

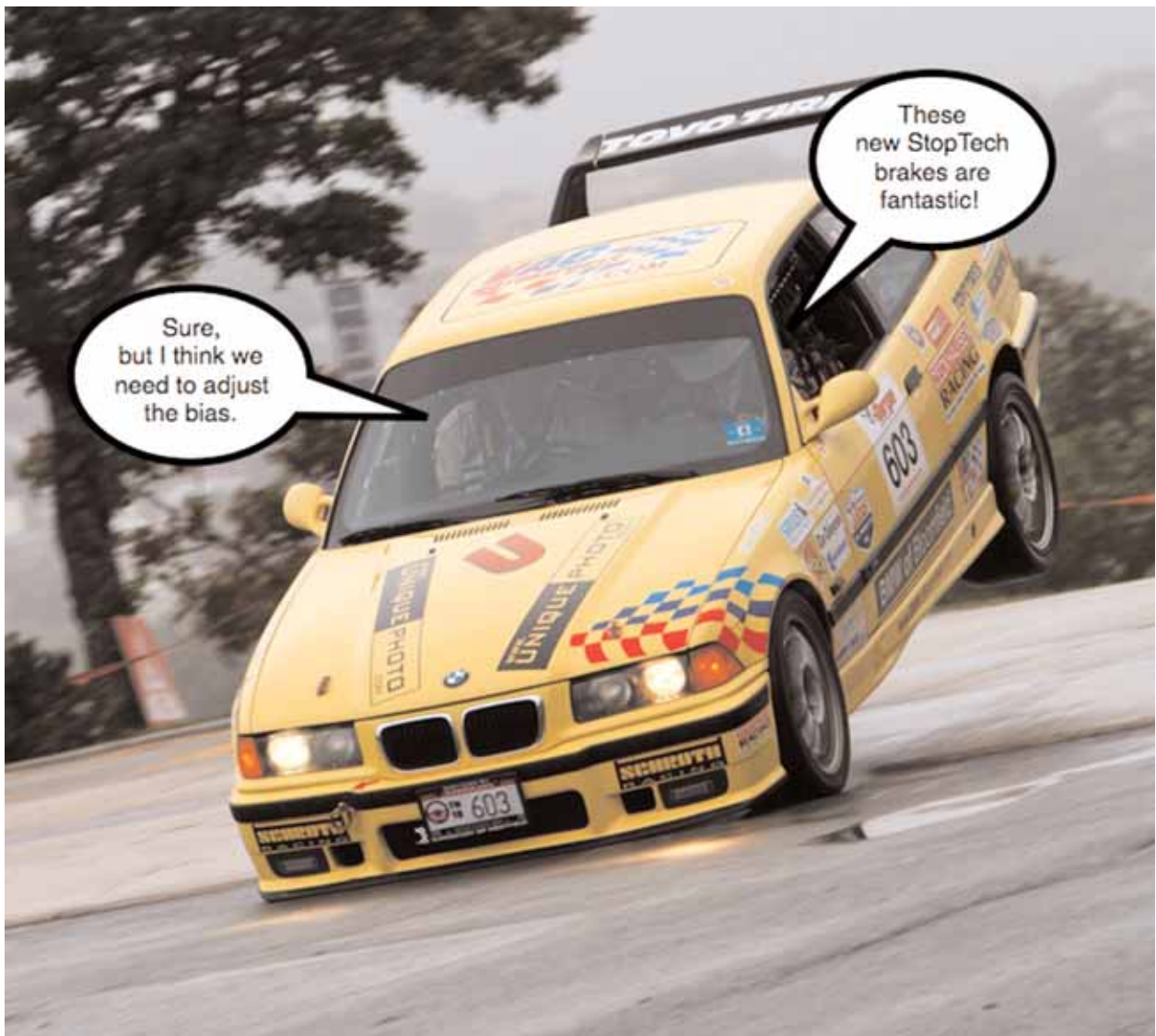


New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
November-December 2010

<http://www.njbmwcca.org>

Volume 41 Number 11



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Targa Newfoundland Rally - Ross Karlin and Dave MacIntyre

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The Cone Catcher



by Larry Engel

The New Jersey Chapter of the BMW Car Club of America is pleased to present this special issue of our Bulletin. We thought we'd make it a yearbook of sorts - a recap of the driving season and a way to thank our sponsors and supporters for their help over the past year.

Throughout this issue you'll read articles written by our regular contributors. We're very grateful for their contributions to our club, not the least of which are their regular columns in the Bulletin. (It seems that most of them are doing lots of other stuff for us, too!) It always amazes me how many people have volunteered their time and talent so the rest of us can enjoy the full potential of our cars.

Preparing for any of our events can be a time consuming and frustrating process. In the New Jersey Chapter, the staff for every event runs like the well-oiled machines we drive. We're particularly grateful for the driving events people - Jamie Kavalieros, Jeff White, Barry Stevens, Vic Lucariello, Ross Karlin, and Elihu Savad. The amount of work needed to conduct successful Driver School, Club Race, and Autocross programs is staggering. These people (and a bunch of others they cajole into helping) make it happen.

Our road rallies bridge the gap between driving events and social events, and are always well attended. This year, the Spring Rally was organized by Brian Morgan and Francine Cracker. Brian is also Motorsports Editor of Roundel, and we're very lucky to have him in our chapter. He's been instrumental in helping us get some of the great and famous guest speakers at our monthly meetings. Our classic fall "Whack Your Turkey" rally will be run by Jon Trudel and Jamie Kavalieros this year, and it's always the final driving event of the season.

Actually, the December Pinewood Derby is the final event of the year, and marks the culmination of our Championship Series. The Champ Series is composed of the Rallies, Autocrosses, and Pinewood Derby. Every year since 1977, the Club Champion's name has been engraved on the series trophy. It looks like we're going to have a new champ this year. Jamie has dominated the Series in recent years but spent time starting a new business this past season. (If you need mulch or landscaping stone, I hear they have pretty good deals at Maplewood Nurseries.) It's just as well that Jamie's giving someone else a chance. Our engraver was getting tired of spelling Kavalieros, anyway.

The other piece of business to be conducted at the December meeting is the election of officers for next year. So far, most of this year's officers have expressed interest in continuing in their current capacity. We're already talking about how we can improve the club. Next year, we probably need to concentrate on a couple of areas. The first is communications. We know we need to try harder to communicate our schedule of events well in advance. This has been particularly difficult for a variety of reasons, some of which are beyond our control. We'll keep trying.

We're also looking for ways to get more people active in the club and to increase our membership. Our membership numbers have been fairly static for the past couple of years, with 2500 to 2700 members. We've tried to reach out to dealers and other vendors, with some success. We're also experimenting with a couple of other methods.

Needless to say, we'd appreciate it if you could be on the lookout for new club members. We need all we can get! We've developed a letter that members can use to help recruit new people to the Chapter. Keep a couple of copies of the letter in your glove box and hand it to other BMW drivers who you think might be interested in joining us. The National Office runs a contest every year where members can earn points for each referral. The points can be used as credits toward the purchase of club merchandise. You can find the letter on our website under the "forms" section of the "downloads" tab. It includes a space where you can write your name and member number for referral points.

The Driver School program has been very successful this year, especially considering a lot of new competition and the soft economy. This success has come at a cost to our chapter - in the form of lighter attendance at our

Autocross events. Many of the people who could be counted on attending every Autocross in past years have either moved on to the Driver School program or have family matters that need their attention. Where two years ago we had to turn people away, this year we had a couple of events that barely had enough entries to warrant running at all. It's funny how things change. There are a lot of new faces at the Autocross events, and hopefully they'll have fun and bring their friends. One thing for sure is that Elihu Savad and the Autocross committee members do a great job of running the events. Their goal is to get the maximum number of safe runs, and they were able to get over ten runs at a couple of events this year.

Another accomplishment during the year was the hosting of a successful TireRack Street Survival Program. We had a full school of 30 students and a waiting list just as big! Hopefully we can do more than one in 2011. It's so great to see many of our members volunteering their time in the interest of making young drivers better drivers.

We've been saying that we'd like to have more events for the non-driving types in the club. Little did we know, one's been sitting right in front of us all along. About 20 club members attended the BMW-themed Biergarten at the Deutscher Club in September, and everyone raved about what a great time they had. Each summer, the Deutscher Club holds four Biergarten events which are open to the public. They have a large picnic grove with a covered but open dance hall and lots of picnic tables. German food and beverage are served for a reasonable price, and live entertainment (both traditional and popular) adds to the festive atmosphere. A German car club is asked to provide vehicles for each of the events, and September was BMW month. We had some nice club members' cars there, and JMK brought a fleet of new Bimmers. Maybe next year we can get the crowd to vote for their favorite car. I heard an estimate that there were between a thousand and twelve hundred people there, and it was quite a great and festive party! We hope to do it again on a bigger scale next year.

We hope you enjoy this special issue of the Bulletin. We also hope that the programs we're putting together for next year are to your liking and you'll come out and join us! Until then, keep the cones standing!

Annual Banquet

Mark your calendars on February 26th for our annual NJ BMW CCA Club Banquet. This will be held at the Grand Colonial in Perryville, NJ. There will be music, great food, and lots of prizes. The price will be 60 dollars by mail and 68 dollars at the door.





Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! We find ourselves at the end of yet another year, looking back on the good, the bad, and the strange. Hopefully, for you the good greatly outweighed the bad.

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.

Since the last *Philes' Forum*, I received a solitary inspection report. Inveterate *Philes'* correspondent Art Neufield wrote to report that his '96 318ti passed its OBDII scan at 92,000 miles with no problems. Art also confirmed that no safety inspection was performed on his Bimmer. This is consistent with New Jersey's emissions-only inspection program that began in August. Thanks Art! It is always good to hear from you.

In addition to the great pay, company car, and wonderful health plan, one of the perks of my being Chief of Tech [Gee, that's another silver anniversary that is approaching!] for New Jersey Chapter driver schools is that I get to meet many of our driver-school participants as they come through the Tech line. Two memorable couples who were at a driver school with us for the first time in 2010 were the Smiths and the Joneses [not their real names], both new to New Joisey. When I asked them about the folks in their former chapters, the Smiths replied, "They were wonderful, dear friends and we couldn't bear to leave them, and we miss them terribly!" The Joneses replied, "They were a dreadful, cliqueish bunch and we couldn't wait to get away from them!"

Funny, but both couples hail from the same chapter!

Speaking of our driver-school Tech line, said line is made possible by our dedicated NJ Chapter Tech Crew. These folks show up at what seems like "Zero Dark Thirty" [especially at early- and late-season events] rain or shine [sometimes make that rain, cold, and dark], put on a happy, professional face, and welcome you to our events. Then, after looking briefly at sometimes more than 100 cars, they disperse and begin their respective driver-school days. All this with nary a complaint! Indeed, some of the techs write to thank *me* for allowing them to be part of the team. Some things, as they say, are priceless.....

At our final driver school this season, I tried to gather all the folks who had worked Tech in 2010 for a group photo. From left to right we have erstwhile Chapter Treasurer Warren Brown, former Member-At-Large Mark Derienzo, Larry Derienzo, Member-At-Large Doug Figel, Bill Mellot, Scott Reiman, Chris Faust, Bob Isbitski, Bill VanOcker [AKA VanRocker], Lisa Mellot,



Jeff Caldwell, Chapter Webmeister Bob Conway, Chapter Social Director Alphonse Drugos, Chapter Prez. Larry Engel, George Washburn, and Gregory Field. Not pictured are Fred Beck, David Finch, Kish Galappatti, Neil Gambony, Lori Logic, Thom Rossi, and Ed Williams. I think that Warren has been working Tech with me the longest, almost from the beginning. Yes, he is quite old.

I cannot thank these folks enough for their efforts. However, what you can do to warm their hearts [ESPECIALLY on cold, rainy mornings] is show up on time for Tech with your Tech form properly completed and your car properly prepared for a track event.

I am sure that some of our Tech workers participate because of the strange things they get to see in the Tech line. Sometimes we get a strange individual or two, but that is the exception.

For example, this year we had a guy at Summit Point come through Tech with several lug bolts missing! When this was brought to his attention, he said something like "Oh, yeah, I knew about that." Whether or not he actually intended to take his car on the track without a full complement of lug bolts remains a mystery.



Then there was the fellow with the custom door-lock posts shown in the photo. We had no problem with them at Tech, but we did ask him to secure the ornamental chain that hung from the rear-view mirror!

What was the strangest thing I have seen in all my years of working Tech? Was it the modified 6-Series with the flat-black paint that we dubbed "The Batmobile"? Was it the passenger harness secured with sheet-metal screws? Was it the guy who brought a bicycle helmet? Was it the Porsche driver who did not want female Tech workers looking at his car? [Sensing this, of course I sent two females, an engineer and an attorney, to give it a *thorough* checkout.] Was it the 357 Magnum we found in a glovebox? [Only kidding about the Magnum.]

No.....it was the 2002 with the.....or should I say without a.....

That's all for now, Bimmerphiles. Happy Holidays!

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

October 6, 2010

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

President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jamie motioned to waive the reading of the September minutes and Paul seconded (carried unanimously).

Mark volunteered to help Jon Trudel with the Whack Your Turkey Rally. Mark will work with Jon to get an email to Jerry with the rally's start time and location. Mark proposed that we increase the price from twenty to twenty-five dollars. Vic concurred that we need to look carefully at all our revenue sources and it was pointed out that the price has not increased in memory.

There will be a combined November/December issue of the Bulletin, using the normal November deadline as a target. Larry would like this issue to be a keepsake and encouraged contributors to recap the year or write a very special article.

Vice President

The Biergarten event at DCC, Friday, September 17th, was a complete success with 15 members' cars displayed and 900 guests. We should definitely participate next year and may want to run a mini-concours with attendees voting for their favorite car. Larry suggested we set up a table and promote the club, our driving schools, Tire Rack Street Survival, etc. We received a thank you from Hans Zolet.

Paul reported that the October 20th general meeting at Morristown BMW will be a tech session run by Vic. Four lifts will be available and Vic will solicit victim cars. The new sales manager will provide food.

The November/December Board Elections and Pinewood Derby will be Tuesday, December 7th at the Deutscher Club of Clark (DCC).

The January meeting, tentatively set for January 19th at Unique Photo in Fairfield, will feature Ross Karlin and Dave MacIntyre's Targa Newfoundland run.

We currently do not have a subject for the February 16th meeting. It was suggested that we have a State Trooper speak. Ross will reach out to his contacts and their speakers bureau. Vulcan Motorworks in Chester is another possible meeting venue. BMW Bloomfield would like to host a meeting and sponsor a banner ad. Doug will contact Craig Hacker regarding this. Larry asked whether we should we offer the opportunity to host a meeting to all of our sponsors. Ross and Doug will coordinate dealer contacts.

Larry requested that we have meetings scheduled with topics four months in advance.

Treasurer

Mark Mallory distributed a Balance Sheet and a P&L by event. Included are advance payments made for Autocrosses. We are near break-even. Ross has been requesting ITS reimbursement funds from National and will continue to pursue this. It is unknown if ITS funding will be available next year.

Mark will review and explain the Accumulated Depreciation at the next meeting.

High Point has agreed to contribute \$2500 in sponsorship for the Introduction to the Track Driver School. The High Point relationship appears to be very successful. Larry noted that while we elected not to entertain non-car related sponsorships, DelVal is being sponsored by a credit union.

Larry requested that everyone bring final numbers for the year to the November Board meeting.

Secretary

Deb Kolar reported for Dave Allaway that as of October 5th he had received written nominations for Larry Engel for President, Paul Ngai for Vice President, Jamie Kavalieros for Driving Events Chair, Doug Feigel for Member-at-Large, and Dave Allaway for Secretary. At the meeting Mark said he would be running for his second year as Treasurer, it was reported that Al Drugos would be interested in another year as Social Events Chair, and Deborah Kolar plans to run for Member-at-Large.

An item on the Board Elections was sent to the Bulletin and also posted on the website. Nominations are open until the November Board meeting.

It was suggested that Dave keep bumping the web-posting with the list of nominees to-date. It is important that it is specified that this is an election and additional candidates for all positions are encouraged.

The September minutes, as amended, were sent for publication in the October Bulletin.

Website

Larry will speak to Bob regarding the webmaster transition. Ron requested a more visible presence for non-driving events on the website, and Larry agreed that there is a need to publicize non-driving events. Ron asked if we could do a broadcast email a week before an event. National has a pilot email blast project that costs \$200 per use. Larry suggested that if we use an email blast, it be for something that generates revenues, not costs. Larry asked that by the January Board meeting we have a complete first-quarter schedule and do a trial run of the National system.

Business Manager

Doug Feigel reported that Liberty Mutual has not responded to his queries. He noted that since we will have a combined November/December newsletter, he will have to make sure that sponsors get one additional issue containing their ads.

Driving Events

Jamie reported that we have seven helmets that will need replacing. He would like to buy three 2010 helmets in order to avoid the need to replace a significant number of helmets in any one year. Ross suggested that we contact Stable Energies to see if we can get a deal on 2005 helmets.

Ross gave a "heads-up" that there is interest in developing a national program whereby aftermarket seat and belt installations and expiration dates for driver school cars are inspected and certified, much as race cars are today. It is envisioned that this could be done by approved shops. Vic pointed out that requiring students to take their cars to a shop may be a problem. Jamie reported on a police video he, Larry and Elihu viewed showing the dire consequences of incorrect installations.

Ross noted that the National Driving Events Conference will be the weekend of March 5th in Dallas and we should start considering who should attend from the chapter.

Driver Schools

Jeff White reported that the Shenandoah event had a \$2000 deficit. We had an abnormally high number of cancellations and late sign-ups. Everyone had a great time and we received lots of positive feedback from the students.

The upcoming Introductory School has 78 students, 30 of whom are first-timers. We need additional instructors for this school and this being addressed by Jeff, Barry and Blake. Fifteen of last year's first-timers signed up for at least one school this year. We will have event shirts.

Autocross

Elihu reported that the September 19th autocross at PNC Bank Arts Center went very well. With two more autocrosses this year, he predicts we will break even despite a conflict with a Porsche Club autocross this Sunday. Elihu is looking into using the lot of the now defunct Fortunoff's as a possible venue. We gave out prizes at the last autocross and Doug will bring prizes to Sunday's autocross. Elihu feels we may need to raise the price of participating by \$5 next year.

The 2010 Champ Series is still in play.

Jamie asked for the budget for trophies this year and the discussion centered around holding the cost to last year's figure.

Larry suggested that prizes only be given at those events that are revenue generators.

New Membership

Neil Gambony reported that new membership letters have been mailed. He is running low on envelopes. Doug will give 100 to Neil and a few to Larry.

Old Business

Jamie is looking for the trailer plates and needs to get the trailer re-registered, which involves significant paperwork.

Larry visited the BMW Foundation headquarters and reported that they are looking into the Tire Rack Street Survival reimbursement policy vis a vis some areas having significantly higher costs than other areas.

Larry discussed the feasibility of the NJ Chapter hosting an O'Fest. In speaking to National he found that two of the determinants on where O'Fests are held are the quality of the track and the enthusiasm of the members who would run the O'Fest.

Ross asked if we could commit to a decision date on the donation to the Westlake School, so we can plan for the presentation of the check. Larry committed to knowing by the next board meeting.

New Business

The Flemington BMW service manager asked if he could invite BMW members with E46 or older models to a focus group. It was decided that it was OK to post an invitation on our forum, but requested that we be informed of how many members respond.

Vic asked if we receive updates on the Toolbox. Doug said that Ken Herskovitz has requested some new tools and he will ask Ken to send an email with the details.

The next board meeting was set for Wednesday, November 10th. Ross motioned to adjourn at 9:22 PM and Jeff seconded (approved unanimously).

Respectfully submitted,

Deborah Kolar for David Allaway, Secretary

TireRack Street Survival School

Since 2002, the TireRack Street Survival Program has utilized the talents of BMW CCA members to help young drivers learn how to handle their vehicle in emergency situations. This year, the New Jersey Chapter held a TSS program on May 2nd at the NJ Expo Center in Edison.

We had a full school of 30 students and 28 more on the waiting list. As usual, the students arrived early on Sunday morning with long faces and sullen attitudes. Experienced TSS staff members are accustomed to this, and know that a magical attitude adjustment will occur as the day progresses. The 2010 school was no exception and by the end of the day the smiles on the students' faces made all the work worthwhile.

TireRack Street survival is one of the most labor-intensive activities we conduct, and we like to have a one-to-one ratio of students to instructors. We also need other helpers to perform administration and course work. We never have trouble finding qualified volunteers to run the school, and we're happy to share our talents with the community at large. We think that programs like TireRack Street Survival are crucial tools in helping young drivers understand what their cars can and cannot do, and ultimately help make them safer and more careful when they're behind the wheel.

We're grateful to all the volunteers who gave up a sunny Sunday to help conduct this program, and to Eurosport of Westfield for providing lunch for the students and staff at this year's event.



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BMW Club Racing Year in Review

Earlier today I picked up my racecar from the Finch farm to bring it home for some late season R&R. What a difference a season makes. It has a new suspension, but also a blown damper and a few new dents, including a caved in oil cooler from a high speed attempt to rearrange some traffic cones. The lovely stack of fresh Hoosiers that arrived in my garage at the beginning of the season has turned to a pile of corded, flat spotted and otherwise deranged rubber. I have a list of trackside repairs that need home garage completion and attention. And I also have a couple of new first-in-class stickers added to my window, but I doubt that I will be in contention for the national championship in my class this year. In other words, another season of BMW CCA Club Racing is now behind us.

We are now entering the season of reflection, which will last about as long as it takes me to write this column. Soon we will be drawn into the season of "the build" or "the upgrades". Then, back to another season of rubber meeting road course. And so the cycle of the racer's life continues.

Here is a review of this season's local club racing action, with special emphasis on the triumphs of our local drivers. First, a little bit of grounding so you can understand some shorthand later on.

The racing classification system may seem mysterious even to veterans of our driving school program, but it's actually pretty straightforward. Each car is given a two-letter classification. The first letter has to do with the car's power-to-weight ratio. The lower letters represent the highest (fastest) power/weight ratios. The second letter denotes the car's level of preparation. The modified (M) classification has very few restrictions, the prepared (P) class has certain weight and engine modification restrictions, and the stock (S) class is basically limited to a few suspension modifications and safety gear. In addition, there are two special classes that are growing in popularity, Spec e36 (SE36) - e36 3-series cars prepared to a fixed set of technical specifications - and M3T, another spec class intended to keep the e30 M3s in competitive trim.

Our New Jersey chapter sponsored two races this year, the first one in June at New Jersey Motorsports Park on the Thunderbolt track. For many of us, this was the season opener. Twenty-six cars took to the track for Saturday's sprint race. Though Asher Hyman set the fast lap of the race at 1:30:597 in his DM car, he retired early and the overall win went to Jean Luc Bergeron (CM) with the podium rounded out by Bob Solomon (CM) and Geoff Atkinson in a borrowed DM car. Jean Luc and Geoff were class winners. Other class winners for the race were Davis Rieman (JP), Mark Lounsbury (IP), and Jason Briedes in SE36. Ross Karlin, Dave Allaway, and I rode to solo victories without competition in our classes, EM, JS, and KP, respectively. I did have a thrilling interclass battle with a CM car that cost me a corded tire but yielded a very satisfying outcome. The same three racers filled the podium on Sunday, with NJ Chapter member Geoff Atkinson edging his way past Bob Solomon for the number two spot overall. In the meantime, I could not pull my way out of the back of the field and had a disappointing day. The buzz in the paddock was all about Geoff and the great performance he put in with a car he had never before driven. I also personally took note of NJ local Scott Reiman's first ever class win in IP. Scott is a former KP competitor who has moved very successfully into the faster and more competitive IP class. A class win in IP is really something to celebrate because it is such a crowded class with so many highly skilled drivers.

Race chairman Ross Karlin utilized this venue for our annual charitable contribution to the Westlake School for disadvantaged and challenged students. I would like to point out that despite all the money that goes into cars and driver development in our racing program, the program itself does not run at a profit for the club. This makes the Westlake donation a big financial decision for us and my hat is off to Ross for continuing to battle for donations. I encourage anyone who enjoys watching our races to contact Ross Karlin next year to inquire about making spectator contributions.

The next big event for New Jersey Chapter racers was held at Summit Point West Virginia in late July. The word to describe that weekend is "hot". Asher Hyman was unimpeded by mechanical difficulties and took the overall win on both Saturday and Sunday in his DM car. The real

excitement at the front of the pack was the incredible racing between Geoff Atkinson (DM), Bob Solomon (CM), Alfredo Galossi (IP), and Phil Eiseman (CM) who finished in that order to round out second through fourth overall (all NJ or Delval chapter members). Their lap times were within a few tenths of a second of each other and they displayed incredible racing skills as they battled throughout the race. Sunday's race yielded a similarly interesting battle, with Phil and Alfredo changing their relative positions in the finishing order. In the meantime, I was once again stuck at the back of the pack in my KP car, cruising to a solo victory and having fun contending with SE36 racer Brian Henry. After the race, Vic Lucariello mentioned to me that my car's rear suspension was leaning very heavily to the left. This was causing the suspension to bottom out on right hand turns and explained a lot about my inability to push the car for faster lap times. As usual, the racing season is partly about driver development and partly about car development. Before the next race, I had new springs and adjustable rear shocks installed by Steve Vicari.

That brings us to the August race, back again to New Jersey Motorsports Park, this time at the Lightning track under the sponsorship of the Delaware Valley Chapter. A larger field of 37 cars showed up for the competition, including several prominent racers from other regions. One such racer was John Negus, last year's national champion in my class (KP). I was thrilled to have John at the track and looked forward to testing the suspension and motor upgrades I had implemented since the last time we met at Mid Ohio in the Fall of 2009, when John trounced me two times in a single weekend to edge into the national points lead and push me into second place for the championship. I suppose the good news for me is that I was able to stay close to John this time, but I was not really competitive as his lap times were consistently at least a half second faster than mine throughout the three races of the weekend. My new suspension was certainly an improvement, but the alignment was way off and I just couldn't keep the back end from skidding out behind me. Nonetheless, I was moving up in the pack and no longer struggling just to avoid last place, so from that standpoint, the improvement was gratifying. Up at the front of the pack New Jersey Chapter racers dominated the field. Nafi Coker took his first overall win (way to go Nafi!) in his home-brewed DM car, followed closely by Alfredo Galossi (this time racing under the GTS3 classification from NASA) and Geoff Atkinson who was back in his own IP car for the first time this year. On Sunday, Geoff put in absolutely heroic drives to take two overall wins in his IP car! In a field populated with modified cars in faster classes that's just not supposed to happen. But it did. After the weekend, it was back to the shop for my KP car for additional alignment work in advance of the next race.

The final "local" race for the season in our club was held at Watkins Glenn International Raceway in Watkins Glenn, New York. I call it local because it is only about a four-hour tow from my house, about the same as Summit Point. Beyond that, the next closest race tracks on which we compete are at least 8 hours away (since the demise of Lime Rock as a venue available to club racers). Watkins Glenn is special. It is a long track with a great flow to it. It also has a very rich tradition of hosting everything from club racing to the highest professional ranks of NASCAR, Indycar, and even at one time Formula 1. There's something very cool about competing on a track where the greats of motorsports also put foot to pedal. It's also not such a bad thing to go hang out at the Seneca Lodge, which is full of memorabilia from the various eras of racing at that track. This time, the event drew a field of 43 cars. That's a comfortable fit on a 3.8 mile track, but enough to have fun. Once again, my "nemesis" in KP, John Negus, made the long tow from Mid Ohio to compete. But this time, the results between us were a little more even. Actually, John is a really nice guy who has done a fantastic job of developing his car and who drives very aggressively during a race. "Nemesis" is probably not the right word to use, but he is definitely the guy to beat in my class.

I briefly thought that I'd be knocked out of competition by a mechanical failure during qualifying on Saturday morning when my engine stopped making power on the second lap. After limping into the paddock, I discovered that I'd broken a rocker arm - a failure known to occur in the M20 engines. Everyone, including yours truly, assumed I'd be out for the day if not the weekend. However, with a lot of help from my friends, I was back out on the track for that afternoon's sprint race. The folks at Drive Gear racing lent me the part, and friends Scott **(Continued on Page 9)**

Finish Lines

(Continued from Page 8) Reiman, Jeff Caldwell, and Greg Lockman worked with the intensity and skill of a professional pit crew to get the new part installed in record time! Thank you, guys! I started at the back of the pack because of my missed opportunity at qualifying, but was able to make my way right up to John Negus by the end of the race, coming in second in KP but having had the fun of carving my way past the eight cars that started between John and me. On Sunday, that meant that I started right behind John on the grid for our qualifying race, and from there I was fortunate enough to out-qualify him. Sunday afternoon brought the enduro (1 hour) race that was to be my last race of the weekend and possibly the season. Having started a couple of positions ahead of John, I was pushed to the outside at turn 1 right at the start of the race. That gave John the chance to come up on my inside and from there we went side-by-side, flat out, all the way up the esses. We were three cars wide entering the bus stop with me sandwiched in the middle, and John being squeezed to the inside entry. He was not able to maintain grip through the bus stop and the next thing I knew, John was in the dirt. I never looked back and didn't see him for the rest of the race - and gathered my first class win against John. I also broke into the 2:17.x lap time range, a solid second faster than my previous best, finally demonstrating to myself that my suspension changes, driver development, and motor work were yielding dividends.

Oh, by the way, there were some other guys on the track too! The front of the field was dominated by CM and DM cars, with Asher Hyman in strong

competitive form but ultimately accruing third and second place finishes. To me, the big news of the weekend was seeing Rob Jackowitz (a former KP driver) pilot his IP car to an impressive 2:08.963 lap time, a class win, and a fourth-place overall finish. Geoff Atkinson, another NJ driver in IP class, struggled with his motor and finished well back in the pack both days.

Regarding the new competition classes, SE36 and M3T, I see these cars and drivers really coming into their own. The best SE36 drivers in the most developed cars are reaching finishing positions close to mid pack for IP. That's pretty amazing considering the cost difference between these classes. If I were starting out in club racing today and building my own car, I'd certainly lean very heavily toward SE36. In the M3T class, there is one car and driver who really stands out and who has had amazing results throughout the entire season and he is Eric Heinrich. If the rest of the class can reach this level of accomplishment, we'll be sure to enjoy watching the venerable e30 M3's compete for years to come.

In all likelihood, this will have been my last season racing in the KP class. During the summer I bought a lightly crashed e46 M3 that I plan to prepare for next year. And so, having now completed my season of reflection, I will move directly into my season of the build.

October Meeting at BMW of Morristown

Our October meeting was held at BMW of Morristown. Special thanks to Russ Wildrick, Client advisor, and Steve Hodosse, Service Director for spending time with our members throughout the entire event. Both parts and service departments stayed open late that evening to allow our members to tour their facilities and purchase BMW parts for a special 25% discount. (Some of us took advantage of that special discount!!)

The beginning part of the meeting was held at the showroom floor with a fleet of 2010 and 2011 BMWs on display for our members. And let's not forget the food and beverages for all members. Following our meeting, Steve Hodosse guided our members to their state of the art service area showcasing a number of member vehicles up on the lift to allow members to look underneath our cars and ask questions. Unfortunately, our tech gurus Vic Lucariello and Mr.M (Don Fields) were not able to attend the meeting, but we were fortunate to have Kish, Jaime, and others on stand by. Thanks guys!

One of the highlights of that evening was when BMW of Morristown drove a frozen gray M3 coupe into the showroom; only 30 of these M3s are available in the US. The last time our members saw this special edition was at the BMW NA meeting in June. Overall, we all had a great time and appreciated all the great hospitality provided by BMW of Morristown. Please remember to stop by and say hello the next time you're in the Morristown area.

- Paul Ngai

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Initial Ramblings

by JT Burkard

What have I done?

If you love something, set it free. Then try to buy it back a week later. I made a colossal mistake over the past month or so. The tan e21 that has had been in the hands of many NJ BMW CCA members then made its way to me last year is gone. I was its keeper, its savior, its chance to become a glorious car it once was. And I sold it. I felt like its arrival into my driveway was by some of divine Bavarian intervention and it was up to me to take this once forgotten soul that sat idle for years and restore, or at least improve it. In a moment of weakness it was all gone.

The Sierra Beige 1977 320i that came into my life was far from perfect. It has surface rust in areas, the battery was shot, the paint was faded, the clutch master cylinder gave way, the tires were dry rotted and belts separating, it was filthy, but it was an e21 with Recaro Seats and it whimpered "help". I took this car in like a stray cat in a rain storm. I had seen its potential. I had plans - New paint, new tighter suspension, a set of 15x7 Panasports, engine improvements down the road, new carpet, plus numerous other enhancements and maintenance items. I started with tires, then the clutch master replacement. I buffed the existing paint which made a huge improvement in looks. It was getting there. I started to use this e21 everyday and it was becoming a confident driver. Almost a year later I decided to do a full tune up. That made a HUGE improvement in power and running quality. I wasn't afraid to take it on the highway at distance. Oh yes, it lived again.

Then for some bizarre reason I listed it online for sale. I think it was shortly after I attended the Jersey Shore BMW Riders Club meeting and was thinking of buying a Beemer for some two wheeled fun. If I sold off a couple cars, I can get a nice motorcycle. Perhaps a R1200GS or even an older R90A Airhead in Café style. Of course I already have four motorcycles and no room inside for a 5th so maybe getting a Beemer would have to wait. Sandy has shown some interest in learning to ride a motorcycle but doesn't want to ride any of the ones I have. She has requested me to find her a quality 2000-2007 Kawasaki Ninja 250 in Red to start off on. Where the heck is she expecting we put that? And you all thought it was just me with the need to buy internal combustion machines. I really need to expand that 24x24 garage I was planning on building to something more like an airplane hanger the size to fit the Spruce Goose. Does anyone know of an abandoned warehouse going into tax sale in the Ocean County area?

Around this time I also had dropped my 1983 Mercedes off to a Benz specialist to get checked up, gone through, and made reliable. The bill was an unknown factor but I told him to keep it to the minimal with the work that I requested. Famous last words huh? Every time I called the shop owner Bob, he would say "I'll figure out where I am at and call you back." - I never got that call. He would also inform me "while I was there I did this or that" which sounds expensive. Did I owe \$1,000, \$1,500, \$2,000, \$First Born? I had no clue. I was hoping the cheaper the better but experience told me otherwise. My plans were to get the car sound, use it for a couple months then sell it for a profit, or so I hoped. You can all guess where this is going. After a month of him checking systems, ordering parts, and repairing issues I wasn't aware of I had finally got the car back - and my bill - to the tune of \$1,700+ for all repairs. WOOF - that's not what I wanted to hear. It was a good thing I was sitting when he told me my bill because I might have needed a defibrillator. This car was worth it and I have to admit the money was well spent because the ol' 300D ran and drove beautiful.

Unfortunately, since toys pay for toys, the sale of the e21 was now imminent. I had one interested party (or clown) who asked me to drive the 320i all the way to Manhattan so he could look at it instead of coming down to see it himself. I declined his oh so generous offer. It's not like I had a Ferrari 365 GTB for sale for \$950,000 and he wanted an expert to look at it. With all the fools and ridiculous blind offers I received I did however find the perfect buyer for the e21. His name is Derek and his brother is restoring a 2002, which helped pique his interest in BMW's. This would be his first BMW and it seemed like I was passing the torch to the right guy.

About a week after selling the e21, and using all the proceeds of the sale (and then some) to help pay for the enormous Mercedes bill, I offered to buy the 320i back. Derek was not having any part of it. I guess the e21 Movement got him too. Derek did promise that if the car would ever go

back up for sale, he would give me first rights to it. So for now, it's just a temporary separation. I also encouraged him and his brother to become members of our illustrious club. When I sell my cars I feel like I am giving up a child in marriage. I question the buyer, screen them, and make sure they are the right new owners. I could have sold it to anyone but I wanted to make sure my cars go to an enthusiast who will take what I have started and finish it the way it should be.

Since the e21 was now gone, I registered and drove the Mercedes for about a month and before I fell in love with that one, I put the 83 300D up for sale as well. With only 87,000 miles and full services just done with records to show for it, I was able to sell it fast. This one went to a Mercedes Diesel enthusiast so it made me feel good to save another one from an impending scrap yard death. I still have that darn 89 Jaguar and if the planets align correctly, I will have that one finished and sold before years end. Let's hope for a quick release of ownership.

Now since I've opened up a couple spots in the driveway, I started the hunt for a new purchase. I've tried to buy several e30's like a 1991 325i, a 1989 325ix, a 1991 318is, and a couple MG's and TR6's. Amazingly, only a few of these owners returned an email or a phone call and the ones that did, well lets just say I just had to pass. I have also been looking at BMW motorcycles plus old vintage 70's Honda motorcycles (another one of my passions) and recently I started having a hankering to go touring with a 1986-1991 VW Vanagon Westfalia Camper - Yes you read correctly a VW Van - I have no clue how that happened but perhaps I want to get in touch with my inner Hippie. I think it would be cool to take Sandy, the two cats, a couple bicycles, and hit the highway to wacky unknown destinations. Of course we would have the prerequisite Grateful Dead dancing bears sticker, Peace sign decals and Life is Good T-shirts. Maybe a couple granola bars for good measure. I don't think it would fair well for track days and autocross though. With the right therapy, I might be able to move on from the Van craze before any money is exchanged.

Being the last article of the year I decided to reminisce on the year's writings. I introduced the e21 and then its eventual sale. I made a random mention of Dr. Zahi Hawass, Secretary General of the Supreme Council of Egyptian Antiquities. I bought a Jaguar and found out why they are inferior to BMW's. A Mercedes found its way to me without even trying. I called upon Vic Lucariello of Philes' Forum for some technical help on an e46 I had at my dealership. This man is a vital asset to the club. I planned the ultimate road trip of odd roadside attractions. I invented a self evacuating kitty litter box for RV's. I attended the "other" BMW club meeting and found there could be a 2-wheeled Roundel wearing cycle in my future. I also bought a 740il that pleased the wife - Sandy has claimed this one as HER BMW. We also went to Vegas and found out the Mini is small but super fun, to watch for black cows at night, and last but not least beware of intoxicated Biergarten dancers on your fresh paint. Yeah, it was a full year. I am hoping next year will yield the same, if not more excitement and insanity.

It has been several years since I started to write for our club's newsletter. I believe it all started off as I wrote one article about our gimmick rallies that Sandy and I attended. Since then it's been a whirlwind of strange vacations, frustrating car finds, backyard mechanic'ing, and general amusement. I figured it is about time I actually had a name to my column so I am dubbing this "Initial Ramblings". Initial because my friends call me by my first two initials - J.T. - Ramblings because I usually don't have any particular subject matter to write about. I guess you can say I am a general interest writer. To my amazement, I have been approached time and again by club members telling me how much they enjoy my articles. By popular demand, I had started a blog with all of my writings over the past few years. It will be an archive of my past articles with additional pictures and commentary since I am not limited to print space. It will take some time before I get them all listed but hopefully by the end of year I will have them all posted. I might add in a few bonus blogs as well.

I appreciate all of the encouragement and the kind words I have received over the years and I hope to continue this whirlwind tour of insanity, barn finds, and failed decisions into the future.

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

Life in the Electric Lane - Time to Pull the Plug

Well, June 15 arrived and our time with the Mini-E departed. As the photo shows, the way in which your Mini-E lease is terminated is that a flat-bed tow truck comes to your house and takes the car away. While this was very convenient for us, there is an inherent message in having your car towed away rather than driving it to the dealer to turn the car back to Mini. It also represents yet another lost marketing opportunity for Mini since the dealer is the place where you might be tempted to get a new Mini to take the place of the one you are returning. The number of missed marketing and owner loyalty opportunities by Mini throughout this program are legion and may be the subject of a future column discussing broad corporate vision and customer satisfaction but I want to end this series talking about vehicles.

I have been asked several times whether the Mini-E was a success for us. We managed to only log 4439 miles on the car in 12 months, against typical usage of about 12,000 miles, and so the answer is an unequivocal "No". Interestingly, when the tow truck driver came, he relayed that he has picked up cars with only about 1,000 miles (Ouch!) to over 14,000 miles and that lessees were split evenly over whether the experience was good or not. This 50% satisfaction number is also in agreement with what Mini is reporting with respect to lessees who have decided to keep the car for a second year. Now, at first blush, 50% of people agreeing to keep their EV might seem like a high percentage but recall that the initial 400 lessees were carefully selected from the much larger group of applicants who applied to receive a Mini-E. We pioneers were prepared to be the flag bearers for the Mini-E but the combination of vehicle, program and cost was not enough to maintain our initial enthusiasm. These data drive my conclusions about where fully electric vehicles will gain acceptance

As I mentioned in the previous column, any meaningful market penetration by EVs are predicated on the assumption that they can be sold at a competitive price point. Given that, who are likely buyers of EVs? There will of course be a set of people who need a car for a short commute to work or mass transit. On a purely economic basis, these people would be better served by buying a used Mini Cooper but I am sure there will be a group that will prefer the appeal of a new EV. Another locale of users will be places that are essentially campuses (corporate, university, military) or retirement communities. Vehicles here are often used for short trips within the confines of the campus. Third will be a small subset of city dwellers who have garage parking where charging stations can be installed and who have a need for short distance driving. The EV is unlikely to be the vehicle that is used for weekend outings to the country or shore given range limitations. I am unconvinced that there will be significant uptake of EVs by

urban residents given how many people must park their car on the street (where charging will not be possible for the foreseeable future) and because range limitations will require owners to either have a second car or rent a car whenever they want to leave the city. Finally, it is likely that commercial local delivery vehicles will be a substantial target market for EVs. Think about mail delivery trucks, certain UPS routes, the myriad of cargo vans and other small trucks that are a staple of suburban and urban vehicular traffic. Many of these vehicles will have daily usage within the range limitations of EVs and have the benefit of returning to a central facility at night where they can be recharged during off-peak hours.

So what does the future hold for the rest of us who are not part of these various niche markets? I do think that we will have electricity in our vehicles soon but the form will be as a plug-in hybrid. If we realize that it is the short trips where gas mileage is lowest and combustion engines are at their least efficient, then it is not a stretch to see the utility of vehicles that can run on full electric power for perhaps 10-15 miles then switch to combustion engines. In this configuration, the battery weight will drop to 50-75 pounds and the electric motor can be easily incorporated into the drive train in any of several ways including augmenting the output of the combustion engine. As our Chief of Tech and guru of all things engineering pointed out to me, diesel – electric hybrid systems date to submarines in WWII. So, to see the future, we need to look to the past. Indeed, BMW has already introduced us to this future in its plug-in diesel hybrid with 50km of electric-only range but a total of 356hp when the 3 cylinder turbodiesel is combined with the output of the electric motor and a staggering 590 lb-ft of torque. With all wheel drive, 0-100kph time of 4.8 seconds and 62 mpg, who of us would not love to have that car? Not to be outdone, Porsche has shown a concept car, which is now likely to go into production, that is a plug-in hybrid combining a gasoline V-8 with fully electric capability. This car has 0-60 time of about 3 seconds, a phenomenal 718 hp and an estimated 78 mpg! Granted, this is not a mass-market vehicle but it is an indicator of possibilities.

And so as we leave this EV experiment behind us, I come away with great anticipation for a future in which we all still have fantastic cars to bring to the track but we consume significantly less fossil fuel doing so. Tech inspections may become a whole lot more interesting and varied but I have no doubt that we will continue to experience Freude am Fahren.

-Jeff White



Bye-bye EV

The Instructors-Instructor

by Henry Broggi

Have you ever wondered how much training your track instructor received before jumping into your car? Well thanks to Tony Funicello and the program he developed; fear not, as many have graduated instructor training college. Because of its importance a friend of mine suggested I write an article about Tony and the track instructor program he fathered.

I know Tony from attending events with Trackmasters Inc. a high performance driving organization run at Watkins Glen. Tony is both Chief Instructor and Classroom Instructor, Bill Schultz is president. As a former school teacher, I have enjoyed Tony's approach. He is knowledgeable, witty, personable and most of all professional; he takes his job seriously. Warning! Don't even think of skipping his class with out a damn good excuse, perhaps "the dog ate my car"!

What follows is a culmination of many evening calls and track side discussions with Tony. My goal in writing this piece is to help us better understand what training and preparation a candidate must accomplish before becoming a track instructor. Thanks to Tony's high expectations and his well developed curriculum, no one who has gone through his program gets in your car as an instructor without being totally prepared.

Much of what happened in Tony's earlier life helped to formulate his track instructors program. Tony graduated from Syracuse University with a degree in psychology. He then joined the Peace Corps and spent two years in Ethiopia as a road construction equipment trainer with the Ethiopian Imperial Highway Authority. After his service in the Peace Corps, Tony began a career as a Foreign Service Officer in the U.S. Department of State. His first year was spent at the Department intensively learning the culture and language of the Vietnamese people for what turned out to be his initial Viet Nam assignment, the District of Cu Chi. Today, Cu Chi is a tourist attraction because of its maze of Viet Cong underground tunnels running between the outskirts of Saigon and the Cambodian border. Not a safe place to hang out during the war. As things turned out, Tony was seriously wounded in Cu Chi as a result of enemy activities. At the time, he was leading his combined military/civilian team on a military recon mission. He later received the distinguished "purple Heart" one of the few civilians to ever be awarded this honor.

Following his two years in Viet Nam, Tony spent the next twenty years traveling all over the world with diverse assignments in countries from Panama (comfortable and interesting) to Cambodia (Viet Nam redux).

After retiring in 1989, Tony renewed his childhood interest in cars, with the ultimate goal of driving on a racetrack. His dad owned an auto repair shop, where Tony turned many a wrench in his youth. So, he was well acquainted with cars and their many guises. After toying for awhile with auto-cross, Tony "did the right thing" and bought a BMW E30 M3 (I've heard about those homologated corner meisters), and joined the BMW club. His first experience with performance driving was at Lime Rock in November 1991. He was planning to attend with a friend who was familiar with track day routines; unfortunately his friend became ill and could not participate in the event. So Tony's first experience was cold turkey, as he put it, a "Culture Shock". Evidence of this state occurred in the hot pits, as he awaited his instructor in freezing weather, not knowing naively whether he was allowed to put the heater on. When his instructor arrived (late as Tony's car was the last remaining on the grid), the first thing he said after blurting out his name, "where the hell is the heat?" At that time, formal instructional procedures and instructor professionalism were a far cry from what they are today. Instructors were often where often chosen via cronyism and their track driving skills, not necessarily instructional abilities. The result of this all too frequent practice was quickly demonstrated in Tony's case, as his instructor then attempted to sign him off to run solo after one track session. As Tony put it "a high performance prodigy I was not". It was the instructor's lack of interest in actually instructing; as opposed to his interest in focusing on what he wanted to do (he was a racer wannabe). Fortunately, saner heads prevailed and the instructor kept on "instructing", or at least directing during the second session. His next instructor, who turned out to be a buddy of instructor number one, was an "instant replay" but worse and the same drama was repeated perhaps a bit worse as he proudly told Tony that he had little interest in cars, he was a motorcyclist. Hopefully these guys were better drivers than teachers. Tony calculated that over his coming up

through the ranks he had well over thirty instructors and only six actually said, or did something that noticeably advanced his on-track skills: a fact that had a profound effect on what was to follow.

Tony, now thoroughly hooked on the world of HPD, proceeded to participate in every driving event he could find in the ensuing year. This took him from Road America to Summit Point, and every track in between. By November, he had accumulated forty five track days, very impressive and sure enough, you guessed it, Tony was anointed with instructor's crown, at Lime Rock no less. But this crowning was based on his driving skills (let's not forget that he was driving an E30 M3, a driving flatterer, if there ever was one). Nobody tested his instructional abilities, a point not lost on him later on.

As one can imagine, Tony's pace was high adrenaline, so pay close attention to the following date progression, as it proceeds quickly. In '93 Tony started the first classroom curriculum on High Performance Driving theory and practice with the Patrol Chapter. He turned out to be quite adept. So much so that other clubs began to ask him to conduct their classroom sessions. At this point Tony turned pro (meaning he started to get paid for his services). Between 1993 and 1995 he taught at dozens of HPD events all over the northeast. In '95 Tony attended a gig run by Trackmasters. Up to this point Trackmasters was strictly for open track drivers and there was no school. At that time Geoff Helfond was managing Trackmasters' soon Tony and Geoff struck up a solid friendship. Geoff asked Tony if he would be interested in organizing a Trackmasters school on an experimental basis and Tony agreed to take on the project. Geoff wanted the school to be small, so as to not give offense to the other car clubs by way of competition. He wanted novice students only; his idea being that Trackmasters could direct the students to the other clubs once they reached the intermediate skill level. This all sounded great but now Tony needed to get instructors. The first effort was to offer free track time to those open track participants who had instructor experience. This worked for a while but he soon became disenchanted with their level of instructor skills. Now this is a pivotal moment, as Tony decides that he is personally going to test both driving and instructional skills of every instructor interested in working with Trackmasters, rather than take them on face value. He reluctantly had to turn away most of the applicants, as they were not up to his demanding standards, particularly with respect to their limited ability to package and deliver a message that addressed the student's personality, absorptive capacity and interests. Meanwhile, the school expanded in numbers because many students wanted to stay with Trackmasters, rather than move on to other clubs. As such, the testing and teaching of instructor applicants became too burdensome, keeping in mind that Tony was also teaching the Trackmasters classroom along with other car clubs. There had to be a better way.

It was in the winter of '97 that things took a dramatic turn. Tony attended an instructor seminar put on by an instructor guru under the auspices of the BMW club's New Jersey Chapter, a chapter that continues to be extremely well attended when they host seminars of this type. Tony found the instructor to be good or as he put it-"really good". But, in the midst of his presentation, Tony had an epiphany: he realized that he had the training, experience and skills to develop and conduct an instructor training program himself. This revelation immediately put him on a path to the ultimate creation of what is now called simply the Instructor Training School or the ITS program. After several months of twists and turns the program began to reach its final configuration, it was then that Tony realized after initial experimentation, that what he had in mind would not work under the Trackmasters format. He had to find a more traditional HPD platform. The answer: BMW's Genesee Valley Chapter. Not only did Tony have a close relationship with the chapter, it had and continues to have a sterling reputation for putting on first-rate HPD schools. GVC embraced the concept, which resulted in the launching of the first ITS in 1999. Not to get too far ahead of ourselves, a whole lot had happened before the ITS could actually set sail. Questions like how to get organized, what criteria would be set for the students? What about the instructors? How were they going to be selected? And, what about their training?

As we can see, these issues were all worked out. In the course of doing so, new interesting terminology was introduced. **(Continued on Page 13)**

The Instructors-Instructor

(Continued from Page 12) A student became an instructor candidate or just candidate for short. The instructor became a mentor. Labels such as the "white knuckler" to describe timidity and his opposite the "loose cannon" and so on.

What then, is the essence of the ITS program? Fundamentally, it puts the emphasis on a teaching methodology based on the student, rather than on the HPD technique. And how does this program achieve this? In a nutshell, there are two parts. The first takes place in the classroom, where the candidates analytical skills are enhanced to better help them understand the the nature of the various students they will encounter. They are exposed to a concise definition of the essence of high performance driving in order to help them quickly develop an instructional message tailored to their individual student's requirements. The second part takes place in the car with the introduction of the mentor/candidate concept. Here, the mentor plays the role of the student and the candidate plays the role of the instructor. What the candidate doesn't know is that the mentor has been provided with a behavioral profile beforehand by the person managing the program. The mentor could demonstrate anything from a white knuckler to a loose cannon in the course of their session- by- session time together on the track. What makes this effective is a time in/time out procedure. As the candidate instructs the mentor (student), the mentor stays in his role until he decides to take a time out to advise the candidate on how he or she might have given a clearer instruction for a particular situation. Once the candidate understands what his mentor is advising him, the mentor will go back into the role by saying, "time in."

An important aspect to this procedure is that all of the mentors are demonstrating the same given behavioral pattern in any one track session. This way, once all of the candidates have completed a particular exercise with their mentors, they can share their experiences with fellow candidates when they return to the classroom, thereby reinforcing the exercise lessons. A critical part of this particular methodology is something Tony calls the "three minute drill". Here, the candidates practice interviewing techniques that, once mastered, allows them as instructors, to learn a great deal about their students in a very small amount of time. Why "three minutes?" Because that is often all the time an instructor will have as he jumps into a student's car for the first time.

With the GVC/ITS program up and running and getting better with practice, word began to spread about this new instructor course. Eventually the news reached BMWCCA's Driving Events Committee, helped in no small

part by Ross Karlin, the Committee's representative from the North Atlantic Region. It just so happened that Ross, a veteran club instructor, was an ITS mentor. Soon the Committee came to watch Tony conduct an ITS school and liked what they saw.

Not long after a huge, previously scheduled meeting was held in Dallas which brought together chapter representatives, as well as BMW CCA officials from all over the country. The ITS program was among the various elements of club business discussed. Tony was its presenter. The club officials announced that the ITS was going to be the club's national instructor training program. The intent being the standardization of the instructor training throughout all the BMW chapters. Truth be known, not all chapters bought into the idea, some being protective of their own instructor training efforts. The BMWCCA officials allowed the chapters to put on their own training program, but the only program to receive support funding from headquarters was going to be the ITS.

What followed for Tony was a series of trips throughout the country to include California, Colorado, Texas, etc. to help install the program with participating chapters. Interestingly the Porsche Club of America, of which Tony is a member, also adopted the ITS methodology as the basis for its own national instructor training program.

While Tony no longer conducts ITS programs, they continue to be ably carried out in the BMW CCA, in particular by a number of Tony's colleagues, most notably in the northeast by the Genesee Valley and New Jersey chapters.

So, with mission accomplished Tony decided to retire again and move to Florida, but his retirement would not last, as he subsequently continued on as Chief Instructor for Trackmasters, flying north for each event. The next stretch in the retirement cord came when Tony was offered and accepted the position of "Director of Track Operations" at the new Monticello Motor Club, in Monticello, New York, while continuing on as Chief Instructor, for Trackmasters. So what lays in the future for Tony? Maybe Formula 1 with Scudaria Ferrari! One thing is clear hundreds of students and instructors can be thankful to Tony's dedication and commitment to the formation of the ITS and the program of instructing instructors.

See you at the track

-Henry



Photo by Brian Morgan

NJ Chapter Calendar

December 2010

Tuesday, December 7th

Monthly meeting to be held at Deutscher Club in Clark, NJ. Annual elections will be held. Pinewood derby, good food, company, and fun are guaranteed. Start time - 7:30pm. See you there.

January 2011

Tuesday, January 19th

Monthly meeting held at Unique Photo in Fairfield, NJ. This meeting will feature Ross Karlin and Dave MacIntyre's Targa Newfoundland run. Time: 7pm-9pm 123 US Highway 46.

February 2011

Wednesday, February 16th

Monthly Club meeting at the Deutscher Club.

Saturday, February 26th

Annual Club Banquet at the Grand Colonial in Perryville, NJ.

Welcome New Members

Donald Ahnemann
Fred Appelbaum
Jorge Arias
Carlos Azeviche
Ronald Balinski
Douglas Beck
Hermanjeet Braich
Keeling Cheney
Nadine Collis
Marc Conti
Chuck Fong
Dan Goodman

Ramnish Gupta
Jason Hark
Richard Horowitz
Elyse Huwe
Joseph Keenan
John Keller
Shane Lea
Sean Lobosco
Tessa Masi
Daniele Mastrangelo
Daniel Metz
Pete Morison

David Palmer
Scott Parthum
Stephen Richardson
Punit Sahn
Alan Schmidt
William Sickles
Susan Sobrepna
Matthew Steenberg
Closs Sydney
Andrea Torok
Evan Weston
Skylar Wilcox

Jeanine Yacenda
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NEIL GAMBONY

VIC LUCARIELLO

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Scrub
2nd Asst Scrub
4th Asst Scrub

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David McIntyre
Gary Bossert
Justin DaSilva

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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.

Track Days 2010



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