'm sorry Gov Corzine).

As much as it felt like we were in another state, the law still says the attendant has to pump your gas and the spare containers you use to fill your school car have to be red. You may need to invest in some red spray paint. Thanks to all of you who were part of our maiden voyage to this new track, I'm definitely looking forward to a return engagement.

The next driver school event is the school at Shenandoah on Sept 13-14. This will also be the last driver school of the season. We had a very successful sell-out season this year with only the Shenandoah School being undersold. When the event was planned last fall we underestimated how much OctoberFest at Watkins Glen in September would affect the school.

Some other Club events in September besides the Shenandoah Driver's School are an autocross on Sunday the 21st at the PNC Bank Arts Center and the Club picnic on Saturday the 20th. There will be a Rally, part of the Club's Championship Series, preceding the picnic. Information for both events can be found on the website.

An item of importance to the Club is the upcoming elections. It's time to start thinking about the future of the Club and those we need to guide it. I am finishing my 3rd term as President and have decided not to run for a 4th year. I'm still planning on being involved with the Club but need to spend more time helping my family in dealing with the health of my aging father.

There are many positions for members to get involved with starting with Member-at-Large all the way up to top spot, President. For those considering being more involved with the Club and its proceedings, you are more than welcome to attend one of our Board meetings, which are open to all members. You can also contact the Club's Secretary Deborah Kolar who can provide information regarding the board positions and their responsibilities.

I'm heading to Watkins Glen in early September to watch another vintage racecar event, the US Zippo Grand Prix. This time I'll be sure to take my camping equipment out of the truck before I head out for any pace laps on the circuit. Now I just need a 5-way harness to hold my brother in his seat.

Neil Gambony
neilix@earthlink.net

Club Picnic September 20th

Join us for great food + fun car show + more. See if you can win or buy the popular vote. Swap meet - bring whatever as long as it is BMW stuff. This is a good chance to clean out the shed. Kids games.

Picnic info:

Place: Dave and Peggy Finch Farm, 74 Butler Road, Asbury, NJ
Time: 12:30 pm to 6:30 pm
Cost: Adults \$20 Children \$10

Check our website for updates.

Al Drugos



Welcome New Members

James Archambault
Sam Baldeo
Greg Ball
James Balsbaugh
Melanie Balsbaugh
Paul Bellscheidt
Monica Blanco
Paul Boutros
Jay Brzezanski
Julie Bucgio
Michael Carson
Sean Cassidy
Simon Chapman
Justin Chow
Steven Content

Matthew Donahue
Fred Franklin
Luis Geronimo
Victor Giusfredi
Jeffrey Grow
Susanne Hartmann
Webb Hayes
John Hitchcock
Nick Holcombe
Robert Jankowski
Scott Jarman
Meshawn Johnson
Thomas Kempisty
Dae Kim
Jared Krueger

Christopher Leary
Frank Leung
Edward Lubas
William Malinowsky
Constantin Mateiescu
Eric McPhillips
Nancy Mendel
Vinay Raina
Ekta Raina
Sagar Rawal
Charles Reed
Gary Reed
Michele Romano
Saul Seltzer
Sylvia Seltzer

Steve Shiffman
Mike Sierant
Catherine Silva
Caroline Silva
Anne Sinisi
Kevin Skelton
George Smith
Katrina Streisguth
John Tang
Pete Theodorakopoulos
Thomas Tien
Kevin Valentine
Douglas Zagha



Philes' Forum

by Vic Lucariello

Hello Bimmerphiles! This month I feel the need to preach again about proper car preparation for one of our driver schools.

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply e-mail the test data. [Include your name, too, if you want to be famous and be mentioned in *Philes' Forum!*] Please include both the test results and the pass/fail criterion for each pollutant along with your model and year, transmission type, and mileage. If you know at what mileages your oxygen sensor and spark plugs were last replaced, include that as well. Please indicate what, if any, modifications have been made to your motor [aftermarket chip, intake, exhaust, etc.] and your exact model number [eg: 328i, not 3-Series].

Prior to the Thunderbolt driver school, I received an e-mail from bimmerphile Jon Trudel. Jon was teching his car for the event and he was concerned about the amount of tread remaining on the inboard edges of his 5-Series' tires. Jon noted that a cursory examination of the tires from outside had not revealed any problems, but when he had jacked up the car to tech it properly, he observed that the inboard tread edges were worn. Although the inboard tread on the rear tires had not yet worn to the wear indicators, Jon took the conservative, safe approach and chose to bring a different car to the event. Thanks, Jon!

My dialog with Jon reminded me that it has been some time since I emphasized in *Philes' Forum* the extreme importance of your doing a thorough pre-event inspection of your track ride.

Photo #1 shows a rear tire on a 1999 E39 5-Series with Sport Package.



Photo #1 Rear Tire on 1999 5-Series

Please note that this is NOT Jon's car! You can see that the inner tread is completely gone and that the tire is in a dangerous state. [Photo #2 is a closer view of the tire tread.] This tire looked perfectly fine from the outside, and the unsafe condition was not apparent until the car was in the air. This is only one of many examples I could cite to emphasize the importance of a thorough underbody inspection on your car prior to your bringing it to a driving event. By thorough I mean a wheels-off, up-on-jackstands inspection. You really need to have the wheels off to get a good look at the brake pads and hoses, and to change the brake fluid.

Why do you need to change the brake fluid? I'm glad you asked! The DOT 3 and DOT 4 [This refers to U.S. Department of Transportation specifications.] brake fluids found in virtually all vehicles on the road today are hygroscopic, meaning that they have an affinity for water and tend to absorb it. The water gets into the fluid via the vent on the master-cylinder-reservoir cap and, some say, via osmosis through the brake hoses. The effect of water contamination on DOT 3 or DOT 4 fluid that we are concerned about for track or other hard driving is that the boiling point of the fluid is reduced.

For example, the DOT specification for the minimum dry [uncontaminated with water] boiling point for DOT 4 brake fluid is about 450 degrees F [about 230 C]. The same fluid, when saturated with water, has a specified minimum boiling point of only about 310 F [about 155 C]. As you can see, there is a significant degradation in the fluid's boiling point when it becomes water contaminated.

What does this all have to do with track driving? I'm really glad you asked! Your brakes slow your car by converting its kinetic energy [energy of motion] into heat. This heat is absorbed by your braking system and dissipated into the atmosphere as the brakes cool. Some of this heat ends up in your brake fluid. If the fluid is heated to its boiling point, vapor bubbles will form in the brake calipers. Since the bubbles are highly compressible relative to liquid brake fluid, they will cause the brake pedal to become "mushy" or "spongy" and exhibit increased travel. In extreme cases, the brake pedal will travel all the way to the floor and you will have no brakes! Track driving, with its repeated hard braking, exacerbates the foregoing. Incidentally, so does worn brake pads. When the brakes have cooled sufficiently, the brake pedal feel and travel usually return magically to normal. Of course this offers scant succor if you are hurtling towards a tire wall!

So that is why your car should have fresh brake fluid when you bring it to a driver school. At the Thunderbolt event, we had a novice student with an Audi [I believe it was the S4 factory hot rod]. After he learned the track and began driving faster, he reported that his brake pedal went to the floor. Luckily he was able to limp the car back to the paddock without damage. After the car sat for about 1/2 hour, the brake pedal was still mushy with excessive travel, but there was at least some braking capability. After some fellow participants helped the student change his brake fluid [they ran about 1 1/2 liters of fresh fluid through the system], the brake pedal exhibited normal behavior and he was able to continue driving on the track.

The student told me, and I believed him, that he had paid a shop to change his brake fluid this past May, so the fluid should have been only a few months old. [The NJ Chapter requires that driver-school cars have fluid less than 6 months old.] I have changed brake fluid a few times in the last 40



Photo #2 Rear Tire Close-up

or so years, and my admittedly qualitative assessment of the removed fluid was that it was clearly "old". We suggested that the student take a sample of the removed fluid back to the shop and confront them with it, and he said he intended to do so.

If you choose to have your brake fluid changed by a shop, be sure that they understand you want the fluid completely changed and the entire system flushed with new fluid. Some shops may not understand what you are asking for and either change the fluid in the reservoir or simply bleed the brakes. Moreover, you should specify that you want at least a liter of fresh fluid put through the system. Once the car is up, a proper brake-fluid flush should take the better part of an hour, so be prepared to pay accordingly. Oh yeah, have them do the clutch hydraulics while they are at it.

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

Anyone wishing to contribute to Philes' Forum should contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair /maintenance questions and/or tips, repair horror stories, emissions inspection sagas, product evaluations, etc.

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August 20th Meeting

This month's meeting involved a tech Q&A session. Now wait, this wasn't just any Q&A session, no way! We had the best panel you could think of, capable of answering basic maintenance questions on your E21 (320i) to performance advice on your e36 to warranty questions on your E90. Vic Lucariello, the NJBMWCCA Tech guy of our own Philes' Forum, Don Fields of the famous Mr. M Car, and Ray Adam, a shop foreman at Open Road BMW were able to answer any question thrown at them without batting an eye. We can't give all the credit to the panel however, our club members came to bat with some great questions. I never would have thought I could be engaged in a conversation about control arms for an hour and not be bored! I also did not know all of the variations in control arms between the models and the benefits of using one of the other. Everything from fuel systems to extended maintenance questions were asked and answered. I even read on our online chapter forums one of our member thanking the panel, as their advice helped him conquer a problem on each of his two BMWs! We actually had to cut the questions off because it was getting too late!

Of course, the genuine German cuisine that was provided to us was top notch. For anyone who has never attended a meeting at The Deutscher Club, you got to come at least once for the free food and atmosphere. Between the barmaid, the food, the small groups of German men playing cards downstairs and the general decor; it's almost as if you somehow instantly were transported to Germany! Talking about the bar, as always a few members stuck around after the meeting to talk cars over a beer, while others hang out in the parking lot to show off their newest purchase or to put some of that great advice from our tech panel to use! As always, a great time was had by all. Hope to see you all at the next meeting!

Jeff Burgess

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Susan G. Komen For The Cure

Please consider taking part this year in the BMW Ultimate Drive® supporting Susan G. Komen For the Cure event. BMW will once again be providing a fleet of 18 vehicles for you to test drive through their participating dealerships. For every mile driven, BMW will donate \$1 on your behalf to the Susan G. Komen Foundation. Since 1997 BMW has donated over 11 million dollars to this worthwhile cause. This year's signature vehicle, which is signed by all who participate, is the sporty new X6. To reserve a spot to test drive "For The Cure" at participating Dealerships during the daytime event (10:00 am to 5 pm) call 1-877-4-A-DRIVE or 1- 877-423-7483.

Neil Gambony

Schedule

Thurs.	Oct. 7	Prestige BMW
Wed.	Oct. 8	Paul Miller BMW
Fri.	Oct. 9	Flemington BMW
Mon.	Oct. 13	BMW of Freehold
Sat.	Oct. 18	BMW of Roxbury
Mon.	Oct. 20	Hunterdon BMW
Tue.	Oct. 21	BMW of Morristown
Thurs.	Oct. 30	Princeton BMW
Fri.	Oct. 31	BMW of Turnersville
Sat.	Nov. 1	DeSimone BMW of Mount Laurel

AUTOCROSS Schedule

Our remaining autocross schedule is as follows:

Aug	17	PNC Bank Arts Center
Sept	21	Commerce Bank Ballpark
Oct	12	Commerce Bank Ballpark
Nov	2	Commerce Bank Ballpark

Come on out and have a blast. You can even have an instructor ride with you, if you wish. This is one of the few automotive event bargains left, so take advantage of your opportunities.

The 2008 champ series standing are posted on the website, and will be updated regularly.

Elihu Savad



NJ BMW CCA

On a New Track

by Thom Rossi

If you've been reading our newsletter over the past year, you already know that our club has been awaiting the opening of a brand new motorsports complex in Millville, NJ. The timing couldn't be more appropriate: due to a change in economics at our traditional home track in Lime Rock, we've lost access to an old club favorite, at least for now. But the question in my mind was: how good will Thunderbolt be? Will it be good enough to make up for the loss of Lime Rock in our annual driving schedule? On the last weekend in August we got our first chance to find out when we ran a joint event with the Delaware Valley Chapter of the BMW CCA.

Clearly, I was not the only person who was anxious to have a look at the new track. I'm told we had approximately 80 instructors and over 100 students enrolled for the event. The event was oversubscribed and I know many late applicants had to be turned away; the first time I can remember that happening in recent years. With all the hoopla and excitement surrounding our inaugural driving school at Thunderbolt, you could see that it would have been very difficult for the venue to meet, let alone exceed, everyone's heightened expectations. But I'm happy to tell you that's just what happened!

The facility has two road courses named Thunderbolt and Lightning. We were on the former. It is an approximately 2.5 mile circuit which I think can best be described as two momentum sections and a technical section.

The first momentum section starts with turns 1 & 2. Turn 1 is a relatively high-speed right-hander, and in order to achieve good top speeds on the back straight you have to start building momentum at or just before the apex of this one. That makes turn 2 exciting, because it is a blind, up hill, right hander that has to be taken with full throttle from the point of turn in. The trick here is to realize that there is a TON of track on the left when you crest the hill, so there is plenty of room for the car to track out from the turn and keep building speed. Turn 3 is really a right hand kink, which can be taken with little or no braking, but doesn't offer much in the way of room for error as some of us were to find out. This is followed by a straight with an up-hill where it feels like your car may get airborne, and if you watched the Grand Am race there on Labor Day weekend, faster cars do take wing for a short distance. Turn 4 is a high speed right which leads, after a short straight, into the first left. Another fast right brings you onto the final straight in the back and, in my mind, more or less completes the first momentum section of the track.

Just for reference, we're now coming up to turn 7, a right hander that takes you into the technical section of the track, also named "the octopus". This is a long, decreasing radius, right hand turn. If you've ever driven the Jefferson circuit at Summit Point, you may be reminded of the turn at the top of the hill leading into the downhill esses when running the track clock wise. Not surprisingly, this section of the track generated the most debate amongst the instructors, comparing a long, single-apex line as compared to a double apex line, debating gearing (for my car I was always caught between having too-few revs in 4th or running out of revs in 3rd mid-way through the corner) and jockeying for position to execute passes in this section. The tight right-hand finish to this turn leads into one half of what looks like the octopus's head on a track map, and this in turn leads to a tight left hand turn representing the other half of the head. About half way to the apex of this turn, in my mind, completes the technical section of the track and leads to the second momentum. Therefore, I tried to optimize my line to allow the earliest possible full throttle application coming out of the octopus to build and maintain speed for the next section of the track. I noticed when watching the Grand Am race that the GT cars took a different line than the one I settled on. I'm not sure if their line is faster, or if it's just a better defensive line for racing, but I intend to find out next time I get back to the Thunderbolt.

The next section of the track begins with esses, goes under a bridge, and includes a full throttle turn onto the front straight. Getting the right line through the esses pays big dividends in speed at the end of the front straight. This is pure, flat throttle, driving, with enough twists and turns to keep it interesting.

This track was a blast to drive. I really enjoyed the process of getting to

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know a new venue and I can see that many return trips will be needed to get to understand the nuances of the circuit, shave time off qualifying laps, and learn the best areas to pass other cars during a race. I don't remember any other track giving me as much feedback about my car's set up. Maybe I'm just getting more attuned to the messages my car sends to me as I gain experience, but I suspect there is something about the track layout that allows you to gradually approach and maintain your car at the adhesion limit for long periods of time, getting a better sense of how it is balanced. This provided a fun opportunity to experiment with subtle changes in tire pressures to "dial in" a little over or under steer.

The only negatives I have about the venue are related to the early stage of development of the track. The grass is very thin, so dust is everywhere. Anytime a car put a wheel or two (or four) off the track, a large dust cloud was sure to obscure the vision of anyone behind them. Several cars, including one in which I was an instructor, had harmless, low speed expeditions into the savanna surrounding the track, and, to say the least, it got pretty dirty in a hurry. The curbing along the track was lacking the usual red/white striping, and combined with a very clean track surface, there were precious few visual reference points to use when teaching novice students the driving line, or indeed, for the early laps we instructors took when first being exposed to the track. Finally, while run-off room was generally abundant, there were a few places on the track where another foot or two of paving on the outside of the curbing would provide a valuable safety margin for people who run out of room at track out. I'm thinking in particular about the track out area in turn 3 and the final turn onto the front straight. But these gripes are pretty much in the category of nit-picking; I'm sure that as the venue matures these issues will be addressed.

I understand our club will hold its June race at Thunderbolt next year, allowing us once again to have two chapter sponsored races in our annual line up. To top it all off, it's only a two hour drive from my house. Returning to the questions I had on my mind before we got there: yes, this is every bit as much fun to drive as Lime Rock ever has been. I hope we do get back to Lime Rock some day, but at the same time, I am more than satisfied with what Thunderbolt has to offer and I look forward to many return trips. If you missed this one, don't despair. We're going back, and next time you've got to come, too.

Confessions of a First-time Autocrosser

by JT Burkard

Mash the throttle, out of the gate make a hard 90° right hand turn. Hold first gear until you go through the second or third gate then shift into second. Both hands on the wheel up top now and leave it in second. Right, left, right, left, right, left, and then a sweeping right turn down the hill. Through the gate and cut the wheel to the right, though another gate three cones long and make another 90° turn. Hard on the throttle then a gate to the left then right then left then another turn to the right into a 180° right hander leading to a straight away.

At this point my car just bogged through this straight away in second. Maybe I didn't carry enough momentum into it or maybe the little 318i didn't have enough power. In hindsight I should have downshifted into 1st for half the distance but I was more focused on the turn ahead. Cut the wheel into a sweeping 180° left hand turn. Hard on the throttle again into another set of slaloms - left, right, left then a hard left hand downhill 180° turn where the back end of my car slid out three separate times in a slow but spectacular skid. Hit the go pedal through a gate then turn right and then the final 90° right turn to the final straight through the timing lights and then hard on the brakes. All under 60 seconds.

If any of you were wondering what autocross was like, this is about the best description you are going to get unless you do it yourself. I've come to a couple of the autocross events at the PNC Bank Arts Center, since it's only 3 miles from my home, to watch a few times but I never actually did it. Until Sunday, August 17th. WHAT A RUSH! I don't know what I was waiting for. If you thought about trying AutoX but have never done it, let me tell you, just do it. It doesn't make a difference if you have an M car or a \$2000 Bimmer like I used. Auto or stick wouldn't make a difference either. You'll be in one gear most of the time anyway. You just need to get out there and have the time of your life. Trust me!

When I arrived at 8:10am in the south commuter lot of the Arts Center, I filled out my registration form then headed to the sign in table. I paid my fee and I was set. I watched the action in the paddock as people readied their cars. Checking tire pressure, changing to different wheels, and other preparations were taking place everywhere. I just parked my car, took the floor mat out, removed my cooler out of the trunk and set up my chair. Yup I was ready to go. I took a walk around and found many familiar faces. I got some advice and I was psyched to run. I borrowed some shoe polish and put my new racing numbers on the window. I am now part of the group.

I was sharing my e30 with Doug F. He gave me some more tips and some input on how to prepare. Next up was the first time driver's course walk through. There was a fair amount of newbie racers, which was nice to know I wasn't alone on this adventure. We were given tips and tricks on what lines to take for the quickest route through corners, where to brake, and where to gun it. I was getting pumped up.

Now it's time to line the cars up. One by one, cars were called into the line up in order of our numbers as well as if we were a one or two driver car. One by one, the cars were off. I watched as the anticipation was building and the excitement level was elevated. Doug went first since I never tried this before. I would get a good idea of what to do and how the course was run at speed. We worked our way up until we were at the start line. I placed my feet firmly on the passenger floor, pulled my arms inside the window and we were off... slowly. When my co-driver dumped the clutch, he looked over at me and said, "We have no clutch!" I looked back and said "Try putting it in first." A quick gear check and he tried to start off in 3rd. WHOOPS! Into first he went and off into the field of orange cones we go. Back and forth we went then I hear "the shift knob popped off". I look over and Doug has a stock plastic BMW shift knob in his hand, no longer perched on top of the shifter. We laughed as I took the knob from Doug and we continued our assault on the course. I put the knob back in place while fighting the g-forces throwing me around the cabin. Turn here; turn there, accelerator, brake and so forth. I was holding onto the armrest and the seat and tried to maintain my cool. We were careening through the course on the verge of automotive chaos but yet Doug was in total control. When it was all over, we turned a 68.047. Not the fastest time, but we must have wasted at least 10 seconds starting off in the wrong gear. You never count the first run anyway.

Back to the line and it was my turn. Doug was in the passenger seat and I at the helm. I was stoked to do this. Let's see how I do. Off the line we

go and in first gear mind you. I was in charge. Darting between cones with Doug giving instructions on which way to go and what I should be doing. Around and around we went, left, right, curves and straights as the car rolled into the corners like a houseboat in rough seas. I took to AutoX like a duck to water. We finally flash the timing lights and it was all over. 58.127 seconds. Not bad for my first time out. My adrenaline was pumping. I was hooked.

Back in line we go. On Doug's second run he did much better: 55.867. My turn and I ran a 54.340. Not bad, not bad at all. Now the times were dropping. Both of us did exceptional jobs. He was getting familiar with the car; I was getting familiar with taking my totally stock daily driver to the edge of its abilities. We traded off a few more runs and then I was off on my own. I was in total control. I knew the course, I knew the car's abilities and I knew I had to take the car into the sub 50 second realm. I had confidence and I focused on my mission. I pushed hard and drove to the best of my abilities. I was rewarded with a quick self-taught lesson on drifting around corners and a few tail slides at the last 180° turn. One I believe I went between the cones sideways yet I didn't take one out, or at least that's my story and no one has confirmed or denied it. My times were getting close to my goal.

Then I smelled something wrong. About the 5th run, my little Bimmer started to spit back. I opened the hood and it seemed that the 24 year old radiator cap wasn't used to this type of abuse. Fluid was spilling out from the cap. I checked the radiator and surrounding coolant related components. All seemed in good shape, the cap just gave up. I let the car cool off before I went back out. My last run I figured I was going to push it. I had a goal to achieve. It's the last run of the morning and I really didn't lose a whole lot of coolant anyway. Time to go for it! The run was smooth, quick and well thought out, until that last 180° turn again. The rear end lost all traction. I came into the corner too hot and I was rewarded with the car going sideways and taking out a cone along the way. When the car came to an almost stop, I hit the throttle, in second and slowly putted off on track again, that was until I ran over the next cone. At this point I figured it was fruitless to try to salvage any time left and I just rolled through the timing lights and into the paddock. My 6 morning runs were done and I had a smile that couldn't be removed.

The drivers are separated into two run groups. While the one group is out on the track, the other drivers are out at 4 different posts. At these posts there are people to handle picking up the hit cones, a flagger, and a radio person to call in hit cones, off course mistakes (Mr. Larry??), and other information of importance. This is where you can get close to the action to watch the other drivers. This is also a good opportunity to speak with fellow drivers in your run group. I got a good tip too. The reason I was sliding out was because I wasn't braking soon enough. I was going into the corner too fast and then hit the brakes as I was into the turn. This would cause the back end to lighten up at the point where I need as much traction as possible, thus the spectacular tailspins.

Watching from this vantage point was a real treat for all. Many of the drivers were impressive to watch. Some were amusing. A Z06 Corvette hit the same cone on almost every run. We said we should present it to him when it was all over. One of our better known members whose name I will not mention (at least in this paragraph) went off course not once but twice. The second time was sheer confusion as he cut out a whole section of the track. Quick tip: Walk the track first and get a ride with someone running before you. There was a lot of impressive iron out there from M3's to non-BMW's, like a couple Porsche's, the previously mentioned Corvette, and an 80's GT Mustang. The car that surprised me was a Mazda 3 Hatchback who lifted an inside rear tire at almost every corner. It's amazing how stiff that front wheel drive chassis was.

When the second run group was done, the first run group, my run group, was back in action again. I decided that with the radiator cap not performing to its fullest potential I would run 2 more times and then its time to park the car. I was rewarded with two smooth(er) runs. One being the best run of my day: 50.607. Not the 49 second run I was hoping for but 7.52 seconds faster than the first, which is pretty good in my eyes. The key? Braking before the turn, not in the turn. I was rewarded with Second place in my class. Not bad my friends, not bad at all.

(Continued on page 11)

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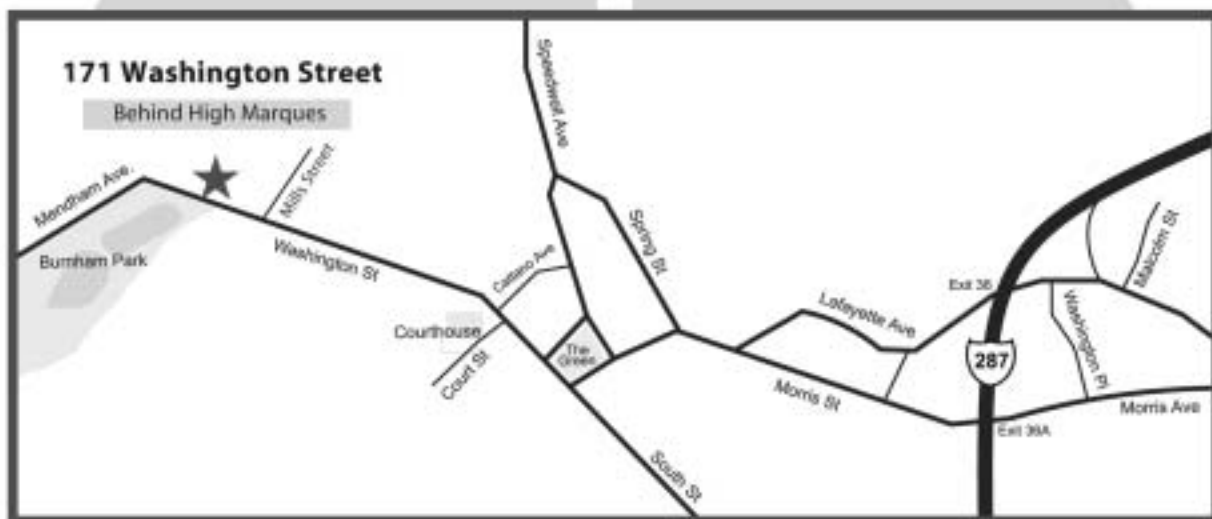
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NJ Chapter Calendar

September 2008

Saturday Sept 20th

Fall Rally. See website for details. Rally finishes at Club picnic.

Club picnic at Finch Farm. Starts at 12:30pm. See article on page 3.

Sunday Sept 21st

Autocross at Commerce Bank Ball Park in Bridgewater.

October 2008

Wednesday October 22nd

We will have Mike Miller who writes the "Tech Talk" column for the Roundel Magazine. The meeting will start at 8 pm at the Deutscher Club in Clark.

Sunday Oct 12th

Autocross at Commerce Bank Ball Park in Bridgewater.



NJ BULLETIN STAFF

EDITOR JERRY FABER
fbr2002@optonline.net

CLASSIFIEDS EDITOR CHET MARFATIA
ckmarfatia@hotmail.com

TECH EDITOR VIC LUCARIELLO
vic.sr@njbmwcca.org

BUSINESS MANAGER PAUL NGAI
pkngai@yahoo.com

CHAPTER OFFICERS

PRESIDENT NEIL GAMBONY
neilix@earthlink.net

VICE PRESIDENT BARRY STEVENS
barrystevens@njbmwcca.org

DRIVING EVENTS ROBERT CONWAY
rgconway@njbmwcca.org

SOCIAL EVENTS AL DRUGOS
glaad1auto@netzero.net

TREASURER WARREN BROWN
whbrown1@optonline.net

SECRETARY DEBORAH KOLAR
deborahkolar@yahoo.com

MEMBER AT LARGE JEFF WHITE
jwhite@njbmwcca.org

MEMBER AT LARGE

rosskarlin@njbmwcca.org

MEMBER AT LARGE

dhirsch@njbmwcca.org

MEMBER AT LARGE

pgalossi@moneymailer.com

CHAPTER TOOL BOX

rgconway@njbmwcca.org

MEMBERSHIP

bisbitsk@benco.com

DEALER LIAISON

pgalossi@moneymailer.com

LEGAL COUNSEL

briancm3racer@aol.com

CHAPTER LIBRARY

neilix@earthlink.net

TECH TIPS

vic.sr@njbmwcca.org

DRIVER SCHOOL COMMITTEE

Chairman Jeff White
Chief Tech Advisor Vic Lucariello
Chief Instructor Blake Smith
blakesmith@njbmwcca.org
Registrar Dennis Krug
dkrug@njbmwcca.org
Member Mark Derienzo
Member Warren Brown
Member David Finch

ROSS KARLIN

DAVID HIRSCHHORN

PENNY GALOSSO

ROBERT CONWAY

BOB ISBITSKI

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CLUB RACING COMMITTEE

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

AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Ed Walters autox@teamdfi.com
Robert Steele steele@whafh.com
David Ngo dngo@commvault.com
Pete Revenidis takibmw7@earthlink.com
Steve Pulvers sbpulvers@msn.com
Walter Baliko balticvid@msn.com
Charlie Meagher charlesmeagher@msn.com
Larry Engel lengel@pclient.ml.com
Brent Jerolomic bjerolomic@comcast.net
Jim Kavalieros jimkavo@optonline.net
Mike Marvuglio mmarv@patmedia.net
Mo Karamat karamatm@optonline.net

HOTLINE : 908-322-2758



<http://www.njbmwcca.org>

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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 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.

Autocrossing

Photo by Colin Vozeh



Photos by JT Burkard



First-time Autocrosser

(Continued from page 8) If you ever wanted to try autocross or even thought about doing it, I say go for it. I can guarantee you will have the time of your life. You don't have to be a professional racer or even use a BMW (but I recommend it!). I was nowhere near the fastest car or the most exotic, but I had just as much fun. Just come out and have a blast! The autocross instructors are very knowledgeable and willing to ride in the car with you so you can achieve the best experience possible. There is a lot of

camaraderie among fellow club members and anyone and everyone is willing to give a hand and advice.

Last month I mentioned I found cars. This month I found autocross.

JT Burkard

Send comments and suggestions to: jtformula@aol.com

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