



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

January 2012

<http://www.njbmwcca.org>

Volume 43 Number 1

Winners

Whack Your Turkey Rally



Competition Class—Jeff White and Patricia Camp



Family and Fun Class—Joaquim Noronha, Brian Noronha, Joseph Thompson, and Jennifer Thompson

Rally Photos by Jerry Faber

See Initial Ramblings on page 5
Photo by JT Burkard

Championship



(L to R) Doug Finley (2nd), Doug Feigel (Champ), Larry Engel (Presenter), Chris Leckenby (3rd)

Photo by Alli Sui

Area 51 Z4



Newletter of the NJ Chapter
BMW Car Club of America
PO Box 2305
Westfield, NJ 07091-2305

The Best Service and Technical Support on Earth!



We Are NJ's Brake Specialists

*Same Day Shipping · Pick Up Available
· 1,000s of Products In-Stock! · Low Prices*



ZECKHAUSEN RACING

THE EXPERT SOURCE FOR BRAKES AND MORE

www.zeckhausen.com
call 1-800-222-8893

123 US Hwy 46 Fairfield, NJ 07004
info@zeckhausen.com



World's #1 StopTech Dealer
5 Consecutive Years



COMPLETE AUTOMOTIVE CARE

*For superior performance,
trust your BMW service
and repair to the experts*



European Car Experts Since 1975

Bosch Engine Systems
Schedule Service On-Line

**Our technicians have superior diagnostic
skills gained from working on:**

BMW, Porsche, Mercedes-Benz, Audi
Saab and Other European Automobiles

SHADE TREE GARAGE

171 Washington Street
Morristown, NJ 07960

(973) 540-9880

www.shadetreegarage.com



Mention this ad and you receive \$25 OFF
your next maintenance service at Shade Tree Garage.

Shade Tree Garage is a **STOPTECH** Preferred Installer



The Cone Catcher

By Larry Engel

This is the annual column in which I reflect on the past year and talk a little bit about what we have in store for the future, and this year I've got a lot of great stuff to talk about.

First and foremost, I'd like to express my sincere thanks to two key people who will be taking a break from Board duties in the coming year, Deborah Kolar and Mark Mallory.

Deb has quite often been the calming voice of reason when discussions get spirited at Board meetings. She has always been one of the first to volunteer for important jobs that need to be done, from Registrar to fill-in Secretary. Her opinion is always highly regarded and valued, and we're glad that she'll still be around to help and she's just stepping aside to give someone else a chance.

We managed to convince Mark to be our Treasurer two years ago, and he's performed the job with distinction ever since. We've been fortunate to have his help, and it turns out he'll be staying on a little while longer. Chris Leckenby was going to take over for Mark, but at least for the time being he's unable to serve. Mark has graciously agreed to stay on a while longer until we can find someone to assume the duties. Thanks Mark.

Our new Board member is Ron Gemeinhardt. Ron owns a beautiful Individual E90 sedan, and has become a regular at many club events over the last couple of years. It's nice to have a new face on the Board, and we welcome Ron.

I'm exceptionally happy that the rest of the Board is returning for another year. I'm also very happy to report that 2010 was hugely successful for our Chapter. Many of our driver schools were oversubscribed, and the autocross program was a solid success. We were able to dramatically reduce the deficits of the past couple of years, when the poor economy resulted in reduced attendance at many of our events. The success of our chapter is due to the hard work of a core group of folks who volunteer a huge amount of time so the rest of us can enjoy our cars in ways we wouldn't otherwise be able to. Thanks to everyone who helped us out last year!

2012 promises to be another great year for our club. You'll see a wide variety of driving and social events from which to choose, so come out and join us. We're particularly excited about some possible new events

in the pipeline. I don't want to be too specific until they're finalized, but stay tuned!

I'd like to mention the Chapter's charitable activities, something every member should be proud of. I'm personally very gratified that we can find ways to give something back to our community by leveraging our passion for cars and driving. I know the rest of the Board feels this way, too.

Each year, we make a donation to the Westlake School in Westfield. Westlake is a remarkable place where multiply-disabled children are given skills to help them cope with the challenges of life. This year, we'll make the biggest contribution in years, thanks to the generosity of participants in the auction during our June Thunderbolt event who bid on cool stuff that resulted in \$3,750 in direct donations from individuals. We're hoping our total donation will be \$10,000 for 2011. There are a few last minute maneuvers going on to reach this number, and the donation including member gifts will be at least \$9,000. Thanks to our Race Sponsors JMK BMW, Bloomfield BMW, and Plymouth Rock Insurance for making it possible. Thanks also to BMW NA and Bill Cobb for providing items for auction.

Our other major service to the community is the TireRack Street Survival School. This fantastic program teaches young drivers valuable skills that they need to become safer drivers. It's a "learn by doing" program that features lots of time behind the wheel. Students perform exercises that simulate emergency braking and lane change, and they spend time on a skidpad where they learn how a car loses control and what it takes to regain it. I hope we can hold two Street Survival sessions this year. Please let us know if you find a big unobstructed parking lot whose owner might let us use it.

Finally, I'd like your help in expanding our membership this year. Let your friends know that membership in our club includes many benefits, not the least of which are a hefty rebate from BMW when you buy a new car and the greatest car magazine you'll find anywhere, plus all the local activities!

Thanks again to all the volunteers who made 2011 a huge success, and here's to another great season in 2012! Until next month, keep the cones standing!

2011 Championship Series

Place	Name	Points*
1	Douglas Feigel	57
2	Doug Finley	57
3	Chris Leckenby	54
4	Mark Mallory	40
4	Mark Wiercinski	40
5	Elihu Savad	39
6	Scott Parthum	38
7	Ron Gemeinhardt	35
8	Christopher Graff	32
9	Nick Mateescu	31
10	Edward Hansen	28
10	David Ngo	28

* Winner determined by most 1st place finishes.

Autocross Winners

Our 5-event autocross season has given us 8 winners of the coveted autocross award plaque. Each winner has won 4 or more top finishes for the season. The winners place their little metal plaques from each event on these handsome wood plaques for display.

The winners are:

Doug Feigel
 Doug Finley
 Chris Leckenby
 Mark Wiercinski
 Scott Parthum
 Christopher Graff
 Marl Mallory
 Nick Mateescu



Results compiled by Elihu Savad



Philes' Forum

25 Years!!!

By Vic Lucariello



January, 1987. It surely seems like eons ago. It seems like only yesterday. It was the best of times ... it was the... Oh, never mind. Ronald Reagan was President of the United States and Jeff Davis was President of the New Jersey Chapter. The respective VPs were George H.W. Bush and Elihu Savad. [The national debt was, according to Wikipedia, a mere \$2 trillion, give or take ...] I don't recall whether Dr. Savad was yet known as our "Dr. of Autocrossing", but he was then, as now, the *padrino* of the highly-successful New Jersey Chapter Autocross Program.

The New Jersey Chapter Board of Directors comprised only six positions; the Member-at-Large slots were not added until later that year, and even then, initially I recall only two M-A-Ls, pesky interlopers that they were. The original Members-at-Large were Rod Scott and myself. Driver-school instructor Rod ran the Chapter Tool Box for something like 20 years. He also helped countless members [including me] with parts and parts advice for their 2002s. When I joined the 'CCA, Rod was the first Club person I got to know. Rod still comes out and instructs for us occasionally, and I hope we see more of him in 2012.

In January 1987, the Chapter's annual banquet was held at the Raritan Yacht Club on a bitter cold, icy night. I think it was the first Banquet Joanne and I attended. The Chapter employed multi-piece bands for entertainment in those days, but then, as now, someone always complained that the music was not to his or her taste. Because of the poor traveling conditions that night, it was decided that future Banquets should be held a bit later in the year, when the odds of better weather would be more favorable. Hence, the present late-February date of the Banquet. [You ARE signed up, aren't you?]

The only driver schools run by the NJ Chapter were at Lime Rock Park in Connecticut. We held three single-day events, each on a Friday, and each costing \$50. Unless you were an instructor, you were required to drive a BMW. Most of the instructors drove BMWs anyway. The two-day NJ Chapter driver school, brainchild of future Driver School Chairman Bill Koptis, was yet to be conceived.

The schools filled so quickly that students needed to ensure their applications [to be submitted via U.S mail only] were postmarked on the day that registration opened. Even so, sometimes a "first-day applicant" found himself or herself on the wait list. One also needed to make a reservation at the Sharon Motor Lodge well in advance in order to get a room. Indeed, it was rumored that the owner tended to overbook, and that late event-eve arrivals were at risk of finding the joint full.

There was no event-eve Tech for the driver schools. When Bill Koptis and I instituted the practice a year or so later, it was at the Sharon. There was a little carport where we could get a car out of the weather. Getting cars out of the dark was not so easy. One night we worked on instructor Tex Meltzer's 1600, which he thought had a bad starter motor. Turned out to be simply a bad ground on the starter. Tex was pleased!

Speaking of Tex, unfortunately not many of our driver-school instructors from that day are still regularly participating. Three that are: Walt Corwin, Andy Korinis, and Tex. Walt was my very first instructor the previous season while Andy was the one to sign me off to drive solo, something he probably regrets to this day. It was folks like Walt and Andy, as well as Tex, Trip Lee, and Rod, who inspired me to get involved in our Chapter and our driver-school program and become a tech worker and instructor.

Speaking of inspiration and the aforementioned Dr. Savad, it was he, or more precisely, his *Fool Injection* column in the *New Jersey Bulletin*, who inspired me to contribute to our newsletter. *Fool Injection*, which used to run regularly in the *Bulletin*, and still appears occasionally when we are lucky, is an always-witty take on various technical topics. Look to the right and you will see what I mean. →

The original concept of [Bimmer]Philes' Forum was that it be a

question-and-answer format similar to the Technical Correspondence section of *Roundel*. I intended to address only one or two questions per month, and hence have the space to provide more detailed answers than could the multi-question format of *Roundel*. Things did not work out quite that way, and many columns addressed problems and questions that arose in my own shop. In other words, the columns proffered answers to questions that nobody asked! The AI Gore-invented Internet and the proliferation of email and technical websites, where one can get almost instant answers - some even correct - kind of made the original concept of *Philes'* passé. One of the original goals of *Philes'*, however, still remains: I hope to get folks working on their own cars.



Original Bimmerphile Paul Kujawski

The first full installment of *Philes'* appeared in February, 1987. That one was true to the original concept, and addressed questions on valve adjustment and oil-filter removal posed by then-colleague Paul Kujawski regarding his 1980 320i. Paul reports that he still has his 320i, which he purchased new.

Here is the very first *Philes'* Forum tech tip, which appeared in the introductory column in January, 1987:

This month's tip involves an item we stumbled upon at Force Machinery on Route 22 westbound (near R&S) in Union. Many times, while trying to clean a hopelessly skungy brake-backing plate or remove layers of baked-on brake dust, we have wished for a toothbrush with harder bristles. Well, we found such brushes at Force. These brushes are available for \$1.15 with either stainless or brass bristles, and we have found countless ways to use them around the shop (use the BRASS bristles on your alloys!).

Note that, sadly, both Force and R&S Auto are gone from Union. Nowadays I get the brushes at Home Depot or at the Englishtown Swap Meet.

So that is it for the 25th-anniversary *Philes' Forum*. I hope you have enjoyed the columns as much as I enjoy writing them. And I thank you for the occasional feedback and contributions. But most of all, thanks to Elihu, Rod, Walt, Andy, Tex and Trip! Bill Koptis, too.

That's all for now Bimmerphiles, see you next time!

Anyone wishing to contribute to *Philes' Forum* can 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.

Copyright 2011; V.M. Lucariello, P.E.





By Elihu Savad

when the TPMS is not working, the VSA cannot be turned off. Also, it is a brand new car, and it would be nice if everything, including this, worked.

Deflated by TPMS

I have a 2012 Honda Accord, for which I recently bought snow tires from Tire Rack. I usually get mounted snows for each of my cars, not just because they help your car stop, go and turn better on ice and snow, but most of the time it doesn't snow at all after I put them on the car. Even better; yes I know, you're welcome.

The car comes with a system that has been mandated in the U.S. as standard equipment since 2007, the TPMS, tire pressure monitoring system. It indicates if your tires lose air pressure, and I know mine works, because I picked up 2 nails in my tires before I had a chance to refill the tank, and the TPMS system caught it early. After installing the winter tires and wheels, which I purchased with TPMS sensors, my TPMS system indicator light came on and stayed on. My research into this issue has only begun, but it seems that lots of people have been experiencing this. If you have a new car purchased since 2007, and you have changed wheels or sensors, you may have experienced the same problem.

It seems that the new sensors must be "initialized" with the appropriate device, namely the one Honda dealers have, or the system shuts down. The sensors have their own codes, and these must be installed in the ECU, which only holds one set of codes at a time, which means that the process must be done each time the wheels are switched. One of the reasons for getting a second set of wheels was to avoid the expense of switching snow tires on and off the rims. This dealer TPMS system reset would cost around \$125 twice a year, so there go your savings. Also, the sensors in each wheel have a battery, with an estimated 5-6 year life, so there may soon be a wave of unhappy car owners faced with costs of sensor replacement.

The TPMS system indicator shows that the system is not functioning, not that your tires are leaking. I got along fine most of my life by inspecting my tires and occasionally using a pressure gauge. It seems I could get along fine without it, but the big yellow indicator light is hard to ignore. In addition, another system function is tied into the TPMS. The VSA, vehicle stability assist, helps prevent loss of control by limiting wheelspin and cutting back the throttle. The VSA can normally be turned off, like when you are stuck in mud or want to go racing, but

There is little standardization of this across the industry. I cannot understand why the codes must be different. These are not security devices or door locks. A car only uses 4 tires at a time. If you wanted to put on snows or racing tires, it would be convenient if they all used the same code. Some ECUs are teach & learn, in that each sensor can be read by the computer if the tire is deflated and re-inflated with the ignition on. I don't think my Honda is one of those, requiring the dealer scan tool. There is a tool, the ATEQ tpms quick-set, which may be right for this job, and at \$150, more likely for DIY. I am reluctant, however, to plug anything into my OBD II port, that could affect critical systems, or even the warranty.

In the meantime, the Honda service tech, as well as Tire Rack and my own mechanic advised placing a small piece of tape over the offending light until Spring, when I can put the original wheels and sensors back on, and the system should work again..... I think.

I am so glad that our government takes such good care of us that we have to deal with distractions like this. It reminds me of the brake pad lining light on my E30 dash, that kept blinking on and off, due to some short in the system. I check my brake lining every time the wheels are off, and the indicator is overkill. I removed the bulb from the instrument cluster. Now if the government would mandate a standard TPMS sensor so this system would work with wheel swaps without constant infusions of money, that would be nice. It would also be nice if they could keep DUI repeat offenders from getting back behind the wheel.

In the meantime, I will continue my research into this problem. I have installed the recommended piece of tape and it works just fine. If you want to try this DIY approach, I have provided a kit below; just cut out and apply.



Initial Ramblings

By JT Burkard

Barrett Jackson Auction and Beyond

This year's annual Vegas trip was a little different. First, we went out in late September, not our usual June-August timing of Hell like heat, it was only in the mid 90's. Second, we had planned on attending the Barrett Jackson Auction located in the convention center and arena at Mandalay Bay. Three days of high-priced cars, high-rollers, and their higher priced women. This was an awesome show with a huge vendor area, well over 1,000 cars on consignment, and a manufacturers midway where you can take test drives in either a Chevy, Ford, or Porsche. Being the German car lover I am, I skipped right past the two American icons and got in line for the Porsche experience.

A local dealership provided a couple Caymans and 911s for us to flog on their closed course, which was more like an autocross set up with cones making the way. After about 30 minutes of waiting I was coming up next. Part of me wanted to try out the Cayman as I have driven a few 911s in the past at my work, so I wanted to try out Porsches newest addition to their line up. When it was my turn, the guy running the show said "you have the 911s" - Who am I to argue? 911s it is. I was a little disappointed to see a Tiptronic transmission but hey, I am not buying it, just taking it for a spin. As I was getting oriented in the car, I asked the representative if I needed to paddle shift and do I have to be easy on it. The guy said, no shifting, we'll leave it in auto but drive it like you stole it. My kinda guy. When he said go, I mashed the throttle and all of my autocross experience came into play (yes, the one time I autocrossed). I know these rear-engined things can get out from under you if you take your foot out of the throttle all together in corners so I made sure it stayed put. Man, I thought I was FLYING around the

corners. I really felt like I was the fastest driver out there, at least in the time that I was standing in line.

After I did my second lap, it was time for the rep to take over and show me what the car can do. I thought to myself, sure, he has been doing this over and over for a couple days and knows the course and car better than I do but how much faster can he go? WOW, like night and day. Drifting into the corners, and going balls to the wall. I looked like a snail to this guy's bullet-like speed. When we got back, my adrenaline was pumping so much my hands were shaking and a huge smile was plastered to my face. I asked Sandy "So, did I look fast?" - She said "The other guy was much faster... but you looked good". I could tell she was just humoring me. I probably sucked. No matter, throwing a used 911 around a bunch of cones was the highlight of the trip anyway. But the fun didn't stop there.

Thursday night, we somehow worked our way down to the auction floor. This is reserved for bidders only. Maybe my reputation preceded me and the security guy gladly allowed me to slip by, or maybe he just wasn't paying attention. Probably the latter. Sandy selected a row of seats 7 from the stage. As we were sitting there I noticed we were in the reserved seats for Anthony Michael, the Bassist for Van Halen. Being a Bassist myself, this was very cool. Too bad he never showed up. We did manage to get our faces on TV for a couple minutes when the guy two rows in front of us bought a car. We were in the background but clearly visible. Unfortunately, there were NO BMW's at the auction. A few Mercedes SL's, lots of vintage VW's, a Porsche, but no Bimmers. Very disappointing. (Continued on Page 6)

Finish Lines

By Thom Rossi

For a car guy, an empty workshop is the equivalent of idle hands - it is the Devil's plaything. You walk into it and look around and what do you see: new projects waiting to happen.

And that's pretty much my excuse for why I left Mrs. R standing on a dark country lane a few nights ago, fending off a coyote, while she made sure nobody crashed into the Audi I had left stranded there balanced on three wheels.

My empty and organized garage gave me an opportunity to get a jumpstart on changing the snow tires on little Miss R's Audi A4 in anticipation of her return home from college for the long weekend. With the car up on the lift and the brake rotors exposed, I noticed that they were very well used and decided this would be the ideal time to replace them. This, of course, necessitated taking off the calipers. Judging by the condition of the rotors, I'd say they had never been replaced in the 113k miles and 10 years since the car's original rotors were installed at the factory. The rear calipers are held in place with allen-head bolts. They were TIGHT. Even dousing them with liquid wrench didn't seem to help. To make matters worse, the top-most bolt on the mounting bracket was difficult to reach. Naturally, this all added up to stripping a bolt-head. Ughh. What to do? There wasn't enough room to try an easy out or vice grips. But what I could do was take an old allen wrench, and weld it to the bolt head. This is a trick I learned from Bob Conway who helped me remove a stripped oil drain plug with this exact method a number of years ago. After imagining all the ways this could lead to disaster I placed a fire extinguisher nearby, disconnected the car battery, and suited up for some welding. Presto-whamo, sure enough, I was able to get the allen wrench welded to the bolt head and then remove the bolt.

With new rotors in place and a replacement bolt installed, it was time to put the snow tires on at last. The odd thing about the snow tires for the Audi is that the steel wheels are a bit tricky to use. They aren't quite as thick as the alloy wheels, so the stock lug bolts protrude about a millimeter too far behind the hub and end up rubbing against the spindle on the front suspension. Last year I solved that problem by adding an 8 mm spacer between the wheel and hub. But that wasn't totally satisfactory to me because I felt I really would have preferred to get a bit more penetration of the lug bolts into the hub. The longer lug bolts that came with the spacers were way too long. This year I decided to try a different set up and double up on the spacers while switching to the longer bolts. OK. I already know that Vic Lucariello is

reading this and shaking his head in dismay. He's probably just crossed me off the tech inspection crew list for next year. But I just wanted to try it, even though the double thick spacers really wouldn't keep the wheels hub-centric.

In fairness to me, there's a reason that mechanics take their work out for a test drive. I bedded in the pads on the new rotors and went over some rough road surfaces, while sawing back and forth on the wheel. About two miles from home I heard the noise. I understood immediately that the mounting scheme I tried for the front wheels didn't work. I was hoping I could limp it home before a wheel fell off. Nope.

At least I had remembered to bring my cell phone with me. I called home and alerted Mrs. R to my location and my predicament and asked her to come meet me. This is not the kind of request that meets with an enthusiastic and unquestioning response in our house. That's mostly because of differing perspectives. I viewed this set back as nothing more than an inconvenience. Mrs. R, on the other hand, and not without some justification I must admit, viewed this as evidence that my shade tree mechanical abilities are not entirely trustworthy.

Nonetheless, Mrs. R agreed to wait with the stranded Audi while I shuttled back home to get a jack, some tools, and a flashlight. Her job was to direct traffic around the car in my absence. Just as I was preparing to drive away she began knocking and scratching on the passenger side window of her Lexus demanding that I let her back in the car because a very large German shepherd was taking an interest in her. Unfortunately, I couldn't find the unlock button in the dark, despite Mrs. R's (very) explicit directions. Fortunately, the dog was friendlier than he looked and Mrs. R survived unbiten (though I did not).

A few minutes later as I was returning with my truck and tools I saw a coyote run across the road and into the woods about 100 yards from where the Audi was stranded. I'm not kidding. Our township is populated with them. Even I was starting to feel sorry for Mrs. R now.

Ultimately, we did manage to get the wheel put back on the car and make it the rest of the way home. I also decided to replace the 8mm spacers with 5mm ones, and that made everything fit just right.

Now I'm back to having an empty workshop - all those tools and parts waiting for a use. Hmmm... what to do. What to do.

Initial Ramblings (Continued from Page 5)

So to quench our thirst for a BMW, we rented a Z4 a few days later from Dream Car Rentals. This, of course, was for our road trip back out to the Lil'A'Le'Inn in lovely Rachael NV, just over the mountain from the famed Area 51. Thankfully, this car had a manual transmission so we were going to get the full sports car experience. Sandy loves the Z4 so she drove the 2.5 hours out to the land of UFOs. We stopped at the infamous black mailbox (painted white, go figure) and I took a couple pictures of the box, the baron land, and the Z. I kept hearing a very high-powered jet plane flying overhead so I started to scan the sky. I didn't see a thing. Then it sounded like it was starting off to the left of us, then in front, to the right, and then to the rear of us, all in a matter of a couple minutes. Now, the mountain ranges are anywhere from 5500ft to around 8,000ft. It is real easy for sound to bounce off the sides of the mountain so maybe it was just that. But then we heard what sounded like the throttle of a plane taking off and again within a couple minutes, this plane circled around us, seemingly at only 2,000ft above the desert floor by how loud it sounded, but no trace of this plane what so ever. No, the sound wasn't bouncing from behind the range. Something odd is happening. Did the US military develop of cloaking device? Area 51 is known for developing some very technically advanced and classified things in the past but had they really made an invisible fighter? There was NOTHING out there, yet you could hear it clear as day.

A couple from London, England showed up (strange the people you

meet in the middle of a desert) and they were looking around trying to see the plane that just wasn't there as well. We later met up with them at the Inn and sure enough, they asked us if we had seen a plane. Sandy and I both said we could hear it but couldn't find it in the sky. One of the people at the Inn said that's been going on for a while out there. No one knows what to make of it. Weird...

That's about the space I have for this month but to tease you, this story will continue in length on my blog listed below. Check it out because the story continues with ladies of the evening at Treasure Island, Pawn Stars pawn shop visit, a couple with a Z3, a poolside partying Physicist from Wisconsin, me trying to win a Tesla, spotting J. Lo at club Pure, and a 32oz prime rib for dinner. If this doesn't get you to check it out, nothing will.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

Joy Blazes Its Own Trails

Incredible to behold as they are to drive.

JMK BMW

jmkBMW.com
1.888.356.5269



Visit our new state-of-the-art facility and experience the same great savings you've always received from JMK BMW. **Ask us about our European Delivery Program.**

JMK BMW

Isn't It Time? • A Family Tradition Since 1965

391 Route 22 East, Springfield NJ

1.888.356.5269

jmkBMW.com

See our specials at
JMKBMWspecials.com



NJ Chapter Board Meeting Minutes

September 14, 2011

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

President

Larry Engel called the meeting to order at 7:20 PM at Alphonso's in Somerville. Jeff White moved to waive the reading of the minutes from the August meeting and Doug Feigel seconded (carried unanimously). Larry mentioned that it was the time of the year for members to step forward to be nominated for Board positions. He likes working with the current board but would welcome new members should anyone decide to step down. Colin will send a notice to Jerry to publish in the newsletter. Larry was open to recommendations from board members for potential candidates from the general membership. There was no news from Linda Axelsson regarding O'Fest 2012. National is still mulling over where O'Fest will be held. Larry will let the board know when he gets a decision from National. Larry asked about posting an event for the Make-A-Wish Foundation on the website. Approval was given with the proviso that it be listed as a non-club event. Larry handed out a data sheet regarding the last e-mail blast in which 2,182 messages were sent.

Vice-President

Larry reported that Paul had arranged the next membership meeting for September 21st at the DCC, with Stable Energies and several members of the Driving Events committee. The October 19th meeting will be at Flemington BMW, with a program under development. Vic asked if there is going to be a tech session, as he would need to know ASAP. Doug will check with Flemington about the meeting. The Nov/

Dec meeting will be the Pinewood Derby and Board elections in early December at the DCC. There are several meetings in the works for 2012 including programs by Klaus Schnitzer and by the NJ State Police, and a meeting at Park Ave BMW. Paul will finalize dates and times.

Treasurer

Mark distributed an income & expense report and balance sheet. He reported there was not a big change since last month and was relying on Jeff to provide expense information regarding driver schools. Mark was not sure if we would be able to use the credits from Autocrosses that were canceled and rescheduled. Mark is working with Doug on getting the Autocross trailer registered in the club's name. They are waiting for forms and info from the MVC.

Social Events

Larry is going to contact Al regarding the banquet for 2012.

Newsletter

Jerry will include a nomination blurb in the upcoming newsletter. The deadline for the next newsletter is this weekend. Based on the increasing number of ads, we may go to 16 page issues. This is at Jerry's discretion on a month-by-month basis.

Website

Colin was waiting for the web banner from Park Ave BMW, which will be sent to Doug first. Colin reported that he deactivated a user account on the website, as being a suspected spammer.

Business Manager

Doug reported that Park Ave BMW is now a new sponsor and is paid in full. Doug stated that NJ State law requires new car dealers of the same brand to be 12 miles apart, hence the lack of MINI dealers in NJ.

Driving Events

Jeff reported there were several last minute cancellations, which left us with only 41 students for the Shenandoah school. He surmised that

the school might cost the club \$2,000 to \$2,200. Jeff had also expressed concern as to whether the club may be responsible for repairs to the facility from an on-track incident there. He'll let the board know when he hears from BSR. Jeff stated that the October Intro School is full and is receiving 2-3 registrations per day.

Autocross

Elihu reported that when an Autocross is cancelled our insurance coverage is also cancelled, and when Mr. John is delivered we are still responsible for it. He was trying to see if he could get coverage through the club's insurance carrier just for that, but so far to no avail. Neil had suggested contacting Johnny on the Spot to see what kind of coverage they offer. The next two Autocrosses are September 18 and October 23. Jon Trudel is organizing the Whack Your Turkey Rally. Mark will contact him regarding the status, and ask him to prepare an article for the newsletter and the website.

Membership

Neil reported that National has finally sent new member info, and he will work on getting new member letters out in the next few weeks.

Old Business

Vic reported that he found and ordered a brake fluid tester, as authorized by the club, for about \$100 less than allocated.

New Business

Doug reported having received a request for a fundraising donation from a high school football team. The Board felt that it was not within the club's policy to make a donation of this type.

The next meeting was set for October 12th at Alphonso's. Doug moved to adjourn the meeting and Ross seconded (carried unanimously).

Respectfully submitted,
Neil Gambony, New Member Chairman

October 14, 2011

Board members present: Larry Engel, Mark Mallory, Jeff White, Ross Karlin, Doug Feigel, Jerry Faber, Paul Ngai and Deb Kolar. Board members absent: Dave Allaway, Jamie Kavalieros, Colin Vozeh and Al Drugos. Others present: Vic Lucariello, Neil Gambony, Brian Morgan, Warren Brown, Ron Gemeinhardt, Bruce Mackie, Chris Leckenby and Ron Acher.

President

Larry Engel called the meeting to order at 7:35 PM at Alphonso's in Somerville. Jeff White moved to waive the reading of the minutes from the September meeting and Doug Feigel seconded (carried with one abstention). Larry welcomed the new attendees. The location for O'Fest 2012 is still undecided. Linda Axelsson is no longer with the BMW CCA, as confirmed by Steven Schlossman. Larry updated Steven on the NJ Chapter concerns regarding conducting O'Fest driver schools. In the event that we are asked to run the driving schools, we will need written confirmation that National agrees to abide by NJ Chapter driving school rules and procedures.

Vice-President

Paul reported that the Deutscher Club (DCC) has moved us from the larger upstairs room to a smaller one. He will find out if the large room is available on another night or if we have to find another venue. The October 19th meeting will be at Flemington BMW, with a facility tour and a "victims' cars" tech session on up to four lifts. They will provide food and a raffle prize, and also asked if it would be permissible to make a video of the event. Paul said yes. Larry asked Paul to confirm the schedule to make sure there is adequate time for the tech session. The Pinewood Derby and Board elections will take place at the combined November/December meeting, Tuesday, December 6th, at the DCC. The January 25th meeting will feature Klaus Schnitzer at Unique Photo. February is still open, and may be at Park Avenue BMW. Doug will contact Park Ave to see what kind of program they could do. Warren suggested track preparation for the upcoming 2012 season. For March, in lieu of a Wednesday night meeting, Paul proposed a tour of the BMW Vehicle Distribution Center (VDC), tentatively set for Saturday, March 24. The center can accommodate 100 or more attendees. We anticipate this being very popular and may want

to request that members RSVP. Ross volunteered to arrange for Police to present at a future meeting and Vic requested they bring a breathalyzer.

Treasurer

Mark distributed an income & expense report and balance sheet. He is not expecting any additional large expenses this year. There will be the expected newsletter costs. Some of the advertising income is for next year. Larry asked if the those monies could be broken out and Mark will do this by the next meeting. We may get credits going into next year for cancelled Autocrosses. The Westlake donation will be addressed at the November Board meeting. We have already delivered approximately \$3700 in checks from individuals to Westlake.

Social Events

There is no firm plan for a banquet, which is traditionally in late February. A tentative date of February 25 was discussed. Al is not available right now. Cost and location are potential issues and we may want to pursue sponsorship. Colin has volunteered to create a video to show at the banquet. Jerry suggested that we have a speaker, perhaps a comedian. It was noted that Colin's on-line videos are really funny.

Newsletter

The deadline for the November/December newsletter is November 11. The software Jerry uses is having a promotion to upgrade for \$300, a good deal. Ron congratulated Jerry on the great job he does with the Bulletin.

Website

No report.

Business Manager

Doug is awaiting the Corp Code required to register the trailer. He gave the chapter phone number as the contact for the State of New Jersey. Doug graciously donated his brand-new, unread copy of the Bulletin to Ron who would like to show it to a potential sponsor.

Driving Events

Jeff reported that the Intro School is full, with a waitlist. There will be about 44 first-time students. High Point's new name is Plymouth Rock and they will be sponsoring the Intro School, with their logo on the event shirts. Jeff has requested 2012 driving school dates which mimic this year's schedule. MotorsportReg.com has worked well this

year and we plan to continue it next year. We are awaiting monies from National for both the 2011's Instructor Training School (ITS) and the Instructors Seminar. There are also outstanding sponsorship dollars from the Thunderbolt event. Shenandoah is expected to show a loss of approximately \$1600. The Intro School should be profitable and drivers schools, overall, should show a profit. We did not get charged for the damage at Summit Point. There is a regional Driving Events meeting in November that may result in expenses for gas and tolls to Albany. Doug requested transport for some comes to NJMP and Ross and Larry volunteered to help. There is also a need to transport the full face helmets that Jamie has. Renewed activity was reported regarding the start-up of Alpine Motorsports Club in Saylorsburg, PA. It is anticipated that clubs will be allowed at least limited use.

Autocross

The final Autocross of the 2011 season is October 23rd in Bridgewater. The Whack Your Turkey Rally is set for Sunday, November 20. Jon Trudel and Ron Gemeinhardt are rally masters. They need to get a permit to use Duke Island Park as the starting location.

Secretary

Nominations for the 2012 Board must be sent in writing (or via email) to David Allaway prior to the November board meeting. Larry, Paul and Doug have provided their intentions to run for their current positions. Chris Leckenby will run for Treasurer.

Membership

Neil is working on the new member letters. Larry reported that we are just under 2500 members.

Old Business

Vic reported that the brake fluid tester works as advertised.

New Business

Larry asked all board members to bring a wish-list for 2012 purchases to the next meeting. We need to ask Ken to provide the same for the chapter toolbox. The next meeting will be November 9th at Alphonso's. Jerry moved to adjourn the meeting and Doug seconded (carried unanimously).

Respectfully submitted,
Deborah Kolar Member-at-Large for David Allaway Secretary

November 9, 2011

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

President

Larry Engel called the meeting to order at 7:32 PM at Alphonso's in Somerville. Jeff White moved to waive the reading of the minutes of the October meeting and Mark Mallory seconded (carried unanimously). Larry thanked everyone for a great year. The finances are in much better shape and we have new sponsors. Larry would now like to focus on building membership. Arnaud Laforge would like to get BMW of Tenafly on board as a sponsor. Doug will follow up. Larry reported on his weekend at the Hilton Head concours. Larry discussed with Erik Wensberg (former BMW M Brand Manager) the potential of the Oscar Davis Collection as a meeting venue.

Vice President

Paul Ngai reported that the Flemington BMW meeting was a success, with over 70 members in attendance. A video was posted on their Facebook page. Matt Russell, BMW M Brand Manager, was a last-minute speaker. Paul reported on planned meetings as follows: The election and Pinewood Derby will be 12/6 at 7pm. Wednesday 1/25 will be at 7pm at Unique Photo with Klaus Schnitzer as speaker. It was noted that the large room is available at Deutscher Club of Clark (DCC) on Tuesdays and Thursdays. We agreed on Tuesday 2/21 at 7:30pm at DCC, topic TBD (possibly Union Police, Ross to arrange). Saturday 3/24 will be at the BMW Vehicle Distribution Center (VDC), as a tour with limited attendance and pre-registration required, starting at 9am (approx. 8-8:30 check-in) and go until about noon. Wednesday 4/18 at 6:30pm at Park Avenue BMW. May is TBD, possibly at DCC with a guest speaker, or DeSimone BMW (Mt. Laurel) with a GrandAm speaker. June at BMW NA.

Treasurer

Mark distributed an income & expense report and balance sheet. He

reported there we have \$1000 in rental fees that will carry over into 2012. Remaining expenses are the Nov/Dec newsletter and the DCC meeting. We expect a net positive income. Some unpaid invoices have gone out. Two more payments are expected from National. National reimbursements requested include the Instructor Seminar and Instructor Training. There was a discussion on next year's deposits for NJMP and Summit Point.

Secretary

Nominations held for new business (see below).

Social Events

No report. It was agreed that the Board will give the Social Events Chair full authority over the banquet venue.

Newsletter

Larry reported that Jerry wishes to spend \$900 on a new computer. The newsletter deadline is this week.

Website

No report.

Business Manager

Doug has a new NJ Corporate Code for the club, and obtained a registration and license plate for the trailer today. Existing sponsors are due for renewal and new sponsors are being worked on. There was a discussion on the status of various sponsors, including advertising options. Vic Lucariello suggested a tech session, and Paul suggested Shade Tree as a possibility. Doug reported that Ken Hershkovitz no longer wishes to be in charge of the Chapter Toolbox. Doug is following up with potential members to take this over. Larry will check with National on whether we are required to maintain a phone line, with discussion tabled for a future meeting.

Driving Events

Jeff distributed a detailed list of income and expenses for each 2011 event. Net profit for all 2011 schools and races was \$14,681. Jeff indicated that he had tentative dates, to be announced (subject to signed contracts), for all 2102 events. Jeff noted that we will continue to use MotorsportReg. Ross reported that the Northeast Driving Events Conference is in Albany this weekend, and we will have a contingent of

attendees.

Autocross

Elihu reported that there were five good autocross events this year, and they were profitable. Jeff reported that BMW NA has requested a list of models and dates for school and autocross participants. Doug also noted a BMW NA request for detailed photos, including engine compartment, of a stock 1986 325e and 1988 325.

Membership

Neil reported that he sent out 123 new member letters last month, and that there had been a backlog due to a database change at National.

Social Media

Deb reported that Facebook membership continues to grow.

Old Business

Discussion of the purchase wish-list was tabled until January.

New Business

Dave Allaway reported on nominations as follows. President: Larry Engel, VP: Paul Ngai, Treasurer: Chris Leckenby, Secretary: Dave Allaway, Driving Events Chair: Neil Gambony, Social Events Chair: Al Drugos, Members-at-Large: Doug Feigel and Ron Gemeinhardt. Jeff moved to close the nominations and Ross seconded (carried unanimously). There was a discussion on the Westlake School donation, which was settled at \$6,010 (plus \$3,990 in previous sponsor and direct contributions not recorded as NJ BMW CCA income), and contingent on receipt of expected reimbursements from National. Dave so moved and Ross seconded (carried unanimously). The next meeting was set for 1/11/12 at Alphonso's. Vic asked that Mark and Deb be thanked for their contributions to the Board during 2012. Ross moved to adjourn the meeting at 9:38pm and Deb seconded (carried unanimously).

Respectfully submitted,
David Allaway, Secretary



eurosport
OF WESTFIELD

- Complete BMW Service Capability
- TireRack Recommended Installer
- 50 Years Combined BMW Tech Experience
- Jeff Machos, Master Tech, On Staff

*Please ask for your 10% BMW CCA parts discount at time of service estimate.
(Not combined with other offers.)*

Now Offering **FREE** Pre Purchase Inspection
Please call for details.

459 North Avenue East
Westfield, New Jersey 07090
(908) 654-5228

Do it yourself and save!

In Fast Times, our free, tech newsletter, we show you – step by step – how to repair and maintain your BMW or MINI. You can save hundreds, if not thousands of dollars on labor. Buy your parts from us and save even more (best price guarantee, free shipping, no sales tax, etc.).

BAVARIAN
autosport

BMW parts, accessories & knowledge since 1974 – MINI since 2002.

www.BavAuto.com • 800.535.2002

Browse every issue since 2003 at
www.BavAuto.com/newsletter.

SINCE 1978

STABLE ENERGIES

THINK FAST... BE SAFE

PH. 973-773-3177 WWW.STABLEENERGIES.COM 175 PASSAIC ST. GARFIELD, NJ 07026

MOTORSPORT PERFORMANCE AND SAFETY EQUIPMENT

BELL HANS PAGID RECARO RSS Safety Devices sparco SCHROTH RACING

BRAKE PARTS

SEE OUR WEBSITE FOR OUR ENTIRE PRODUCT LINEUP!

SCHROTH CLUBMAN SFI & FIA 6 POINT HARNESS ONLY \$199

CTEK SMART CHARGERS ONLY \$69.99

PROSPEED RS683 EXTREME PERFORMANCE BRAKE FLUID ONLY \$39.95

SAFETY EQUIPMENT ROLL BARS & CAGES

\$50 OFF HANS SPORT

STABLE ENERGIES Gift Card

STABLE ENERGIES GIFT CARDS NOW AVAILABLE

Now CARRYING A WIDE VARIETY OF sparco APPAREL

WE HAVE OVER 20 DIFFERENT STYLES OF SEATS, HELMETS, SHOES, GLOVES AND SUITS TO TEST DRIVE!

NJ CHAPTER CALENDAR

January 2012

Wednesday, January 25th

Our January meeting will be at Unique Photo in Fairfield NJ (123 Rt 46W). Klaus Schnitzer - chief photographer for Roundel magazine will be our guest speaker. Klaus is a wonderful speaker and his slide shows are truly amazing with photos of BMWs all over the world. Please come out and join us. Meeting starts at 7:00pm.

February 2012

Tuesday, February 21st

Union Police will present at the Deutscher Club

in Clark NJ. Sgt. Robert Christie of the Union Police Department will talk about traffic safety and enforcement. Sgt. Christie heads the department's Traffic Division, and he will enlighten us about the latest technology being used to keep us safe and in fear of our licenses. He has promised not to check for outstanding warrants among the attendees.

Saturday, TBD

Annual NJ BMW CCA chapter banquet. Details to follow. Check club website for information.

March 2012

Saturday, March 24th

Meeting at the BMW Vehicle Distribution Center in Jersey City. Pre-registered members only. Details to follow.

April 2012

Wednesday, April 18th

Meeting at Park Avenue BMW. Stay tuned.

NJ BULLETIN STAFF

EDITOR Jerry Faber
jerryfaber@njbmwcca.org
TECH EDITOR Vic Lucariello
vic.sr@njbmwcca.org
BUSINESS MANAGER Douglas Feigel
douglasfeigel@njbmwcca.org

CHAPTER OFFICERS

PRESIDENT Larry Engel
larryengel@njbmwcca.org
VICE PRESIDENT Paul Ngai
pkngai@yahoo.com
DRIVING EVENTS Neil Gambony
neilgambony@njbmwcca.org
SOCIAL EVENTS Al Drugos
glaad1auto@netzero.net
TREASURER Mark Mallory
mmallory@att.com
SECRETARY David Allaway
david@allaway.us
WEBMASTER Colin Vozeh
colin@availabledark.com
MEMBER AT LARGE Douglas Feigel
douglasfeigel@njbmwcca.org
MEMBER AT LARGE Ron Gemeinhardt
MEMBER AT LARGE Jeff White
jwhite@njbmwcca.org
MEMBER AT LARGE Ross Karlin
rosskarlin@njbmwcca.org

CHAPTER TOOLBOX

ken@bimmertools.com
MEMBERSHIP
neilgambony@njbmwcca.org
DEALER LIASON
douglasfeigel@njbmwcca.org
LEGAL COUNSEL
brianm3racer@aol.com
CHAPTER LIBRARY
neilgambony@njbmwcca.org
TECH TIPS
vic.sr@njbmwcca.org

Ken Herskovitz

Neil Gambony

Douglas Feigel

Brian Corrigan

Neil Gambony

Vic Lucariello

DRIVER SCHOOL COMMITTEE

Chairman Jeff White
Chief Tech Advisor Vic Lucariello
Chief Instructor Barry Stevens
barrystevens@njbmwcca.org
Registrar Jamie Kavalieros
jimkavo@optonline.net
Member Neil Gambony
Member Warren Brown
Member Blake Smith

CLUB RACING COMMITTEE

Chairman Ross Karlin
Scrub David McIntyre
2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

AUTOCROSS COMMITTEE

Elihu Savad drautox@comcast.net
Brent Jerolomic autox@bjerols.com
Chris Graf frafff1@gmail.com
David Ngo dnto@commvault.com
Douglas Feigel douglas2499@gmail.com
Ed Walters edw@teamdfl.com
Ivan LeGrand ivanlegrand@gmail.com
Jim Kavalieros jimkavo@optonline.net
Larry Engel larryengel@njbmwcca.org
Mark Mallory mmallory@att.com
Mo Karamat manko@optonline.net
Robert Steele steele@whafh.com
Steve Pulvers sbpulvers@msn.com
Walter Baliko balticvid@msn.com

HOTLINE: 908-322-2758

<http://www.njbmwcca.org>

Deutscher Club (DC)



This newsletter is a publication of the New Jersey Chapter of the BMW CCA, Inc. and it remains its property. All information furnished herein is provided by the membership for members only. The Club is not associated with BMW of North America nor BMW A.G. and none of the information contained herein bears "Factory Approval" unless so noted. Ideas, suggestions, and all technical opinions are solely those of the authors, without authentication by nor liability to the Editors or the Officers of the Club. Modifications within the warranty period may void your warranty.

NEWSLETTER CONTRIBUTIONS

Contributions are both welcome and encouraged. Contact the *Bulletin* staff by mail or email. Please send your articles, photos, artwork, and ideas to: NJ Chapter Newsletter, BMW CCA, PO Box 2305, Westfield, NJ 07091-2305. Permission is hereby granted to copy any and all material contained herein for non-profitable applications provided that proper credit is given to the author and to The New Jersey Bulletin. Copyright 2012, New Jersey Chapter of the BMW Car Club of America, Inc. All rights reserved.

ADVERTISEMENT POLICIES

For information on advertising or for an advertising contract, please contact the Bulletin's business manager. Send advertising artwork to the Bulletin's PO Box or to the business manager's email address.

MEMBERSHIP MEETING INFORMATION

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 result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

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 New Jersey Chapter. Contact the National BMW CCA office for details.

Park Ave BMW Welcomes NJ Car Club Members



**Visit Our New
Service & Parts Center**

530 Huyler Street
South Hackensack
201-843-4999



Opened in May 2009, our Ultimate Service Center takes the experience of servicing your BMW to a new level. Doors open automatically as you drive your BMW into our temperature controlled service drive. Your service advisor meets you at your car where wireless technology allows your service advisor to remain with you at your car during the write up process. A few minutes later you're able to walk to your loaner car, waiting just feet away. Or if you're with us for a short visit, why not wait in one of our lounge areas and help yourself to our magazines, televisions and our Business Center equipped with computers, printers & WiFi, while helping yourself to light snacks in our cafe.

**NJ Car Club Members
Exclusive**

20% Off
BMW Parts

Member ID required.

**NJ Car Club Members
Exclusive**

\$99.95
Oil & Filter Change
Rotate & Balance Tires

Member ID required.

**Experience, Quality & Everyday Value
in the Heart of Bergen County**

ParkAveBMW.com

New Car Sales
210 Route 17 North
Maywood
201-843-7900

Internet Sales
250 W Passaic Street
Maywood
201-843-7901

OPEN ROAD COURTESY

20% Discount on Parts
to all **BMW Club Members**
Membership ID Required

SERVICE. SELECTION. SATISFACTION.

Our state-of-the-art BMW Centers provide
the **Ultimate Ownership Experience.**
See for yourself today.



The all-new 2011 BMW
335is Coupe



2010 BMW **650i Coupe**



2011 BMW **Z4 sDrive30i**



2010 BMW **135i Coupe**

Open Road BMW



732-985-4575



BMW of Morristown



973-455-0700



BMW of Roxbury



973-627-0700



1-800-OPEN-ROAD

OPENROAD.COM

BMW Ultimate Service = \$0 Cost Full Maintenance for 4 years or 50,000 mi. See bmwusa.com for full details on \$0 Maintenance. Certain exclusions may apply. Vehicles must be financed through BMW Financial Services NA, LLC. to qualified buyers. Credit may affect down pymt/APR/model/pymt. All cars sold cosmetically as is. Not responsible for typos or omissions. Photos for display purposes only. See dealer for all details.