

Bavarian Motor Notes

Newsletter of the Delaware Valley Chapter
BMW Car Club of America

BMW Car Club
of America
Delaware Valley Chapter



Late Summer 2012 Volume 3



Information
Available via
Social Media

Current Membership: 1,797

Summit Point,
Watkins Glen,
New Jersey Motorsports Park
Did you get to enjoy a
Driving School this season?

The Vintage Events Season is well underway!
Pictures and Details Inside!

Get into the Brain of
Ben Greisler
in this Month's
Member Profile

ON THE RIGHT

Are you ready for Pocono? Oct 6th & 7th Register Today!

TRACK

Club Contacts

President

Martin Bullen
610-202-0915
president@delvalbmwcca.org

Vice President

Dave Wollman
215-275-8240
vicepresident@delvalbmwcca.org

Secretary

Bob Kelly
215-285-1643
secretary@delvalbmwcca.org

Treasurer & Chief Instructor

Michael Dion
215-233-3500 Daytime
treasurer@delvalbmwcca.org

Social Chair

Terry Wright
610-256-6268
socialchair@delvalbmwcca.org

Webmaster and Membership Chair

Richard Vernick
215-654-1051
webmaster@delvalbmwcca.org

Driving Events Chairman

Geoff Ehrman
215-340-0452
geoff911sc@verizon.net

Driver School Registrar

Lisa Mellott
203-858-0262
registrar@delvalbmwcca.org

Instructor Coordinator

Jeff Caldwell
609-658-6798
instructors@delvalbmwcca.org

Technical Chair

Frank Keytanjian
610-812-5496
techchair@delvalbmwcca.org

Advertising & Business Manager

Bob Solomon
610-649-4846
ads@delvalbmwcca.org

Race Event Chair

Mark Zmiewski
610-329-7182
racechair@delvalbmwcca.org

Street Survival Chair

Mo Karamat
973-876-3612
mo@offcambermotorsport.com

Vintage Events Chairs

Bill Foster and Dennis Brennan
215-990-2087
bimmers_beemers@verizon.net

Member at Large

Bob Solomon
610-649-4846
memberatlarge@delvalbmwcca.org

Newsletter Editor

Robbie Byerly
215-285-5436
editor@delvalbmwcca.org

BMW Car Club of America Delaware Valley Chapter

Find us on Facebook

Search for: Delaware Valley Chapter BMW CCA

BMN 2012 Sponsorship

Full Year Rates:	Single Time Rates:
Full Page: \$950.00	Full Page: \$275.00
Half Page: \$655.00	Half Page: \$185.00
¼ Page: \$325.00	¼ Page: \$100.00
Business Card: \$250.00	Business Card: \$75.00

Further Sponsorship info online:
www.delvalbmwcca.org/DelValSponsorInfo.pdf



From Left: Michael Dion, Dave Wollman, Martin Bullen, Bob Kelly

Photo By: Steve Fisher

Bayarian Motor Notes

This newsletter is a publication of the Delaware Valley Chapter of the BMW CCA, Inc. (a non-profit organization) and remains its property. All information contained herein is provided by and for the use of members of the BMW CCA Inc. The club is not associated with BMW of North America or BMW AG and none of the information contained herein is officially sanctioned by BMW NA or BMW AG unless specifically noted. The concepts, ideas, suggestions, and musings are solely those of the authors, without authentication by nor liability to the Editors or Officers of the club. Please be aware that any vehicle modifications described within may void your factory warranty if performed.

Contributions to this newsletter are welcomed and encouraged by the editorial staff. Submissions may be edited for length, clarity, content. All Editorial material, classifieds and artwork should be sent to the Newsletter Editor at the above address.

Submissions: Send content ASAP! If it is good, it'll print.

Delaware Valley Chapter Club members will receive this publication as a companion to the Roundel automatically with annual dues. © 2012 BMW CCA.

Please send all changes of address to the attention of the BMW CCA National Headquarters. Visit www.bmwcca.org

Pocono Oct 6-7

Come Out! the annual DelVal Pocono North course event - Oct 6-7 (Yeap Weekend event - Score!)

It seems early to plan I know, But before you stash your baby away for the winter (or at least put the snow tires on), while it is still warm enough, don't let this opportunity pass.

Before the frost hit's the pumpkin, leaves are still on the trees (at least partially), and the hot humid days of August are past.

Enjoy the company of friends, rubble of the engines and the thrill of Pocono. For you first timers, the North course encompasses part of the Pocono Tri oval before turning in, sweep into the infield for the technical challenge and coming back out on to the tri oval. Yeah you guessed it, exhilarating to get a feel of what the NASCAR guys experience from the tri oval banking and G-force.

Let's face it soon it will be too cold and we will be wishing for the warmer day's to hit the track, What are you waiting for?

For more information and to register:
<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/A67072C2-92DF-D28B-69CB30E28E5609D3>

Questions: email: Lisa Mellott, DelVal BMW CCA Registrar - delvalregistrar@me.com.



Trust.... but Verify

If you're fortunate enough to own a newer BMW, then your pride and joy is covered by BMW's maintenance plan for the warranty period. Of course, it's not free, rather, it's built into the price of the car, but even with BMW recommending less service (longer intervals between oil changes, and so on), then it's still a nice benefit to BMW ownership compared to other brands.

I recently purchased a nice used 2008 M3 from Rockville BMW in Maryland. I'd have preferred to buy locally, but none of our local dealers had a car with the options I wanted. Now, the whole sales experience was not the smoothest, to say the least, which reinforced my disappointment in not being able to place my business locally, but I've been pleased with the car, and am enjoying getting used to the performance and amenities.

But what I want to talk about is not sales, but service. I was able to review the service history for my car, and it showed a service earlier this year at VOB (the previous incarnation of the same dealership where I bought the car) where the brake fluid was changed. Uh huh. Again, I won't go into details about what led me to find out that this was, ahem, a misstatement, but I did find out in semi-dramatic fashion that the brake fluid had never been changed.

It's an unfortunate fact that you can't take everything you're told, even if it's in writing, at face value. Now, when you take a car to a mechanic for service, you trust the mechanic to perform the work. The trust can be based on their factory-authorized service status, overall reputation, friendship with the shop owner or mechanic, or many other things, and we're fortunate to have many trustworthy shops, both dealers and independents, in our area. Nevertheless, I always double-check when I get my car back from service. I look it over, and make sure everything looks clean and straight. I'm always check the wheel lugs have been torqued correctly, for example, if the wheels have been removed. Except this time, I took the brake fluid change information at face value. Silly me.

I don't know if it was an honest mistake, or a corner being cut (I'm cynical enough of the flat-rate labour system used by car manufacturers and dealers to suspect the latter), and it is a minor pain on the E92 M3 to unscrew one of the cabin air filter covers to see the

brake fluid reservoir, but, shame on me, I didn't verify the work had been done.

So, now I've relearned my lesson. It's always been my mantra, but every so often you need a kick in the seat of the pants to remind you of why you do something, and this was mine. So, repeat after me, **"Trust.... but verify!"**



New brake fluid is not this colour (no, it's not ATE Blue)

Finally, before I sign off, I have a special request: Our Street Survival Chair, Mo Karamat, has recently stepped down, due to time pressures associated with business, family and racing. We need someone who can spearhead our Street Survival programme. For those of you who don't know, Street Survival helps train teenage drivers, greatly improving their readiness to face the real world of driving. In Street Survival's own words, it offers "a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can control them". It's simply the most valuable thing we do as a chapter, and probably the most rewarding. You can learn more at the Street Survival website, <www.streetsurvival.org> We're cooperating locally with the SCCA to continue to hold these events, but we need someone to fill Mo's shoes, and coordinate our efforts in this vitally important programme. So, please take a look at the ad on page 6 of this newsletter, and let me know if you can help out.

STOP THE PRESS!

I'm pleased to be able to report some exciting news: Earlier this year the board formed a committee of non-board chapter members to review and recommend organisations that would be worthy recipients of any charitable giving by our chapter. At our board meeting last night, the committee chair, Dave Gilbert, presented the group's findings, along with a recommendation of a well run, financially responsible, relevant and locally based organisation.

Following the committee's recommendation, at this year's Pocono driving school (our 25th anniversary as a chapter of driving events at Pocono, by the way), we will be supporting the B+ (Be Positive) Foundation <www.bepositive.org>, a nonprofit organisation dedicated to fighting children's cancer, based in Wilmington.

Going forward, we're going to evaluate a longer-term relationship with B+, as well as review other charities that the committee considered that we might support. Hand-in-hand with this is our ENVI (ENhancing Value Initiative), where we're working hard to make sure that we don't lose sight of our prime mission of serving our members, and improving the total experience of being a member in the Delaware Valley Chapter of the BMW CCA.

You're already seeing the results of this exciting initiative: A \$500 Tire Rack gift certificate raffled to students at our driving schools, a guaranteed banquet, with better food, at our driving event dinners, an upgrade in food for our annual picnic, and in celebration of our Pocono anniversary, a nice fleece (rather than a t-shirt) commemorating the event (and, yes, I so want to spell Tire Rack as Tyre Rack). We'll have more to report on this subject in our next newsletter. In the meantime be sure to sign up for Pocono, and celebrate our past, and our future, while staying nice and snug in the present in your commemorative fleece!

Martin



Dave Gilbert
Presents:

In this installment of member profiles, it is my pleasure to introduce Ben Greisler. I got to know Ben on the trip I did with him, Dave Flogaus, Martin Bullen and Ed Narewski to the Nurburgring about 5 years ago. During that trip

Ben was dubbed Mr. Science as I learned that he knows something about everything. He continually comes up with the type of info that no one else would know. He also has what I find to be a curiously strange sense of humor. Here's Ben...

Del Val Chapter Member Profile

Ben Greisler

Name: Ben Greisler

Profession: Owner of Kadimac Corp, Apple technologies integrator

Home Town: Living in Exton, but a born and bred Philadelphian

Family: Ronit is my wife and we have two kids Galee (8) and Noam (3.5)

Members since: 1986 or 87

How I got involved with the Club: Rich "Tex" Melzter is a good friend of my uncle going back to the school days. One day I took a ride with Tex in that goofy looking car he called a "2002" and he explained that not all BMW owners were yuppie scum. Mind you this is the 1980's and I am a punk rock loving teenage gearhead, so the news is a shock to me. He tells me that some of his friends raced these cars. Wanting to be involved with racing I asked if any of his friends might need some help. He connected me with Bill Foster back when his boys were practically zygotes and I spent that summer driving to places like Lime Rock, Watkins Glen and Pocono Raceway. I noticed that BMW's always won the races in Improved Touring. I figured out that the reason for the performance was a combination of an exceptional car and drivers that got plenty of track time at BMW CCA track events. I also learned that I could drive at these events but I needed to be a member of the club.

I joined the CCA, bought a shell of a racing 2002 and put it back on the road. Before that Tex let me share his 2002 at a NJ Lime Rock event. I was hooked and became involved with the DelVal chapter as Driving School Chairman, Member at Large, Newsletter

Editor and eventually two terms as president. I am still involved and still friendly with the great people who helped me get going.

Your first car: 1971 Old Cutlass S that my uncle bought new then handed down to my aunt who handed it down to my mom who handed down to my sister and then I got it. When I finally sold it, the guy who bought it didn't have the whole \$600 we agreed to, plus he was late. To make up for it, he offered me some of the pot he just bought on his way to pick up the car. And, no, I didn't take it.

What is in your garage now: 2008 335i that replaced the 1995 M3 that I owned for 13 years.

BMW's owned over the years: 2008 335i, 1995 Dakar Yellow M3 (sold with 160k), 1985 318i with a Hartge / Racing Dynamics suspension and 4.4 limited slip diff (sold with over 300k), 1967 1600 that I bought from Frank Keytanjian to make into a track weapon, but ended up selling it and it is now in the Ball and Ball Stable. 1974 2002 that had been John Weavers ITB race car. I put it back on the street as a daily driver and track car. It was beat up, ugly and more fun than it should have been. It got rear ended 3 times on the street and I eventually parted it out. The body was so destroyed from stress none of the welds in the A pillar area were still attached. I also had a series of 2002 parts cars over the years.

I also had a 1982 BMW R65LS motorcycle that I bought with 72k miles on it and sold it to Bill Foster with 82k miles on it. It is still running strong!

Other interesting cars owned over the years: I had a 1986 VW GTI that convinced me never to buy

another VW product and that was after owning 3 original Beetles. 1990 Volvo 760 Turbo that I wish I still had. I would tweak the hell out of it and go annoy BMW drivers at HPDEs.

Memorable car ever driven: I was out at an International Motor Press Association track day at Pocono dur-



ing the mid 1990's and saw the other side of what the American car industry could do. After a day of driving all sorts of "cool" cars I saw one of those hideous Buick Skylarks with the awful plastic cladding on the doors. I got in and waited to be waved onto the track. I hit the gas and was rocketed to the first turn so fast that I had to jump on the brakes hard. I almost came to a dead stop. As I adjusted, I realized that the car was wicked fast, handled great and the brakes were very good. I pulled into the pits and only then noticed the "Supercharged" badge on the dash. I got out of the car and went to the Buick rep and said something like, "What the hell is THAT!?" He told me it was an engineering mule that the engineers put together for testing and that it would never make production. Basically, what



Buick buyer wanted that? That car was a blast!

Other interesting cars driven and raced: Wow, probably any of the Team Terra/Rick Davis BMW rally cars we built (2002, E30 M3 and 318ti) would be obvious choices. I also co-drove at the Mount Washington Hill Climb in a Mitsubishi Evo 5 for Jeff Denmeade, the Mad Australian. The ex-McRae Audi 90 ranks up there too including the time that I managed to stall in 6 times in a row in front of the entire rally service area. Hey, the driver was passed out and I had only driven it on dirt up to that point!

The 320i that Bob Ball and I dragged out of the field was a real piece of work. Other than new electrics and a replacement fuel tank we raced it in "as is" condition including the oil and coolant that sat in it for at least the 4 years it had weeds growing around it in the field. Yes, we did rebuild the brakes and flush the brake lines, but not much else was touched. It had a hideous paint job and moss growing on the bodywork. I'm pleased to say that it just not survived being beat on for 8 hours with an engine that wouldn't rev over 5k rpm, it took us to 11th place overall while only being the 26th fastest car on the track! That says a lot for BMW!

I shared a rented Suzuki Swift GT with Ed Narewski for a day at the Nurburgring. In the rain it was quite a performer and we had a blast with it. The fun was tempered a bit in the dry the next day when its handling was outclassed by everything with

more horsepower. BTW: Ed was the guy that got me involved with "foreign" cars when I helped him work on his VW Beetle in high school. We rebuild our first engine on the basement floor at his parent's house. Gotta love an engine that you can carry up the steps!
Worst car ever driven: Out at O'Fest in 1988, I had a rental Volvo whose fuel pump gave up on my way to the track. I had to stop by the rental car place to get a replacement. They only had a Mercury Topaz. I drove it to a closer rental car place where I traded it for a Maxima (which was very good). That Topaz was everything that was wrong with the American automotive world during the '80s. What a piece of guano!

What is your dream car: I haven't built it yet, but it would have a big turbo, anti-lag and a rally suspension.

Events participate in: The 8 hour Chumpcar Enduro at NJMP which was my return to the track after 2 years of no track events. Crewed in four 24 Hours of Nelson Ledges. 2003 One Lap of America with Dave Flogaus and Simeon Mackrides. Ten years (1991-2000) of SCCA Pro Rally National Series winning co-drivers championship for the Super Divisional one year and the 1996 Group A Manufacturers Championship for BMW. 1993 Esso International Stages in Jamaica. And of course, 25 years of HPDE.

In 1996 I "borrowed" our E30 M3 rally car and took it to the Ski Sawmill Rally School and Regional Rally. After the school there was a real live

regional rally that I drove in. It was my first rally as a driver and I asked Anne Thomas Manes to codrive for me as she was one of the very best in the business. With her help I managed a 4th Overall and 1st in class. It was very exciting, but with the extra points Anne got for that event and the fact I got no co-driver points, she won the co-driver championship that year! Doh! <http://www.rallyracingnews.com/scca/sawmill96.htm>

Events planning on participating in: More Nurburgring trips! I've done 3 with Dave Flogaus and look forward to the next.

Favorite track: Nurburgring!

Favorite stretch of road: Any that have signs with the black slashes going through the circle!

Other: I love performance rally such as the PRO Rally stuff I did, but I never liked time/speed/distance (TSD) rally's. With that in mind, the year that I ran the TSD at Oktoberfest on a whim as codriver to Ken Whitson who had recently redesigned Laguna Seca Raceway. We finished the event a bit down knowing that we gathered a ton of penalty seconds on one leg. Boy were we surprised when we found out that there must have been a timing error and everyone had big times for that stage. We won the event 1st overall. That was great, but the real pleasure was beating Satch Carlson at his own game! In your face Satch!



Wanted: Highly motivated individual for Rewarding work with young drivers.

By Mo Karamat

I can't believe that I have been running DelVal's Teen street survival program for 5 years now. When I look back, I am very proud of the program that we have been able to establish. We have helped a few hundred teens realize that driving is more than getting into the new car mommy, or daddy just bought me, putting it into D, and hitting the long pedal on the Right. As we all know, driving takes skill, and respect for the large hunk of steel that you are moving around at some times rapid speeds. A BIG Thank you to our incredible instructor core that has always come out on an early Sunday morning and spent the day working with the kids

in improving their driving skill. We have always had a 1:1 ratio between instructor and student. You may not realize this, but many other Street survival schools have a single instructor working with several kids. You guys rock!

Enough talking about the past, now onto the business at hand. With the pressures of work, family, and my growing motorsports business (OffCamberMotorsport), I have to sadly pass the Street Survival baton onto someone else. So my friend Bob Solomon asked me to write up a job description for the Street Survival chair, here it is. . .

Street Survival Chair responsibilities

- Site / Date Selection

Work with the various organizations around dates, costs, contracts, etc. Always be on the lookout for new sites.

- Instructor coordination

Work with, organize, and motivate the instructor core to participate.

- Student registrations

Registration is done on Mototsport Reg, but you will need to manage it. Parents normally have questions around the program, or the vehicle that they are bringing.

- Pairing students & instructors

You need to know the instructors, and based on the info on the student's registration information, pair them appropriately.

- Overall organization of the actual day.

Kids tend to get bored very quickly, so it is important to keep the day moving. You may also need to deal with weather, and adjusting the flow, student issues, etc. Keep the day fun and exciting for EVERYONE participating!

- Classroom

Think about having a bunch of teenagers on an early Sunday morning sitting in classroom learning about the friction circle. . . Trust me they do not want to be there! The classroom instructor needs to be energetic, and not just a slide reader. Share your experiences, and make the information come alive. They will not remember everything; focus on the key points of car control.

- Exercise set up

As you know the day is full of driving exercises. Either you or someone else will need to set up the ocean of cones that make up the exercises. You may need to modify the setup, or how you run the drills based on the site in order to keep the exercises flowing.

That is pretty much it. You will find that while it takes a good amount of work to pull off a successful day, it is an extremely rewarding program. We have always received very positive feedback from parents, and students about our program. I have had students e-mail me months after they took the program telling me how they were "almost" in an accident, but at the critical moment, they did "something" that they learned during the program and it saved their life, and the lives of their passengers. This program is truly saving lives!

BE FIRST ON THE GRID IN POLE POSITION AND CALL

**JABZ MEDICAL BILLING SERVICE
215.230.7550**

**FOR ALL OF YOUR MEDICAL BILLING AND COLLECTION NEEDS.
OUR DATA ACQUISITION TEAM WILL ASSIST YOU THROUGHOUT EVERY ONE OF
YOUR OFF-CAMBER TURNS TO MAXIMIZE THE SPEED THAT YOU RECEIVE YOUR
REVENUE WHILE DECREASING YOUR CLAIM REJECTIONS.
SO MAKE THAT HAIRPIN TURN, AND CALL JABZ MEDICAL BILLING SERVICE, AND
YOU COULD BE THE ONE THAT GETS THE CHECKERED FLAG!**



**Medical Billing Service
"The Bulldogs of Billing"**

Beth Yaskin

**350 S. Main Street, Bldg. 100, Suite 117
Doylestown, PA 18901
(215) 230-7550 • FAX (215) 230-7599
E-MAIL: JABZCLAIMS@AOL.COM • WEBSITE: JABZCLAIMS.COM**





TWO GREAT SERVICE OFFERS TO KEEP YOUR BMW PERFORMING.

COMPLIMENTARY MULTI-POINT INSPECTION

We'll help you ensure that your BMW performs to its full potential mile after mile this winter.

Comprehensive multi-point inspection including, but not limited to:

- ✔ Brakes
- ✔ Heating/Air Conditioning
- ✔ Tires
- ✔ Suspension
- ✔ Wipers
- ✔ Fluid Levels

OIL CHANGE \$79.95

Motor oil is removed and replaced with new premium synthetic BMW oil.

Oil filter is removed and replaced with new Original BMW oil filter.

Eco-friendly oil change, including elimination/recycling of oil and oil filters.

Service Interval indicator or Condition Based Service is reset according to factory specifications.

CALL FOR MORE DETAILS.

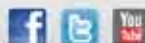


Otto's BMW

1275 Wilmington Pike | West Chester, PA
Ph: (610) 399-6800 | ottosbmw.com

Otto's BMW
ottosbmw.com

Value Services



The Ultimate
Driving Machine

New Jersey Motorsport Park

Driving School and Club Race

Sponsored by Otto's BMW



Our August NJ driver's education and Club Race event turned out to be another winner thanks to our friends Otto's as our Event Sponsor and our annual premier Sponsors VAC and Bimmerworks. Not only did the weather cooperate, we had some great racing. Almost 200 participants and 50 racers made for an action

filled three days. We added parade laps on Saturday and Sunday that contributed another \$300 plus dollars to our clubs charity fund.

The banquet was hosted by Otto's who also supplied some great door prizes. They were handed out by our in house comedy team James and Bob!

The \$500.00 Tire Rack raffle on Sunday was won by Jim Dickinson. I would like to thank all the volunteers who helped make this one of our best events to date.

As this event was oversubscribed be sure to sign up early for our Pocono Event October 6th and 7th.

Geoff Ehrman –
Driving Event Chair





Photos By: Richard Roth and Susan & Wayne Dobson





Vintage

Events & Information



Blues and Bikes Festival



What we lacked in numbers, we made up for with enthusiasm for our first Vintage event of the year. Nine chapter members met in Yardley and enjoyed a gorgeous ride North along the Delaware River, ending up at beautiful Tinicum Park in Upper Bucks County. This was the sight of the yearly "Blues and Bikes Festival", which this year included Classic BMW cars for the first time. The organiz-

ers saved us a prime spot on pavement and included much needed shade. Several blues bands played all day and classic bikes abounded, including a large number of spectacular vintage BMW motorcycles. Various food vendors supplied a variety of treats. All in all, a great day spent with friends!!! Bill Foster and Dennis Brennan, Vintage cochairs.



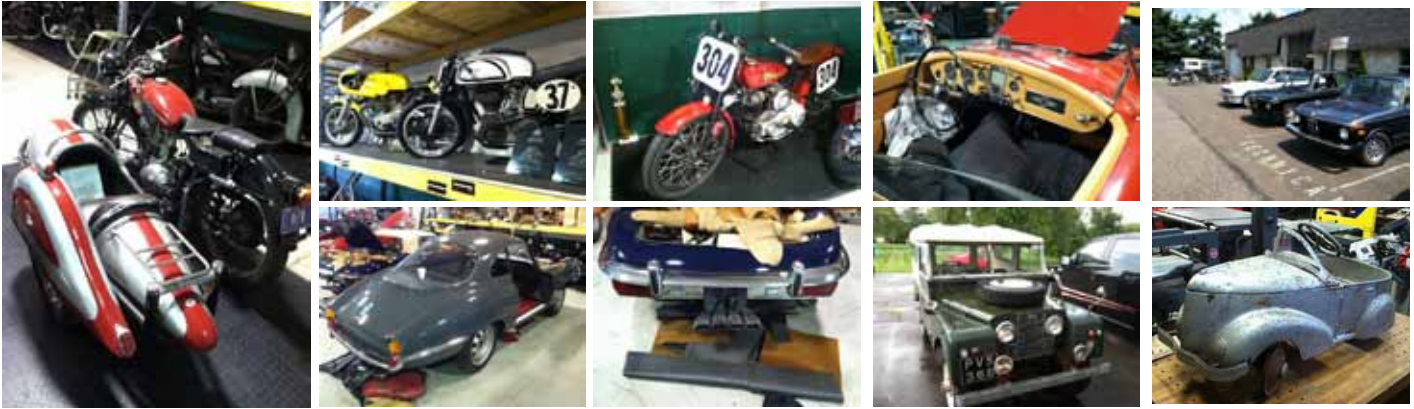
Fleetwood Deutsche Classic

Our second Vintage Group event of the year sent us to Fleetwood, Pa for the Deutsche Classic All German Car show. We started out with a great backroads caravan which took us about an hour and was expertly laid out by Dennis Brennan. The organizers had allocated us to a great tree shaded spot which was appreciated in the hot weather-the shade supplied by the maple trees was a great place to pull out the lawn chairs and socialize. Besides a great assortment of both Classic and new-

er BMW's, every other German make was represented, especially VW. Saw more VW buses in one location than ever before and Beetles were everywhere. When was the last time you saw an assortment of about 10 various Opel models in one spot? Our Chapter had a wide variety of vehicles: 2002's, CS, 633, 320i and IS, E30 325 Cabrio. To top it all off, Vintage Cochair, Dennis Brennan won 2nd place in the BMW class. A great time had by all and an event to keep on the calendar for next year.

For more information please contact Bill Foster
 bimmers_beemers@verizon.net 215-990-2087

Classic Velocity Presents: **THE UNDISCOVERED BOUNTY**



The Undiscovered Bounty
Posted: 05 Aug 2012 01:34 PM PDT

It started with an email from fellow BMW 2 and 4 wheel friend Bill. An open house event at a shop in the area and an opportunity for the vintage BMW auto group to get together. A quick check of the calendar revealed that it would be possible to attend, but not certain. Logistics cooperated for a change, and I was able to make the event. Just as important, there was a transaction involving a certain part for a vehicle that could be handled at the event without shipping, as a contingent of the BMW motorcycle crew was attending as well. Fresh off a road trip to Missouri on two wheels, I opted for four and took the 2002 Tii. In addition, this was a DelVal BMW-CCA vintage auto event, and there are not a lot of those happening without the efforts of folks like Bill.

The event was not far away at an upholstery shop. I took a route that was completely B roads and had a nice drive through local farm country. The Tii was its usual competent self, feeling sure-footed and good fun over the twisty undulating countryside. Very different from the high speed highway run to North Carolina. The last few miles take you into an industrial park and then to a cul-de-sac and a non-descript building divided in half between two companies. Parked outside the destination were 3 other BMW 2002s, and a 318is. There were also half a dozen BMW motorcycles, a Ural sidecar rig, and a very cool well worn Land Rover. This must be the place. The real attraction of course, was on the inside. This was Gary Maucher Upholstery, and

was no ordinary shop. Once inside, you are not greeted with the typical yards of material strewn about and seats here and there. What you first see is a double decker row of Indian motorcycles on shelving that might otherwise have contained bolts of leather, vinyl, fabrics, and other upholstery material. The first one is the tank shifter bike on which Gary has won his class nationally in WERA this year. Very cool. But wait, there's more. On both sides of the shop, the first two rows of shelves contain an assortment of vintage motorcycles that the enthusiast would love to have. A Moto Guzzi V7 Le Mans along with an Ambassador, a BMW R90S along with an R1100S, a Norton Manx along with a Commando, a Velocette MSS, a Gilera sidecar outfit, an MV Agusta F4 Senna along with a Ducati MH900E, the list goes on. You get the distinct impression that Gary has assembled what he likes rather than what you "should" collect.

However, as impressive as the motorcycles are, they are not intended to be the main attraction. The main line of work at Gary Maucher Upholstery, is vintage automobiles. And an impressive collection of them was on hand this day. To start with, a Cobra which was in progress. You could see the great work that had already gone into the padded dash, as well as the work remaining. Next to it was an Alfa Romeo Sprint Speciale that was in the process of a full restoration. The dark grey paint was already revealing how great the finished product would be, but it had no interior yet. Moving on, there was a Jaguar E-Type Drop Head. The stunning combination

of Dark blue and Camel interior makes any car look good, but the the Jag looked great even while it's top was not quite finished being fitted. This one will look good top up or top down. Stuck on the end was a red over tan MGA awaiting seats. You just cannot beat a British dash when properly trimmed, and this one was. Last, but certainly not least was a Packard 8 convertible with work underway on a new top. It looked like you could fit the Shelby, the Alfa, or the MGA in the interior if you took out the seats.

The level of craftsmanship on display was fantastic. Over time I have recovered some straight flat mostly hidden parts out of necessity and budget. Seeing his work, I would understand if Gary beat me with a bolt of cloth just on principle. How can such a treasure so nearby be unknown to me? How can a place this cool be hidden in the back of an industrial park? There were bolts of leather, and machine tools, and sewing machines, and all of the other necessary tools to turn out great work, but you can't help but be distracted by the cars themselves. There was quite a bit of money parked in the shop this day, and I am sure that it must be this way most weeks. If you can get past the distraction of the cars, there are the motorcycles. I honestly don't know how they get any work done around there, but a lot of discerning clientele are certainly glad that they do.

See more at - www.classicvelocity.com

BIMMERWORKS

your ultimate BMW® and MINI®
performance and maintenance facility



Bimmerworks Open House 2008

Photo: Steve Fisher

Driving enthusiasts and pampering owners alike know the importance of proper automotive care to get the most out of a car's performance capabilities and to enhance the owner's enjoyment.

At **BIMMERWORKS**, we are driven to succeed in keeping your BMW or MINI in peak operating condition.

DINAN

performance without sacrifice

A U T H O R I Z E D D E A L E R

Our services!

- > **Diagnostics and repairs**
- > **Featuring BMW Certified Techs**
- > **Factory scheduled maintenance**
- > **Pennsylvania State Inspections**
- > **Vehicle Rentals & Sales**
- > **Driver's Ed and Race Track Prep**
- > **Vehicle Pre-purchase inspection & assessment**
- > **Authorized DINAN dealer**
- > **Audio & iPod installations**
- > **Custom wheel/tire packages**
Authorized Fikse and BBS Dealer
- > **Performance upgrades**

**721 East Nields Street
West Chester, PA 19382**

610-701-9172

bimmerworks.com

The terms BMW and MINI are registered trademarks of BMW AG. Bimmerworks LTD. has no affiliation with BMW AG or BMW NA. Use of the terms "BMW" and "MINI" are used for identification purposes only.



Bimmerworks Open House 2008

Photo: Steve Fisher



EXPERIENCE THE BIMMERWORKS DIFFERENCE



Classic Velocity Presents: PROPER PROCRASTINATION



I had been planning to go for a few years now, but I was not planning to go anywhere. It was a long weekend and there were no solid plans. Perfect for making some progress on projects on the garage list and watching the Monaco Grand Prix. Then I got the email. It said that a procrastinating set of BMW 2002 pilots were making a dash for the Vintage at the Vineyards event in North Carolina. Well I can accept many different kinds of defeat but I will not be out-procrastinated by this bunch of worthy competitors. Suddenly, I had 3 hours to get ready and get on the road. It was 11:40am

So what do you do with three hours to prepare a 40-year-old car that had not been driven in several months for trip of 1000 miles? You change the oil, take the car off the trickle charger, and check the tire pressures. The last time I let the car sit for this long, the clutch plate stuck, but not this time. The forecast suggested that I would be encountering rain somewhere on this journey, so I applied some Rain-X to the windshield. 2002 wipers are more uuhhmm....thoughtful in their operation than efficient. Then I threw the toolbag in the trunk, grabbed a bunch of audio CDs (remember them?) topped up the tank with premium, and got on the road. It was 3:00pm. Late already.

I was forced to set a pretty blistering pace (relatively speaking) right off the bat in order to make the rendezvous point in Maryland. Fortunately, the law-enforcement gods were smiling on me this day and the tii was thrilled to be able to clear its lungs after the long winter siesta. It was all interstate and the speedometer hovered between 80 and 90 for almost the entire segment to the Maryland rest area. I should mention that the speedometer in this car is relatively accurate and not optimistic as many are. That, combined with a four-cylinder four-speed non-overdrive car, made that a true test very early on in the trip.

The convoy was made up of another 2002, a heavily modified 320i, and a 633 CSI. Gustav (name changed to protect the guilty), the other 2002 pilot, pulled me aside and whispered that we should stick together if the other two got crazy. I said fine, being more concerned about cops than anything else. If I were a cop, I would be interested in the badass blacked

out 320i even if it was doing nothing wrong. Once we got underway, we were fine for the first couple of hours. The 633 was out front and set the cruise control at 75mph. Then we stopped for gas and Gustav took point for an hour or so. Then the 320i could contain itself no longer and leapt up front. I thought Gustav would let him go as per the plan, but he gave it some welly instead. The 633 followed, and I brought up the rear. Into the night we went covering great distance relative to time, if you know what I mean. Triple digits were not uncommon. At the next gas stop, Gustav emerged grinning ear to ear. "We were hauling butt back there!". I was going to ask him what happened to the plan, but I know that grin.

It was my turn on point, and the 320i gave me his Passport radar-laser detector. In Virginia. I continued the pace anyway, and soon we got off I-81 and onto 581/220. This is one of those bizarre roads that has 55mph highway that can suddenly turn into a town complete with a traffic light. In between it is a wonderful undulating twisting pathway into North Carolina. There is something pretty magical about driving a car at or near the limits of its headlights, on a road you've never been on before, that has elevation changes and curves. It is exhilarating if not crazy. The 320i and I traded point position and often occupied both lanes side-by-side as we danced along this barely visible ribbon in the night. There was nobody on the road at 10:30pm, and the absence of lighting made it all the more exciting. The 320i boosted horse power was of no advantage here, but his H.I.D headlights were. At some point in North Carolina we stopped at a light, and realized that there was no sign of Gustav or the 633. No answer from the cell phone. We waited for five minutes, and then decided to press on as we were not far from the hotel.

At the hotel we called again, and found out that they were only about 15 minutes behind us and that all was well. It was close to midnight, and I was shot.

At breakfast, we regaled each other with stories that had already become prone to hyperbole. The triple digit speeds were now 110mph+, and Rte 220 had become the Nurburgring. Then we had coffee!

It turns out that there was a large vintage event in town for BMWs!! I attended the very first vintage at the vineyards event around 2004 or 2005. In any case, the event at that time was mostly a gathering of BMW 2002s at the vineyard home of fellow 2002 enthusiast Scott Sturdy. It was a wonderful gathering of a few dozen 2002s along with a smattering of other cars such as Bavarias and 633's. The next year it grew larger, and was quickly exceeding the capacity of the venue. In subsequent years it had to move to a larger vineyard venue, and continue to grow. Eventually, it outgrew the expanded location and moved to downtown Winston-Salem, where it takes over the historic Old Salem district. The vineyard word is now dropped from the name, but the spirit is largely intact. I missed many of the most recent years, as it always tended to coincide with other activities.

The best thing about the Vintage at the Vineyards event, is that it forces a whole bunch of us to get our cars in shape for a relatively lengthy journey to North Carolina. There are many stories of roadside repairs and misadventures getting to and from this event over the years. Including my own, when a throttle return spring sidelined me temporarily somewhere in southwest Virginia. A small and easily fixed matter compared to some, but it serves as a reminder that driving 30-year-old (now 40-year-old) cars several hundred miles nonstop cannot be taken for granted...

I am going to resist trying to describe the show and the vehicles there. Words cannot do justice to the quaint setting of old Salem juxtaposed with machines ranging from mild to mad. I will simply let the pictures speak. Highlights included reconnecting with old friend Mike Pugh and a conversation with Ray Korman (yes, that Korman). While there, Bo, Ben, Mike, and others convinced me that I need to make the Mid-America event. That was in Arkansas this year. Did I mention that BMW 2002 owners like to drive their cars? By the way, besides North Carolina and Virginia, I think Pennsylvania had the largest contingent.

Question: What's better than a vintage vehicle event?
Answer: A roadtrip in a vintage vehicle to a vintage vehicle event.

See more at - www.classicvelocity.com

Proven Performance

both on and off the track.



COME SEE THE PERFORMANCE CENTER WITH
OUR NEW MUSTANG AWD DYNO



We have been providing the Delaware Valley
with excellent service for 27 years

- CNC manufacturing
- Dyno tuning-2WD, AWD
- Engine building
- Race car prep.
- Custom machining services
- Roll cage fabrication
- Full service body shop
- General maintenance

VAC

MOTORSPORTS



2501 SNYDER AVE. PHILA. PA 866.714.2002 www.vacmotorsports.com

MID-WEEK AT WATKINS GLEN

Geoff Ehrman
DRIVING EVENT CHAIR



WOW, What a great two days...Not sure where to begin.....The weather was great, we had a super turn out (Love the Glen Mid week!), Pro Driver Peter Arget-singer (drove to the track in his vintage MG TF) who worked with over 18 solo students, we gave away a \$500 Tire Rack Gift Certificate (Congratulations Ken Barber!), a tasty banquet and we had zero reportable incidents....

James Murphy had the grill fired up for all the novice/ first timers at the Student Resource Center (SRC) In addition to all the participants, I would like to thank

all the volunteers and flaggers that allowed us to run a seamless enjoyable event as well as our club sponsors – VAC and Bimmerworks. By the looks of the evaluations everyone had a good time.

Hope you all made the August 24-26th New Jersey Motorsport event sponsored by Otto's BMW and plan on joining us at our season finale at Pocono Oct 6-7th.

Until then happy and safe motoring....Use your turn signal and stay in the right lane unless passing! Oh...NO TEXTING!





GOT FUEL TO BURN. GOT ROADS TO DRIVE...

By: Elizabeth "Speedy" Millinghausen



The perfect daily driver / track car: GT3 vs. M3

It's good to have friends with cool toys and it's even better when they are generous with loaning them out. One of my track pals and I have had this running joke about me absconding with his GT3 to the point where he thinks it's funny to dangle the key in front of me like a carrot. Allow me to clarify this by saying that I have never owned a 911 of any flavor and can count the number of times I have driven one on one hand, so the idea of taking a car that cost as much as my first house screaming up the eses at Watkins Glen, is enough to make my bottom pucker. If I break it, I can't afford to buy it, but I have lusted after it since the first time I saw one in person and even more since the first time I was effortlessly passed by one on the track. As if this wasn't annoying enough, said friend had to go and add an E90 M3 to his long list of available steeds in the barn. One day not long before the Genesee Valley Chapter event at WGI in May, I got a message from him imploring me to help him solve a dilemma. He needed help answering the question: "Which is the better double duty daily driver / track car, the Porsche GT3 or the E90 M3?"

Never one to leave a friend hang in the balance, I offered myself up as a guinea pig and offered to donate a goodly portion of my Friday fun day to the cause. Please allow me to quantify all of this lunacy by explaining that we, the long suffering track anointed, all have this weird fantasy of being able to have our cake and eat it too. We want to be able to pack a bag and a little igloo cooler, jump into our car and head to the track for an uninterrupted weekend of non-stop fun playing with the big boys and ripping off personal best lap times. The non-stop fun does not include dealing with changing brake pads or tires or dealing with the expense/hassle of owning a truck and trailer and having to sedately and responsibly lumber our way to the track doing something that kinda sorta resembles the speed limit. Mucho buzzkill.

First test was the GT3. My mission was not to simply drive it on the track, but to toodle around Watkins Glen with it first, you know, fetch some ice, fuel up, get some lunch, etc. and then take it on the track and try to keep my lunch. I could write a three page dissertation on all of this, but it really boils down to the following: On the track, the GT3 is divine, providing sticky, small butt-holds-you-in-place seats (think being swaddled in alcantara), fantastic feel, ludicrous power and a trans that is all business. When I say all business, I am talking about the clutch pedal which is something like the experience of bench-pressing 250lbs with your left foot. Unless you could promise me a world where I will never sit in traffic again, I will forever be one construction zone away from ending the love affair forever. If I'm being honest, the clutch was the one thing that kept me from searching for an extra kidney to sell so I could acquire my very own GT3. It is pure in a way that BMW abandoned with the E30 M3, with technology that you want and none that you don't. This car, like all 911s will reward skill every time and punish impatience and inexperience with a swift and firm hand. Spending quality time with this car will increase your skills or you will spend a lot of time being passed. I can daydream about smooth sailing up the Northeast Extension on my way to the track ensconced in automotive precision—right up until that 18 wheeler turns over.

The M3, on the other hand, is at first glance, the perfect car. Richly appointed, technology filled... friendly even, I kept waiting for the car to start talking to me like Night Rider since it seemed to be capable of doing just about everything else. I was previously not a fan of two-pedaled cars, so the jury was still out on the paddle shifting concept until we did a few laps together. It occurred to me that not having to take my hands off of the steering wheel had a distinct advantage and I wasn't wrong. The little sneezes of downshifting could be done just about anywhere at any time with no consequence other than the car wanting to go faster. Also, kudos to BMW for finally getting the paddles right since their prior efforts left the product useless to someone with very small hands. I had no trouble reaching these, but found that I needed to keep my fingers on the paddles to avoid accidentally hitting the high beams or the wiper lever. Talk about feeling stupid. All positive attributes aside, it was insanely fun to drive, but a compromise over the GT3. It is downright bovine in comparison and while you don't immediately feel the weight, as you become more comfortable and ramp up your speed, the car feels increasingly heavy as does the intrusion of the traction control, which I wished I had turned off about three laps in.

The seats are beautiful and comfortable and thanks to their size and leather upholstery, totally useless. I wanted belts; real ones and preferably six points and my HANS device and possibly a roll cage. On the street the setup is very confidence inspiring, on the track not so much. Flopping to and fro like a rag doll in the seat is neither conducive to smooth driving nor short lap times. Seat of the pants feel is a bit numb in comparison to the GT3, but as I barreled into the bus stop full throttle, I found that I didn't care as much as I thought I would, which was a little scary. If I drove this car on the track all the time, laziness would invariably creep in and my skills would wane. For a student just learning, the skills would never come because the car does too much of the work for you (heel and toe? What's that?).

If I had to make Sophie's Choice, interior space would not be an issue. I don't have much daily need for a back seat and I pack fairly light, so while the back seat in the GT3 is a complete joke, it does kind of have one and there is space for a small duffel or bag of groceries. The M3 has ample, but somewhat unnecessary space which equals weight, but it is friendly weight. You don't notice it on the street and if I were forced to drive the M3 to the office in the snow, it would be perfectly capable of performing the task with a good set of snow tires. I'm not sure I could bring myself to do that in the GT3, not that it isn't possible, just that it feels wrong on so many levels. Unless it was going to be a spare car that would live most of its life in the garage, I would have to go with the M3 that would be driven and loved and used.

Fast forward two years post purchase and you would find me sitting on the floor in the garage at WGI, changing my brakes and tires and stuffing my street tires in the back seat around the roll bar just like the good ol days. Then I would go back to my hotel room, take a couple of Advil and dream about how great it would be if I only had a GT3.

BMW

of Atlantic City

YOUR ULTIMATE DRIVING EXPERIENCE STARTS HERE



**BMW Car Club Member
Exclusive Discount of**

15%

on Lifestyles Merchandise

And Get A

10%

**Discount on BMW
Performance Accessories**



Scan for directions to our new location:

6037 Black Horse Pike

Egg Harbor Township, N.J.

609-568-9200 • BMWAtlanticCity.com

Delaware Valley Chapter Resources

Free Pre-track Inspection

Free tech inspection is available at Otto's BMW prior to any HPDE Event for DelVal BMW CCA members. Call to set up an appointment before your next HPDE event.



New Members from JULY 2012

Peter Austen	Radnor	PA
Debra Bardani	Bath	PA
Frank Bardani	Bath	PA
Brian Copeland	Philadelphia	PA
Manuel Cordero	Sewell	NJ
Scott Coyne	Milford	DE
Domenico Cuoco	Phoenixville	PA
William Evans	Wilmington	DE
Karl Fisher	Medford	NJ
Scott Freedman	Lafayette Hill	PA
Susan Freiberg	Sewell	NJ
Amanda Giles	Lincoln University	PA
Richard Glazewski	Riverside	NJ
Dominic Hernandez	Lincoln University	PA
John Hill	Bridgeville	DE
Valerie Holliday	Berwyn	PA
Gilbert Jones	Orefield	PA
Mitchell Jones	Orefield	PA
Nicholas Koehler	Perkasie	PA
Kimberly Lloyd	Dresher	PA
Armand Mancini	Marlton	NJ
Joseph Matera	Mount Laurel	NJ
David Mizrachi	Huntingdon Valley	PA
Don Pippins	Newark	DE
Andrew Pollock	West Deptford	NJ
Thomas Rosenthal	Laurel	DE
Brian Sacksteder	Philadelphia	PA
Patrick Scott	Glassboro	NJ
Patrick Turner	Philadelphia	PA
Russell Williams	Glassboro	NJ
Carlene Wright	Schwenksville	PA
Kristen Young	Wenonah	NJ

New Members from AUGUST 2012

Stephen Bailey	Media	PA
Kevin Bauder	West Chester	PA
Corey Bergman	Mount Laurel	NJ
Paul Bosse	Kennett Square	PA
David Brown	Eagleville	PA
Heather Brown	Eagleville	PA
Kevin Byrne	Delran	NJ
Craig Cohen	Havertown	PA
John Cox	Townsend	DE
John Devine	Glen Mills	PA
Phil Ehlinger	Doylestown	PA
Eugenia Ewing	Hatfield	PA
Kevin Finkel	Gladwyne	PA
Greg Fleming	Lewes	DE
Rodney Gowans	Philadelphia	PA
Erik Griffith	Doylestown	PA
Farzodd Hanjani	Wayne	PA
Christian Jefferies	Plymouth Meeting	PA
Brian King	Yardley	PA
Gregory Lauray	Bethlehem	PA
James McBride	Royersford	PA
Matthew McDonald	Kennett Square	PA
Ruthann Myers	Townsend	DE
Milos Nikolic	Wynnewood	PA
Rocco Perate	Malvern	PA
Geoff Ricco	Bensalem	PA
Daniel Rufer	Newtown Square	PA
Mark Russo	Bryn Mawr	PA
Richard Scheuermann	Medford	NJ
Jeff Schreiber	Newtown	PA
William Schreiber	Newtown	PA
Justin Shuman	Philadelphia	PA
Kenneth Thomson	Lincoln University	PA
Paul Watson	Glassboro	NJ
Mark Yudell	Newtown	PA

New Members from SEPTEMBER 2012

Tim Berman	Blue Bell	PA
Aimea Calio	Vineland	NJ
Austin Chellapandi	King of Prussia	PA
Michelle Crenshaw	Newark	DE
Bartosz Dajnowski	Wilmington	DE
Dennis Dean	West Chester	PA
William Eisenstadt	Philadelphia	PA
Philip Gasparovic	Newark	DE
Erick Gedge	Oxford	PA
Jaya Gokhale	Landenberg	PA
Fred Gorstein	Bryn Mawr	PA
Darren Hill	Yardley	PA
Ken Hines	Newark	DE
Jason Houser	Bethlehem	PA
Todd Hudson	Doylestown	PA
Stuart Jones	Philadelphia	PA
Anthony Konstantinidis	Upper Darby	PA
Jon Kristof	Westampton	NJ
Steve Lotfi	Phoenixville	PA
Michael Maciagiewicz	Barnegat	NJ
Melissa Malamed	North Wales	PA
Janet Mangold	Philadelphia	PA
Matthew Mannherz	Chester Springs	PA
Natalie McNear	Coatesville	PA
Shane McNear	Coatesville	PA
Barbara Miller	Kennett Square	PA
Jeffrey Ostermiller	Mount Laurel	NJ
Ian Quillman	Birchrunville	PA
Craig Ransom	Greenville	DE
Ken Romans	Phila	PA
Tony Salloum	Philadelphia	PA
Eric Schnabel	West Chester	PA
John Shores	Newark	DE
Alex Thomas	Philadelphia	PA
Brian Tindall	Egg Harbor Township	NJ
Brian Tindall	Egg Harbor Township	NJ
Christopher Ushler	Philadelphia	PA
Frank Varano	Bethlehem	PA



WELCOME NEW MEMBERS!

BENT SPLITTER RACING FROM \$599 PER DAY!



UPCOMING EVENTS

OKTOBERFEST MID-OH - SEPT 17-23, DE CARS AVAILABLE !
DE @ MID-OH - OCT 20-21

WWW.BENTSPITTER.COM

724-261-6499 BOB@BENTSPITTER.COM

EVER WANT TO EXPERIENCE THE THRILL OF DRIVING THE ULTIMATE DRIVING MACHINE ON TRACK.....BUT WERE SCARED YOU MIGHT HURT YOUR BABY? WELL, BSR IS HERE TO TAKE CARE OF YOU! WE OFFER MULTIPLE RENTAL CARS FROM "TRACK RAT" DE CARS TO FULLY EQUIPPED RACE CARS. TAKE A LOOK AT OUR WEBSITE AND MAKE PLANS TO ENJOY AN EVENT WITH US SOON!

- RENTALS INCLUDE;**
- FULL SAFETY GEAR FOR YOU AND YOUR INSTRUCTOR, SEATS, HARNESS AND FULLY CAGED CAR
 - GAS, RACE BRAKES AND R-RATED TIRES FOR THE EVENT
 - RADIOS AVAILABLE, COOL SHIRT SYSTEM AND MORE
 - ON-BOARD DATA AND VIDEO (YOU GET AN SD MICRO CARD OF THE EVENT TO TAKE HOME !)
 - YOUR CHOICE OF TRACKS (MID-OH, BEAVERUN, WATKINS GLEN, SUMMIT PT AND MORE!)
 - SNACKS, DRINKS, CHAIRS...THE WORKS!

BMW Drive
for Team USA

www.bmwmainline.com
484-434-2620



The Ultimate
Driving Machine®



A THIRST FOR POWER, NOT FUEL.

The BMW 3 Series has its priorities in order. Its TwinPower Turbo engine is designed to squeeze every bit of heart-pumping performance out of every drop of fuel. So if getting maximum enjoyment with minimum fuel cost is priority for you, stop by a BMW center today for a test drive.

THE BMW 3 SERIES.

BMW EfficientDynamics
Less emissions. More driving pleasure.

BMW Ultimate Service®

Pay nothing. 4 years/50,000 miles.

\$0 Brake Pads Brake Rotors Scheduled Inspection
Engine Belts Oil Changes Wiper Blade Inserts

BMW of the Main Line
225 Bala Ave
Bala Cynwyd, PA 19004-3322
484-434-2620
www.bmwmainline.com

For full details on BMW Ultimate Service® visit bmwusa.com/ultimateservice. European model shown. ©2012 BMW of North America, LLC. The BMW name, model names and logo are registered trademarks.

Bimmerzone Corp
833 Lincoln Ave, Suite 5
West Chester PA 19380
Tel: 1-800-357-7797
Email: info@bimmerzone.com

BIMMERZONE.COM

FREE SHIPPING OVER \$75
Quality BMW Parts & Accessories
Quality Customer Service
Low Prices

VSL PERFORMANCE

Local Pickup
10% off
Mention Coupon: DelVal

www.GetMac4Biz.com

kadiMAC

Macintosh Integrators

Thinking about switching to the Macintosh for your business?
There are more reasons than ever for you to consider switching to OS X and the Macintosh:

- Lower licensing costs
- Security that is built in, not bolted on
- Ease of use for both administrators and users
- Solid, dependable hardware
- Point of Sales systems
- Virtualization choices
- Xsan storage
- Still zero viruses for OS X
- Native iPhone compatibility
- Active Directory and LDAP integration
- *Compatibility with all other popular operating systems*

Why Kadimac?

Apple Inc. trusts Kadimac to work for their enterprise level clients and you can be assured that your business will be getting the highest quality Macintosh integration available. Kadimac has clients around the US and world. We are certified on all levels of OS X and are certified to teach it. Call us to find out how your business can benefit.

Ben Greisler, ACSA
215-821-1440
ben@kadimac.com



**Consultants
Network**

Zygmunt Motors

Specializing in Autobahn BMW and foreign parts and service since 1976

The Ultimate in Foreign

We are your dealer
alternative for parts
and quality service.

**40-60%
cheaper
than
dealer prices**

phone: 215-348-3121
email: cmuzyy@aol.com

We may be reached via AIM: Cmuzyy

70 Green Street • Doylestown, PA 18901

www.bimmerparts.com

**32 years...
and still learning.**

- Michael Yaskin



Quality BMW Service Est. 1979

340 East Church Rd
King of Prussia, PA 19406

610-277-6037

bavarianspecialties.com



Meeting Minutes

Meeting of the Delaware Valley Chapter Executive Board: Monday July 12th, 2012

In attendance were: Martin Bullen, President; Dave Wollman, Vice President; Mike Dion, Treasurer and and Chief Instructor; Bob Kelly, Secretary; Geoff Ehrman, Driving Events Co-Chair; Richard Vernick, Webmaster and Membership Chair; Bill Foster and Dennis Brennan, Vintage Events Chairs; Terry Wright.

Action Items

- 1.1 Martin Bullen - Call to Order
- 1.2 All in attendance were asked if any changes should be made to the minutes from May 14, 2012.
- 1.3 Changes to the May 14, 2012 minutes:
 - 1.3.1 No changes were made.
- 1.4 Approve Meeting Minutes:
 - 1.4.1 A motion was made to approve the minutes of May 14, 2011. The motion was seconded and the minutes were approved unanimously.
- 1.5 Additional Items:
 - 1.5.1 None

Summary of BOARD REPORTS AND UPDATES

- 1.6 President's Report:
 - 1.6.1 Martin Bullen welcomed everyone to the meeting and initiated the Committee Reports.
- 1.7 Treasurer's Report:
 - 1.7.1 Mike Dion reported that the Chapter's Checking and CD accounts remain strong.
 - 1.7.2 He noted that that preliminarily, our joint school and Club race with Tar Heel Chapter and Porsche Club of America at VIR resulted in a modest loss for each of the clubs. Discussions will begin in the next couple of months with club representatives on how to improve the financials as a basis for deciding whether to hold the event next year. From a participant's point-of-view, the event was well received.
 - 1.7.3 He noted (at the time of the writing of these minutes) all indications are that our DE at WGI was on track to hit the critical break even point.
- 1.8 Driving Events Chair Report:
 - 1.8.1 Geoff Ehrman noted that he was in the final phase of wrapping up arrangements with Peter Argentsinger to provide one-on-one instruction at the

WGI event. The plan is to assign time slots over the two days to advanced students who will pay \$100 additional fee for the added instruction from a well-known professional driver.

- 1.8.2 Geoff noted that registrations for the NJMP DE and Club Race were coming in nicely.
- 1.8.3 Dave Wollman brought up plans to offer a \$500 gift certificate from Tire Rack via raffle tickets to be distributed at the drivers meeting on day one of the event. All agreed that this was one more way to promote DelVal events and approved the plan. It was agreed that a \$500 certificate will be given to the group of paying students and a \$100 certificate for a lucky instructor. It was agreed that we should try this at our upcoming WGI and NJMP events.
- 1.9 Driver School Registrar's Report:
 - 1.9.1 No Report
- 1.10 Instructor Coordinator's Report:
 - 1.10.1 No Report
- 1.11 Chief Instructor's Report:
 - 1.11.1 No Report
- 1.12 Student Resource Center (SRC) Chair's Report:
 - 1.12.1 No Report
- 1.13 Technical Chair's Report:
 - 1.13.1 No Report
- 1.14 Race Event Chair's Report:
 - 1.14.1 No Report
- 1.15 Vintage Events Co-Chair's Report:
 - 1.15.1 Bill Foster reported how Dennis Brennan and he were fairing with their Vintage event programming to-date. He noted that while their schedules of events are proceeding as planned, they felt that attendance could, and should, be better. Discussions followed on ways to create greater "traction" among Chapter members for these interesting events.
 - 1.15.2 Bill reviewed upcoming event plans.
 - 1.15.3 It was agreed by all that lunch break parade laps at our NJMP DE/Club Race will be offered by the Chapter Vintage car group.
 - 1.16 Street Survival Chair Report:
 - 1.16.1 Dave Wollman reported that the Chapter is still seeking a member to assume the position of Street Survival Chair.
 - 1.16.2 It was agreed by all that the Chapter should conduct

at least one teen and one adult Street Survival each year. It is a great program that promotes driving safety while promoting our Chapter within the communities we serve.

- 1.16.3 Dave said that he is working with Philly Region SCCA for future joint programs.
- 1.17 Social Chair's Report:
 - 1.17.1 Terry Wright initiated discussion on the upcoming Chapter picnic. Much discussion ensued relative to ways to increase participation, and at the least, to assure that no money is lost due to members committing to the event and then not showing up. She offered a number of creative ideas.
 - 1.17.2 Terry requested an idea for a venue location for the next Chapter general meeting. Dennis agreed to contact the folks at Thompson BMW on this matter.
 - 1.17.3 Terry noted that she is making plans for the next Trenton Thunder outing.
- 1.18 Web Master and Membership Chair Report:
 - 1.18.1 Richard Vernick handed out a draft RFP describing features the Chapter needs in the construction of our new web site. He hopes to have competitive bids back from several design companies by the end of July.
- 1.19 Advertising and Business Manager's Report:
 - 1.19.1 No Report
- 1.20 Newsletter Editor's Report:
 - 1.20.1 No Report
- 1.21 Additional items:
 - 1.21.1 Charitable Giving Committee Report:
 - 1.21.1.1 Martin, on behalf of Dave Gilbert, noted that the progress on selection criteria as well as a preliminary list of candidates were being developed by the committee. He requested that the committee report back at the September Board meeting
 - 1.21.2 By-laws Committee Chair Report:
 - 1.21.2.1 No Report

A motion was made to adjourn. The motion was second and approved unanimously. Martin thanked everyone for their participation.

The next meeting will be held on September 10, 2012.

Submitted by: Bob Kelly, Secretary



UPCOMING EVENTS!

Delaware Valley, Chester, and other BMW Car Club of America events of interest

Date	Event Description	Event Details
10/6/2012	Del Val at Pocono Raceway	October 6-7th, 2012 Come join us at the 25th anniversary of Delaware Valley BMWCCA Chapter driving at Pocono - North Course on Oct 6th and 7th. We are planning on having some special give-a ways to mark this Silver anniversary! So sign up today!

RSVP to:
www.motorsportsreg.com

Have an idea for an event?
Send an e-mail to socialchair@delvalbmwcca.org
Comments and suggestions always welcome.



For any problem, no matter how traumatic or trivial.

For a low monthly fee you get:

- Unlimited consultations
- Unlimited letters written & phone calls
- Unlimited document review (up to 10 pages)
- Wills, living wills & health care power of attorney
- Representation in traffic court
- Trial defense hours
- Identity theft protection

Call David Wollman, Independent Associate, today at 215.275.8240 for more information.

856-751-1100 • Club member Dave Gilbert at your service • www.hifisales.com

Audio Video   
HI-FI SALES
INSTALLATION • INTEGRATION



1732 Rt. 70 East • Cherry Hill, NJ 08003



HDTV - Projection TV • Surround Sound • Home Theater • Whole House Audio
Custom Remote Controls • Lighting Control • Home Theater Furniture
Camera Observation and Recording Systems • Custom Design & Installation

FIND US ON



Free BMW tech help.

Have a technical question about your BMW or MINI? Our free tech blog – blog.BavAuto.com – has a searchable database containing hundreds of tech Q&As, do-it-yourself articles and videos. Just one more way Bavarian Autosport saves you money.

 **BAVARIAN**
autosport
www.BavAuto.com • 800.535.2002

Check it out at blog.BavAuto.com...

You own the
"Ultimate Driving Machine"
and have certain expectations
of quality and service.

We represent multiple insurance
carriers to exceed those
expectations, at the right price.

 **INSURANCE**

AUTO - HOMEOWNER'S - PERSONAL UMBRELLA

Fetterman, Millinghausen & McNutt, Inc.
1811 Bethlehem Pike Suite 215
Flourtown, PA 19031
Phone: 215-233-3500 / Fax: 215-233-2188

Elizabeth S. Millinghausen
emillinghausen@FMInsurance.com

Providing personalized, caring service
to BMW CCA members since 1972

Bavarian Motor Notes

Delaware Valley Chapter
BMW Car Club of America
PO BOX 385
Flourtown, PA 19031-0385

www.delvalbmwcca.org

An Exclusive Financial Benefit for Delaware Valley BMW Car Club of America Members



New, pre-owned or refinanced vehicle rates

AS LOW
AS **2.99%** APR*
FOR 36 MONTHS
Other rates and terms available.

60-Month Certificate

1.60% APY*
\$500 minimum (penalty for early withdrawal).
Federally-insured. Other rates and terms available.

*APR=Annual Percentage Rate. APY=Annual Percentage Yield.
Rates are subject to change without notice.

WHO WE ARE. XCEL is a New Jersey-headquartered, not-for-profit, and member-owned financial institution. We are federally insured and we have been competently serving our members since 1964.

WHO CAN JOIN. Delaware Valley BMW Car Club of America members and their immediate family members.

WHAT WE OFFER. Outstanding rates on vehicle, home equity, and mortgage loans. No minimum balance checking. Attractive rates on money markets and certificates. See our complete product and rate listings at www.XCELfcu.org. We are members of a network with 28,000 surcharge-free ATMs and more than 4,600 shared branch service centers across the U.S.

Your BMW Car Club of America exclusive contact is:

Ray de Quintal at 800-284-8663, ext. 3040
or **201-546-2928** (cell) or
email raydequintal@XCELfcu.org.

www.XCELfcu.org

