



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

April 2012

<http://www.njbmwcca.org>

Volume 43 Number 4

## Presentation of NJ Chapter Donation to Westlake School



Left to Right: Elihu Savad (Dr. Autocross), Dr. Cathy Patla, Principal of the Westlake School, Robert Schoenemann, General Manager of JMK BMW, Doug Feigel, and Ross Karlin (DDS)

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# The Cone Catcher

By Larry Engel

A couple of months ago I wrote about the twenty-mile test loop I've developed to run my cars that would otherwise be sitting around the house collecting dust. This is for primarily the '91 325iX that my daughter drives when she's home on weekends. I thought it would also be a good way to compare other cars to the ones I prefer to drive on a regular basis. I've been trying to get my hands on a new F30 328i, but so far I've been unsuccessful. By all accounts this is a wonderful car, and many in the press seem to prefer it to the 335i, which is heavier in the front end and doesn't seem to have the handling balance of the 328i. I've always loved the BMW inline six, but I'm anxious to try the turbo four. You can't argue with BMW's ability to combine performance and economy with this engine, so maybe I'll have to change my thinking.

Despite not being able to try a F30, I was able to take two other cars on my test loop this month. The first was my brother-in-law's new Mustang. It's the six cylinder premium model, and it has a six speed stick. It's a pretty nice car, and with more than 300 horsepower it has a good amount of grunt. The shifter has short throws, but it doesn't have the mechanically connected feeling of BMW shifters. It didn't present any problems in operation, though. The clutch take-up wasn't the best, and it was a little difficult to determine where in the travel it was going to engage. The most noticeable thing under acceleration was the difference between the familiar (to BMW drivers) inline six and the V-6 in the Mustang. The Ford wasn't quite as smooth and willing to rev as the BMW sixes, but it had a nice raspy exhaust note to announce its' sporty intentions. The other thing I noticed was the very long gearing. At highway speeds, the engine was turning under two thousand RPM in sixth. Fuel economy must be great on trips.

The Mustang's handling was very nice during normal driving. The suspension had the appropriate combination of flat cornering and compliance over rough surfaces. This was the strong point of the car, and I was pleasantly surprised. The modern Mustang has very nice chassis balance, at least in normal driving. The same can't be said of the steering, which was too light and didn't have much feel. I later learned that the steering was adjustable, and a short follow-up drive with the steering in the "sport" mode was better, but still not up to the standard we're used to.

As far as fit and finish are concerned, the Mustang seemed well put together, but there was a lot of hard plastic in the interior. This is one of the most noticeable differences between premium cars and less expensive brands. While it doesn't affect performance, you can tell when a car maker has spent more money on interior materials.

My next door neighbor recently bought a new Jeep Grand Cherokee, and this was the other car I drove on my test loop. Having recently leased a new X3 myself, I was particularly interested in this comparison. First, the interior of the Jeep is beautiful. My neighbor's has leather seats that are the color of a baseball mitt, and there's matching stitching on the dash. Very classy. There's lots of wood grain, and although it's very shiny and plastic looking, the color adds to the rich ambience of the interior. The seats are firm. In fact, I'd almost call them hard. This was much unexpected, and the bolstering was not what I'm used to. I still think that BMW sport seats are among the best in the world. I haven't found any that match their combination of support and comfort.

The Jeep is bigger than the X3, but the ride is firm and well-controlled. It doesn't drive like a big car. Like the Mustang, I was very impressed with the firm yet compliant suspension. This car had twenty inch wheels. While they look great, you can really tell there's a lot of unsprung weight on this car. The suspension does a good job of controlling this mass, but it can't completely compensate. There's more impact harshness than there would be with smaller, lighter wheels.

The other thing that surprised me about the Jeep was the steering. It takes a whole lot of steering wheel input to get the car to turn, especially when compared to the quick ratios in BMWs. In my half hour drive, this is the one thing I had trouble getting used to. This was

particularly noticeable when making tight turns at slow speed, like turning into a driveway or parking space. I'm sure the slow steering serves this vehicle well when it goes off road, and its part of the Jeep DNA. I'm pretty sure my neighbor's Grand Cherokee will never be off road, like almost all the other ones they build. As much as the steering in our new X3 has lost some of the BMW magic, it's still much better than the units in either the Mustang or the Jeep.

I've driven three other cars recently, although not on my test loop. I rented a Dodge Avenger recently. It was white, which was an appropriate color for this refrigerator on wheels. I'm not sure what this thing is avenging, but it could be getting revenge for all the good engineers who've been fired by Chrysler over the years. It did the job, but it had no soul and was completely lifeless. The Toyota Corolla I'm driving this week while in Florida is much better. It's surprisingly comfortable and quiet for such a plebian piece, and the suspension is pretty good. Once again, I'm not a fan of the steering, and it has the typical front wheel drive feel to it. Torque steer is noticeable, but not objectionable.

I've been driving my mother-in-law's 2011 Cadillac CTS for the past few days, and it's a really nice car. I think it looks great, particularly in the light green-gray exterior and tan interior combination of her particular car. Fit and finish are excellent, and driving dynamics are worlds ahead of the Cadillac of old. It's smooth, solid, and handles well. Put a set of BMW sport seats and a stick in this puppy, and I'd be able to drive it on a regular basis. They actually offer it with a stick, and the CTS-V with the Corvette motor and firmer suspension has won over lots of fans. I'm happy GM is building some good cars these days.

Strong competition keeps everyone on their game and provides the car buyer with better product. As other brands catch up to BMW in terms of the driving experience, our favorite brand will have to get better and better. Judging by the early reviews of the new 3 Series, it looks like the folks in Munich are well aware of the competition. As a result, we'll be able to drive cars that are more efficient and more fun in the future. I hope a get a chance to drive a F30 soon. I'm looking forward to it. Until next month, keep the cones standing!

## Photos from Rolex 24 Hour Endurance Race

By Larry Engel





# Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! This month I have a tip for you long-neglected M3 owners.

I would very much like to receive a copy of your NJMVC inspection report. You can either email a scan of your report (preferred), or simply email the test data. (Include your name, too, if you want to be famous and be mentioned in *Philes' Forum*!) There is no need to send in reports of "passed" OBD II inspections [This is where they scan your car for fault codes.], as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

Recent submitters of tailpipe-test results are Chapter Business Manager and Tech worker Doug Feigel and Tech worker/erstwhile Chapter Activities VP Joanne Lucariello. In an interesting coincidence, both sent in results for 1986 325e E30s, both blue. Sheesh, I hope it's a coincidence ...

Literally as I was typing this month's *Philes'*, I received yet another inspection report, this one from our inveterate Dr. of Autocrossing, Elihu Savad. El reports that his 161,000-mile 1988 M3 failed its initial inspection at a NJMVC facility because of an alleged exhaust leak, which, according to the inspector, precluded the administration of the tailpipe-emissions test. Subsequent examination by Elihu could not locate said leak, and the M3 easily passed a retest at a private facility. Dr. Autox theorizes that perhaps the inspector mistook the relatively loud stock-M3 exhaust tone for a leaking exhaust. An exhaust leak can, by the way, cause erroneous emissions-test results.

In his email, Elihu characterized his experience as "some system". I hear ya, El!

Thanks to Doug, Elihu, and Joanne for their test results.

Speaking of E30 M3s [Some might suggest that there is no need to specify "E30" when referring to the iconic original M3.], of late I have been besieged with emails and phone messages, some threatening, all clamoring for some M3 content in *Philes' Forum*. So folks, hear ya go:

For many years, fuel-injected BMWs have had what is called a "main" or "DME" relay. On the E30s, as well as other models, the relay is

have written before, it is a good idea to carry a spare "main" relay, as it is usually the only one of its type fitted to the car. [So - you couldn't swap it with, say, the auxiliary-fan relay as a test or to get the car running.] Also, it is unlikely that your local parts store will have this relay on the shelf on a weekend.

Replacing the relay is probably one of the simplest jobs in all of Bimmerdom: Simply remove [ignition "OFF"] the relay from its socket and plug in the new one. Problem is: Where *is* the dang thing?

On six-cylinder E30s, the relay is easily accessible under the hood on the driver-side inner wheelhouse. See Photo #1, which depicts the "main" relay [shiny one] along with the fuel-pump and oxygen-sensor-heater relays on Joanne's '86 325e. These three musketeers are located under a black-plastic cover [Photo#2], right next to the power-steering reservoir. At least the cover was there when the car emigrated from *Der Deutschland*. If you look for the relays in the same spot on the M3, you may be saying, "Aramis, where ya at, bro?"



Photo #2 — Relay Cover



Photo #1 — Main Relay on E30

energized when the ignition is "ON", and it supplies power to the engine-control computer [DME] and to the fuel injectors. As you might expect, if the relay fails, you can experience a crank-no-start, or worse, the motor stopping without warning while you are driving. As I



Photo #3 — Main Relay location on E30 M3

(Continued on Page 6)



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# Annual Banquet

The 2012 Annual Banquet was held at the Grand Colonial in Perryville. We thank our sponsors who provided door prizes.

- Bavarian Autosport
- BMW of Mount Laurel
- Circle BMW
- JMK BMW
- NJ Motorsports Park
- Park Avenue BMW
- Shade Tree Garage
- Stable Energies



Ross Karlin prepares for new club driving event.



2011 Championship Champ Doug Feigel. Trophy presented by Neil Gambony and Larry Engel.

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## Grand-Am Corral at NJ Motorsport Park

May 12<sup>th</sup> and 13<sup>th</sup>

We're happy to announce a BMW corral at the Grand-Am Rolex and Continental Challenge weekend at NJ Motorsports Park on May 12<sup>th</sup> and 13<sup>th</sup>.

The Continental Challenge and Rolex Sports Car Series are tremendously competitive and exciting. BMW powered Rolex teams include Turner Motorsports and Target Chip Ganassi. The Continental Challenge series is chocked-full of BMWs and Mini Coopers. James Clay and his Bimmerworld 328s are among the top entries in the ST class, and Will Turner and his team run M3s in the GS class. Top drivers in the Rolex Series include Boris Said, David Donohue, Scott Pruett, Alex Gur-

ney, Max Angelelli, Patrick Dempsey, and many others.

Separate tickets are available for Saturday (when Continental Challenge is the featured race), and Sunday (when the Rolex Series is featured). Tickets include admission, special infield corral parking, a \$5 gift card redeemable at the track concession stands, and a 15 minute Karting session at the F1 Karting track at NJMP. We're also hoping to arrange garage tours of top BMW teams, which was a popular event last year.

For more complete information, check the schedule on our website or the NJMP website ([www.njmp.com](http://www.njmp.com)) and look for the special corral ticket packages for the Grand-Am weekend. Saturday corral tickets are \$35 and the Sunday package is \$45.

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## Board Meeting Minutes

By David Allaway

**February 8, 2012**

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

### President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Al Drugos moved to waive the reading of the minutes from the January meeting and Jeff White seconded (carried unanimously). Larry moved to appoint Ron Gemeinhardt as Treasurer, replacing Acting Treasurer Mark Mallory, and Neil Gambony seconded (carried unanimously). Larry requested candidates for Member-at-Large, to replace Ron Gemeinhardt. The appointment would be made at the March board meeting. Larry reported that we are set for a corral at the NJMP GrandAm event on May 11-13. There will be no burden to the NJ Chapter to handle ticket packages. A blast e-mail went out recently to 2,157 chapter members, with no apparent problems. Larry gave the trailer renewal to Doug Feigel.

### Vice-President

Paul Ngai reported that the meeting at Unique Photo had approximately 60 members in attendance. There was a discussion on RSVP's, so that the host would have a better sense of the number of attendees. Paul noted changes to the date and location of the February meeting, which will now be at Shade Tree in Morristown on 2/22, with Sgt. Christie of Union Police presenting. The March meeting will be at the BMW Vehicle Distribution Center, with registration to open at 9 AM on 2/24. Only BMW CCA members may be in attendance. Flemington BMW will sponsor lunch. It was agreed that special editorial mention be given in appreciation. The April meeting will be 4/18 at Park Avenue BMW, program to be determined. The May meeting will be 5/17 at Deutscher Club of

Clark (DCC). The June meeting will be at BMW NA, date to be determined.

### Treasurer

Mark Mallory distributed the financial year-end reports for 2011. Two remaining invoices from DCC and one anticipated reimbursement from National (for the 2011 Instructor Seminar) will be recorded as 2012 items.

### Social Events

Al Drugos reported that the banquet is moving along, and door prizes are being solicited. Al has arranged for a DJ.

### Newsletter

Jerry Faber reported that the February issue was mailed yesterday. It was agreed that those present would report date of receipt. The deadline for the March issue is February 17<sup>th</sup>.

### Website

It was noted that there was a 1-1/2 day outage recently. Doug suggested that our website needs to be updated for improved compatibility with mobile devices, which now constitute more than 50% of web browsing.

### Business Manager

Doug Feigel reported that Merrill Lynch Wealth Management is now a sponsor. Doug mentioned two potential new advertisers.

(Continued on Page 6)

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## Philes' Forum (Continued from Page 4)

On the M3, the elusive "main" relay is located on the firewall, on the other side of the car, under a plastic fascia, right behind the coolant-expansion tank. See Photo #3. Again, the "main" relay is the shiny one. You will need to slightly relocate the tank to access the relays. The hoses should have sufficient compliance to allow this. Quiz: What are the two relays shown in the photo along with the "main" relay? Answer - next month.

Although you can order the "main" relay at your BMW dealership [be sure to have the old relay and your Bimmer's VIN when you go], you can also get one from many aftermarket sources under Bosch # 0 332 014 112, for less than \$15. If you choose to source the relay at your

dealership, do not be concerned if the replacement musketeer [D'Artagnan?] has a mint-green plastic cover instead of the shiny metal cover of the original relay.

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](mailto:vic.sr@njbmwcca.org). I'm interested in tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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## Board Meeting Minutes (Continued from Page 5)

### Driving Events

Neil Gambony reported that the championship trophy and other awards are being worked on. Neil asked about interest in a Spring Rally.

### Autocross

Elihu reported that there is no 2012 schedule yet. TD Ballpark is planning construction in the Red Lot which may impact our use during and after construction. Construction start date and duration have not been established. PNC Bank North Lot availability is unknown, but the South Lot may be available. Available Expo dates correspond with major holidays. Woodbridge Mall is under discussion but the available space is unclear. Rutgers was mentioned as a possible venue, but may be restricted to school-related events. Elihu reported that our 2012 Motor Vehicle Racing License will be issued to us by the NJ State Police. Elihu has requested delivery in advance of our first event.

### Driver Schools

Jeff White reported that all dates are posted and registration is open. Jeff announced that the 2012 Instructor Seminar will be 3/17 at BMW NA, with guest speaker David Donahue. Registration will be via MotorsportReg.

Larry reported recent discussions with Wayne Valley HS regarding TireRack Street Survival (TSS). They would be interested in two schools, but probably not until 2013. Larry would like us to do two TSS schools in 2012, possibly May and October.

### Membership

Larry noted that he is looking for someone to take over Neil's membership responsibilities.

### Old Business

Ross reported that Wednesday 3/7 is the next meeting of the Union County Educational Services Commission, at which the Westlake School donation could be presented.

### New Business

Larry asked for possible rally-masters.

Larry would like to participate as a vendor at non-club events which may attract new members. This will be subject to further discussion.

The next meeting was set for Wednesday 3/14 at Alfonso's. Al moved to adjourn the meeting at 9:30 PM and Ron seconded (carried unanimously).

March 14, 2012

Board members present: Larry Engel, Jeff White, Ron Gemeinhardt, Ross Karlin, Doug Feigel, Jerry Faber, Paul Ngai, Al Drugos, Neil Gambony, Mark Mallory, Dave Allaway. Board members absent: Colin Vozeh. Others present: Warren Brown, Jon Trudel, Brian Morgan, Vic Lucariello, Elihu Savad, Andy Korinis, Ron Acher.

### President

Larry Engel called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jeff White moved to accept the February minutes as distributed and Ron Gemeinhardt seconded (carried unanimously). Larry reported on the recent Chapter Congress. There was discussion on the national policy that all driving event participants be club members, to ensure IRS compliance on limiting income from non-members. Larry expressed a desire to have a minimum \$80,000 cash balance on hand at year end. Larry reported on a company which can serve as club store for logo merchandise, provided that we front \$500 to \$1,500 for initial stock, based on the number of items. This could also serve as a modest source of club income. Any leftover merchandise would be club property should we discontinue the service. Larry distributed the sample price list, and will follow-up. Ross Karlin has secured two dates at Campgaw Reservation for TireRack Street Survival: 6/10 and 9/30, both Sundays. Elihu will apply for insurance. Ross will work on securing water. Bergen County will waive the rental fee. Larry is continuing to work on the BMW Corral for the GrandAm event at NJMP (5/11 -13), hopefully including garage tours. Larry requested approval for expenditures, not to exceed \$500, for an NJ Chapter canopy and snacks. Ross so moved and Doug seconded (carried unanimously). Larry circulated the event and corral flyer. Larry will need a check from Ron Gemeinhardt to pay David Donahue on 3/17. The Board is still seeking a Member-at-Large to be appointed at next month's meeting.

### Vice-President

Paul Ngai reported that we are set for the meeting at the BMW Vehicle Distribution Center (3/17). Jackie Bechek, BMW CCA Director of Event Management, will attend. Registration is full. We will allow standbys to replace no-shows, but cannot exceed the BMW attendance limit. The April meeting will be at Park Avenue BMW in South Hackensack (4/18 at 6:30) with guest speaker Richard Hart, Regional Aftersales Manager for BMW NA. The May meeting (5/23) will be at Unique Photo, a change in date and place, and will feature David Hauter's video from the Nürburgring 24 Hours. Registration will be on MotorsportReg for the purpose of estimating attendance. The date for the June meeting at BMW NA will be finalized after Sebring, possibly by next week. The July meeting will be at Deutscher Club of Clark (7/19), as a venue for some smaller vendors. The September meeting is tentatively 9/27 at JMK BMW. Paul noted that the New York Auto Show is purchase-your-own-ticket and sign up for the club event as per the instructions on the website. Dave noted that registration is now open for the BMW Corral at the Lime Rock Park Historic Festival (9/1 and 9/3).

### Treasurer

Ron Gemeinhardt distributed the year-to-date financial reports (income & expense and balance sheet).

### Social Events

Al Drugos reported a smaller than hoped-for turnout for the banquet, but a very good time was had by the attendees. The Board thanked Paul and Colin for the excellent slide show, and Doug for his work on the sponsor door prizes. Travel distance for some members was discussed as an issue. Al will provide the Board with additional possible locations for the 2013 banquet.

### Newsletter

Jerry Faber reported that the deadline for the April newsletter is this weekend. The March issue should start hitting mailboxes this week.

### Website

Larry noted that Colin's work schedule is limiting his availability to work on the website, and he is seeking assistant webmaster(s).

### Business Manager

Doug Feigel reviewed the status of several potential new advertisers and sponsors.

### Driving Events

Neil Gambony reported on new loaner helmets for driving events. It was agreed that our current stock of Snell 2000 helmets will be destroyed. Neil reminded us that all driving event attendees, including spectators, must sign the insurance waiver. Jeff White reported that the April Summit Point Driver School and Instructor Training School is almost full, at 62 students, but is seriously short on instructors. Jeff distributed the Driving Events Committee recommendations for implementing the membership requirements for driving events, and potential adverse financial impact on the club. Jeff noted that there are 272 driving events in the Northeast in 2012, from which participants may choose.

### Autocross

Elihu Savad reported scheduled autocross dates of: 4/22, 5/20, 6/24, 7/22 and tentatively 8/19, at TD Bank Ballpark. Notification has been posted that club membership is required. Larry suggested that the autocross committee review options for ensuring compliance. Concern was expressed that this would be a deterrent to attracting new participants. Various suggestions were discussed, including not charging first-time participants or applying first-time registration toward membership. Elihu reported that Woodbridge Mall will allow us to use their largest lot on Sundays, for \$5,000 for a three-date commitment, with a 24-hour cancellation policy. Arrangements with the Woodbridge Township Ambulance & Rescue Squad are being pursued. Additional cones and barricades would be needed for this larger venue. Elihu has contacted PCA regarding a possible joint event.

### Driver Schools

Vic Lucariello reported that 2012 helmet stickers are on order. Ross Karlin reported that there are 100 instructors signed up for the upcoming Regional Instructor Seminar. David Donahue will be the guest speaker. We expect to be reimbursed from National. Joe Marko has cancelled as a presenter, and Ross has contacted Stable Energies as a possible replacement.

### Old Business

Ross reported that a \$10,000 check was presented to the Westlake School at last week's meeting of the Union County Educational Services Commission.

### New Business

The next Board meeting was set for Wednesday 4/11 at Alfonso's. Al moved to adjourn the meeting at 9:48 PM and Ross seconded (carried unanimously).

Respectfully submitted,  
Dave Allaway, Secretary

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# Driver School Schedule

Dates	Track	Type	Cost
April 16-17 (M-T)	Lightning	Driver School/ITS	\$400
June 4-5 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 28-29 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 15-16 (S-S)	Shenandoah	Driver School	\$350
Oct 14-15	Lightning	Driver School	\$150-\$395*
* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.			

## 2012 Driver School Promotions Announced

We have updated our promotions for 2012. Once again, our goal is to encourage participation in multiple events. Please note that these promotions are only available to BMW CCA club members. If you are not a club member, join today - the cost of membership is less than the rebate you will receive.

The promotions are:

Bring a friend who has never been to a NJ chapter school to the April – Lightning event	\$50 rebate for you and your friend
For students who were “First-timers” at our 2011 October Intro School, attend April - Lightning	\$50 rebate#
Attend April-Lightning event	\$50 rebate for Shenandoah <u>or</u> pay for both April Lightning and Shenandoah by April 2 and get \$80 rebate
Attend any 4 schools	Receive a \$300 credit toward 2013
Attend Lightning (April), Thunderbolt, Summit Point or Shenandoah^ as a First-time student	\$50 rebate for Shenandoah# or \$50 off your next school in 2013
Attend the Club Race school in June	Receive a \$50 credit toward your July Summit Point <u>racers</u> registration fee

@ Must attend both events to receive discount

# Cannot be combined with the combined Lightning-Shenandoah registration promotion

^ Shenandoah First-time students only entitled to 2013 discount

Rebates will be issued as a “credit” to your Motorsportreg.com account after the event.

Please e-mail the Registrar to be sure you are properly credited.

Loaner Helmets: We are continuing our Loaner Helmet program but we have far fewer helmets available as new NJ State regulations require the use of full-face helmets and many of our previous helmets are no longer acceptable. This program is designed for students who are coming to one of our schools as a “First-timer” (you’ve never been to the track before) and have concerns about the costs involved. If you don’t have a helmet to use, we may be able to help! We have helmets that we can loan to you for the event (limited number and sizes), so sign-up early by contacting Jamie Kavalieros at [helmets@njbmwcca.org](mailto:helmets@njbmwcca.org). Take the plunge and come on out - you’ll never forget it.

## Autocross Schedule

Our first autocross for 2012 will be April 22 at the ballpark in Bridgewater. CCA membership will be required to run in club events. Non-members may be guested, on a limited basis, by CCA members. Fees will be \$45 members/\$55 non-members. Annual dues are \$48! it makes sense to join.

For later in the season, we are working on several events at Woodbridge Center Mall in one of their giant lots. We may also have a joint event with NNJR PCA. See the website for details as they emerge.

Elihu Savad



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## NJ CHAPTER CALENDAR

April 2012

Saturday, April 7th

BMW of North America will host an early preview for us at the New York Auto Show. See website for details on registering.

Wednesday, April 18th

Meeting hosted by Park Avenue BMW in South Hackensack. Tour of facility by David Bergamotto, Service Director. Followed by presentation by Richard Hart, BMWNA Aftersales Regional Manager. 6:00pm.

May 2012

Wednesday, May 23rd

Monthly meeting at Unique Photo in Fairfield. Showing of the film: 24hrs of Nurburgring - One Team. One Target. 7:00pm.

June 2012

TBD

Annual pilgrimage to BMW NA in Woodcliff Lake. Details to follow.

## Welcome New Members

Younus Abbasali

Moazzam Ali

Samia Ali-Akhtar

Anit Bajwa

Jay Barrett

Sal Benanti

John Beneat

Francisco Caba

Andrew Cangelosi

Trevor Christman

Rigica Constantinides

Bill Daley

Mark Danysh

David Dolan

Antonio Garcia

Stephen Geiss

Gary Ghezzi

Matthew Gonzalez

Gregory Guest

Winston Guest

Chrysa Gumbs

Mohammed Hajee

Jeff Hlavacek

Steve Jackson

Gregory Kechejian

Farrah Khan

Kashif Khan

Michael Lake

Daniel Luts

Erin Lydon

Steven Marcus

Mirlinda Mazari

Joseph McGrath

Edward Mikulicz

David Misiak

Calvin Moy

Carolyn Nienstedt

Michael O'Leary

Jerry Parker

Anthony Pierro

Christian Ramirez

Srikar Reddy

Diego Saldarriaga

Preeth Sangavaram

Cynthia Serrante

Patrick Shayegan

Joel Valverde

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### DRIVER SCHOOL COMMITTEE

Chairman

Chief Tech Advisor

Chief Instructor

Registrar

Member

Member

Member

Member

Member

Member

Chairman

Scrub

2nd Assistant Scrub

3rd Assistant Scrub

### CLUB RACING COMMITTEE

Chairman

Scrub

2nd Assistant Scrub

3rd Assistant Scrub

Ross Karlin

Ken Herskovitz

Neil Gambony

Douglas Feigel

Brian Corrigan

Neil Gambony

Vic Lucariello

Jeff White

Vic Lucariello

Barry Stevens

Jamie Kavalieros

Neil Gambony

Warren Brown

Blake Smith

Ross Karlin

David McIntyre

Gary Bossert

Justin DaSilva

### AUTOCROSS COMMITTEE

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Brent Jerolomic

Chris Graf

David Ngo

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Deutscher Club (DC)



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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

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. All membership applications, renewals, and address changes can be done via the BMW CCA National website: [www.bmwcca.org](http://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)

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.



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