



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER

July 2013

<http://www.njbmwcca.org>

Volume 44 Number 7

## June Meeting at BMW NA Headquarters

BMW NA hosted the NJ Chapter of the BMW CCA and by all measures the meeting was a huge success. We had over 240 members show up to the meeting. Name tags and raffles were given out and there was plenty of food and drinks.

Attendees were divided into four groups and each group rotated between 15 minute presentations on: 1. Carbon ceramic brakes, 2. New X5, 3. Updates on 3 series, and 4. iSeries

People's choice car show took place in the parking lot while food was being served. Winners of the car show were announced and prizes donated by JMK BMW.

Winners included: in M Class - 850CSI, in Modern class - Modded 550GT, and in Vintage/Classic - 2002.

The Big Surprise for the evening was the launch of the new F32 4-series.

Five raffle prizes were given out by BMW NA — \$100 gift certificates to BMW Performance Parts. Congratulations to all winners. Special thanks to Matt Russell and his team at BMW NA. We look forward to continuing to share the BMW experience.

- Paul Ngai



3.0 CSL—simply stunning (and it is street-legal)

Photo by Elihu Savad



New 4-series coupe

Photo by Elihu Savad



Club members listen to presentation

Photo by Paul Ngai



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## Driver School and Club Race



Westlake students take the podium.

Photo by Brian Morgan



Watching the proceedings.

Photo by Mark Carvalho

## Meeting at BMW NA



An original

Photo by Elihu Savad



Frozen M3s

Photo by Paul Ngai

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# Initial Ramblings

By JT Burkard

## It comes in threes

It started with a simple maintenance item like an oil change. The 7 was due for a new filter and synthetic oil and I was too lazy to do it myself. There was a car on the lift in the dealership and we don't have an oil drain, and the wind was blowing, and I think there was a misalignment of the stars and... well you get the hint; I didn't want to do it. I dropped the E38 down to a shop a couple doors from my dealership to get the service done. While it was there, I asked if they can check the brakes (brake linings warning was on) as well as a squeak in the front end. I get a call a few hours later and they said the oil was done, front brakes were due, backs still had time, and nothing was found in the front end. I told them to hold off for now and I would order the pads myself since I didn't want to slap any parts store bargain brakes pads on this Bavarian Barge. It's a heavy beast and I want to make sure it will stop.

I get on the phone with Bav Auto and speak with Rob, whom I have been buying my BMW aftermarket parts from for as long as I remember. I haven't bought anything from them in a while since I have been getting genuine BMW replacement parts and pieces from Circle BMW. I figured it was time to share the love. As soon as I started to speak Rob recognized my voice immediately. Have I spent that much time on the phone with him in the past it was like family when I called, you never forget a voice? Maybe it's my celebrity personality? Nope, car people remember each other no matter what. Plus he was an E21 guy like myself so there was always a mutual interest. The next 30 minutes were spent catching up on old times, what BMWs we still own, and what ones I have bought and sold since we spoke last, how's the family and that stuff. The usual banter. He hooks me up with a quality pair of brake pads and while I was at it, I got a set of rears just in case. This way down the road I have a matching set all around.

Jumping ahead a week, the plot thickens. Sandy is driving the ol' 740iL home from work and she tells me there was a LOUD pop, almost like the tire exploding sound coming from the rear of the car. She checked the tires and they were fine. She called me and asked "what do you think that was?" Without the car in front of me I can only speculate and conjure up a theory and create a hypothesis to present my findings on the subject. Unfortunately there isn't a Noble Prize waiting for me once I publish the results. But like a fine automotive detective, I asked the questions that can lead me to an answer. I said check the trunk to see if there was a bottle of soda that may have exploded. Not that we store carbonated beverages in our car in extremely hot weather but you never know. Those results were negative. Then she checked for anything else in the trunk, and nothing. I was baffled at the moment but I knew the mystery would be solved. I had my suspicions on the suspension.

I instructed Sandy to carefully drive home and I will check it out the next day. When my wife arrived at home, the car seemed to sit well. I looked under it and didn't see anything hanging. She did add that there is now a rattling noise. I pushed on the trunk to make the suspension go up and down but I didn't hear anything. I was leaning towards a blown out strut, but so far I didn't have any hard evidence and only hearsay from the witness. I was told over a year ago the struts were due as they were original and with 140,000+ miles on it, it's something that should have been done. I needed further expert advice and drove it to the shop the next day to get it checked out. It drove fine for most of the way with no signs of any issues that was

until I hit a bump and then I heard a disturbing clunking noise from the passenger rear of the car. Definitely something suspension oriented and I am 80% sure we have a strut issue. I drop the car off, with the brake pads, and ask them while they have the car on the lift doing the brake job check out the underside.

I get the call and it was a good thing I was sitting. They said the bottom strut plate to hold the spring in place actually broke free and was cocked sideways under the pressure of the spring. If it came loose the whole back corner of the car would have dropped. That's kind of scary! I walked over to see it and sure enough, the plate was broken free on a 39 degree angle (I estimate, I didn't have my protractor handy) and was ready to fall apart completely. Without a doubt, it was not a heated carbonation issue. As you would think, I told them to go ahead and replace them. Apparently, the entire back seat has to come out as well as the rear package shelf. Removing the interior was not going to be on my agenda anytime soon, and let me refer to the original statement, I was too lazy to change oil, do you really think I am going to replace the strut?

Oh, and to sweeten the deal, they wound up doing the rear brakes anyway since they had everything apart, they told me the rears didn't have that much more meat on them than the fronts so it was a good thing I bought a set of rears. One of the few times I actually thought ahead and it turned out good. JT for the win!

Now the E38 is ready to hit the road again. With its new brakes, it stops awesome; the suspension is safe again with the front struts on schedule to be replaced very soon as well to prevent this front occurring again. And it all started with a case of me not wanting to get oily. Many great discoveries have occurred in the past by accident. Sir Isaac Newton inspired to formulate his theory of gravitation by watching an apple fall from a tree. Charles Goodyear's creation of vulcanized rubber. The invention of Silly Putty. And finally the Atlanta pharmacist John Pemberton when trying to make a cure for headaches, he mixed together a bunch of ingredients and created Coke. Which by the way can explode if left in a trunk in extreme heat.

It seems my detective skills are keen which lead me to a great discovery. Now if you excuse me, I have a meeting with the Nobel people for my findings of exploding soda leading to the discovery of mechanical failure.

JT Burkard

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## Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! This month I have a follow up to the June *Philes'* where I wrote about an E36 transmission-mount "upgrade".

But first I have a bit of social commentary for you, just like in the *Philes' Forums* of 20+ years ago.

I'm not one to display indiscriminately my thoughts on political, personal, and social topics. *If* you care to know my opinion on the national debt, or if I voted for Parot, ya gotta axe me. As the old saying goes, I would vigorously defend your right to do so, but you won't see me putting any "Vote for Tricky Dick", "Vote for the Hump\*", or "I [heart symbol] my Cocker-Pitbull" bumper stickers on my cars. And, as for those formerly ubiquitous "Baby on Board!" placards, well, I think you get where I'm comin' from.

This brings me to a more-recent phenomenon: the little vinyl-appliqué, stick-figure-family depictions that I'm sure you have seen, probably on the rear glass of an SUV or minivan. I suppose these folks want us to know that they have five kids, two dogs, three cats, seven goldfish and an antediluvian arthritic albino alpaca. And ... that most certainly is their right.

Returning from a recent trip out West, Joanne and I stopped for the night in Pennsylvlucky. In the hotel parking lot there was a pickup sporting on its rear glass a caricature of one of these miniature families [themselves caricatures?]. Underneath: "Who Gives A S#it About Your Stick Figure Family?" We were in a hurry to get on the road, and the camera was packed, or I would have a photo for you. Well, I would have tried to use the camera, but I was laughing pretty darn hard. Vic Jr. tells me that he has seen "f-bomb" versions that are even *less* politically correct than the one Joanne and I saw! Priceless!

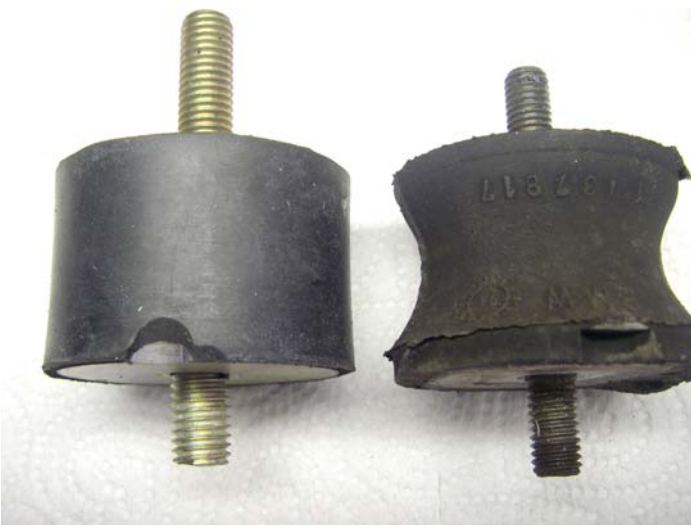


Photo #1 E21 vs. E36 Transmission Mounts

Last month I wrote about how I installed E21 ['77-83 320i] "upgrade" transmission mounts in Joanne's '95 E36 325is. The E21 mounts are the same height as the stock E36 mounts [VERY important on the E36 insofar as fan-radiator clearance is concerned], yet the E21 mounts are considerably stouter. See Photo #1, repeated from last month. A small wrinkle in the installation of the E21 mounts is that their studs are 10-mm

while the E36 mounts are 8-mm, necessitating some minor rework, which I covered last month.

In preparing Vic Jr.'s '95 M3 for our recent event at New Jersey



Photo #2 E21 Mount On E36 Crossmember

Motorsports Park, we did the power-steering-return-hose modification [described in a document on the Chapter Website]. I recommended to Vic that he also replace what looked like the original E36 trans mounts [same mounts as the non-M3 cars] with the E21-mount "upgrade".

When we went to do the job, Vic produced some mounts that look just like the E21 mounts, except they have 8-mm studs, so no rework is required to install them in the E36 chassis. Vic got the mounts from Ben Liaw over at Rogue Engineering, and they were a breeze to install. See Photo #2.

A couple days later, who do I see at New Jersey Motorsports Park but Ben Liaw! So I got to ask him about his trans mounts and how they compared with the E21 mounts and the stock E36 mounts. Ben provided some relative-stiffness data on the E21, E36 and Rogue transmission mounts:

E21 Mount - Shore A40

E36 Mount - Shore A35

Rogue Mount - Shore A55

The Shore A Scale is used to compare the relative stiffness of "rubbers" and some "plastics". The higher the number, the stiffer the material, and the lesser the compliance. So you can see that the Rogue mounts are a bit stiffer than the E21 and E36 mounts, but still, according to both Ben and Vic Jr., suitable for a street-driven Bimmer. Ben's mounts are \$55 per pair, including hardware, while the E21 mounts list for about \$44 each and can be had for about \$30 each. So we're talking a

(Continued on Page 5)

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## Philes' Forum (Continued from page 4)

near toss-up as far as cost is concerned. However, the labor charge to install the E21 mounts would be considerably more than for the Rogue mounts.

I'm cheap, I work cheap [on my own cars, that is] and I had a couple E21 mounts gathering dust on my shelf, so I'm happy with the "upgrade" on Joanne's car. [Plus I got a good column out of the job.] However, I think that Ben's mounts offer a good value and alternative to the E21 mounts. If I had to *buy* trans mounts for an E36, I think I would go with Ben's.

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.

Bimmerphile Bill Vanderbeck sent in a report of a tailpipe test on his '95 VW GTI, with over 200,000 miles and the original catalytic converter and oxygen sensor. Bill's VeeDub, purchased new and maintained by him, turned in some incredible numbers: 0.00 % carbon monoxide and 7 ppm unburned hydrocarbons [HC]. These are numbers I usually see from large-catalyst-equipped M-cars. To put the HC number in perspective, I have seen ambient auto-shop-air readings of 4 ppm!

Bimmerphile Art Neufeld also sent in an inspection report, but his '95 Toyota Corolla failed for a whopping HC of 342 ppm [max allowed is 220]. The Toyo also has more than 200,000 miles. At press time, Art was still exploring various possibilities for the HC failure, and the whole story will appear in an upcoming *Philes' Forum*. Quoth Art: "Finally, an interesting one!" Indeed.

Thanks to both Art and Bill for taking the time to share their results.

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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## New Jersey Chapter of BMW CCA Board Meeting

May 15, 2013

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Marc Goeller, Ross Karlin, Neil Gambony, Bob Isbitski, Colin Vozeh, John Gyorfy, Dave Allaway. Board members absent: Paul Ngai, Jerry Faber. Others present: Doug Feigel, Larry Engel, Elihu Savad.

### President

Jeff Caldwell called the meeting to order at 7:40 PM at Alfonso's in Somerville. Bob Isbitski moved to accept the April minutes as distributed and Neil Gambony seconded (carried unanimously). Jeff Caldwell reported that Ross Karlin has arranged a Westlake School tour for Board members at 1 PM on Wednesday 5/22. Larry Engel has verbal agreement from Bergen County for the TireRack Street Survival School on 6/23 at Campgaw Reservation. Larry may open registration later this week. Larry is also trying to secure Campgaw for 9/30. Jeff noted that GFest is this weekend at South Orange Village Center and we will have a table and accept membership applications. After discussion, Dave Allaway motioned to authorize a drawing at the event for one free driver school (in October) and one free autocross. Colin Vozeh seconded (carried unanimously).

### Vice-President

On Paul Ngai's behalf, Jeff reported that next Tuesday's meeting will be at Circle BMW in Eatontown, with Melissa Costa, BMW Brand Protection Manager as guest speaker. The Biergarten event at the Deutscher Club of Clark will be Friday 6/7, and Paul still needs cars. The June monthly meeting will be at BMW NA on Friday 6/14. The July meeting will be 7/17 (as previously agreed) at BMW of Princeton. Wayne Carini of Velocity/Discovery Channel was suggested as a possible guest speaker for September or October. Ross Karlin suggested a speaker from the BMW Foundation.

### Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Ron noted that we incurred a 2012 tax liability as a result of pre-paid advertising for 2013.

### Social Events

There was a discussion on club merchandise. Bob Isbitski will follow-up on Enthusiast Media Group with information from Larry Engel. John noted the recent get-together in Frenchtown with the DelVal chapter vintage group, and is looking for a venue for another such event. John will extend an invite to Bill Foster for vintage cars for the Biergarten event.

### Newsletter

No report.

### Website

Colin Vozeh reported that he has information on upcoming domain name registration expiration, and will forward web-related expenses to Ron Gemeinhardt.

### Members at Large

Bob Isbitski reported that Barry Stevens has requested funding for 15 more instructor jackets. After discussion, Bob motioned to authorize a final expenditure for 15 additional jackets, not to exceed \$1000. Ross Karlin seconded (carried unanimously).

### Business Manager

Doug Feigel noted several recent web banner changes and thanked Colin for the quick response. Recent renewals include JMK BMW, Prestige BMW, and Unique Photo/Zeckhausen. Marc Goeller raised the question of whether sponsors should be followed on our Facebook page. No possible objection was seen and Doug will inform our sponsors. There was a brief discussion of the need to continue to segregate advertising vs. event sponsorship as unrelated vs. business-related income for tax purposes.

### Driver Schools

Jeff White reported that our next event is Thunderbolt. The Club Racing School is full. The Driver School is currently eight students away from being full. 20+ racers are signed up for the Club Race. JMK will be the event sponsor.

### Autocross

Elihu Savad reported that the first autocross of the season was 4/21 at the PNC Bank Arts Center, with 51 participants and perfect weather. The 5/19 and 6/30 autocrosses will be at the NJ Convention and Expo Center. Elihu is working on possible summer venues. Expenses and new member applications will be submitted.

### New Business

The next Board meeting was set for Wednesday 6/26 at Alfonso's, and will serve as a combined June/July Board meeting. Jeff White moved to adjourn the meeting at 9:05 PM and Ron seconded (carried unanimously).

Respectfully submitted,

Dave Allaway, Secretary

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# Thunderbolt Mega-Event - Westlake School takes the checker!

Those of you who have been Club members for several years know that each June we hold a driver school and club race to benefit The Westlake School. To that 17-year tradition, we have added a BimmerWorld BMW CCA Cub Racing School to the event for the past 3 years making this event the most varied event of the year. The success of this event requires a full contingent of students, instructors, racers and sponsors and I am happy to report that everyone turned out in full.

Early rain on Monday meant both driver school participants and club racers started cautiously as everyone looked for grip. The driver school portion of the event was a sell-out once again with 57 students registered. The large instructor contingent meant everyone had ample time with his or her instructor. Despite the initial wet conditions, responses from the students were that they learned a great deal as driving conditions progressed from wet to dry. If you want a great driver school experience, put this event on your calendar now for 2014.

Of special note this year was the extraordinary turn-out for the BimmerWorld Club Racing School, 22 students! This is an enrollment generally seen only at O'Fest. The high number of students was certainly due, in part, to the participation of James Clay and two of his BimmerWorld drivers, Jesse Clark and Ryan Schuster as instructors. Additional instruction was provided by long-term club members Jeff Bruce, Scott Reiman, Rick Kiceniuk, Blake Caplan and Roger Wylie. Bob Ball, Ron Checca, Jeff Caldwell and David Weaver also contributed. Thanks also to Jason Crist for making the trip up from Virginia to serve as Chief Instructor. Club Racing School students alternate between on-track exercises and extensive classroom instruction for an intensive 2-day experience. This is the only place where you can get instruction from professional race car drivers at club racing prices. The large number of students and instructors provided a school in which the exercises were full and the simulated racing on Tuesday afternoon closely mimicked typical race conditions. We can look forward to a new group of racers in our future events and additional racers to provide needed support for the August Endurance race.

Finally, the club racing results. The forecast dampened the turnout but we still managed 33 race participants. The format of the races this year was that the best lap from each race set the grid for the subsequent race. Every race was spirited with different winners each time culminating in the Feature race on Tuesday with Will Vanjonack taking first followed by Asher Hyman and Andrew Abraham. Please look for Brian Morgan's article in a future issue of the Roundel listing all race participants and finishing positions as well as photos.

Now to the real reason we do this - helping the students of Westlake School. First, our primary sponsor deserves special recognition. JMK BMW provided sponsor dollars to the event as well as terrific door prizes for the banquet (more on that later), free water and energy bars during the event and pace cars for the races and the parade laps with the Westlake Students.

Additional door prizes were provided by BimmerWorld, Turner Motorsports, VAC Motorsports, Tire Rack and Rogue Engineering. The generosity that we are able to show as a chapter is due in large part to the participation of these sponsors.

The fund raising for Westlake started with the track-side banquet on Monday evening accompanied by our annual auction. To get the crowd in the mood, the door prizes were given away first. Mark Carvalho from JMK BMW provided watches, shirts and other goodies, BimmerWorld provided several gift certificates, a team track shirt and keychains, VAC Motorsports donated shirts and gift certificates. Turner Motorsports provided driver-signed shirts, and posters and Rogue Engineering donated a gift certificate. At this point, master auctioneer Mo Karamat took the microphone to auction the 4 grand prizes. Mo has worked his auctioneering magic for us in the past and this year was no exception. First up were a pair of M3 front bumper covers from Turner Motorsports autographed by the drivers. Next was an autographed jersey from Giants star Amani Toomer donated by Ross Karlin. Last up was a beautiful BMW mountain bike donated by JMK BMW. Our final tally was over \$2,000 raised. Thanks to all our bidders and donors.

The fun continued on Tuesday when the students and staff from Westlake arrived. After a break to receive their event shirts and gift bags from JMK then a quick lunch, everyone climbed into cars for a set of parade laps around the track. The huge smiles on the faces of the kids are the reason we do this every year. The rides were followed by the feature race cheered on by the Westlake students and staff. The day concluded with the students partaking in the awards ceremony and pictures with the pace cars. The joy and the laughter of the kids are always welcome additions to our paddock.

We will be on the main track at Summit Point for another combined driver school/club race on the weekend of July 27-28 including our traditional BBQ at the track. If you have never been to Summit Point you owe it to yourself to come. This is a track that everyone loves for its flow, elevation changes and speed. Last year we were able to run 3 student run groups in addition to the racers so everyone got plenty of open track time. In August (23rd-25th) our friends from DelVal have their 3-day Driver School/Club Race event at NJMP on Lightning. New at this event will be a 4-hour Enduro race on Friday evening in addition to the sprint races on Sat and Sun. Next up for us is our annual trek to the Shenandoah Circuit at Summit Point on the weekend of Sep 7-8. This is truly a driver's track and it is the only event where everyone has time on the skid pad for both days. Registration for all events is on-line at Motorsportreg.com.

Thanks again to our dedicated volunteers, all our participants and our generous sponsors for making the Thunderbolt event a terrific success. See you at the track.

- Jeff White

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## 2013 Driver School Schedule

| Date             | Track             | Type                    | Cost         |
|------------------|-------------------|-------------------------|--------------|
| 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.





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# Finish Lines

By Thom Rossi

"Racer's tan!" declared Scott Barton, as he walked into our shared hotel room and held up his two grease-coated forearms in the manner of a referee declaring a successful field goal kick. Yes, he was grinning ear-to-ear as usual, despite having spent a good portion of the day's enduro race working on his car to chase down a few minor problems... like his transponder melting and such things.

The 4-hour race itself marked my first event of the season, and I was fortunate to have Rob Jackowitz and Geoff Atkinson, two very talented guys, as teammates and co-drivers. Rob qualified us first in our class and started us off with a great stint, putting some distance between us and the second in class, Ron Checca's number 88. I had the middle stint - my job was simply to maintain class position, which I did despite having to serve a drive-through penalty - and Geoff Atkinson was our finisher. In the end, we were the fastest car in our class, but that didn't lead us to winning our class. Team Checca figured out a way to complete the 4-hour enduro with a single refueling stop, while we had to make two stops. We were not able to regain the 7 minute disadvantage inherent in our strategy. In fact, Checca's one-stop strategy came darned close to bringing him to an overall win against much faster classes, with the outcome being decided only in the last 3 laps of the enduro. Very exciting stuff indeed!

Back here in NJ, our chapter had its annual race to benefit the Westlake School, held at NJMP's Thunderbolt track. That was my chance to debut the No. 726, which made its way down here from GMA Motorworks for a trackside delivery. This was to be a shakedown event for the car and my first sprint race of the year. The car, in its latest revision, was an absolute blast to drive. My lap times were good enough to net the fastest time of the day and put me on pole for the feature race, but the car had a reliability problem due to, it seems, insufficient fuel delivery. This caused the engine to shut down mid race for both the qualifying and feature races. It also meant that I had to cancel my plans to load the car up for transportation down to Texas and subsequent participation in the club race at the Circuit of The Americas, the newest Formula 1 track. Instead, at the end of the race I loaded my car back up to take home to NJ and spend a little unscheduled time around the house.

That gave me the perfect opportunity to finish up a repair job I had started on Starla, my daughter's 2001 Audi A4. When Jenny had returned from college this Spring, I gave her car the usual post semester evaluation and found the front right CV joint boot was torn. I've re-packed CV joints in the past and it is no big deal. Usually the hard part of the job is freeing the axle from the hub to get access to the joint and boot, and this job was no exception. Audi engineering is different from what we're used to on BMWs. The art of repairing an Audi is found in fixing the stuff that breaks when you're trying to get access to the stuff that was already broken.

Starla's front suspension is designed with two upper control arms joining the knuckle which houses the hub. They are joined to the knuckle with something called a pinch bolt, which clamps the assembly together. Why Audi did this instead of the typical nut-on-a-tapered ball joint is beyond my understanding. I'm sure it is a great design and easy to repair - if you take it apart within the first few years of manufacture. But after a dozen years of salty road exposure, this bolt is a royal pain to remove.

When I started working on it, I soaked it with PB Blaster, removed the nut from the end, and tried working it loose with a hammer. Then I moved on to an air-powered hammer. Then I

got out the oxy acetylene torch. Still no joy. So I put a wrench on the bolt head and thought maybe I'd twist it loose. The bolt head twisted. The other end of the bolt didn't. Oh boy. Now I knew that I had weakened the bolt, but I didn't know how much and if it would hold up or fail. That was the point of no return: I had to get that bolt out and replace with new, no matter what.

All the while I was doing this, I kept reminding myself that this job called for patience. At this point, if Bob Conway is reading this article, he is already laughing at the idea of me being patient. The thought occurred to me that I didn't have the proper patient mindset when I became aware that my pants were falling down. I kept hiking them up and what I really needed to do was go back in the house and put on a belt. But I really didn't want to take the time to walk the 40 feet back from the workshop. So there I stood, hammer in one hand, pants bunched up in the other, wailing on the bolt and thinking - this is not reflective of a patient mind. I decided to quit for the night and try again the next day.

I ended up finishing the job by a combination of: drilling, more heat, twisting the bolt head off, and using another 11mm bolt as a punch to drive the original bolt out. I truly expected the original bolt to look magnificently corroded after it was freed from the knuckle: like an artifact recovered from the titanic, rusted and partially coralized. However, it was disappointingly covered with only the thinnest patina of oxidation. In any event, it went into my "parts of infamy" drawer along with other spectacularly failed car parts, like the shattered piston from the first M20 I blew up. Having thus fixed the thing that broke (the pinch bolt) while I was getting access to the broken thing (the CV boot) I was able to repack the CV joint, reassemble the whole mess and declare victory.

Repacking a CV joint is easy, but messy. I threw my ultra-greasy shirt and shorts into the garbage on my way back into the house. As I walked through the kitchen on my way to the shower, Mrs. R. noticed my blackened arms and shot me a look. I smiled broadly and raised my arms toward the ceiling. She asked "What's that?" To which I replied, "Racer's Tan!" She seemed to think about that for a minute before saying, "Oh, it's ugly. Go wash it off."

The Rossi Ride





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## NJ CHAPTER CALENDAR

### July 2013

No monthly meeting. See our website for late-breaking events.

### August 2013 Thursday, 15th

Show and Shine and Swap Meet at the Deutscher Club in Clark, NJ. 7pm. Bring your best; bring your stuff. Bring a friend.



## Welcome New Members

Rich Acosta  
Moazzam Ali  
Michael Bergman  
Richie M. Bocanegra  
Richie Bocanegra  
Richard J Bodmer  
Scott Broeker  
Chuck Buchinsky  
Joseph L. Calabro  
Robert Cariste  
Sandra J. Carrithers  
Marcus Casimir  
Dominic Catalano  
Susan Choi  
Corinne Costa  
Gary Domingo  
Sean Dougherty  
Michael Foreman  
John Gallup  
Richard T. Geck

Daniel Goldburt  
Simon Goldburt  
Ioana Graff  
Dan Gross  
Arslan Hanjra  
Diane Havelock  
Justin Imperiale  
Michael Imperiale  
Michael Johnson  
Dae Gyum Kim  
Michael Adam Kivetz  
Elizabeth Koshy  
Ed Laubach  
Thomas Leung  
Philip Levien  
Myron Lising  
Irene Lopatovska  
Jennifer Luzes  
Mark Mariak  
Alvin Martz

James McDaid  
John Meiser  
Louis Mendola  
Dina A Miele  
Vincent Novelli  
Li Pan  
Arthur M. Pavluk  
Lanny Paykin  
Chris Pohts  
Frank Rahman  
Jose A. Reis  
Brian Salles  
Joshua Schleifer  
Muralitharan Sharavanaba-  
van  
George Stanley  
Jordan Stone  
Kevin Wade  
Wade Wilson

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Chief Tech Advisor Vic Lucariello  
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Member Neil Gambony  
Member Warren Brown  
Member Blake Smith  
Member Bob Isbitski

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

### Ross Karlin

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Neil Gambony  
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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](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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