



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER

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Volume 43 Number 11

Road Trip



Cape Neddick / Nubble Lighthouse

7-Series Road Trip
Companion



Photos by JT Burkard

See story on page 8

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September Meeting at JMK BMW Raffle Winner



Dennis Kirchner, winner of the M watch and JMK BMW Service Director Carlos Duarte

Photo by Paul Ngai

M6 at Lime Rock Park



Photo by Paul Ngai



The Cone Catcher

By Larry Engel

Its 6:00 Saturday morning and here I am again - typing away on the laptop and trying to crank out a column before Jerry Faber sends an email reminding me that another deadline approaches.

There's something different this time, though. I've been thinking about this one for a while, although I'm still not exactly sure exactly what I'm going to say in these 1200 words. I'm going to try to be reflective and forward-looking at the same time, and I'll try to avoid any sappy sentimentality. (Hard for me, I know.)

As some of you know, I've decided not to run for a fifth term as Chapter President. When I showed up at a board meeting or two in 2008 and expressed interest in doing more for the club, I had no idea that I'd end up as President a few months later. The last four years have been an absolute joy in so many ways. I'm still amazed at how well the board works together and how much a bunch of volunteers can get done in their spare time. The professionalism and competence of our board members allows the club to run like a well-oiled machine, and makes the operation look a lot easier to run than it actually is. These folks deserve more credit than they get. When it comes down to the nitty-gritty of the club's mission, it's about having fun with our cars. I'm especially grateful for all the members of the board over the past four years. Because of them, I've had more fun with my car than I ever thought I could.

Despite all the joking about why I'm stepping down, there are a few basic reasons that make this a good time. First, my personal life has changed and I miss seeing my family as often as I might. With one son in South Carolina and the other in California with his wife and son, I'd like to travel to see them more in the future. (Thank goodness it looks like our daughter is going to stay in the Northeast for a while. I won't have to plan ahead so much to see her.) Already this year, I've had to build too many compromises into my schedule, and family has to come first. I don't feel that I can give the club the attention it deserves.

The other main reason for ending my term is my belief that a little bit of change is good, and the club will benefit from a fresh face and new ideas. I'm really excited that Jeff Caldwell has thrown his hat into the ring. He's in almost exactly the same position that I was in four years ago. He has a lot of ideas and he's aware that the core of our success is the great group of people working to get the job done. I'd like to reiterate my advice to Jeff for all of you to ponder. I'm not doing this as a reminder to him because he doesn't need to be reminded. I'm hoping it can be a call to service for some of the rest of you, or at least a reminder that our activities don't run themselves.

I told Jeff that first and foremost, the Chapter is all about having fun with our cars. In an ideal world, that would be the end of it, but I threw in a few caveats. Most importantly, we should do everything possible to make sure our activities are conducted safely. In addition, we should represent the car hobby in a way that enhances the public's impression of "car nuts". (More on this in a minute.) We should strive to offer activities that appeal to a wide variety of enthusiasts. Finally, we should always remember that the people running the club are volunteers and have chosen to spend some of their spare time (and sometimes a lot of their time) making it possible for the rest of us to enjoy our cars. Jeff understands all of this, and most of the current board will be returning next year. The club will be in very good hands.

As for me, I have a couple of ideas running around in my head and I'll be asking the board to allow me to pursue a couple of projects next year. From time to time over the past few years my columns have covered topics on automotive and driver safety in the general public. I have also been concerned that the actions of a few irresponsible enthusiasts cast a dark shadow on all of us and could affect our ability to conduct our programs in the future. (I think it has already affected our ability to conduct our autocross program, which I believe is a tremendous aid to driver safety and competence.) I'm trying to figure out how we can counteract this growing negative perception.

One of my most personally rewarding experiences over the past four years has been the success of our community outreach programs in the form of our association with and support of the Westlake School in Westfield and the TireRack Street Survival Program. In addition to these programs, I'd like to take a shot at seeing if the club can play a more active role in improving overall traffic safety. We could leverage the Street Survival experience as a starting point to act as advocates for road courtesy and safety, and improve the image of the car hobby at the same time. I'm not sure exactly how I'd do this, but I envision developing programs that could be presented to groups like Parent-Teacher organizations (for teen safety) and community service organizations (for adults). Overall, I'd like to see if we can make more of a positive impact on the general public. In addition to getting a seal of approval from our board, I'd like to work with our national headquarters and the State Police to help spread the word that many car enthusiasts are also good citizens and are concerned for their safety and the welfare of other travelers around them.

I don't know how much support there is for this kind of effort within the club. I figure it wouldn't hurt to make the attempt, and maybe we can make a difference in making the roads safer for everyone while still conducting the activities that get our blood pumping. That would be the ideal result.

In closing, I'd like to thank everyone who has served on the board over the past four years. It has been an honor and a pleasure to serve with you. I'm looking forward to ITS and an otherwise more relaxed schedule of club activities so I can spend some time doing other things. I'm particularly thankful to all the club members who have expressed their appreciation and support for me and the other board members. It's the best pay we can receive. (Lucky for that, because it's the only pay we receive.) It has also really been a kick writing this column every month, and I'm still amazed when someone mentions something I've written in their conversations with me. Who knows, maybe I'll submit something to Jerry now and then. As Neil Gambony explained to me when I took over for him four years ago, Jeff will have to define what he wants to say every month and give it a title and style that suits him. Personally, I'm looking forward to reading it.

So until then, keep the cones standing!

Larry at the Rolex 24





Philes' Forum

By Vic Lucariello

Hello, Bimmerphiles! Sorry to have been absent from these august pages since August. Joanne and I were traveling in the Great American West, and we stayed in Colorado for a bit.

We towed our 20-foot enclosed trailer for the 4200-mile excursion, which included two trips across the Continental Divide at Wolf Creek Pass [elevation 10,857 ft], and returned with a couple points I think are worth mentioning:

- Dodge makes a good heavy-duty pickup.
- Cummins makes a heck of a pickup-truck turbodiesel.
- When speed limits are set at reasonable levels, the majority of drivers abides by them.
- Towing the enclosed trailer at the aforementioned reasonable speeds gets rather expensive with diesel at \$4+ per gallon.
- The level of driver courtesy is higher in the western states we visited. Perhaps this is because there is room to breathe out there, where the population density is maybe a tenth of Joisey's.
- The percentage of dimbulb drivers out west is, unfortunately, about the same as in these parts.
- Left-lane bandits are not among the West's endangered species, but they are less of a noisome nuisance since there is usually plenty room to pass them on the right.
- The concept of a turn signal proves elusive to many drivers. [Put the dang thing on when you are preparing to turn; NOT after you have gotten on the brakes and begun turning.].
- There is an appalling level of road-etiquette ignorance with respect to [or should I say lack of respect for] vehicles with poor rearward visibility.

Regarding this final point, I was taught, and practice, that when a vehicle with poor rearward visibility [PRV] is signaling its intention to pull in front of you, you should blink your headlamps or high beams so that the driver knows when there is sufficient room between vehicles for the maneuver. This little courtesy makes driving a PRV vehicle SO much easier and safer, yet we observed maybe one car or truck in 20 providing it. Although I was more likely to receive this courtesy from professional drivers in their big rigs, even most of them, surprisingly, did not provide it, at least to us.

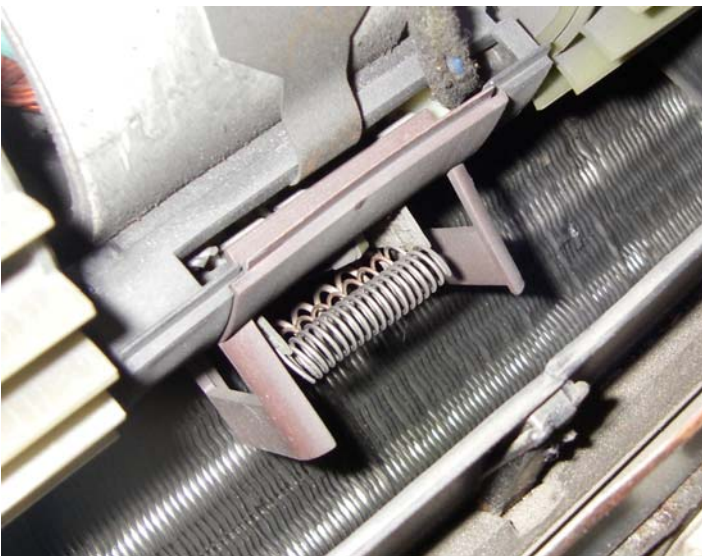


Photo 1— HVAC Blower Resistors In Intake Plenum

One of the first things I wanted to do when we got back from our trip was drive my M3, which was sitting in the shop, forlornly and covered,

with the battery maintainer blinking away. The M started right up, as usual, and as it warmed up, I cycled all the controls to ensure everything was working. Well, the HVAC blower would only work on maximum speed.



Photo 2— Connector End Of Removed Resistor Block

I recalled that I had observed this problem previously, but that it had mysteriously "healed", all by itself. So now was the time to address it, while there was something to diagnose. Welcome home, Vic.

The E30s ['84 - '91 3-Series] use a resistor block to control the 4-speed HVAC blower. For Speeds 1, 2 & 3, resistors are switched in series with the blower motor. Speed 1 uses a higher-value resistor, Speed 2 a lower-value, and Speed 3 a still-lower value. For Speed 4, the highest speed, the motor is run right off the ignition bus, with no resistor.



Photo 3— What's That Thing Under The Resistors?

Since resistors get warm when current is passed through them, as they would when the blower is operated at less than full speed, the resistor block is located in the incoming airstream, just ahead of the air-conditioning evaporator, in the car's intake plenum under the hood. See Photo #1.

The resistors are the 3 horizontal coils of wire.

Since the blower worked just fine on maximum speed, thank you very much, I was thinking that the problem could not be with the ignition switch, fuse, or the blower motor itself. It seemed that the problem would likely be with the speed-selector switch or the resistor block. I

(Continued on page 5)

Philes' Forum (Continued)

(Continued from page 4)

did not think a switch problem likely to affect Speeds 1-3, so I attacked the resistor block first, thinking perhaps one or more of the resistors had burned up.

Once I got access to the resistor block, which took maybe a half hour [On non-M3 E30s it's easier to get to.], I found that it unplugs pretty easily from the HVAC housing. Photo #2 depicts the connector end of the removed resistor block. The connector tabs were all clean and tight, and there was nothing apparently wrong with the resistor block or its 3 resistors, which are shown Photo #3. [If you have read this far, you probably want to know that the Speed 1 resistor is at the top of the photo, with the Speeds 2 & 3 resistors stacked below it.] Uh-Oh . . . time to break out the multimeter.

Recalling that the problem had been intermittent, I reinstalled the resistor block to ensure the symptoms were still present. I still had no Speeds 1-3, but the blower would hum merrily along on Speed 4. Testing the live circuit with the multimeter set on volts, I could see that when the selector switch was cycled through its speed settings,

voltage appeared at the appropriate resistor, so it seemed the switch was indeed not the culprit. Checking the individual resistors suggested that they were okay as well. What the heck! Welcome home Vic, indeed. How can something as simple as a 3-resistor block be so enigmatic? The resistors were good, the switch was good, and power was getting to the resistor block.

Well, since I am about out of space for this installment of *Philes' Forum*, you will have to wait until next year [when *Philes'* begins its 27th year of publication] for the denouement. If anyone wishes to hazard a guess as to what the problem was, please email me. Hint: What is that thing in Photo #3 under the resistors?

From all of us on the *Philes' Forum* staff, Happy Holidays and a wonderful, healthy New Year!

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.

Whack Your Turkey Rally

Mark your calendars for Sunday, November 18th. Yes, folks, it's time again for the annual Whack Your Turkey road rally. Rally masters Ron Gemeinhardt and Jon Trudel are preparing this year's run, and it promises to be fun! (*) Our starting point, this year, is at the Panera Bread restaurant on 25 Mountainview Blvd, Basking Ridge, NJ. It's just off of I-78, Exit 33--use this Google Maps link to get directions from your location: <http://goo.gl/maps/A7QGe>. Registration starts at 8:30 AM, and we will host a drivers' meeting at 9, with the first car off by 9:30.

This event is a gimmick road rally. You will be given a set of driving instructions, and we will ask you questions about what you might see along the way. Questions may be serious, sneaky, confusing, silly, or even a combination of all of those. Total number of correct answers determine the winners. While there is a time limit, this is not a speed-based event, and you will be given sufficient time to drive the route and answer the questions in a safe manner. The rally ends at a restaurant, where you can relax, have a meal and a beverage, and commiserate with the other teams. Results will be tallied, and winners will be announced.

There will be two run groups - Competition and Family/Fun. The Competition group competes for points in our chapter's Driver of the Year event, and is limited to cars having only a driver and navigator. The Family/Fun group is for all other competitors - Children are welcome! If you are bringing any children, please complete a Minor Liability Waiver for each child.

Both parents must sign the form, which is available for download from the "Forms" section of our chapter's website. Please bring the completed form to the start of the event. All adults will also be required to sign a waiver, which will be available at registration time.

If you want to go, please drop an email to: rallymaster@njbmwcca.org. Please state your name, which group you're participating in, and the names of your passenger(s). Your membership number would help, too. We need this to get an accurate count for the restaurant.

The entrance fee is \$25 per car. Please bring exact change if you can. On the day of the event, we recommend you arrive with a full tank of gas, a clipboard, writing utensils, and a desire to have fun! There is an Exxon station at the intersection of I-78 and Martinsville Road (Exit 33), next to the turn for Mountainview Boulevard.

See you then!

(*)- Fun not 100% guaranteed. Your mileage may vary. Ask a doctor if Whack Your Turkey is right for you.



September Meeting at JMK BMW

On September 27, 2012, the NJ BMW CCA chapter members converged on JMK BMW in Springfield for our September meeting. Each member was greeted by friendly staff and given a welcome gift. JMK BMW's Service Director Carlos Duarte kicked off the meeting by introducing his staff and the program for the evening. Many Antunes, M Certified Sr. Client Advisor, gave a very informative presentation on BMW's latest models and technologies including the 2.0 liter four cylinder turbo diesel that will show up in a selection of upcoming models. If you want a performance vehicle with high efficiency, this may be the engine for you.

After Many's speech, members lined up to test drive BMW's latest X1, 6 series Gran Coupe, F10 5 series, and F30 335i. Many led the group of cars through a pre-planned route including part highway part twisting roads. Each one of us came back with a big grin on our face. Towards the end of the evening, JMK BMW raffled off three prizes to our club members. The grand prize, a BMW M watch went to Dennis Kirchner. Congratulations Dennis! Overall, it was a great evening spent with a wonderful group of BMW enthusiasts and the staff of JMK BMW. Special thanks to Robert Schoenemann, JMK BMW General Manager and Mark Carvalho, M Certified Sr. Client Advisor for a special meeting.

Checkerered Flag Falls on the 2012 Driver School Season

By the time this hits your mailbox, Halloween will be passed and the days will seem to shorten all too quickly. Before we all get too depressed, let me take the opportunity to thank all the participants in our final two driving events for the perfect end to our season.

On September 15-16 we had two spectacular Fall days at the Shenandoah circuit at Summit Point Raceway. Turnout for this school was lighter than usual but the students who did attend were rewarded with dry track for both days, plenty of skid pad time and open run groups allowing optimal instruction around this highly technical track. Interestingly, over 50% of the students in attendance had never been to Shenandoah. Fortunately, we had the Gray Wolf herself, Miriam Schottland, as classroom instructor and her extensive experience at all of Summit Point's tracks was a great resource for the students. The reason we keep coming back to Shenandoah is simple. If you can drive this track well then you will become a better driver at every other track. Shenandoah has 20 turns spanning virtually every type of turn you are likely to encounter. The track keeps you busy, does not allow horsepower to make up for bad technique and is incredibly fun once you get into the flow. I urge you to set aside a weekend next September and come to this great track.

We closed the season on October 14-15 with our now annual Introduction to the Track driver school on the Lightning circuit at New Jersey Motorsports Park. This event continues to be a huge success and for the fourth consecutive year we were sold out in all run groups. We were blessed with good weather both days (ok, so it rained a little on Monday) for an event that welcomed 41 First-timer students, 60 experienced students and 57 instructors! Four student run groups each day coupled with a number of instructors who were only able to support the event for 1 day kept Chief Instructor Barry Stevens on the top of his game as Logistician-in-Chief. Classroom instructor Tom Fitzgerald had almost lost his voice by the end of Monday but his discussions of the skills and situations that the students experienced on the track were key to reinforcing what the students learned. The topic of my column last month was how the mission of our driver school program is to help all students become better drivers regardless of their skill level or speeds achieved on the track. That mission is never more evident than at this event.

The experienced students were in smaller than usual run groups which allowed each of them to work on specific turns or skills with their instructor while the new students benefited from both car control exercises and time on the track. When I'm asked by someone who is considering coming to the track for the first time what this event is like, I generally say that this school is Street Survival for Adults. Because we have so many first time students at this school, it gives us the opportunity to get immediate feedback. At the end of the day all the first-timers come back to the classroom and give us their impressions. The comments we hear repeatedly are: "I never knew my car could do that", "I never knew I could do that", "Boy, now I appreciate what great driving is", "I really liked the slalom exercises" and "I definitely want to come back". Except for the last one, these are the same responses we get from our teenage students after Tire Rack Street Survival. We have now had 156 first-time students attend this school since its inception and I am confident that all of them are better drivers and enjoy their cars more as a result. I hope that we see you there next year.

Before I close I want to make special mention of all the volunteers who make our schools run so well. Jamie Kavalieros is our Registrar and fields more email questions than you can imagine while also keeping track of all the special requests made by students and instructors. Barry Stevens is our Chief Instructor who both makes sure we have enough instructors for every event and works hard to match the right instructor with each student. I have extolled our corps of instructors before but without their dedication, none of this would be possible. Vic Lucariello is Chief of Tech and his crew of Tech Workers who arrive in the dark, rain or shine, heat or cold to get everyone's car through Tech on time deserve special thanks. Finally, thanks to all our students. The vast majority arrive on-time, well-prepared and ready to learn. Those things help make the event run well and keep everyone on track and safe. We truly do appreciate it.

Have a great off-season. Think about all those corners you want to drive just a little better and all the other pointers your instructors gave you. Keep your vision up and we'll see you at the track next April.

- Jeff White

Autocross Program Needs a Home

As you may know, our regular autocross site at Patriots Park in Bridgewater will soon feature a solar panel farm that will compromise the lot for our use. I am looking to the membership to assist in our search for an autocross site for next season.

While New Jersey has many large paved areas that would be great for autocross, we need a location that has several features:

- Large enough for the event. About 10 acres, or parking for about 800+ cars as a minimum.
- Free of permanent obstructions. Curbed dividers, trees, multiple low-level light poles, are to be avoided.
- Available on Sundays.
- No residential neighbors to disturb.
- Pavement in good condition.
- Accessible. North or north-central NJ preferred.
- Permissible use. Many sites have environmental issues, or are in areas that forbid any usage on Sundays, such as Bergen County.
- Affordable. Our program needs to be self-sustaining (or nearly so), so sites that want \$10,000 or more are out.

None of the sites we have used fit all of these requirements. The ballpark is on the small side, and the PNC Bank Arts Center south lot needs paving, but we choose from what we have available.

I am hoping some of you can come up with leads. I need a location, and hopefully contact information for the landowner. I will actively follow up on any lead.

In the meantime, I will try and arrange events as available sites come up, but we may not have an entire season scheduled at once. Do you work in a large office building or university? Some of those lots are empty on Sundays. Rutgers in Piscataway has what could be a great venue, if only we had some pull in the athletic department. Any help would be appreciated.

- Elihu Savad



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Initial Ramblings

Road Trip: Maine Seacoast

When you wish upon a shooting star, you get to pick your road trip car. For a slower change of pace, we put our yearly trip to Vegas off so we could relax in Maine for changing leaves and endless seafood. Plus 350 miles and 6.5 hours of driving would test my theory: Will a modern classic executive E38 7-Series live up to be the ultimate driving machine? In a word, YES! As the vacation drew closer I proposed to Sandy we take the large BMW instead of one of the others in the fleet. Sandy without hesitation said yes. She loves driving that car, and so do I. But with any vehicle 16 year old, it's always good to make sure all is right. A couple days before our land yacht departed, I checked lights, fluids, tire pressure, the usual stuff. I found one headlight was out (well, the dashboard told me that) and also the cigarette lighter (or power port as it's called on new cars) was not working. Lucky for me it was just a fuse. It would be nice to be able to charge the phones and hook the XM up for the trip. I love easy fixes.

Lucky for us, the trunk is huge so it swallowed our luggage with ease. My plan was to leave at 9am, get to our hotel in Dover, NH, 3 miles from the Maine boarder, by 4-5 pm at the latest so we could have a nice dinner, come back and hit the hot tub and then rest our weary bones after the long drive. Well the best laid plans never work out the way we wanted. We left the house at 3:30pm, filled the oil barge-sized gas tank and hit the highway. Ridiculously delayed but off we were. I settled into my warm, leather, and heated seat with Jimmy Buffet playing and went into driving mode. Northern NJ traffic lived up to its bad reputation with stop and go traffic, but soon we were in NY state and then in Connecticut. 2 hours and 45 minutes later we had a dinner stop at the Blue Colony Diner (Exit 10 off I84 in CT) to fill our weary tanks with tasty road food and within an hour we were back on the road again. We've been there several times and it is my go-to eatery when I am passing through that area. After another 230 miles, we arrived at our hotel at 11:30pm ready for a good night's sleep. We missed the hot tub hours. Darn!

The E38 performed flawlessly. Smooth on the highway, comfortable even after many hours of cruising. For a car of its size, its amazing how well she handles at higher speeds, corners exit ramps like a sports car, and powers to pull into traffic like a muscle car. Yes, you can say I am a happy camper with our road trip car. The most amazing thing we found was we still had between a ½ and a ¾ tank of fuel left. Yup that's right, from NJ to Maine and we still had a good amount of gas left over. I think this is more due to that colossal size of the gas tank than the 25 miles per gallon we averaged. Another great feature for long distance cruising, less fuel stops.

The next day it rained so we got on RT 1 and found our way to the Maine Diner for lunch. Yes, being Jerseyites we tend to find every diner along the way. But the difference is this diner was featured on Diners, Drive Ins, and Dives! Actually, we had been there many times before but it was just cool to be able to say we were there before Guy Fieri. I had the Fish Cakes and Beans, the award winning Seafood Chowder (or Chowdah as they pronounce it) and a Maine Blueberry muffin. It was all too good and I was stuffed. I think Sandy had eggs with a bowl of Clam Chowder. Actually, everyday Sandy had chowder. Then we wandered off to see what Maine had in store for us.

The nice thing about this vacation was we had no plans. Just hop in the car and see where the 740iL takes us. On our way down RT 1 and RT 1a (the alternative road that follows the ocean) we decided to stop and get the E38 washed. When we pulled out of the car wash, we hit the vacuum station then off we went. When we stopped by a beautiful

ocean overlook I noticed we were missing a part of the bumper. It must have got knocked off while we were having the car cleaned. Lucky for us we were only three miles away and turned around and found the trim piece still lying in the tunnel. I was able to pop it back on. Once this crisis was resolved we hit York, Maine and visited the Cape Neddick / Nubble Lighthouse. It was built in 1879 and is still an active U.S. Coast Guard aid to navigation. The lighthouse keeper has to get to the lighthouse via a cable mounted carriage, similar to what one would see at a ski resort, but a little more sketchy to ride. The views were stunning and it was perfect for camera opportunities. A slew of Miata's rolled in from a national Miata club. Apparently, this was THE place to go.

From there we visited Kennebunkport, which is a quaint little town with lots of small shops with everything from souvenirs to art stores, jewelry shops, candy stores and many places for various chotchkie's. One of my favorite places is the beach by the harbor access. Just staring at the ocean on a quiet day puts you in a state of Zen. I suggested we go over to the Bush compound and see if any of the Georges were in but I didn't think we'd get past the gate. We also went to Old Port, in downtown Portland for some more shopping, site-seeing and dinner at DiMillo's Restaurant. A ferry converted to a nice up-scale restaurant with good food and better views of the port. It is also surrounded by a marina with some amazingly beautiful yachts. There was a sailboat which I estimated was around 90' in length behind our floating food palace. Now that's a whole different kind of road trip!

But for the real driving enthusiast, a trip north wouldn't be complete without a spirited drive down The Kancamagus Highway in Northern NH, a 34 mile scenic highway that stretches from Lincoln, NH to Conway, NH. It is one of the best roads for fall foliage as it cuts right through the White Mountains Natural Forest. The peak time to catch leaves changing is the first two weeks of October, just when we were there. There are also numerous waterfalls, wildlife, and hiking trails throughout the region.

The last day of our trip was spent in Salem, Massachusetts. This is one of our favorite New England towns, rich with history and old world charm. Originally known for its Witch Trials between 1692-1693, it has now become more of the Halloween City than the Witch City. You can even tour the famed House of the Seven Gables with its hidden staircase behind the fireplace and fantastic stories. We found our way to the Terror Fantasies Art Show at the Fool's Mansion to see some interesting artwork, as well as to meet up with a couple artists that we have bought pieces from over the years — some prints and some originals. While we were speaking with Wendy Snow Lang, the organizer of this event, our conversation was interrupted by a news reporter for the local Salem Gazette who wanted to do a story on this event. He said he never heard of it; Sandy and I informed him we had been coming to this event for over 16 years and travel from NJ to attend it. Wouldn't you know it, he got our contact information, did an online interview, and we were prominently featured in his news story! What a perfect way to end a great trip.

So 6 days, three tanks of gas, and 1500 miles traveled, and the 740iL proved itself as the king of the road. I say for next year's trip to Lake Tahoe and Vegas we should skip the flying and drive the E38 out West! Hopefully we won't lose any more body parts when we wash it again.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

Cape Neddick / Nubble
Lighthouse



Photo by JT Burkard



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NJ CHAPTER CALENDAR

November 2012
Sunday, November 18th
Whack Your Turkey Rally. See article on page 5.

December 2012
Tuesday, December 4th
Monthly meeting at Deutscher club in Clark. Time: 7:30pm. Pinewood Derby and officer elections. Bring your derby car and your vote.

January 2013
TBD
Monthly meeting TBD.

February 2013
Thursday, February 21st
Roundel Photographer and NJ BMW CCA member Klaus Schnitzer will present a showcase of his photos and will also field questions about photo journalism and best photo practices. Meeting at Unique Photo 123 Rt. 46 in Fairfield. Time: 7:00pm.

Welcome New Members

Albert Abbatiello
Giovanni Bargeletti
Philip Baseil
Kadeer Beg
Scott Bisig
Philip Burgess
Weldon Chin
Matt Cocola
Michael Deveck
Lance Dillon
Austin Don
Baldwin Don
Norman Droscher
Francisco Estrada
Gary Farro
Scott Glasser
Warren Hansen
Jake Healey
Sean Healey

Alan Hecht
Vadim Korytny
Bruce Laukaitis
Todd Levine
John Lubas
Michael Lynch
Frank Martello
Guy Maxwell
Chris Maziarz
Donna Olsen
Eric Ostrow
Daniel Padgett
Richard Padgett
Flemming Rose
Jeremy Rotondo
Vincent Rubino
Joseph Santos
Clyde Siazon
Jacquelyn Smith

Stephen Smith
Edward Stripko
Janet Stripko
Jonathan Sweetwood
Haluk Tunali
Peter Tung
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Nikolay Zalutskiy



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Member Neil Gambony
Member Warren Brown
Member Blake Smith

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2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

Ross Karlin
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Douglas Feigel
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Deutscher Club (DC)



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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 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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