



April Driver School at NJ Motorsports Park



Photos by etchphoto
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Pair of 3s

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Casual Conversation

Photos by Paul Ngai



BMW Vehicle Distribution Center Tour

See page 8 for article.

Club members and dealership sponsor show up

Byron Brisby Jr.—Flemington BMW



Registration



Photos by Paul Ngai

Visitor reading material.



Waiting for tour to start.





Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! Last month in *Philes'* we talked about how to replace and properly bleed a clutch slave cylinder (See Photo #1). I mentioned that a special tool is needed to get all the air



Photo #1 Slave Cylinder On Der Bimmer

out of the slave cylinder, but I ran out of space and had to continue this month in describing the tool and how to obtain or, preferably, make one.

So what is this "tool" to depress the slave-cylinder rod? Do you *really* need it? Well ... no, but it makes the job so much easier that you won't want to do without it, believe me.

There are several options for sourcing the tool. Bavarian Autosport (www.bavauto.com) offers a version for about \$35 + shipping, and it is a work of art. The tool that BMW prescribes in the factory repair literature is #21-55-030, and it, too, is a work of art; so much so that I was afraid to call and get a current price on one, but I understand it goes for around \$200. Another option is to use a steering-wheel puller, but I'm assuming that most *Philes' Forum* readers don't have one, because BMW steering wheels normally don't require pullers for removal.

However, the tool is so simple that it can be easily fabricated from a piece of scrap metal or wood. Photo #2 depicts the

fabricated tool installed on a slave cylinder. All you really need to source are some threaded rod and some hex nuts and wing nuts.



If you have a hacksaw, Photo #2 Fabricated Tool Installed On Slave Cylinder an electric drill, and a bench vise, you are good to go. The diameter of the threaded rod does not really matter too much provided it is 5/16-inch (about 8-mm) or smaller. I used some 1/4-20 (1/4-inch diameter, 20 threads per inch [TPI]) threaded rod because I found some in my scrap box and I had 1/4-20 wing nuts on hand. For this application, the more common "coarse" 20 TPI thread is preferable to the finer 28 TPI alternative, but either will suffice. 5/16-inch rod would have "looked" better, but the 1/4 worked just fine, thank you very much. Besides, I

would have needed to BUY the 5/16!

To make the strongback that bears upon the slave rod to retract it, take your scrap metal or wood (I used a piece of 3/8-in thick aluminum) and drill in three places (see Photo #3). The two through holes are on a center distance of about 60-mm (roughly

2 3/8-inch), and really don't have to be drilled super accurately. The partially-drilled hole, which serves to locate the slave rod, is located



Photo #3 Fabricated Tool Details

midway between the through holes. A 3/8-inch or 10-mm drill bit is fine for all 3 drillings. See Photo #3. It only takes one more minute to drill the partially-drilled hole, and you will regret it if you don't.

The advantage of the BMW factory tool or Bavarian's is that both make it a bit easier and faster to depress and extend the slave cylinder rod. On both these tools, you turn the knob on the central threaded shaft; whereas on the fabricated tool you need to turn the wingnuts sequentially and incrementally, which takes a bit longer.

I also tried using my steering-wheel puller, as shown in Photo #4, but I found it difficult to keep the puller's shaft centered



Photo #4 Steering Wheel Puller On Slave Cylinder

on the slave-rod end, which tended to slip off the puller pad. Also, my particular puller is quite heavy and bulky, and I was not comfortable letting the slave cylinder hang under the car with the puller attached. Wal-Mart lists a steering-wheel-puller kit for about \$7, and it looks to be a lot lighter than mine. Between the puller and threaded rod, etc, you could get away with around \$10 for a tool that is functionally nearly identical to the BMW factory tool. Another alternative for an inexpensive (about \$8 including shipping) steering-wheel puller is that inveterate bastion of backyard brummagem - J.C. Whitney.

Well, bimmerphiles, between last month and this month, I think we've pretty much covered clutch-slave-cylinder replacement and bleeding. In an upcoming installment of *Philes'*, I'll talk about the so-called (and seemingly infamous) clutch-delay valve

(Continued on Page 5)

Philes' Forum (Continued from page 4)

that many Bimmers are fitted with. It was pointed out to me by Chapter Treasurer and newly-conscripted driver-school Tech worker Ron Gemeinhardt that the delay valve should be addressed as part of any clutch-slave-cylinder discussion.

I would very much like to receive a copy of your NJMVC vehicle-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.

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.

Finish Lines

By Thom Rossi

Picture a kid in the back seat of a car, on a long ride, asking his parents the "are we there yet" question over and over. Now picture me, waiting for the club racing driving season to start. Got it?

You might be wondering why I'm so anxious.

For one thing, this season is bringing with it a major rule change that will make getting to the top of the points ladder all the more challenging and exciting. The championship is based on points earned in the best 12 sprint races in which one competes. In prior years, this was a best-of-eight series. A 50% increase in the number of races that can be counted toward one's total should have a big impact on the series. Not only will it encourage championship contenders to participate in more events, it will also draw much bigger fields of the top competitors to the "big" events on the racing calendar. By big events, I mean those races that are designated as National, Challenge or Premier Events, because these will be packed with point multiplier opportunities. To have a shot at a national championship, one will have to compete and place well in virtually all of these events. I expect, therefore, to see top national competitors flock to our region for the August 24-25 race at New Jersey Motorsports Park, Lightning track, as they attempt to enrich their point totals.

But if I were them, I might not count those points too soon because the NJ racing scene is heating up in a big way this year. Taking my class, Cmod, as an example, I am very aware that the local competition is going from hot to red-hot, with new entries and great drivers doing much to improve their existing cars, with some bumping up a class from Dmod to Cmod. By this time, everyone has figured out that to be competitive in the Cmod class, you have to run an S54 M3 engine with a good tune and at least a few bells and whistles on it. Since last season, I am aware of at least 3 local drivers with E36 or E30 chasses doing the S54 transplant, and one new E46 Cmod build. It's also no secret that last year's national IP champion, Mark Lounsbury, has purchased one of the hottest E36 Cmod cars in club racing (Jean Luc Bergeron's) and has brought it into the region. Can you smell the sizzle yet? Add the DelVal boys into the mix, many of whom are also upgrading their motors and suspensions, and suddenly the North Atlantic region, and particularly the NJ and DelVal chapters, are well positioned to be the Cmod capital of club racing. Our local races are going to be more closely

contested than ever. And by the time August rolls around, we should have something interesting in store for the out-of-town hot shoes of our class when they show up for the Premier event at NJMP. But will we have enough to stop the momentum of Randy Mueller, Harold Petit, and Robert Chang (national top competitors)? Time will tell.

Conversely, I expect to see the North Atlantic Cmod crew be more aggressive than ever in getting to those long-haul "big" events. Like COTA. That's right. We are racing on an honest-to-goodness, full on, currently active, Formula 1 course. The only one in the U. S. of A.: Circuit of The Americas in Austin Texas. I can hardly believe the guys who run it are letting our club on the premises! I even have a garage reserved. Can't wait to see which F1 driver's name is on my garage stall. Maybe I'll put my own name right up there too, so Kimi can feel good if he gets "my" garage this Fall! Talk about a long haul. But we'll be there, in large numbers, to face off against the best in the nation. Yeee haaaaa!!!

Still don't understand why I'm so darned excited? OK, here's one more tidbit to whet your appetite for the season. This year, club racing is introducing a brand new series. In addition to our usual sprint races, at least four, and maybe more, of our events will start with a 3-5 hour enduro run on the Friday before the sprint races. Separate points. Team driving. I teamed up early with two of the best drivers I know: Geoff Atkinson and Rob Jackowitz. Together, we are Team GTR. We'll be competing in a SpecE36 we are renting from Bent Splitter Racing, and going up against some pro-racers who have also been drawn to the series. Can it POSSIBLY get any better than this?

Maybe. You see, while the competition has been sharpening their blades for the upcoming season and making Cmod a very interesting class, I haven't exactly been sitting idly, dusting and polishing my 2012 North Atlantic champion plaque. Oh, no. Not. At. All. I'd like to tell you exactly what I've been doing to prepare myself and the No. 726 for the new season and the new challenges. But, oh darn, I seem to be out of space for this month's column. I guess you'll just have to bring your hardware and racing license to the track to find out!

Starting the year off right

The NJ chapter kicked off the 2013 driver school season on April 8-9 at Thunderbolt Raceway at New Jersey Motorsports Park. As the saying goes, it just doesn't get any better than this. The weather was perfect as Spring decided to finally break free of our long winter, the track was in great shape and the run groups were all full.

As many of you know, the NJ chapter starts the season with a driver school combined with an Instructor Training School. The ITS has become a regional resource for instructor training across many North Atlantic chapters. This year we had a record 20 candidates enrolled representing NJ, DelVal, NY, National Capital, Pocono and Patroon chapters. There is significant benefit to all BMW CCA driver school students by this wide participation. As greater numbers of instructors from all chapters graduate from ITS, students benefit by knowing that similar terminology will be used by their particular instructor regardless of the track or sponsoring chapter. This consistency will make it easier for students to learn and for instructors to accurately convey their instructions. Naturally, each of our instructors brings hers or his individual instruction style so students will be able to learn something new from each one.

What did our instructor candidates think of ITS? Almost all of them remarked that they had not realized how difficult it is to be an instructor. Staying ahead of the student, recognizing problems before they become a safety issue and giving the proper instruction at the proper time is much harder than it appears. More than one of our candidates already instruct for other groups and they spoke about how much more detailed and thorough our ITS is than the one-day program these other groups provide. We are happy to welcome these new instructors to our instructor corps and I know they look forward to giving back to the club and working with new students.

While all the trials and tribulations of our ITS participants was happening in their run group, our "regular" driver school students were having their own perfect start to the season. The

two student run groups took a little time to shake out the cobwebs of the off-season and then enjoyed run groups with enough spacing to allow work on an open track when needed and enough traffic to practice passing and off-line driving techniques.

I particularly want to thank Blake Smith, Bjorn Zetterlund, and Geoff Ehrman for putting together the ITS, our ITS mentors for their selfless work over two full days and Tom Fitzgerald for providing classroom instruction to our driver school students.

Next up is our annual June Club Race/Driver School/Club Racing School to benefit the Westlake School to again be held on Thunderbolt Raceway on June 3-4. This is a perfect spectator event given the proximity of the track to the majority of our members, the excitement of Club Racing and the joy of the kids from the Westlake School who come as our guests. Take a personal day and come out to the track!

BimmerWorld BMW CCA Club Racing School: The BimmerWorld BMW CCA Club Race School focuses on situations inherent to racing and open track lapping. The majority of the on track sessions will be held with other cars next to, in front of, and behind you at all times. This introduces students to traffic, passing, and driving lines that they won't get in the typical high performance driving school. Exercises include driving the entire track for multiple laps both two and three abreast to develop spatial awareness, setting up passes coming into corners at speed and passing while exiting corners which develop off line competency and confidence, as well as practice race starts and open track sessions which combine all aspects of the learned material.

On track sessions are supported by 4+ hours of classroom time per day. The classroom sessions will support the on track experiences and also cover topics such as car preparation, mental preparation, physical preparation, qualifying, the benefits of

(Continued on page 8)

2013 Driver School Registration

To register for the 2013 NJ Chapter Driver Schools go to njbmwcca.motorsportsreg.com.

When you register, please take the time to review your Profile on Motorsportsreg.com. Make sure your email address is current, your Driving History is up-to-date and your BMW CCA membership number

is listed. Under rules instituted by BMW CCA National, all student driver school participants must be BMW CCA members. As a reminder, your helmet must be Snell2005 or Snell2010. See our website for driver school promotions.

- Jeff White

Date	Track	Type	Cost
June 3-4 (M-T)	Thunderbolt	DS/CRS/CR	\$395/\$425
July 27-28 (S-S)	Summit Point Main	Driver School/Club Race	\$425
Sep 7-8 (S-S)	Shenandoah	Driver School	\$350
Oct 13-14 (S-M)	Lightning	Driver School	\$150-\$395*

* Registration fee for October varies for First-time vs. Experienced students and one or two day participation.

Autocross

Our next autocross event is May 19th at the NJ Convention and Expo Center in Raritan Center. We are also working on a contract there for June 30th.

More information will be forthcoming. As with last season, we require that participants be members of the NJ Chapter. Although membership applications will be at the event, it would be more

convenient to sign up on the CCA national website and bring proof of dues payment with you.

See you there!

- Elihu



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BMW hosts CCA Members at the VDC

On March 23, BMW opened the doors of its Vehicle Distribution Center (VDC) in Jersey City, NJ to chapter members. Members were given a tour of the site, and guided through the distribution process that all BMWs, Minis, and Rolls-Royces undergo at the facility. Cars arrive via cargo ship, and are unloaded by BMW associates to an outdoor receiving area. Rolls-Royces and some of the other arrivals are stored in a parking deck above the center. Once there, all vehicles are brought into the center and closely inspected. Any vehicular issues are treated on site - dings removed, paint imperfections addressed, and, if BMW Manufacturing has requested any changes to a product line, those can be implemented there, as well. Once a car has passed inspection, it is driven to a final waiting area, where a delivery truck will carry it to its intended dealership. This facility once delivered cars to the Eastern US states, but as demand has grown, BMW NA opened another VDC in Baltimore to better distribute the load.

The work done at the center is a sight to behold. If necessary, it can operate around the clock. The associates treat all the cars with meticulous care. They check most aspects of the car - battery charge, all lighting, interior fitment, and so on. Cars are inspected under natural lighting so as to not miss anything. There is a paint facility on site that is one of the best around. One surprising thing to note is that even within a specific BMW color, there are slight differences in the color, due to variations in the mixture over time. Color matching is precise, and perfect.

When cars are shipped from overseas, there's always the chance that something can occur to affect the car during the trip.

Occasionally, a car may incur significant damage while being shipped. Any damage is noted during the inspection and addressed. If the cost to repair that damage to the car exceeds 3% of the value of the car, it is held back, and if it was going to a specific customer, the customer will receive a replacement vehicle instead. The repaired car is sent to become part of BMW's own fleet - either at the NA offices, or out at dealerships, to serve as a loaner car.

The question came up about how Hurricane Sandy affected the center. We were told that the original dock was damaged, so an alternate is now in use. The center did not flood, so the damage overall was minor. Also, the Baltimore VDC did sustain some damage, and some of their cars were sent to this facility to have their issues addressed quickly.

CCA members were also treated to a preview of the NY Auto Show. Several of the cars destined for the show were at the center, and we were teased with some future product information, much of which was publicly announced at the show.

Flemington BMW sponsored the event. They provided lunch, and raffle prizes were awarded. The top two prizes were trips to the BMW Performance Driving School, down in South Carolina's Greenville-Spartanburg area. Walt Baliko and Edgar Lopes were awarded those. Many thanks are due to BMW NA for letting us visit, as well as to Flemington BMW for their hospitality!

- Jon Trudel

Driver Schools

(Continued from page 6)

practice sessions, car setup, etc. The school is designed as a learning experience and not a speed contest. The emphasis is on driver development, so race prepared cars are not required and neither are driving suits, racing seats or harnesses. The BimmerWorld BMW CCA Club Racing School is open to Advanced Driver School students and Instructors only.

Graduation from the BimmerWorld BMW CCA Club Racing School does not automatically qualify you for a BMW CCA Club Racing license, but if you meet the experience and other requirements you will be eligible for a rookie license. Acceptance to the club race school is at the discretion of the event chair and Club Race School chief instructor.

Club Race: The third part of this event is our annual BMW CCA Club Race. Last year we had a full field across classes spanning from our Race Chair's E21 all the way to highly modified E46 M3's. We expect a full grid this year so come on down for some great spectating.

We'll see you at the track!

- Jeff White



May Meeting at Circle BMW

We are happy to announce that Circle BMW, one of our new sponsors, will host our May meeting at their state-of-the-art facility at 500 State Route 36 in Eatontown. It will take place on Tuesday 5/21 (before the shore traffic weekend) at 7pm. Members are encouraged to stop by earlier to visit their showroom. The parts department is working on a special discount for purchases made that night. Place your parts order in advance and pick up at the meeting. Please join us for a fun and informative evening, food and drinks, and giveaways too!

Visit Circle BMW's website calendar section for more information.



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NJ CHAPTER CALENDAR

May 2013

Tuesday, May 21st

Circle BMW will host our May meeting at their state-of-the-art facility at 500 State Route 36 in Eatontown. Time: 7pm.

June 2013

Friday, June 7th

Biergarten BMW Night. Place: Deutscher Club at Clark NJ Time: 6pm-10pm.

Friday, June 14th

Annual BMW NA Meeting at BMW NA Headquarters, Woodcliff Lake, NJ. Time: TBD.

Welcome New Members

Evan Alonso
Eduardo Areche
Michael Arvystas
Susan Bella
Andre Cernasov
Nikolai Chowdhury
Donato Cuttone
Edward Devery
Nicholas Duane
Claudia Edwin
Carson Eisenach
Omer Erkovan
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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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