



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
February 2011

<http://www.njbmwcca.org>

Volume 42 Number 2

**Annual Banquet
February 26th
Grand Colonial in Perryville, NJ**
(Details on Page 11)



Karlin and McIntyre Take the Chapter to Targa Newfoundland

A large contingent of New Jersey Chapter members gathered at Unique Photo in Fairfield, NJ in January to hear chapter members Ross Karlin and Dave McIntyre talk about their fifth running of Targa Newfoundland.

Targa Newfoundland, a grueling open-road high-speed tarmac rally, runs through the towns, villages and scenic rural areas of the province for an entire week in September.

The trip to Targa is a 2 ½-day excursion that includes a tow of just over 1,000 miles to Sydney, Nova Scotia followed by an overnight ferry ride to Port Aux Basques, Newfoundland and a final 560-mile tow across the province to the capital city of St. John's. The journey makes the story of the event both a road trip and a motorsports saga, a perfect combination for a winter-weary crowd of BMW fanatics.

Karlin and McIntyre, running their E36 M3, finished second in class in the 2010 event to a Toyota Supra piloted by professional X-games rally driver and 2009 North American Rally Champion Andre Comrie-Picard. They were supported by returning crew chief and long-time Jersey Chapter member Warren Brown and Bill Wade from Louisville, national program manager of the BMW CCA Foundation's Tire Rack Street Survival program, on his first trip to Targa.

Armed with a huge cache of war stories supported by in-car videos and photos, Karlin and McIntyre took attendees through the highlights of the rally and the road trip, beginning with a video of an in-town stage in Gander, including photos of the M3s' brief flight on one of the pre-run stages on the first day, and moving on through videos of more stages and images of

(Continued on Page 11)

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The Cone Catcher



by Larry Engel

Before I start rambling on about my personal automotive mind games again, I need to perform a couple of very important tasks on behalf of the club.

The January Board meeting marked another transition for our chapter, and two of our longest-serving and most indispensable members have left the board after many years of service. Warren Brown was our Treasurer through 2009, and stayed on last year to help Mark Mallory make the transition into the job. Warren's membership number has only four digits, so the fact that he has served for so long is exceptional. He's one of the club's pioneers, and we're very grateful for his service. We hope he enjoys his time off from the day-to-day tasks associated with Board membership. He'll still be a fixture at driving events, of course – and will continue to deserve a prime paddock spot when he joins us.

The other angst-producing retirement is that of Bob Conway, who for many years has been our webmaster (with a lot of help from his son, Greg). Greg's in medical school, and Bob was getting tired of my 6:00 AM emails. I think Bob and Greg should get a great deal of credit for making our website one of the most informative and member-friendly there is. Our bulletin board is one of the most-used of any enthusiast website I'm aware of, and this is a credit to the Conway's ability to make the most of a limited platform. Especially considering what we paid them (nothing), we can't overestimate the contributions of Bob and Greg Conway to our club. Thanks guys, for a job extremely well done.

Thankfully, we have a new webmaster who has already hit the ground running. Most of you who attend autocross and driver schools events know Colin Vozeh. Those of you who don't know him personally probably know his work. He has served as unofficial club photojournalist, and his subtitled in-car videos are laugh out loud hysterical. We welcome Colin to the Board, and we know he'll do a great job of filling some mighty big shoes!

We also welcome Deborah Kolar back to the Board after a (thankfully) brief hiatus. I think I first met Deb when she was the Registrar at my first driver school years ago. I was very intimidated by the whole idea of driving my cherished E46 on a racetrack with a bunch of strangers, and Deb immediately made me feel at home. Her welcoming, patient attitude with a wet behind the ears rookie is the image we want to project whenever newcomers show an interest in our activities. (I can probably do a better job of this, myself.)

Now that I've covered the really important stuff, I can resume my ramble.

The E46 is gone again. My son Chris has absconded with the 328, having taken it back to Clemson for his final semester. When I reminded him that he was entrusted with the care of a family heirloom, he graciously offered to take the M3 instead. As you can imagine, I declined his magnanimous gesture.

As you know, I'm a big fan of specialized equipment for certain purposes. One area where I have always had strong preferences concerns the use of the proper tire technology for the job at hand. For many years, the 328 has had three sets of wheels and tires - summer, winter, and track. This strategy produced some fingernail biting in early December, when Chris drove the car from Clemson to Westfield on the summer tires. He travelled on a day when snow showers were in the forecast from Virginia to New Jersey.

It's amazing how information technology has changed in the last 10 or 15 years. As Chris headed north, I monitored the weather and gave him updates. As he neared Charlotte, I was able to advise him that there was snow falling in the Shenandoah Valley and that he should stay on Interstate 85 and take the eastern route up 95. I'm glad I did. It turned out that snow caused a fatal accident in Hagerstown, Maryland that afternoon. If he had taken Route 81 through the Valley as he usually does, Chris would have had to pull over and wait until the roads were clear before continuing. Fortunately, the eastern route was clear and he arrived home safely. Within hours, the 328 was wearing its winter tires.

Chris' return to Clemson with the 328 in early January posed a dilemma. Should he keep the Blizzaks on it, or should he switch back to summers? Neither option seemed very good. The weather gets warm much earlier in the year in South Carolina, and the snows would have become worn and slippery once the weather started getting better in March. I couldn't take the chance of sending him back with the summer tires, especially since the weather had been unusually cold in South Carolina. The answer was something I thought I'd never do – I bought a set of all-season tires. One car, three sets of wheels, and four sets of tires. TireRack loves me. At least now I'm resting a little easier knowing that Chris has a car beneath him that's reasonably safe in all weather conditions.

The M3 has mostly sat in the garage since early December. I managed to reclaim the E46 for daily driver duty while Chris was home for Christmas break, and I've been using the iX since he returned to school. Karin and Elizabeth ration the Mini between themselves when I have the iX, and Elizabeth gets to drive her car when I'm not using it. I've been surprised that she seems to prefer driving her 20 year old 5 speed iX to Mom's automatic '09 Mini Cooper S, and I'm very pleased about it. I hear that her friends are very impressed that she drives a stick, a skill that's becoming increasingly rare. The Brilliant Red E30 is also beginning to take on the image of "classic car", something that makes me feel more than a little older.

Speaking of the iX, I was on my way to work in it yesterday morning, and as usual drove down the street where I first spotted it with a "for sale" sign a year and a half ago. For the first time since buying it, I saw the previous (and original) owner outside, shoveling the freshly fallen snow. I slowed down, honked the horn, and lowered the window. When she turned around to see who was honking, it didn't take long for a huge smile to appear on her face. She waved and called out that she hadn't seen it since she sold it to me, and I told her that we were driving it every day. She sold it reluctantly, but it had been sitting idle in her garage for so long that she thought it should be in the hands of someone who would use it and enjoy it. Her smile made me feel great, knowing her car had found the kind of home she wanted it to have.

Next month I hope I can report to you on my annual adventure to Daytona for the Rolex 24. This year will be a little more special, because BMW is playing a bigger role in Grand Am. In addition to the Ganassi juggernaut running Dinan BMW power again, they've added Joey Hand and Graham Rahal to the team, further strengthening the BMW connection. Will Turner's team has put a M3 body on their GT car, and it looks spectacular! James Clay and the Bimmerworld gang have moved up to the GS class in Continental Challenge, so they'll be going head-to-head with Will's team. They're both great friends of the club and our chapter, so it's going to be tough to cheer for one or the other. I think I'll stay neutral in GS, root for Bimmerworld in ST (where Turner isn't running), and the Turner boys in GT.

The other big news at Daytona will be the debut of the new 1M coupe as official pace car. Long-time chapter member, autocrosser, club racer, instructor, and all around great guy Matt Russell is the new M Brand Manager for BMW NA, and he'll be there to show off his new baby. I think Matt represents the "next generation" of BMW product management. We can be confident that he knows exactly what defines the brand and makes it so special. I hope that he trust his instincts when making decisions and that the folks in Woodcliff Lake and Munich listen to him!

Congratulations go to our great friend Larry Koch, as well. Larry is replacing Martin Birkmann as manager of racing activities in North America, a job that thankfully seems to be getting bigger and bigger! Larry has been a tremendous resource to the club during my tenure, and has gone out of his way to help us on several occasions. Martin is back in Germany, where he's now responsible for powertrain planning and development for all of BMW group. We wish him the best in his big new job!

Well, that's about all for now. I have to start getting ready for Daytona and say a few prayers that I don't get snowed in! Until next month, keep the cones standing!



Philes' Forum

by Vic Lucariello

"He did not think. He knew."

Hello, Bimmerphiles! I had an interesting diagnostic case in the shop last week; a case that reminded me of the so-called Scopes Monkey Trial.

For those of you who were not in Dayton, Tennessee in 1925 and missed the trial [and the books and movie (*Inherit the Wind*) it spawned], 24-year-old high-school teacher John Scopes was charged with violating the Tennessee law that proscribed the teaching of evolution as a possible explanation for the origin of humankind. [In that day, when women had only recently won the right to vote, it was *markind*.] The so-called "Trial of the Century" pitted devout former Congressman and orator William Jennings Bryan, for the prosecution, against famous defense attorney Clarence Darrow.

Despite growing evidence that evolution was at least a viable theory as to the origin of humankind, Bryan just *knew* that the Biblical representation of creation had to be literally true and that it was simply preposterous even to consider that humans could be the descendents of monkeys. What nerve, those evolutionists! Bryan was also quoted as stating something to the effect that he did not want to be confused by facts. This all made more sense to me when I learned that he had been a three-time candidate for President of the United States. I think it is safe to say that Darrow did not take Bryan as seriously as Bryan took himself. [Unfortunately, in the aftermath of the trial, Mr. Bryan passed away suddenly at the age of 65.]

Regardless, Scopes was found guilty and fined \$100. He had, after all, broken the law – a fact stipulated by the defense at the outset. The conviction was later overturned by the Tennessee Supreme Court; some say because the justices did not want the case heard by the U.S. Supreme Court. I cannot say that I blame them....

Fast forward 85 years to the *Philes' Forum* shop. I was trying to diagnose a low-speed shudder in an E30. [Before you say to yourself, "Self, he's segueing into another dang E30 article!", note that the following applies to just about any Bimmer.] The shudder would only manifest itself during low speed, high- driveline-torque situations – in first and second gears. As soon as the car speed increased a bit, the shudder would subside. Under very-light-throttle conditions, there seemed to be no shudder at all. Having worked on BMWs for thirty-something years, I just *knew* that the problem had to be something wrong with the driveshaft. [On this car, the first things to check, the engine mounts, transmission mounts, differential mount and subframe bushings are all new or nearly new.]

Every BMW I can recall working on uses a two-piece rear driveshaft [See Photo #1] that connects the transmission to the differential. The driveshaft



Photo #1 - Typical BMW Rear Driveshaft

attaches to the transmission with a flexible coupling [AKA Guibo], and the driveshaft midpoint is suspended by a center bearing that attaches to the car's unibody chassis. Typical failure points of a driveshaft are:

- the flexible coupling
- the center bearing or its "rubber" supporting membrane
- either of the two universal joints

A failing Guibo is associated with highway-speed vibrations, while the center bearing and universal joints are known for low-speed shuddering. There are of course exceptions to these guidelines.

So, despite the fact that the E30 in question had been fitted with a new, OE driveshaft, Guibo, and center bearing from BMW only about 80,000 miles

ago, I removed the driveshaft. I just *knew* that I would find the problem there.

Getting the driveshaft out took me about an hour: First I dropped the exhaust system and removed its heat shield to expose the driveshaft. Then, after removing the two bolts securing the center bearing to the car's unibody, I removed the transmission support and lowered the back of the trans as far as it would go. The center-bearing membrane looked just fine, thank you very much, as did the Guibo. So I just knew I had a bad universal joint. Seven more fasteners [3-Guibo, 4-rear flange] and the shaft would be out and I would be vindicated.

Well, that driveshaft had some nerve! After removing it I found the universal joints and center bearing to be absolutely perfect: no tight spots, no looseness, niente! I mean, they were perfetto! At this point I decided to call it a day and think about things.

The next day, after having dreamt about driveshafts all night, I reengaged the enemy with a rested pair of eyes and from a somewhat humbler perspective. With the parking brake firmly applied, I applied torque to the differential input via the pinion nut and checked carefully for any lash in the differential and the half-shafts' CV joints, all of which are original on this 25-year-old Bimmer with about 170,000 miles. No problems found. The recently replaced wheel bearings seemed fine as well. Then, grasping at straws, I rechecked the torque of the wheel bolts. Again – NPF.



Photo #2 - Cupped Tread

Finally, after thinking that I had checked every component between the transmission and the road, I realized that I had not carefully inspected the tires [other than checking their pressures]. But wait, even considering that tires could cause a low-speed shudder [with no other symptoms] seemed preposterous.

Well, the left rear tire had a moderately cupped inboard tread [See Photo #2], but it was just inconceivable to me that this could be the problem. However, installing a known-good pair of tires on the rear cured the shudder. And that fact even William Jennings Bryan, were he alive today, could not dispute.

"He did not think. He knew." – Clarence Darrow, in describing Bryan.

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

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

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NJ Chapter of the BMW CCA Board Meeting Minutes

January 5, 2011

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

President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jamie Kavalieros motioned to waive the reading of the November minutes and Al Drugos seconded (carried unanimously). As a first item of business, additional 2011 Board members were appointed. Deb Kolar motioned to appoint Colin Vozech as Webmaster, Jerry Faber as Newsletter Editor, and Ross Karlin and Jeff White as Members-at-Large. Dave Allaway seconded (carried unanimously). Larry discussed the need to promote new membership, which will also be the focus of his Bulletin column. Larry noted a problem communicating our schedule. Larry would like to send a blast e-mail with our current schedule, including the January Bulletin if available, and our "2010 Yearbook" which he passed around. Larry reported that he and Ross Karlin presented our check to the Westlake School last month. Larry discussed the new logo standards, and distributed a draft NJ Chapter logo conforming to BMW AG standards. There was not agreement on the usability of the draft logo. There was also no consensus on whether we should submit an unusable logo to satisfy a request by National. Larry agreed to send the draft to Dave Allaway.

Vice President

Paul Ngai reported that the January 19th meeting on the Targa Newfoundland will be at Unique Photo, the February 16th meeting to be either Shade Tree or a Tech Panel at DCC, and the March 16th meeting will be at Bloomfield BMW. Tentatively, the April meeting will be an NJSP presentation, May at Shade Tree or Tech Panel at DCC, June at BMW NA, and July a race-team related topic, possibly at BMW of Mt. Laurel. Brian Morgan offered to speak to the Ganassi team at Daytona, and also to Steve Dinan. An August or September meeting at the new BMW of Hunterdon facility was discussed as a possibility, as was a presentation by Klaus Schnitzer at Unique Photo later in the year.

Treasurer

Mark Mallory distributed a 2010 income & expense summary by event. This reflected a \$9,137 loss, adjusted to reflect deposits made in 2009 (vs. a \$17,102 loss in 2009, also so-adjusted). Larry recommended that we continue to use Standard Rate mail for the Bulletin, until further notice, and monitor the results. The anticipated savings is approximately \$7,000 per year. It was noted that the autocross program loss (\$2,461) was unusual, and due to bad weather and lower attendance. Brian noted that the Golden Gate Chapter has an excellent autocross promotional video. A \$1,500 ITS reimbursement is still expected. There was a lengthy discussion on not holding the 2011 Instructor Seminar, and the potential impact on driver schools. Jeff will investigate the possibility of other chapters in the region sharing costs. Jeff reported that pricing for 2011 driver schools will be available by February. The Driver School Committee was asked to include the Instructor Seminar and Westlake School donation in their 2011 budget. As previously agreed, the Westlake School donation will be formula-based.

Secretary

Dave Allaway reported on the 2011 Board elections at the December 7th general membership meeting: Larry Engel - President, Paul Ngai - Vice President, Mark Mallory - Treasurer, Dave Allaway - Secretary, Al Drugos - Social Events Chair, Jamie Kavalieros - Driving Events Chair, and Doug Feigel and Deb Kolar - Members-at-Large. All were elected unanimously.

Social Events

Al Drugos reported the banquet on February 26th is all set, and requested all possible publicity. There was discussion on setting up banquet payments on Google Checkout. Jamie and Colin agreed to work on this.

Newsletter

Jerry Faber submitted a report noting needed articles and formatting requirements. It was reported, on Jerry's behalf, that the January Bulletin is still open.

Business Manager

Doug Feigel submitted a report indicating that Eurosport of Westfield has been added as a Bulletin advertiser, and BMW of Bloomfield as a web-banner advertiser. Doug is working on banquet sponsor donations. All advertisers are paid-up through the end of 2010, and all contracts expiring January through March are expected to be re-signed.

Driving Events

Jamie Kavalieros noted that the 2010 State of New Jersey racing regulations, also encompassing high-performance driving events, specify closed-face helmets.

Driver Schools

Jeff White reported that he is looking at moving our registration to MotorsportReg.com, as a means of improving event visibility and consolidating driver history with other chapters.

Autocross

Elihu Savad asked whether we should have fewer events. He suggested scheduling only six events, and adding others only if we are profitable. Tentative dates were suggested, pending venue availability. Elihu reported that a new Pinewood Derby electronic scoring system has been acquired. Larry requested that new members be added to the autocross committee, and stated that he would step aside.

Larry noted that the TireRack Street Survival (TSS) reimbursement policy is still being developed by National. Bill Wade of National has noted that the New Jersey and Golden Gate chapters have, by far, the highest rental costs. It remains our intent to hold a TSS in 2011, economics permitting.

New Membership

Neil Gambony reported new member letters went out just after Christmas.

Old Business

Jeff reported on the North Atlantic Driving Events Conference held in November. Schedules are currently coordinated across the region for 2011. The New Jersey Chapter declined to participate in the regional helmet sticker program. We will be looking at ways of better verifying that manufacturers' instructions have been followed for aftermarket seat and harness installations.

New Business

There was a discussion on additional promotion for the Unique Photo meeting.

Deb Kolar asked for, and received, board permission to explore use of internet social networking to reach out to existing and potential new members.

The next board meeting was set for February 2nd at Alfonso's. Dave noted his unavailability for that meeting, and Brian Morgan agreed to take the minutes.

Paul motioned to adjourn at 9:45 PM and Dave seconded (carried unanimously).

Respectfully submitted,
David Allaway, Secretary





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Finish Lines by Thom Rossi

Lots of things happen at the track throughout a driving season that just don't seem to fit into a neat Lots of things happen at the track throughout a driving season that just don't seem to fit into a neat theme for a single column. Here are my 2010 out-takes.

Out-take 1. The scene is the instructors' meeting at the one-day intro to driving schools event held by our chapter at the Lightning course at NJMP. Barry Stevens is addressing the instructors, giving us our student assignments and going over a gentle reminder of the rules for the instructor's run group. Newsflash to Barry – what you say isn't necessarily what everyone in the room hears. Oh, it's not that your voice doesn't carry or that you are difficult to understand. It's just that the instructors' group is polluted with racers like me. And even though you always acknowledge that there are racers in the room, and advise us all to remember that this is NOT a race, there is one problem you cannot overcome. Racers have selective hearing. At this particularly meeting you say, "You can pass everywhere but no contending for corners is allowed. Don't forget to give point-bys." But what I hear is "blah...blah...blah... contending for corners is allowed... blah blah... don't... garble... point-bys." Sounds good to me and the other racers in the room!

Out-take 2. Same event, last session of the day in the instructor's run group. I'm in my car (Aggie, the 2008 M5) with Mo (another racer) as my passenger. We are having an absolute blast. Aggie is a holy terror on the straight-aways thanks to her 9 lb/horsepower power to weight ratio. She really shouldn't be put into the hands of someone with a modicum of driving skills and a juvenile mind like mine! She's easily pushing a buck and a half by the flag station on the front straight. But man does she take some distance to haul down to cornering speeds, and she does seem a tad reluctant to change directions (4500 lbs or so will do that to a girl). But Mo and I are laughing our butts off when we notice another instructor, let's call him Peter S., trying to push us through the last corner before the front straight. I decide to be courteous to Peter and let him by as we exit the corner and I give him half the length of the straight before I reintroduce my foot to the throttle. But before Peter can reach turn 1 we're closing in on his bumper like a proton missile fired from the star ship enterprise. I'm pretty sure Mo has a little of the Devil himself in him because he starts saying things like "Hey that's Peter, he should have enough traffic awareness to know we're coming up on him. Let's pass him into turn 1." At this point, I remember Barry saying something in the instructor meeting like "...contending for corners is allowed...don't...give (or was it need?) point-bys...", so I go for it. At this point, Aggie can't slow down fast enough to miss Peter's bumper no matter how hard I brake, so I dive under his passenger door, put 7/8ths of two wheels off the inside of turn 1, and straighten out my exit by putting 7/8th's of the other two wheels off the outside of the track-out zone. This is a good "racing line" but not so good for Peter, as he finds himself following me a little too closely and absorbing the numerous rocks and garbage that the M5 is kicking up from the other driving surface (grass). Here's where Mo's Devil appears for real as he puts his hand out my passenger window and indicates to Peter with a certain gesture that, if he wants to, he can now overtake us by passing in the upward direction. No, it's not his pointer finger he's using. We are still, now maniacally, laughing our butts off as Aggie climbs back into triple digit speeds, turning the perplexed and ruffled Peter into a diminishing image in the rearview mirror.

Out-take 3. The scene is the Summit Point Motorsports Park, Shenandoah Circuit, at the skid pad. It's way early in the morning on day-2 of the event as I role my truck into the paddock and start winding my way toward my trailer. It rained the previous night, so the paddock surface is wet, and so is the wide-open and empty skid pad. I ask you, how many opportunities does life present for a man in an F350 diesel dually to go out and enjoy a romp on the skid pad? Not many. So I look around the paddock for a likely accomplice and I spot David Weaver fooling around with his car, which is parked near mine. If you know David, you know that if ever you are looking for an accomplice on a hair brained adventure, he's probably just about the best guy you can come across. With very little prompting, I find David riding shottie as I point the truck toward the skid pad. There are a few specialized skid pad instructors at a little staging area waiting for students to line up. David sticks his head out the window as we accelerate past them and shouts out for permission to enter the skid pad. They return a hand gesture that we interpret as pointing the way for us to go ahead and the next thing

you know we are pushing the truck at increasing speeds around the big circle. Sure enough, she starts to push, then with a little blip of the gas pedal her four rear wheels break lose and we are doing a lazy 360 all the way around the outside of the pad. Spin, oops. Back in the other direction. YEE HAH! This thing is actually pretty sweet on the skid pad. Nice to know! David and I are laughing our butts off.

Out-take 4. It is nighttime at the June race held at the Thunderbolt circuit at NJMP. About 20 of us are camping at the track. Bob Ball starts to crank up the rap and reggae music from the sound system in his trailer. Dancing breaks out. A camp fire is lit with the aid of a little high octane fire starter. A few bottles of this and that appear. Next thing you know we are all laughing our butts off, but nobody really knows why. It's just a good scene.

I don't know if there's much of a theme to these out-takes. But they all do culminate in me and other people around me laughing our butts off. And truth be told, that's about the best way I can think of to summarize what really keeps me coming back to the track and spending time with my friends. Hope my out-takes next year will include more friends, new and old.

2011 Driver School and Club Racing Schedule

Driver School and Club Racing participants,

We are pleased to be able to announce the NJ Chapter schedule for 2011. We got off to an early start this year in terms of locking down dates. The schedule is:

- **April 11-12** NJMP Lightning, ITS/ Driver School
- **June 6-7** NJMP Thunderbolt, Club Race/Driver School
- **July 23-24** Summit Point WV. Main Circuit, Club Race/Driver School
- **September 10-11** Summit Point WV. Shenandoah, Driver School
- **October 16-17** NJMP Lightning, Intro School

You will notice both similarities and differences to 2010:

- Monticello has closed it gates to clubs so we will not return in 2011.
- We are moving the ITS to NJMP for 2011 and the Driver School portion of the event will be open to students of all experience levels.
- The October Intro school is now a Sun-Mon event. Announcements will follow as to options for registering for 1 or 2 days.
- Whether we again have a Club Racing School is up in the air right now. Grand Am changed their dates for NJMP so now they conflict with our event in July. We will have an answer soon.
- The June event will remain as our charity event with our special guests from the Westlake school.
- Look for other special announcements, improvements, enticements during the Spring.

Event descriptions, promotions and registration/pricing information will be posted soon. However, mark your calendars now - no excuses for not attending.

Think warm thoughts and we'll see you at the track.

- Jeff White



Initial Ramblings

by JT Burkard

Go south young man

As most of you know, I work for a classic car dealership in Lakewood, NJ. Over the last 10 years I have been lucky enough to have the opportunity to travel to many car shows and auctions. I was watching the Scottsdale Barrett-Jackson auction this past weekend and I figured it was time to share my Barrett-Jackson Palm Beach adventure, edited for the space provided. I will be posting an extended version of this story as well as pictures and the actual video of the car selling on my blog.

It was Saturday March 24, 2007. I was at work doing whatever I do at my desk when I looked over at Mark (the owner's son) and inquired why he had this concerned look on his face. He responded with "The shipper for my Camaro hasn't called yet to tell me what time today he is picking the car up." That was disconcerting since the trucker was picking up four cars the owner of our company bought at a small Florida auction the weekend before. The trucker was to drop them off on Friday night, change trailers from a four-car hauler to a two-car enclosed trailer, and pick up our fully-documented 1969 Rally Green RS Z/28 Camaro (with a 4bbl carburetor and Crossram intake manifold) on Saturday to bring it down to the Barrett-Jackson Auction in Palm Beach. There was no phone call Friday or Saturday morning.

He asked the boss if he knew what was going on but his inquiry was ignored as the boss was busy showing off his new custom chopper to a customer. I suggested calling the transport company directly. Concerns turned to panic when we got in touch with the driver and he was still in Florida trying to pick up the last car. There was no way he was going to be back up in time to deliver the Camaro and said he might get back by Monday or Tuesday, the day the car was to arrive at the auction. We had to scramble a solution, and fast!

With expensive, non-refundable consignment fees and hotel room charges looming, this muscle car HAD to go, one way or another. They say if you need something done right, you have to do it yourself. There was only one way this car was going to get down to West Palm Beach by noon Tuesday, and that was to bring it ourselves. Charlie, a retired restaurateur, a car collector and one of our salesmen, said he would help me drive to Florida. He used to own a condo in nearby Singer Island so his knowledge of the area would be useful. Actually, I think he just wanted a paid trip to Florida. I welcomed the shared driving duties, and having someone to talk to for the next 1,202 miles would be nice.

Since that Sunday I had plans that couldn't be changed, we left Monday, March 26th at 6am for our 1202 mile trip to the Sunshine State. Charlie and I headed out in the dealership's 2002 Chevy Avalanche 2500 series 8.1L-powered beast towing a 20' Wells Cargo enclosed trailer with the said cargo, a 1969 Rally Green RS Z/28 Camaro worth in excess of 6 figures (or so we hoped). We hit the road with a thermos of hot beverage, some road snacks and no directions. We're men, we didn't need directions.

Our time schedule was to have the car in West Palm by noontime on Tuesday, March 27. The auction didn't start until Wednesday, March 28, but we needed to get the car there for its photo shoot and to set up the display. With me at the helm, I blasted through NJ into Delaware and crossed into Maryland in no time flat. Charlie wanted to take over driving duties after a pit stop. We blazed through our nation's capitol and crossed into Virginia. Time seemed to go by quickly. Somewhere in the middle of the Commonwealth of Virginia, we decided to stop for lunch and fuel the thirsty truck again. I was back in the driver's seat. In North Carolina we started to see all of the Pedro signs for South of the Border. I made the executive decision to stop there when we crossed into South Carolina. I hadn't been there since I was in high school and went on family road trips.

Let me tell you, it wasn't quite as I remembered when I was a teen going on family vacations. I just remembered it all wrong. Location, buildings, everything was totally different than I remembered, except the large Pedro South of the Border sign. That was exactly what I thought. I bought a couple quintessential S.o.t.B bumper stickers and expertly installed one on the truck, the other on the trailer.

We hit the Florida border at around 10pm or so. Our plans were to drive straight thru but the idea of arriving at 4am to a dark parking lot with no place to sleep didn't seem safe. We exited and grabbed a room. The hotel we stayed at was OK except they used some air freshener that smelled like unwashed feet. Maybe sleeping in the truck was the better idea after all.

We left first thing in the morning and made it to Palm Beach by noon time on the nose. The problem was, we weren't quite sure where the South Florida

Fairgrounds were located. We had an address, but since we had forgone the gathering of directions, we were driving blind. An hour later, and after a full tour of Palm Beach and West Palm Beach, we stumbled across the right location. All we had to do was unload the car and fun in the sun commenced.

Let me tell you, the folks from Barrett's are top notch. They did a very nice professional photo shoot of our car for the catalog. A huge light box hovered over the car, and the car was sitting in front of a black background. We should have gotten a copy for a poster of the car. From there we were directed to the enormous tents that would be the display area for our car. We were right on the end, in full view of anyone walking by. We couldn't have asked for a better location. The array of vehicles was incredible. Everything from resto-mod muscle cars and hot rods, to stock originals, Healy 3000's and Jaguars to Amphicar, Porsche Speedsters and a V-Twin powered 3-wheeled Morgan. My oddball pick was the 76 Pinto hatchback with 7,000 original miles in like new condition. Heck there was even a monster truck Toyota to round out the selection.

Wednesday was the gala dinner where the consignors and bidders get together for dinner and drinks and to mingle. You were also able to meet the auctioneers, ringmen and the top brass of the company - Craig Jackson and Steve Davis. Other crowd favorites were Spanky Assiter and his wife Amy. Both were standing behind me as I grazed the various offerings from local restaurants showing off their culinary prowess. Most foods were tasty but there was some gelatinous balls of nasty that I needed to avoid at all cost. Not very appealing. The evening ended as the three of us, Mark, Charlie and I, headed back to our luxurious condo on the ocean. They prepared for Thursday's showing of the car and the eventual TV debut Friday night. I on the other hand, faced the 1,200 mile trip home Thursday to be home by Friday. I hoped I could catch the car go off on TV.

The next morning I was chauffeured back to the fairgrounds to get the truck and trailer as we also had a rental since Mark flew down. There was so much automotive sensory overload, I actually didn't hit the highway until 11am. I found it hard to leave. So many gorgeous cars, so little time. I made it to Dillion, South Carolina; on the border of NC around 10 or 11 pm. Sandy found a couple of hotels, so I could just go in, get a room and sleep. The first hotel had some labyrinth of bullet proof glass just to get to the night clerk. I told her the room price Sandy found on the Internet and she informed me they couldn't do that price since that was only on the internet. This made no sense and I had to call home to get another room online. I pulled into the hotel across the street that was more than happy to give me the same rate as on the internet.

The next morning I left the hotel and filled the tank with fuel when a guy walks up to me from the truck and trailer on the other side of the pump. "Were you just at the Comfort Inn? I recognized the trailer you're pulling." I said, "Yes." He then asked if I had a knock on the door at 6am from a girl asking for gas or money. I told him no. Apparently, she was trying this scheme on many of the patrons of the hotel because the front desk actually called the police since more than 10 people reported her. Sounds like something fishy. It's a good thing I am a sound sleeper and never got the knock.

After about another 10-11 hours of being on the road, I was finally home from my impromptu trip. I got comfortable, put the auction on TV and hoped to catch the car. I was in luck; I made it home with 10 cars to spare. I settled in my recliner with a drink in hand and waited in anticipation to see our car cross the block and ring the bell. Five cars, three cars, one more car to go. The wait was agonizing. Next thing I remember, I woke up to see the next car after ours sell on the block. I couldn't believe it, a week of driving 2400 miles round trip down to Florida and back, weeks of preparation and helping finish the final details to bring it to the next level so we may sell it for huge money, and I fell asleep a minute before our car sells. I couldn't have stayed awake for another five minutes to see it? Nope, I was sound asleep as our car crossed the auction block, cresting that fabled 6-figure number. I wasn't awake to see it live.

I guess the memory of the trip was worth more than the final result.

JT Burkard
jtburkard.blogspot.com
Send comments and suggestions to jtburkard@comcast.net

NJ Chapter Calendar

February 2011

Wednesday, February 16th
Monthly Club meeting at the Deutscher Club.
The Myths of All-Season vs. Snow tires
presented by Phil Eng from Shade Tree Garage
Time: 7pm.

Saturday, February 26th

Annual Club Banquet at the Grand Colonial in
Perryville, NJ. Presentation of Championship
Series awards. Music, good food, prizes, and
camaraderie.

March 2011

Wednesday, March 16th
At BMW of Bloomfield - Dealership Meeting.
Time: 6:30pm-9pm Come see their new facility.
425 Bloomfield Ave Bloomfield.

Welcome New Members

Vikas Aggarwal
Andrey Akselrod
David Averdis
David Ayerdis
Patrick Barlow
Jay Barrett
William Bismarck
Andrew Blackwell
Charles Boehm
Joseph Calabro
Michelle Calabro
Brendan Casey

Robert Chamberlain
John Correia
Tim Cuculic
John Dienes
Christine Donnelly
Alan Grover
Jeffrey Hack
Steven Hertz
Peyton Hostetler
Brandon Kavanagh
Thomas Kearney
James Kipp

Jeffrey Lancaster
James Lin
Christian Mercado
Gerardo Nauta
Nazario Paragano
Peter Pena
Leroy Robinson
Eric Schmieder
Daniel Shack
Hal Solomon
Mayur Somaiya
Harold Starkman

Michael Thompson
Ben Thomsen
Thomas Turner
Vincent Ursino
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Luisa Visconti-daly
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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.

Autocross 2011

The NJ Chapter Autocross Committee is working diligently to prepare an event schedule for 2011. Novices take note, we are working on a special "novice championship" to help you get your feet wet in this compelling form of autosport. We will be focusing on novice training and skills.

We are facing new regulatory issues this year that will require a modest increase in fees. We may also be having joint events with other chapters, and are exploring possibilities for food vendors at events. We plan to introduce bulk discounts for the 2011 season.

Keep your eyes on the event schedule. Autocross is the safest form of automotive competition, and a real adrenaline-producer. It is a low-budget racing activity, close to home and easy on your car. Our first event will likely be April 17 at Patriots Park in Bridgewater.

- Elihu Savad

Targa Newfoundland

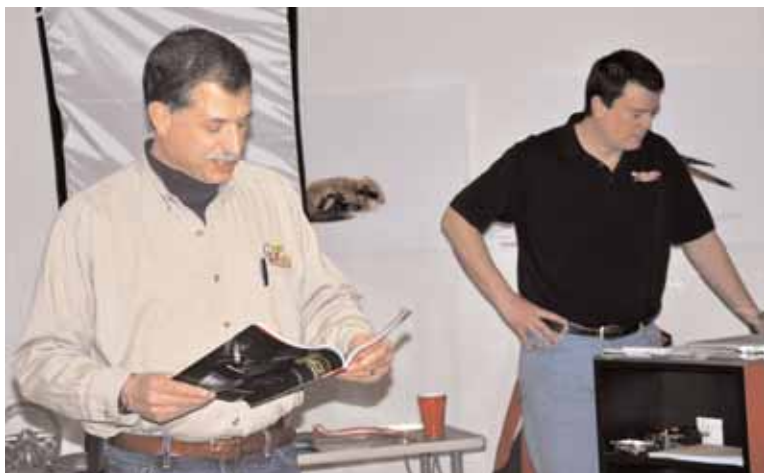
(Continued from Page 1)

Brown and Wade hard at work keeping the car in shape.

Karlin and McIntyre presented photos of the rally car to both host Matt Sweetwood, a New Jersey Chapter member himself, whose Unique Photo sponsors the E36 M3 at Targa, and Dave Zeckhausen, whose Zeckhausen Racing, co-located in Fairfield with Unique Photo, who provided the car's Stop Tech Brakes. They also acknowledged the car prep work provided by Tony Salloum and his team at VAC Motorsports in Philadelphia and the parts support and pre-event diagnostic work of BMW of Bloomfield.

The Targa presentation was the first in what promises to be a year of great monthly meeting programs for the chapter. Check out the listings in the newsletter and on www.njbmwcca.org.

- Brian Morgan



Annual NJ BMW CCA Banquet

Where: At the Grand Colonial in Perryville, NJ

When: Saturday Feb 26th 2011 7pm to 11pm in the grand ballroom

Send checks to:

Al Drugos P.O. Box 6754 Bridgewater, NJ 08807

Make checks payable to: NJ BMW CCA

\$60 Per Person / \$68 at the door

Check our website for possible payment on web

Please join us for music, great food, and lots of prizes. Championship awards presentation.

Directions to Grand Colonial:

From northern NJ
take Interstate 78 west to exit 12
turn left at stop sign
continue to traffic light
go straight at light for ¼ mile
Grand Colonial is on the right



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