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TireRack Teen Survival School



Photos by Colin J. Vozeh

Newsletter of the NJ Chapter
BMW Car Club of America
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The Cone Catcher



by Larry Engel

Active members of the club spend a good deal of time fooling around with their BMWs, whether it's on the Autocross Course, the Racetrack, or just in the backyard. I suppose that some would view us as adolescents who never grew up, tinkering with our toys and driving them in socially unacceptable ways, even if only in safe and tightly controlled environments.

Our view, of course, is much different. We believe that our driving activities make us far better drivers, and by continuously improving our car control skills we help keep our families and other drivers safer, too.

One of our activities takes car control skills to another level for inexperienced drivers and also casts the club itself in a favorable light. I'm referring to TireRack Street Survival.

Our first TireRack Street Survival School of the year is behind us, and hopefully the 29 students who attended are better able to handle unexpected situations on the road. This year's event was held at the Raritan Expo Center, and over 30 volunteers came out for the day to act as in-car coaches and course workers.

Pizza lunch was provided to all attendees thanks to the generous sponsorship of Eurosport of Westfield, and Edison Pizza cut us a great deal on 30 large pies.

The day dawned cool and crisp, and volunteers started arriving at about 7:00am to set up the course and get ready. I thought I'd be the first to arrive, but was only half surprised to see Keith Silverman already waiting when I got there. The rest of the early morning gang arrived soon thereafter. Jamie Kavalieros brought the trailer load of cones and other equipment, and set up went quickly with the usual cast of characters from the Autocross group. I dragged club Treasurer Mark Mallory away from his Saturday golf game to help me pre-set the course the day before the event. I guess I owe him big-time for that one. I'm not sure I'd have been as gracious as he was when I asked the favor. Doug Feigel was also generous with his time, and volunteered to haul stuff in his Suburban - a godsend now that the Engel family's primary cargo hauler is a Mini Cooper S.

The corps of instructors and staff arrived by 8:00, right on time. This event is always extremely labor-intensive, and we like to have a 1:1 ratio of coaches to students. All told, we had almost 40 volunteers who sacrificed a beautiful Sunday to help out. I think it speaks highly of our Chapter that we can get so many volunteers to help out at these events time after time. These people are the true heroes of our club, and we appreciate their help in making us look good.

Students arrived at 8:30. Among them were the daughters of Board Member Warren Brown and Bulletin columnist Thom Rossi, as well as Roundel Motorsports Editor Brian Morgan's niece. As usual, the students didn't appear very happy to be there. Most of them were reluctant participants and there only because their parents made them attend.

The day began with a quick gathering of all students, followed by an on-course warm up exercise of panic braking. It's amazing how many students had never felt the sensation of their cars' ABS kicking in. The first lesson involved proper use of ABS.

After the warm up, the students split into two groups -one in class and one on course. The classroom group was subjected to the torture of my instruction. Fortunately, Marc Biunno was along to help out. Marc's a middle school teacher in Westfield, and also the Mini columnist for Roundel. He'll be ready to do classroom duty in the future, and will do a better job than I can.

The on-course group did braking and slalom exercises, as well as taking a turn on the wet skid pad.

The aforementioned pizza lunch was followed by two demonstrations. First, students were allowed to sit in the cab of Maplewood Nurseries' dump truck, which was towing Jamie's race trailer. They immediately appreciated

the significance of the "blind spot", since they couldn't see the Suburban and duellie pickup behind the trailer, not to mention the cars parked on either side.

The second demonstration came courtesy of Ray Adam and Open Road BMW. Ray detonated an airbag to show the forces involved. For those of you who have never experienced it, detonation is the proper description. They literally explode. We hope the students never put their feet up on the dashboard after seeing this demonstration.

The afternoon sessions included figure eight and emergency lane change exercises, and concluded with the combined exercise. Students were allowed to take their parents for a ride to demonstrate their new-found skills, and many of the parents were amazed at their child's driving skill.

The early morning frowns had for the most part turned into big smiles by the end of the day, and several of the parents and students sent wonderful letters of thanks.

This particular session was observed by a consultant working for the NHTSA. They're gathering data and information for a study that will evaluate the various teen driving programs around the country to see if they can determine which teaching methods work best. TireRack Street Survival is one of many programs being conducted, and the consultant mentioned that he was scheduled to visit Lime Rock to view Skip Barber's program. He also explained that some other programs don't actually involve driving a real car, but use simulators. I'm personally convinced that there's no substitute for the real thing, but I'm open minded and anxious to see the results of the study.

It's so gratifying to all the staff to see the students' skills develop so quickly. We really are convinced that they become much better drivers. As much fun as our on-course exercises are, we are careful to reinforce that the things we do in Street Survival are designed to simulate emergency situations that we hope the students never find themselves in. We tell them to think of each cone they knock over as the neighbor's young child who chased a ball into the street. Furthermore, we tell them that they should never practice the exercises on their own. We let them know about safe options to build their car-control skills, like our Autocross and HPDE programs.

We hope that we've given our TireRack Street Survival students skills that they'll use responsibly and properly. We're confident that they're better equipped to handle emergency driving situations as a result of our training. Thanks again to all the volunteers who made the day possible. Until next month, keep the cones standing!

larry_engel@njbmwcca.org





Philes' Forum

by Vic Lucariello

I still wish to receive copies of your NJMVC emissions-inspection reports. You can either mail a photocopy of your report [preferred], or simply email 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 or software, intake, exhaust, etc.] and your exact model number [e.g.: 328i, not 3-Series]. Note that there is no need for you to send in reports of passed OBDII inspections [This is where they simply connect a scanner to your car and do not actually test emissions.], as such reports contain no information other than the fact that you have passed. However, I am interested in failed OBD II inspection results, because the reason[s] for failure are detailed on the report. See the Bill Ethem E46 story, below.

Since the last *Philes' Forum*, I have again received a lone inspection report, this one from former driver-school advanced driver and Tech worker Alicia DeLalio. The State of New Jersey recently changed its emissions-inspection for non- OBD II vehicles [generally pre-1996], and Alicia was kind enough to provide some details of the new procedure:

- 1 - No more dynamometer testing;
- 2 - The emissions test is now two "unloaded" tests. One at idle speed and one at "high idle" [about 2500 RPM] in neutral;
- 3 - No more Low Mileage Exception. [The 2500 RPM test is the one that was performed under the Low Mileage Exception];
- 4 - Both tests have pass/fail criteria only for unburned hydrocarbons [HC] and carbon monoxide [CO]. No more oxides of nitrogen [NOx] to worry about;
- 5 - For both tests, the limits for HC and CO are, respectively, 220 parts per million and 1.2%. [These limits have been in effect for cars receiving a non-dynamometer emissions test since about 2007.];
- 6 - If the car is new enough to have a barcode on the VIN label, the barcode is scanned into the inspection computer.

Alicia also reported that her restored 1981 VW Scirocco "Vince", still sporting his original catalytic converter, had no trouble passing either of the two emissions tests she performed. [When Alicia began her driver-school career, it was with Vince. Since then she has, for track use, graduated to a 1991 E30 325i named "Spinner".] Thanks, Alicia!



Photo #1 NJ Chapter tech worker

While we are on the subject of NJ vehicle inspections, I have a rather strange tale for you; one that remains a mystery to me, the car owner, and several other technicians whom I consulted.

I was contacted by Bimmerphile and driver-school attendee Bill Ethem, who is a volunteer firefighter. Bill's E46 3-Series failed NJ OBD II inspection for what he was told was "No Communication", presumably between his engine-management computer [ECM, or in BMW-speak, DME] and the State's scanner. The first of several curiosities was that the E46's "Check Engine" lamp [AKA "Service Engine Soon", or in official OBD II parlance, the "Malfunction Indicator Lamp" (MIL)] was not on, and communication failures usually illuminate the lamp and set a trouble code. An illuminated MIL [with the motor running] is of course grounds for failure in the NJ inspection program. I suggested to Bill that we put the E46 on the scanner to see what we could learn.

In addition to an illuminated MIL being grounds for inspection failure, you can still fail inspection with the MIL off if the DME tells the scanner that the DME wants the MIL to be on. Normally, the MIL should follow the DME's wishes...but not always, it seems. On Bill's car, we found the DME to be communicating with my scanner just fine, thank you very much. However, while Bill's MIL was seemingly operating properly [It came on with the ignition and extinguished as soon as the motor started.], the scanner was indicating that the so-called "MIL Command" was in fact "ON". Examination of Bill's inspection report revealed that this was in fact why Bill failed inspection. Perhaps the inspector was not familiar with a "MIL Command" failure and misinformed Bill.

Anyhow, with the scanner indicating no trouble codes stored in the DME [Normally, one will not see the MIL Command "ON" unless there are stored trouble codes.], and with all the "live data" displayed on the scanner being credible and within limits, we decided to clear trouble codes in the DME to see what would happen. What happened? I'm glad you asked, Alphonse. NOTHING happened. The MIL was still off while the MIL Command showed as "ON". This was a first for me.

Further chatting with Bill revealed that he had installed aftermarket software into his DME. Although I have never seen aftermarket software cause either an actual emissions-test failure or an OBD II test failure, we decided to reinstall the original DME software to see what would happen. Again, no dice.

At this point I felt I could use some outside help, so I contacted Ray Adam and Don Fields, neither of whom should require introduction in this column. Ray is a BMW NA-trained technician emeritus and Don is the owner of Mr.///M Car in Farmingdale. Both Ray and Don participate when we hold our "Panel of Experts" meetings at the Deutscher Club. [Don calls these meetings "Stump The Chumps".] Between them they have probably 150 years collective experience fixing BMWs. Yes, they are both quite old. Although neither Don nor Ray had experienced Bill's specific problem, both suggested that a software download be performed, where "fresh" software of the latest level for the E46 is installed in the DME. So Bill made arrangements to visit Don in Farmingdale. For the outcome, you will have to tune in to *Philes' Forum* next month! Was it the aftermarket software, was it a bad DME, was it the butler, using the candlestick, in library????

For those of you who view *Philes' Forum* just for the pretty pitchers I run every month, Photo #1 is by far the prettiest in the history of *Philes'* and perhaps in the history of the NJ Bulletin. When Bill was over with his E46, he brought daughter Jillian, who helped us with the diagnosis. Folks, you may be looking at the NJ Chapter's youngest Tech worker!

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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Meeting Minutes

by Dave Allaway

April 7, 2010

Board members present: Larry Engel, Jamie Kavalieros, Paul Ngai, Mark Mallory, Doug Feigel, Jeff White and Dave Allaway. Board members absent: Al Drugos, Warren Brown, Ross Karlin, Bob Conway, Jerry Faber. Others present: Neil Gambony, Elihu Savad, Vic Lucariello.

President

Larry Engel called the meeting to order at 7:33 PM at Alfonso's in Somerville. Larry motioned to waive the reading of the March minutes and Jamie Kavalieros seconded (approved unanimously). Larry deferred his discussion items for TSS and New Business.

Vice President

Paul Ngai reported on the following planned general meetings: April 21st at Shade Tree Garage; May 19th at a venue to be determined, with guest speaker Murray Smith; and June at BMW NA, date to be confirmed. July and beyond are open. The Biergarten date at DCC is to be determined, with a German car display requested. Vic Lucariello asked for confirmation that no tech workers, or cars, are needed for the April meeting. Vic suggested a police 'field sobriety test' demonstration as a meeting topic, and Paul will reach out to Ross Karlin to arrange.

Treasurer

Mark Mallory distributed the 2009 financial statement, as submitted to National, and the 1Q10 Profit & Loss statement. Mark reported that the 2009 taxes have been completed by Warren, and he will independently confirm and submit them as due in May. He noted that income vs. expense looks good for the 1st quarter (positive eleven thousand), and that we are only four thousand short on revenue year-to-date. Larry motioned to approve a \$250 memorial contribution and Jeff White seconded (approved unanimously).

Secretary

Dave Allaway noted that the March minutes were published in the April newsletter, with thanks to Neil for proofing.

Social Events

No report.

Newsletter

No report. Larry noted that the April newsletter was 16 pages, and expressed a concern over expenses. There was a general discussion of newsletter costs.

Webmaster

No report. Jamie requested that the link to Google Checks be disabled for driver schools which are in wait-list status. Larry noted that we are still looking for a new web host.

Business Manager

Doug Feigel reported that each month he will submit to Jerry a list of advertisers to be included in the upcoming Bulletin. Doug will also start following-up with dealerships on advertising promotion. He also reported that we are looking for more business card-sized ads.

May 5, 2010

Board members present: Larry Engel, Jamie Kavalieros, Paul Ngai, Doug Feigel, Jeff White, Warren Brown, Ross Karlin, Al Drugos and Dave Allaway. Board members absent: Mark Mallory, Bob Conway, Jerry Faber. Others present: Barry Stevens, Elihu Savad, Vic Lucariello.

President

Larry Engel called the meeting to order at 7:34 PM at Alfonso's in Somerville. Jamie Kavalieros motioned to waive the reading of the April minutes and Warren Brown seconded (approved unanimously). Larry thanked everyone for their Tire Rack Street Survival (TSS) efforts, and noted that he received numerous thank-you's from students and parents. He also noted that the event was covered by News 12 New Jersey. Larry requested additional photos of the event. Thanks also went to Eurosport of Westfield who provided the lunch. A representative from the National Highway Traffic Safety Administration (NHTSA) was also there to study our methods.

Vice President

Paul Ngai reported on the following planned general meetings: May at Deutscher Club of Clark (DCC) with guest speaker Murray Smith; June at BMW NA, date to be confirmed; July to be determined, the possible speaker and venue were discussed; August not planned, possibly Vulcan (see Social Events); September open. Paul will again help coordinate regional participation in the Lime Rock Park Vintage Festival on Labor Day Weekend. The DCC Biergarten date is set for September 17th at 5pm, with classic German cars wanted. Larry suggested a possible golf outing. Ross will contact the Union Township Police or NJSP Speakers Bureau concerning a possible meeting topic.

Treasurer

Warren distributed the financials from Mark. The Monticello event was a financial success. Mark and Warren are working together on the taxes. No funds have been received from National yet for the instructor seminar. Ross will follow-up on the Campgaw deposit from Bergen County, and may request that it be applied to our 2010 reservation.

Social Events

After discussion, it was agreed that Thursday August 19th would be a suitable date for a monthly meeting at TD Bank Ballpark, with a game and fireworks. The date remains tentative as Al needs to check on seat availability.

Newsletter

No report. Doug will continue to send the advertiser list to Jerry Faber on the 15th of each month.

Webmaster

No report.

Business Manager

Doug Feigel reported that we had two new advertiser inquiries, but no new contracts.

Driver Schools

Jeff White reported that we are short on registrants for Summit Point Advanced School / ITS. Ross offered to distribute a flyer at Watkins Glen this weekend, if Jeff could supply one via e-mail. We have 37 registrants, and could accommodate 12 more. Thunderbolt is at 52 student registrants, with

Driving Events

Jamie Kavalieros reported that we have 90 students registered for Monticello. We need to confirm that Brian has insurance for the rally. Jeff reported a problem with the insurance web-site and he will follow-up on this. Neil is following-up on the go-kart insurance question.

Driver Schools - Jeff White reported that a reconnaissance of the Monticello facility was recently done, in advance of the upcoming school, and that we were made very welcome. He reported that we are slightly less than half-full for Summit Point, and slightly more than half-full for Thunderbolt. As a follow-up from last month, Jeff Caldwell has placed our schedule on Motorsports.reg.

Autocross - Elihu Savad noted that the first autocross of the season is coming up on the 18th, and that we are trying to talk-up the autocross program on the forums. Elihu also noted that the TireRack Street Survival (TSS) school will be on May 2nd (see following). We are paid-up on venues to July. Jamie noted that he needs someone to take over responsibility for cone storage and transport, following the TSS.

TSS - Larry reported that we have 28 students for the TSS, adjusted from 26, with 11 on the wait-list. We have staff into the 30's, and all are needed. We will again arrange for a tractor-trailer. Doug will provide additional transport.

New Membership

Neil Gambony reported that National is on a drive to increase membership. He distributed samples of the Welcome and Lapsed Membership postcards which one chapter is using (\$0.89 each). There was a discussion on new member recruiting and retention. It was noted that it is up to us to communicate the member-discount to dealerships. It was suggested that an article be written on the chapter toolbox and library. It was suggested and agreed that forum postings should indicate "Member" or "Non-Member."

Old Business

Larry reported that the blast e-mail capability is now ready for testing, at approximately \$70 per use. Suitable uses were discussed, with an agreement on content to focus on upcoming events. Paul will construct a sample e-mail. It was agreed that Larry and Paul would be the designated contacts and sole blast e-mail originators.

New Business

There was a general discussion on the feasibility of the New Jersey Chapter hosting Oktoberfest in 2013, with NJMP as the driver school and club race facility. Board members were encouraged to informally investigate and brainstorm possible accommodation and event venues.

The next board meeting was scheduled for May 5th at Alfonso's, to be confirmed.

Doug motioned to adjourn at 9:12 PM and Mark seconded (approved unanimously).

Respectfully submitted,
David Allaway, Secretary

a capacity of 70, instructor-limited. The July Club Racing School has been posted on the BMW Club Racing website. There was a discussion of non-profitable events, and possible alternatives. Ross reported on club race sponsorship status for the June event at Thunderbolt.

Rally

Brian Morgan reported that he has only five registrants so far, but expects at least 20. Insurance is in place. Brian will coordinate prizes, with assistance from Doug.

Autocross

Elihu Savad noted that the first autocross of the season had 52 competitors and 11 runs. The next is June 13th. There was a discussion on event insurance, and the fact that we need a more iron-clad method of notifying the treasurer that the insurance should be paid. There was an additional discussion on autocross cone and supply storage and towing.

New Business

The next board meetings were scheduled for Monday June 7th at NJMP, and Wednesday July 5th at Alfonso's.

Ross motioned to adjourn at 9:14 PM and Al seconded (approved unanimously).

Respectfully submitted,
David Allaway, Secretary



Autocross Schedule

June	13	TDBP
July	11	TDBP
Aug	8	TDBP
Aug	22	TDBP
Sep	19	PNC Bank Arts Center
Oct	10	TDBP
Nov	7	TDBP

TDBP - TD Ball Park in Bridgewater.
 EXPO - Raritan Exposition Center in Edison
 PNC - Art Center off the Garden State Parkway

- Elihu Savad

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The Mechanic

by JT Burkard

(When we last left our intrepid Mechanic, JT was busy working on his other 320i)

After last month's article about the "Leeper" I fell into and bought, I decided the Sierra Beige e21 I've had since last June needed some attention again.

I started by loosening the fuel block retaining nuts and lifting that up and out of the way without disconnecting anything. Then I started to remove the 4 bolts for the brake booster. This is when the swearing and bloodshed occurred. Who the heck designed this thing? They must have had the hands of a 10 year old who was double jointed because there is no way a grown man's hands can fit down there. I persevered and eventually got the booster loose. Then I realized there was another bracket off the front of the brake master that was a P.I.T.A to get to. ARGH x 3. There was a little flex in the booster so maybe I didn't need to remove that bracket, or I hoped. Eventually I got the last bolt off and the clutch master dropped down into a 45 degree angle. All I thought was "your kidding me". Maybe those Bavarians were right. Maybe it can just slide out without rearranging the entire engine compartment. Sure enough, it slid out. It wasn't totally without effort but I certainly didn't need to move injection blocks and brake boosters out of the way.

For what took about 45 minutes of cursing, scratches, brake fluid and blood mixing together to remove, it only took 15 minutes to put everything back together again. Tech Tip #1: Trust your Factory Service Manual. Those engineers really do know more than you. My brother-in-law John was able to help me bleed the system out and within a few minutes my clutch pedal was back to normal. I felt a sense of accomplishment that I extended the life of a vintage 70's BMW a little longer.

The other thing that came out of this is I rediscovered the car. I have owned it for about 10 months now and haven't done much with it. It just sat in driveways with sparse use. Yup, this ol' e21 really didn't go that far before. I mainly drove it in town because I wasn't sure of its ability for longer distance driving. I maybe went 8 miles a day with it with a couple times venturing to 15 miles. Also the headlight was out and I didn't want to drive it in the dark. What I thought was bad electrical was simply a fuse. I never realized these things had separate fuses for right side and left side low beams. I learned something new. Since I repaired this e21 I have basically driven it everyday since then, more than doubling the total miles driven in those 10 months in a matter of days. I've also taken it on the Parkway and found that this is a very capable highway driver. Sandy and I went out to the diner one night in it and she said "I like this car" - Oh yeah, she's a keeper...Sandy and the e21.

So now I have found a new love for this not so tired e21. I always knew it was going to be a decent project but now I found it to be even better a car than I expected. So what's next? I have already talked to a buddy of mine who does paint work and I'll have him touch up the original Sierra Beige color, thanks to Ross Karlin's input on keeping it this "classic" hue. Also I need to get that demon speedometer repaired as it makes way too much noise and it doesn't register speed, just miles. Who knows where I'll go from there?

With all this rediscovery of my other 77 320i, do you think it has curtailed my wild purchasing of stray vehicles? Not at the least. Since then I eye'd up a club member's e30 convertible which I am still pursuing and I wound up buying another German car last Saturday, a 1983 Mercedes Benz 300d with 85,000 miles. It literally came to me. The shop next door was ready to take it to the junk yard and right before he hooked it up to the tow truck, he came into my dealership and asked if I would be interested. Silly man, he doesn't know who he just offered this to does he? I walked around the Benz and it seemed solid with no rust anywhere including the underside. The body was straight and after some cleaning the interior would come up nice. The clear coat on the paint is peeling so that may need some attention. Overall, it seemed to be a solid car. He said it drove to his shop about a year ago and was given to his father. It sat ever since. Now there were too many cars sitting and they had to clean up their lot. He couldn't guarantee it would run still but I was willing to take a shot for the right price. Then I think I heard the car say "Save me from the junk yard. . . SAVE ME" - We struck a deal and I pushed this lump over to the overhead door behind my place, washed it, put some air in the tires and attempted to jump start it. It fired up with no coaxing at all. I giggled when I heard the unforgettable clanking of the Mercedes diesel motor firing up. I can't believe they were going to get this thing crushed. It's a good car and with less than 100,000 miles, it's barely even broken in. I was in the right place at the right time.

So I have more projects but at least I found a new love for a forgotten 320i and saved a legendary Mercedes from an unmerciful fate. Maybe I am a hoarder, maybe I can't resist a good deal or maybe it's because they call me JT - The Car Whisperer.

JT Burkard

Send comments and suggestions to jtburkard@comcast.net

Driver School Schedule

School	Dates	Location
Driver School	April 12	Monticello Motor Club, Monticello, NY
Driver School/ITS	May 17-18	Summit Point Raceway, WV
Driver School/Club Race	June 7-8	NJMP- Thunderbolt Raceway, Millville, NJ
Driver School/Club Race	July 24-25	Summit Point Raceway, WV
Driver School/Club Race (hosted by DeVal)	Aug 13-15	NJMP Lightning Raceway, Millville, NJ
Shenandoah Driver School	Sep. 11-12	Summit Point Raceway, WV
Introduction to the Track Driver School	Oct 18	NJMP Lightning Raceway, Millville, NJ

Club Racing School Announced

For the first time ever, the NJ Chapter will be holding a Club Racing School in conjunction with the Driver School and Club Race at Summit Point Raceway on July 24-25. What is a Club Racing School you ask?

The club race school focuses on situations inherent to racing and open track lapping as the majority of the on track sessions will be held with other cars next to, in front of, and behind you at all times. This introduces the students to traffic, passing, and driving lines that they won't get in the typical high performance driving school. Exercises include driving the entire track for multiple laps both two and three abreast to develop spatial awareness, setting up passes coming into corners at speed and passing while exiting corners which develop off line competency and confidence, as well as practice race starts and open track sessions which combines all aspects of the learned material.

The method of track instruction is unique to the Club Race School in that instructors do not ride along with the students during the on track sessions. The instructors, who are primarily composed of seasoned racers, observe the students while driving their own cars. This allows the instructor to develop a greater sense of how a student is improving with respect to spatial and situation awareness, different lines, and traffic.

The on track sessions are supported by 4 hours of classroom time per day. While the classroom sessions will support the on track experiences, topics such as car preparation, mental preparation, physical preparation, qualifying, the benefits of practice sessions, car setup, etc. are also presented to the students for discussion. The school is designed as a learning experience and not a speed contest. The emphasis is on driver development, so race prepared cars are not required and neither are driving suits, racing seats or harnesses.

The Club Racing School is open to Advanced Driver School students and Instructors only; however, our Driver School held concurrently is open to students of all levels. For more information on the Club Racing School, please visit the BMW CCA Club Racing website (www.bmwccaclubracing.com) or the NJ Chapter website.

See you at the track.

-Jeff White

Instructor Training School

Anyone who has ever been to a driving school as a student has had an instructor assigned to them - whether you are at the track for the first time, or you are a seasoned driver in the advanced group. If you are reading this and have been to the track, you could envision one or two instructors that you really connected with personally and had great sessions. Did you ever wonder where or how he or she learned to instruct? I can tell you a big part of their training came from the BMW CCA ITS program. ITS (Instructor Training School) is a program run once a year by various BMW chapters around the country. Lucky for us, the NJ Chapter holds one of the best in the country. Not to mention, our classroom instructor this year actually wrote the ITS student manual. Thanks Richmond.

As a recent graduate of the NJ Chapter ITS program, I was asked to provide some insight into what the school is all about. The first thing I can tell you is that it's exhausting! I have never been so busy at the track before. Your first day starts promptly at 8 a.m. with a classroom session where you are introduced to your mentor. The mentor serves as your in-car coach during the role-playing sessions. (More to come on that!) So, after we met our mentors, we settled in for about an hour and a half classroom session. That was followed by 30-40 minutes on track.

The first session on track was insane. Our mentors were playing novice students with no experience. Mind you, as instructor candidates we really have no idea what to do out there. My "student" was weaving all over the track, driving erratically, almost going off the track, and no matter what I said he took it literally. If I said "left" he turned hard left. If I said "right" he turned hard right. Apparently "brake" means put the pedal to the floor, even if we are only going 25 mph! Nothing was smooth and I would get so tongue tied that I couldn't even get simplest instructions out! Well, just about the time I was ready to scream and call it a day, the session ended. Whew! Riding back into the pits I felt like I had just done the worst job of anyone, ever. Feeling defeated is an understatement. However, after arriving back in class and seeing the faces of my fellow candidates I knew I was not alone. Everyone was in shock. "Can you believe he did this?" or "my guy did that" was being echoed all over the room. Suddenly I felt a little better. I wasn't alone in feeling lost and confused out there. Maybe there was hope after all.

The day went on with this format until 5 p.m. Classroom, track, classroom, track, etc. with no breaks other than 30 minutes for lunch. As the sessions went on I could feel myself getting more comfortable. I was better able to direct my "student" around the track. My commands were becoming more concise and timely. My fellow candidates seemed more at ease as well. That all ended for me with the "loose cannon" student scenario. My mentor arrived in the staging area wearing his racing suit. He was revving the engine while we were sitting in the grid. Bear in mind, I know this person pretty well, but he was completely in character for the exercise. As we headed out on track, he was driving aggressively. I tried to slow him down.

He wouldn't slow down. Finally he passed someone without a point-by and I took him into the pits. The rest of the story is an instant classic and will be best saved for another article (if they let me write one). Let's just say that the chief instructor got involved in the scenario and it got pretty heated! All in all, a great learning experience and one I needed to have.

Our mentors knew what we had to work on most and they made sure we had the opportunity to do so. Can you believe all of this and it's only the first day? Finally the day ended and everyone went home exhausted. Shut eyes, open eyes and we're back at the track. It's day two and everyone is dragging. Back we go into the classroom and then on track. At this point we are working on bringing it all together and refining technique. The evaluation period is almost upon us. After our last in-car session with the mentor, we are given 40 minutes to go on track by ourselves. I went out and spent probably 30 minutes just to clear my head and enjoy driving. Most others did the same.

Finally it's time for our evaluations. We were assigned an instructing evaluator and a driving evaluator. First we go on track with our instructing evaluator, in their car, just as if they were a student at an event. We were graded on about 35 different criteria throughout the role play. Pretty stressful, but oddly enough after about 5 minutes I started to relax and ended up having a really great ride with my "student" in his Porsche. Lots of fun, thanks Geoff! Then it was on to the driving evaluation, which is a role play of taking a student out for an instructor ride. Except in this case the student is an expert driver and instructor who is critiquing every thing we do! I was more nervous for the driving than the instructing!

So, after all of that we are done. I dropped my evaluator off and went back out for some laps at Summit Point. We had an hour of open track remaining. I did four laps and came in. I was so tired at this point I couldn't even stay out! Then it was a waiting game for the final word and grades. I am happy to report that I passed! I can instruct now with NJ Chapter and perhaps I will have one of you reading this article as a student in the future. Becoming an instructor is not an easy road. However, it is one well worth taking if you are so inclined. It's an amazing experience. Still, I have so much more to learn. It's now up to my students and fellow instructors to teach me!

I did also want to take a couple lines to thank everyone who has helped me on my journey, you know who you are, but very special thanks to Gerry Chan, my ITS mentor. You made an incredible two days even better. Congratulations to all of the other ITS grads and huge thanks Richmond, Blake, Barry, and all of the mentors and instructors. I look forward to seeing everyone at the track!

- Jeff Caldwell

NJ Chapter Calendar

June 2010

Friday, June 18th

Our annual pilgrimage to BMW NA in Woodcliff Lake. This is always a great time. 6pm.

July 2010

Wednesday, July 14th

James Clay and his drivers from Bimmerworld Racing will be our guest speakers at our July

meeting before their Grand-Am Continental Tire Sports Car Challenge race at the New Jersey Motorsports Park on 7/16-7/17.

Meeting start time 7:00pm

Venue to be determined.



Welcome New Members

Janine Cavallo	James Jenson	Carolyn Salerno	Neil Wrightington
Richard Conti	Bruce Lamparello	Nancy Shannon	Heidi Zipfel
Melanie Conti	John Leale, Jr.	Matthew Thompson	
Frank Costeira	Kw Liu	Jennifer Thompson	
Rory Cullinane	Gisela Lopez Oneill	Kimber Todd	
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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: \$48.00.

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. Contact the National BMW CCA Office for details.

May Meeting with Murray Smith

Murray Smith, car guy extraordinaire, was the New Jersey Chapter's guest speaker at the May meeting at the Deutscher Club. Smith, who is currently the director of the Lime Rock Historic Festival, has a long history in motorsport. A native of Scotland who has lived in the USA since the late 1950s, Smith has competed in events ranging from the Acropolis Rally to the Monaco Historics. He is a prominent vintage racer who has run in the Carrera Panamericana and has demonstrated race cars like the pre-war Mercedes W154 Silver Arrow Grand Prix car that appeared at the Lime Rock Vintage Festival last year.

He is a member of the prestigious British Racing Drivers Club, has managed the British Grand Prix of Silverstone, and has served on the Formula One Commission. He organized the Louis Vuitton Classic concours that brought very special cars and throngs of spectators to Rockefeller Center in the 1990s.

Murray's storytelling abilities match his motorsport experience; he held the chapter members' rapt attention with tales of running the Mille Miglia Storica in one of BMW's streamlined 328s along with a cast of characters that included the King of Sweden, of the finances of the British Grand Prix,

of drives in many historic BMWs at the Lime Rock Festival, of Christmas morning rides to the tip of Long Island on his Laverda motorcycle, and of parking his Ferrari 250 SWB Berlinetta, his daily driver at the time, on the streets of Manhattan.

Murray and Fred Jackson, who accompanied him as a liaison to car clubs for Lime Rock, talked about this year's historic festival, which will feature a field of over 275 vintage race cars, including historic Indy cars and an assortment of historic cars from what is now the Fiat empire, including Ferraris, Maseratis, Lancias, and racing specials like the Stanguellinis. Of course, there will be car corrals, as well as the not-to-be missed Sunday in the Park car show, which drew over 700 cars last year.

Smith's engaging program was one of the Chapter's best. Perhaps we can convince him to come back for more in the not-too-distant future

- Brian Morgan



Photos by Paul Ngai



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