



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
October 2008

<http://www.njbmwcca.org>

Volume 39 Number 10



**M3 Lightweight** at the Picnic

Photo by Jerry Faber

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Newsletter of the NJ Chapter  
BMW Car Club of America  
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Westfield, NJ 07091-2305

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## President's Line

How was your summer? Were you able to take advantage of the Membership benefit to any of the Anheuser-Busch Theme Parks? No? Well if you are planning on traveling to a warmer climate this winter where there's either a Sea World, Busch Gardens or Sesame Place, be sure to check the BMW CCA website at [www.bmwcca.org](http://www.bmwcca.org) on how to obtain the discount.

Another Membership benefit that has been added to the list is a 20 % discount to BMW's own Performance Driving School located in Greenville, South Carolina. Some of the courses offered there include Car Control Clinics, M driving schools, and a new driver/teen driver's school. Yes, you can find that on the CCA's website along with all of the other Membership Benefits that the Club has to offer. It's right at the top of the page.

The Shenandoah driver's school was the last school of the season. In spite of the light turnout, it was an exceptional event. I would be hard pressed to say that anyone left there disappointed. The warm September weather we encountered there was a result of Hurricane Ike's presence in the atmosphere and we were thankful we didn't receive any of the rain that Ike had deposited in the Mid-West during the event.

Now that the driver school season has ended, I need to thank those whose efforts made it all possible: Jeff White- Driver School Chairman, Dennis Krug-Registrar, Blake Smith-Chief Instructor, Vic Lucariello-Technical Advisor, and Al Drugos at Tower (pit lane).

Although we are finished on the track for the year, we are in the process of planning for 2009 and should have some kind of schedule in the early part

of the new year. Thunderbolt in Millville will definitely be in the schedule along with a visit to the Lightning Circuit tentatively in June.

For October, there is an Autocross on the 12th at the NJ Expo Center in Edison. The Club's monthly meeting at the Deutscher Club will feature the Roundel's very own Mike Miller. Mike handles the "Tech Talk" column and should have some interesting stories to tell us along with answering some of your technical questions. The meeting is on Wednesday the 22nd and starts at 8:00 pm.

As a reminder, October is the month that many BMW dealers in NJ will be participating in the BMW Ultimate Drive® Supporting Susan G. Komen For The Cure event. BMW will donate 1\$ for every mile you test-drive any of the 18 vehicles in their fleet to the Susan G. Komen Foundation. Please check the schedule elsewhere in the Bulletin to see if a dealer near you is participating.

The drawing of the 2008 BMW Car of Your Dreams Raffle was held in September with the winners being announced and posted on the BMW CCA's website along with a You Tube video presentation of the drawing. Congratulations are in order for NJ Member Norman Wright for winning one of the Main Prizes.

For those of you who attended the OktoberFest at Watkins Glen, I would certainly like to hear about your experience there. Happy Motoring.

Neil Gambony  
[neilix@earthlink.net](mailto:neilix@earthlink.net)

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## Obama, McCain or You?

Nominations for the 2009 Board are now open. After three years, Neil Gambony will be stepping down from the Presidency. We all thank him for his dedication and service, but since he promises to stay involved this is not a farewell. It does open the possibility that you could be President or take on one of the other challenging Board positions - 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)

If you have any 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.

Being on the Board is a great way to impact the direction of our club.

Hope to hear from you!  
Deborah Kolar  
Secretary



2002 Turbo

Photo by Paul Ngai

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## Welcome New Members

David Abend  
Rick Ambrose  
Misael Arceo  
Robert Bettermann  
Karen Brooks  
Connor Burke  
Stephen Busch  
Luis Castro  
Michael Corsetto  
Lori Eckel  
Salman Ejaz  
Al Ghosh  
Jonathan Gloster  
Paul Gold  
Barry Golub

Randall Grammes  
Joseph Hoffman  
Wilson Isaza  
Michael Khandros  
Ron Labarca  
Lori Labarca  
Richard Launer  
Andrew Lee  
David Liodice  
John Luciano  
Carolyn McLaughlin  
Dorothy Ochs  
Carlos Ortiz  
Lionel Peña  
Robert Perry

Maurice Rached  
Christian Ramirez  
Elizabeth Sigueza  
Joe Stanton  
Jeff Sunday  
Jerry (Gennaro) Tartaglia  
Christopher Ulz  
Christian Walsh  
Ron Wilson  
Lydia Zaininger  
Lewis Zemsky  
Linda Zemsky







# Philes' Forum

by Vic Lucariello

Hello Bimmerphiles. This month I have a tip for you E30 drivers regarding a seldom-talked-about bushing.

Now that the NJ Chapter 2008 Driver-School Season has concluded, I would like to take a moment to thank publicly the members of our NJ Chapter Tech Crew. These folks show up at the crack of dawn [sometimes beforehand!] in all kinds of weather to be ready to work the Tech lines so we can get through Tech and all have a great day at the track. Folks who worked Tech with us this season are:

- |                  |                     |
|------------------|---------------------|
| Jim Anderson     | David Hirschhorn    |
| Jebb Atkinson    | Bob Isbitski        |
| Geoff Atkinson   | Vic Lucariello, Jr. |
| Fred Beck        | Mirril McMullin     |
| Warren Brown     | Renata Melnitshenko |
| Greg Conway      | Pete Meltzer        |
| Mark Carlini     |                     |
| Mark Derienzo    | TJ Pierson          |
| Alicia DeLalio   | Thom Rossi          |
| Albert Drugos    | Ron Swanson         |
| David Finch      | Barry Stevens       |
| Dave Flogaus     | Bill VanOcker       |
| Greg Field       | Ricardo Venegas     |
| Kish Gallippatti | George Washburn     |
| Neil Gambony     |                     |

Whew! I think I got everybody. Thanks folks! You da bestist!

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].

Erstwhile NJ Driver School Chairman John Csuri sent me an inspection report detailing the emissions failure of his 207,000-mile, 1995 E34 525i for both HC [unburned hydrocarbons] and NOx [oxides of Nitrogen]. Although the CO [Carbon Monoxide] did pass, it did so just barely. In general, high values of all three regulated pollutants indicates either a failed or cold catalytic converter. While the only way to diagnose definitively a failed cat is by taking upstream and downstream gas samples, given the miles on John's Bimmer and that fact that it is running well and is well maintained, the cat has very likely failed.

John asked my opinion on aftermarket-replacement vs. OEM catalytic converters. John has had previous experience with aftermarket cats lasting only a couple years, and he wanted to know if the cats had improved since then. While it is difficult to make general statements on this subject, I did tell John that if it were my car I would bite the bullet and install a new cat from BMW. Indeed, for OBD II-compliant vehicles [generally 1996 and newer], which have fairly sophisticated catalyst-efficiency-monitoring capability, I have seen many reports of aftermarket cats causing the "Check Engine" lamp to illuminate due to inability of the cat to pass BMW's OBD II catalyst-monitor regimen. In the independent BMW repair community, it is pretty much a given that only an OEM cat should be installed on an OBD II Bimmer.

Much has been written, both in *Philes' Forum* and elsewhere, about the importance of the rear-subframe bushings on E30 ['84-'91 3-Series and M3] BMWs. In fact, I am working on a column that will address changing these bushings on the car using the Chapter's bushing-removal tool set. But for now, I would like to talk about another important bushing at the rear of the car - the differential-mount bushing.

On an E30 [and other like-vintage Bimmers as well], the rear subframe and differential are attached to the unibody with 3 rubber bushings - the 2 subframe bushings and the diff-mount bushing. Photo #1 depicts a typical



**Photo #1 Rear Differential and bushing**

E30 differential rear cover with the diff-mount bushing on the left. Excessive compliance in any of the 3 bushings, but especially in the diff-mount, can permit the differential to move such that a driveline shudder occurs under power.



**Photo #2 Bushing with 150,000 miles**

So the next time your E30 is up on jackstands, inspect carefully your diff-mount bushing. Photo #2 is of the bushing in Joanne's 1986 325 with about 150,000 miles on it. You can see where the bushing rubber has separated from the outer steel ring of the bushing. Photo #3 shows a similar view of a "good" bushing. With the car in the air, placing a jack under the diff and SLIGHTLY pushing the diff upwards revealed the bushing rubber to be "walking" around in the diff cover as the diff moves. A cursory examination of the bushing wouldn't suggest anything amiss, but a closer look revealed the problem, and the jack test confirmed it.



**Photo #3 Good bushing**

where the bushing rubber has separated from the outer steel ring of the bushing. Photo #3 shows a similar view of a "good" bushing. With the car in the air, placing a jack under the diff and SLIGHTLY pushing the diff upwards revealed the bushing rubber to be "walking" around in the diff cover as the diff moves. A cursory examination of the bushing wouldn't suggest anything amiss, but a closer look revealed the problem, and the jack test confirmed it.

Bushing 33 17 1 135 242 is listed as fitting all E30s but the [of course] iX models. You will also need a 33 11 1 210 405 diff-cover gasket, two 07 11 9 963 355 seal rings for the fill and drain plugs, and a 07 12 9 900 047 12-mm self-locking nut. While you are at it, pick up a couple quarts of Redline synthetic 75W-90 gear lube.

Replacing the bushing involves removing the diff cover and using a press to install the new bushing. The old bushing can be removed by first heating the rubber with a propane torch until the rubber softens sufficiently to be pulled out [Uh, be sure to do this outdoors and away from combustibles.]. Then use a Dremel tool to cut carefully through the outer steel ring of the bushing prior to "peeling" it out of the diff cover. If there is sufficient interest [e-mail me], I can describe the bushing changeout procedure in detail in a future *Philes' Forum*.

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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# Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting  
June 25, 2008

Board members present: Neil Gambony, Jeff White, Warren Brown, Ross Karlin, Barry Stevens, Bob Conway and Al Drugos. Board members absent: Penny Galossi, Jerry Faber, David Hirschhorn and Deborah Kolar. Others present: Blake Smith, Elihu Savad, Vic Lucariello, Dave Allaway.

## President

Neil Gambony called the meeting to order at 7:40 PM at Café Cucina. The reading of the May minutes was waived, and accepted with no corrections.

## Vice President

The June meeting at BMW NA was a big success, but attendance may need to be limited in 2009. The July meeting at DCC will include a presentation by Exxon-Mobil. The August meeting location is uncertain, due to dealership construction.

## Treasurer

Warren Brown reported that we are in excellent financial shape, due to proceeds for upcoming events. Driver schools are filling, so no income problems are anticipated. A donation was made in memory of Richard John. Elihu questioned the autocross expenses in the financial report and Warren will review the details.

## Newsletter

Jerry reported, via Neil, that deadlines remain the 1st of the month, with the exception of July which may be delayed a few days for race ads. Jerry sought board approval for \$1200 for four additional color pages for July ads. The board had no objection and left this to the editor's discretion.

## Social Events

Al reported that the picnic will be in September.

## Driver Events

The Teen Street Survival School will be Sunday, June 29th. The school is full, with a short wait-list. We have 17 instructors, but need 20 or more. We are set on water. Ross has been asked by a potential corporate sponsor whether the club would be interested in running a larger program. The board consensus was that it would be difficult to schedule and support additional schools. Ross will pursue this as a potential venue or sponsorship opportunity for the 2009 school.

Jeff reported that there are 47 registrations for Summit, including workers, so there is space for five more. Overall we are in great shape. Blake is still looking for some additional instructors for Summit. Joe Volpe has been contacted regarding 2009 dates. Neil confirmed our event listings are now on the national web site and in the Roundel.

## Race

Ross reported that registration is open for the Summit Point race, with 21 racers so far and no predictions on the total. There will be a format change, with no Enduro this year. Probable format is three sprint races, one a no-points race. Two dealer/sponsor commitments have been received so far. Half-sponsorships will be offered to local businesses that are also national sponsors.

## Autocross

August 17th is set at PNC. This will be a regular autocross, not an autocross school. It was noted that the BMW Foundation does not require an EMT for Street Survival, although this is a New Jersey State Police requirement for autocrosses. Possible venues of Livingston Mall and Great Adventure are still being investigated.

## Miscellaneous

Neil reported continuing intermittent problems with club website access via Comcast. Bob stated that this is not a hosting problem.

## Membership

Neil reported that so far there are five entrants in the New Membership Contest.

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## Old Business

Ross, and the board, thanked Neil Gambony and Tom Rossi for their efforts in securing a race car for display at the Westlake School carnival, which was a success.

Neil has a call in to Dave Wollman of the DelVal Chapter regarding the JMK bicycle donation question.

Bob Conway reported that an affinity agreement is in the works with High Point Insurance. We are seeking a letter of specific coverage, equivalent to that provided to the Porsche Club, before we will entertain any mailings.

## New Business

The next board meeting is Wednesday, July 30th at 7:30 PM at Café Cucina. Ross Karlin motioned to adjourn at 9:04 pm; Jeff White seconded.

Respectfully submitted, David Allaway (for Deborah Kolar)



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# Shenandoah Driver School - Capping of a great season

From last month's newsletter you heard from Neil Gambony and Thom Rossi of the great success we had at our school at Thunderbolt Raceway at New Jersey Motorsport Park. Given the heat and dust, the sheer number of cars and participants, and the logistics of coordination with our friends and colleagues at the DelVal chapter, it often felt like an invasion of North Africa. However, the school went off unbelievably well and we are all looking forward to many more dates at NJMP.

This brings us to our final event of the season, our annual school on the Shenandoah Circuit at Summit Point Raceway. The two schools, and tracks, could hardly be more different. For Shenandoah we had approximately 40 students spread over 3 run groups. This small number assured that everyone had ample free track as well as the opportunity to interact closely with our classroom instructor (provided for this event by Richmond Shreve, who also helps oversee our Instructor Training School). Compared with the high speeds that were seen at Thunderbolt, Shenandoah is a tight, technical track that rewards handling and driver skill. Instead of occasional, unintentional, dusty off-track excursions at Thunderbolt, we had two days of intentional, wet, training on how to manage a slide on the skid pad. Shenandoah features a scale replica of the Karussel turn at the Nurburgring with banking that may have you looking out your side window to look through the turn, a diving blind-apex turn, two sets of S-turns and a long turn onto the back straight that can be taken at high speed. This is a track where different cars take different lines through the turns and you can truly learn about the balance of your car.

I want to make special mention of the generosity that was shown by our members at the event. We were short on instructors and so those who did attend had to work particularly hard; all did so without complaint and with enthusiasm for their students. Two of our participants had cooling system "issues"; a broken radiator and a cooling fan problem. In the latter case,

we got the student's car fixed and on the track. In the former case, our President made the incredible offer to let a new student drive his car. In both cases the results were that these students were able to participate in the event and in the process we now have two converts.

I think I managed to speak to every student at the school and, without fail, everyone said they had a great time. We had several "first timers" who left with a grin that could not be removed and a promise to come back for more next year. One couple told me that they learned more in our two-day school than they had in the seven days combined they spent with another group. This school truly allows you to develop skills that can be translated directly to your everyday driving. It is also the only school we run all year that has guaranteed access to the skid pad. The fact that we had instructors asking for skid pad time should give you some indication as to the value of that time. I sincerely hope that more of you will come next year - this is a great track and school.

And so we now look forward to next year. By the time you read this, O'Fest will be a memory and I hope that many of you had the opportunity to attend. As is always true at this time, our schedule for next year is "to be determined", although work on it has already begun. The one thing I can promise is that the new year will provide a schedule that allows us to run, and you to participate, in wider variety of schools on a greater number of tracks than any other region of the country. Come out, have a great time, learn to be a better driver and experience the true meaning of "Freude am Fahren".

Keep the shiny side up over the winter and we'll see you at the track next spring.

Jeff White

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Photos by Jeff White

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# Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting  
August 13, 2008

Board members present: Neil Gambony, Ross Karlin, Barry Stevens, Bob Conway, Penny Galossi, Al Drugos and Deborah Kolar. Board members absent: Warren Brown, Jerry Faber, David Hirschhorn and Jeff White. Others present: Dave Allaway, Blake Smith, Elihu Savad, Alfredo Galossi, Brian Morgan and Paul Ngai.

## **President**

Neil Gambony called the meeting to order at 7:48 PM at Café Cucina. The reading of the June minutes was waived, and the minutes accepted with no corrections. Neil received a call from a club member interested in staging a car show and in need of funding and a location. Neil informed the board that he will not run for President in 2009, but will remain active in the club.

## **Vice President**

The August membership meeting will be at the Deutscher Club and feature a Q&A session. Barry is attempting to secure Goodyear for the September meeting. Mike Miller of the Roundel will be the October speaker. Ross, Dave McIntyre and Brian Morgan will do a presentation on the Targa Newfoundland in January. December 2 will be the election and Pinewood Derby at the Deutscher Club. The Mobil One presenters at the July meeting expressed interest in further involvement with the club and were referred to Ross.

## **Treasurer**

Warren Brown provided a financial update reflecting a successful event at Summit Point. Bob will follow up Jamie Kavalieros to make sure the Teen Street Survival bills were sent to National.

## **Secretary**

We need to publicize the 2009 Board elections and develop more "bench strength" for the Board. Deb will write an article for the Bulletin and the website. Larry will announce at the Autocross that we are looking for Board members. Al suggested that each Board member recruit an assistant for their position. Deb requested that the names of all potential Board members be emailed to her. Current Board members should also email her with their intentions to run.

## **Newsletter**

The Bulletin deadlines are September 1st for the September issue and September 21st for October.

## **Social Events**

Al reported that the picnic will be Saturday, September 20th at the Finches. There will be a car show and a swap meet, as well as a rally that ends at the picnic. Jon Trudel and Jamie Kavalieros are the rally masters. Neil asked Al to pick a date for the 2009 banquet. Al requested that people email him with suggestions for the banquet. Bob asked that the banquet be more conversation-friendly.

## **Driver Events**

Tech inspection for the drivers school at Thunderbolt will be the night before the event at the Country Inn in Vineland, and in the morning at the track. The banquet will be Saturday night at the Elks Club in Millville. There are still openings for the drivers school at Shenandoah. We need a preliminary drivers school schedule for next year, including a possible early June club race at Lightening. It was pointed out that a Monday/Tuesday event is appreciably less expensive than a weekend. Penny will get prizes for the Rally.

## **Race**

Ross reported forty-five paid racers at Summit Point. JKM and BMW Bloomfield were featured sponsors. We eliminated the Enduro and had two races on Sunday. The second, a "fun" race, determined grid position through a raffle which raised \$320 for charity. We will defer determining the donation to the Westlake School until Warren and Jeff are available to provide financial details. The logos on the trophies were slightly misaligned and Ross is pursuing a partial refund.

## **Autocross**

There are four more autocrosses this year and we need to confirm the locations. We no longer have access to the Commerce Bank Blue lot. We can use the Red lot, but it is smaller than optimal.

Ross suggested that we pursue Great Adventure as a Street Survival venue. Great Adventure may be willing to donate a lot, based on the positive public impact of these schools. Ross will speak to a contact he has there. Larry informed the Board that Thunderbolt has a paddock that could accommodate a Street Survival or Safety School in conjunction with a drivers school.

## **Miscellaneous**

Bob is trying to recruit a new webmaster.

## **Old Business**

Neil determined that there was no wrongdoing in regards to the donated bicycle. Al feels that the issue has not been adequately resolved.

## **New Business**

Neil recommended that we have a yearly Most Valuable Player (MVP) award, recognized with a prize awarded at the annual banquet.

Larry reported on his recent experience at Thunderbolt. He was very impressed with the facilities and really enjoyed driving the track which had more elevation changes than you would imagine in the Pine Barrens. There is a long front straight. The second half of the track is technical. The last turn has occasioned a couple of off-track excursions resulting in car damage. The paddock has been seeded, but until the grass fills in it's dusty when it's dry and muddy in the rain. Paddock roads are paved, but narrow. The track is smooth and wide with a pitout that feeds into the first turn. Overall, fun track!

David H. talked to Mike O'Flynn regarding the Rolex Grand Prix Labor Day weekend at Lime Rock Park. BMW CCA Club members can purchase tickets for Saturday with a 10% discount that includes a parking corral, participation in a parade lap, and a goodie bag.

Dan Erwin, writer for the Roundel, was killed in a motorcycle accident August 8th in Montana.

The next board meeting is Wednesday, October 1st at 7:30 PM at Café Cucina. Al Drugos motioned to adjourn at 9:35 pm; Bob Conway seconded.

Respectfully submitted, Deborah Kolar, Secretary



# 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:

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

## Lime Rock Park Historic Event



Photos by Paul Ngai





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# The Rally Review - Car, Clues, and Wild Kingdom by JT Burkard

At 6:15 am, the alarm goes off. I slap the alarm to quiet it and nudge Sandy. At least I hope that's what I did and not the other way around. I tell her we need to get up. My request was answered with a grunt and she rolled the other way. We are not morning people. It's Saturday, September 20th, 2008, the day of the clubs gimmick rally and picnic. We have done fairly well in previous rallies so we are excited to participate again. The drivers' meeting was at 8:30 am located at the Round Valley Recreation Area in Lebanon, NJ, about an hour drive from our home. We needed to get on the highway by 7:30 am if we were to make it to the drivers meeting on time.

We packed a couple provisions for the trip, mainly some water and fruit to nibble on if we get hungry along the way. I programmed our newly acquired TomTom the night before so all we have to do it plug it in and select the pre-programmed route. We ready ourselves and rush out the door. Off to the gas station to top off the 1986 euro-spec 325i then onto the Parkway. The time was 8:00 am, we were 30 minutes past the time we hoped to leave. We have to move quick (within legal limits) if we want to make it to the rally start at 9 am. We were scooting along pretty well when about 8:40 we got a call from Rallymaster Jon to make sure we were still coming. We informed him we were in route and should be there within 15 minutes. Sure enough, we arrived at the boat launch area at the Round Valley Reservoir before 9. Everyone was waiting for us so the drivers meeting could start. This was certainly not necessary but it was well appreciated.

The Round Valley Reservoir is a beautiful park created by the construction of an enormous earth dam across a narrow waterway on the west side of the reservoir, separating it from the main part of the reservoir. The reservoir covers over 2,000 acres and is approximately 180 feet deep, the deepest lake in New Jersey. The scenery is gorgeous and seeing the sunlight glistening off the calm lake was a great way to start the day.

At the drivers meeting, Rallymasters Jon and Jamie explain what the rally is about and what the instructions mean. Basically, you have a set of instruction that informs you where to turn, what road you are turning onto, and clues to look for while you are driving. It's an absolute blast, if you don't kill your co driver first (Christina?). Someone suggested in the past that we should hand out do-it-yourself divorce kits. Let's just say, it really tests the strength of your relationship. For the first timer, it could be a little overwhelming but once you get out there, it all comes into play. At the end of the drivers



Rally Masters Jamie and Jon

Photo by JT Burkard

meeting, everyone headed to their cars, and pulled into line to get their driving instruction. One was a Corvette with a dog hanging out in the hatch area (wouldn't that put them in the family class?). Cars are sent out in one-minute intervals. Since we were the last to arrive, we chose to be at the end of the pack. Plus, we'd have a better chance of not giving away answers to clues without a bunch of other rally goers around. Within a few miles, you will start to pass other members as they turn around and look for clues they missed anyway.

One by one the cars are sent off. We get our instructions and off we went as well. Make a right out of the boat launch area and around the reservoir the road curves. Simply stunning. We had a great look of the lake as we went through the twisty road that went next to the lake. After 1.3 miles we make a right and the clues start. Sandy and I caught everyone without

turning around. We watched as several other rally contestants were coming back down the road and it seemed like one in a white e36 M3 missed the first turn all together. We were on the ball and we were feeling confident. We were moving at the brisk pace of around 20 mph, creeping in 2nd gear to make sure we didn't miss anything. Right around leg #5, I caught something not on the instructions, an early 70s Camaro in LeMans Blue with 22k miles that was for sale between clue #10 and #11. I jumped out real fast to get the phone number. What's wrong with buying another car to add to the collection, right? Hey, it's what I do.

Back in the car and off again. We were doing well. Lots of clues and we had answers for all of them. We were in a rhythm and were feeling pretty good. Sandy's eyes were tuned in, I hear "wait, back up, I think it was right there." Sure enough, clue #16 "What is the two point buck guarding?" was a wooden deer lawn ornament that far from an exact wood carving but had two points and was a deer in shape. If I had seen it, I would have said no way that thing was a deer but she was right. Around a few turns later, we came across another two point buck. This time, it was not just an exact copy but a real, true to life deer. Oh yes, it was a live buck, two points on his head, and several other deer joining him. This young fellow was standing about 10 feet from our e30. Sandy scrambled to grab the camera but she couldn't grab it in time. I didn't want to wait and see if he was friendly or not either.

A few turns later and clue #23 "How many bird families live in this dwelling?" We found a house with 10 birdhouses scattered around the property. Other contestants just went by us so we figured we had this one in the bag. It turns out that we dropped the bag on that one. The correct answer was actually a triangle shaped, multiple family bird dwelling at the top of someone's garage/barn/house (actually, I don't know where it was because we didn't see it until the end of the rally in the picture). Oh well, we thought we got it right.

Page 4 of the instruction sheet. Clue #33 "What color is the Squirrel (spelling must be exact)?" We had no clue what the heck this thing was. We went back and forth on the road and we couldn't figure this one out. As we went by one house, Sandy said "stop, is that a squirrel?". I looked and it was a huge carved eagle standing about 6 feet tall a about 4 feet round. I laughed and said "no, that's an eagle, not a squirrel". Just as I said that Sandy said, "oh and a peacock too." Sure enough, there was a peacock wandering the property.

What a strange pet? The wild animals are getting interesting. Clue #34 "A postman and a proctologist have the same job here?" I wanted to cry when I found out the answer. We went past the same mailbox twice and said "that's kinda cool, a cow mailbox" but the cow was facing the wrong way and the mail door was at the rear of the cow. We didn't even put two and two together and just moved on. The next clue "Mary likes helping out by giving this?" we couldn't figure out at first either. Not one clue. We turned around at the end of the road and then I thought WAIT, there was a table out on the side of the road with water for runners... that must be it. Sure enough, it was the answer to the question as written on the side of the table "Mary's water stop", right in front of the same home with the cows butt mailbox, which we totally missed as the other answer. Argh. Clue #36 "How many square feet are still available?" Well, as soon as you turn onto

(Continued on page 12)



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# The Winding Road to O'Fest

by Thom Rossi

The end of my road to O'fest will be the start/finish line at Watkins Glenn which I plan to cross during the club race on September 28th. But my drive to this event actually started at the beginning of the season and traversed across four race tracks and six months of driving schools, instructor training, instructing, and racing and a few unexpected twists and turns along the way.

Turn 1: my new ride to the track. To physically get myself, my car, and Mrs. R. and all my racing clutter up to the Glenn, I made a recent change in towing equipment. I was perfectly happy with the Lexus as my tow vehicle. Really I was. But the problem was Mrs. R. Oops, not that she's a problem, exactly. You see, once a year I manage to convince her to reluctantly accompany me to a driving event. With O'fest just a short drive away from our house (about 4 1/2 hours), and with lots of friends heading up there as couples, it was the perfect opportunity for us to do our annual auto bonding. The real problem was that Mrs. R. smells good. I mean her nose works really well (though smells good, too, come to think of it). So she doesn't like being in the Lexus anymore because (though I can't smell it) she swears it smells like tires and gasoline.

So this summer, when Lexus offered to either fix a paint defect for free (despite it being an 8 year old truck with 120k miles, and despite it being a \$7k repair: get the message BMW NA?) or give us a credit in trade for a new Lexus, Mrs. R. got a new car and I lost my tow vehicle. That sent me scurrying to the local purveyors of Detroit iron, who, rumor had it, were practically giving away diesel dualies. It was true. I got a great deal on a Ford F350 Powerstroke DWR, with crew cab and all. At least I thought it was a great deal, but I started to wonder when I signed the last paper that said it was mine, and I literally heard the salesman say "phew", as he wiped the sweat off his brow. I think that's the first time I ever heard anybody say that and mean it, but it made me think that I didn't get every penny of the desperation discount I was seeking. Nonetheless, I now have a new chariot with which to convey my fair lady to O'fest. And though she claims it is just another step in my red-neck-ification, I know she's gonna be real happy like, swaddled in all that clean leather and with the spare tires, gas and such smelly stuff safely isolated in the back box and out of the passenger space. That should be a good start and end of our to'ing and fro'ing at O'fest.

Turn 2: Learning to teach. Becoming an instructor added a new dimension to my track experience this year. During my brief tenure of instructing at two events, I've been paired with a variety of students from novice to advanced level. I've been pleasantly surprised by how rewarding and fun it is to instruct at our events. It's great when you can see a student improve during the course of several sessions. I've also found that having to explain things to a student has increased my own track awareness, as it makes it easier to help a student develop their sense of timing if you can point out landmarks that they should be able to see as the enter and exit turns.

One of my high-points as an instructor came early in the season after taking my novice student out for a demonstration drive as a passenger in my race car. She got out of the car, took her helmet off, had a great big grin on her face and said "That's how I want to be able to drive some day!" Hook, line, and sinker: we just landed ourselves a brand new track junkie! My low point came a bit later at a different track. I was asked to take a check out ride with an intermediate student at Thunderbolt. The idea was to confirm that he was safe to be signed-off to drive solo, so I already knew that his previous instructor thought the guy was pretty good. Naturally, I saw a few things I felt I could help him improve, and in one part of the track in particular I was trying to teach him a new line.

As we were coming out of "The Octopus", I could see that what I told the student to do wasn't really working, and I tried to get him to correct but did a lousy job of communicating, and next thing you know, off the track we go and into the dirt. Not far into the dirt mind you, but the back end came around and in no time flat I felt as if a man was standing outside of the passenger window with a shovel and just throwing the dirt into my face and lap as fast as possible. When we came to rest it was impossible to see where we were. At first I couldn't see because my eyes were literally caked with dirt. When I finally blinked the dirt out of my eyes, I still couldn't see because my glasses were covered in dirt. When I took my glasses off, I still couldn't see because the windshield was covered in dirt. With a little help

from the windshield wipers we were finally able to get a clear view of the track and waited for the flagger to give us the go ahead to proceed to pit out. I didn't land any track devotees that day, and it sure is a bummer to see a student's confidence shaken and his well cared-for-equipment encrusted in dirt, pebbles and grass stubble. Lesson learned for me: teaching isn't as easy as it looks. It's important to know your student's limits, and be able to give clear and timely instruction to correct when things are going wrong.

Turn 3: keeping the race car racing. My race at our chapter's Summit Point event was marked by a series of irritating little mechanical failures. Everything was humming along just fine until the qualifying session, when my gas pedal came unhooked from the floor, and jammed the throttle in the full on position as I was speeding down the front straight. At first I fiddled around with my foot trying to loosen things up, but as turn 1 grew closer and closer, I decided that the least dramatic course of action would be to disengage the clutch and shut off the engine, go straight past turn 1 into the runoff area and come to a controlled stop well off track. That way I was able to stay out of everyone's way and not interrupt the qualifying session for everyone else. As I came to a stop I noticed that big Al and crew were waiting in the tow truck behind a few trees. Many thanks to them and the rest of the volunteers who keep us safe at the track. I thought I had fixed the problem, but half way through the first race the pedal fell off again, but this time didn't jam. I was able to limp through the race, but heel and toe downshifting was out of the question, so my lap times really suffered and I was lucky to gain and keep a few positions in the race.

The following day, the gas pedal finally stayed in place and I was able to lay down some decent and competitive lap times... at least until I started to run up against a fuel starvation problem that meant I couldn't put the power down through any right hand turns. Argghh! I lost a competitive race for second place in K-prepared as a result, and was lucky to hold onto third. When I got home and complained about all of my nuisance problems to Mrs. R., she started picking on my poor car, calling it awful names like "unreliable" and worse. I think "piece of junk" may have been uttered. Now, it's one thing for me to criticize my car, but I must admit I take a bit of offense when somebody else does it. So I offered up a defense: "Don't forget I'm racing a 20 year old car that was never designed to be driven this way!" Mrs. R.'s response was to cast a look of pity at me that women use on their dullard husbands all over the world as she said in deadpan voice: "good idea." I should've known better than to match wits with Mrs. R. in verbal swordplay. So I retreated to my garage and started working on the problems and I hope that my races at O'fest vindicate both me and my car with Mrs. R.

I guess you could say it's been a twisty road to O'fest, but after all, twisty roads are what this sport is all about.

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**Oh, so that's what an M motor really looks like (with all the trimmings).**





# The Rally

by JT Burkard

(Continued from page 10)

that street, there is a huge sign stating "63,000 Square Feet Available". We wrote the answer down. Guess, what? It was wrong! You know why? Because it wasn't the sign the rallymasters were looking at. Rule #1, the rallymasters are always right. Rule #2, if you feel you were right, refer to rule #1. We are starting to come apart. This is not looking good.

Now, clue #45 got a lot of us rally'ers "How many frogs are Rutgers fans?" I spotted a house with a flag poll but all I could see was an American flag, no Rutgers flag. With no wind, the other flag I guess was tucked under Ol Glory. We threw a guess out and said 3 anyway. Others found the right house but only wrote 3 frogs that were under the flag poll, and not the other 2 frogs by the home. 5 in total. This one was tricky.

There were a few more deer spottings along the way as we found a few just resting on people's lawns watching the Bavarian parade roll by. These guys were all over the place! We checked our time and we knew we had to pick it up. We had better get a move on or we are going to get in late, which is worse than missing a few clues. As we went down this one street, there was a pretty big drop so I slowed down so we didn't bottom out. Just as we crested the hill, CHICKENS! Lots of them too! I'd say about 10-15 chickens and roosters, maybe 20 baby chickens (just past the cute yellow fuzzy stage) and one goose. This is becoming a safari as well as a rally. Chickens, deer, peacock, squirrels, eagles (well, carved ones), cows (real and other) plus horses too. It's like a zoo. Once the chickens crossed the road (to get to the other side, or maybe to show the goose how to do it, I'm not sure which) we darted off again.

Time was of the essence and we knew we were going to be late. Along the way, I think we missed about 6 or 7 clues because we were more concerned with the time than anything else. A few we spotted as we went hauling past. We finished in a less than spectacular way but we still felt pretty good that we would rank well. We wound up placing 4th. If we didn't have the time deduction, we would have been in 3rd place. Not our best outing but certainly not our worst. We still had a good time and surprisingly, we were calm the whole time with no mental or marital breakdowns. Since the finish was also the clubs picnic, it was time to relax, have some good food, and commiserate with the rest of the rally contestants. Checking the clue board and seeing which ones we screwed up on and comparing with others was more than amusing. Sandy and I grabbed some tasty food, sat under the tent and unwound. All in all, it was a good day, even if we did have to wake up extra early and didn't place top 3. Those who placed better were well deserving.

I would like to congratulate the winners of the family class and the competition class. I would also like to thank David and Peggy Finch for hosting the picnic at their beautiful farm again. It is one of the things Sandy and I look forward to each year and one of the highlights of our membership. I urge all members to try one of our rallies. You will have a great time and hopefully your relationship will not wind up in marriage counseling.

JT Burkard

Send comments and suggestions to: [jtformula@aol.com](mailto:jtformula@aol.com)



The Rallyists



Photos by Jerry Faber



Photo by JT Burkard

# SHADE TREE GARAGE

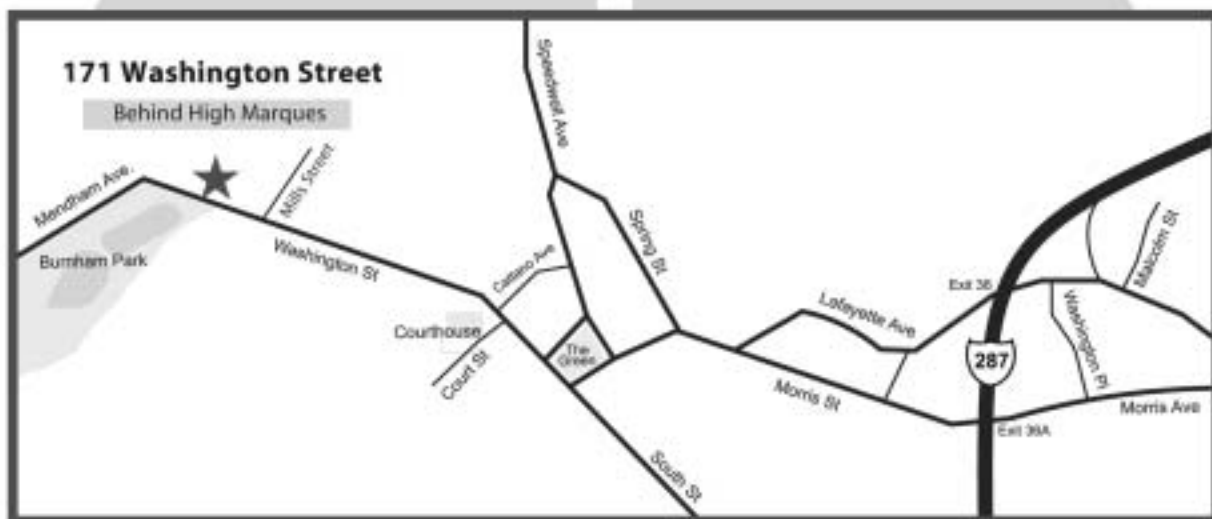
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# NJ Chapter Calendar

## October 2008

Sunday Oct 12th

Autocross at Commerce Bank Ball Park in Bridgewater.

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.

## November 2008

Sunday November 2nd

Autocross at Commerce Bank Ball Park in Bridgewater.

## December 2008

Date TBD

Annual Pinebox Derby and Chapter elections at the Deutscher Club in Clark. Stay tuned.



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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)

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

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# Club Picnic

Photos by Jerry Faber



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