



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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<http://www.njbmwcca.org>

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**NJ BMW CCA
Banquet and
Casino Night
Feb 1st**

Zooming into the New Year



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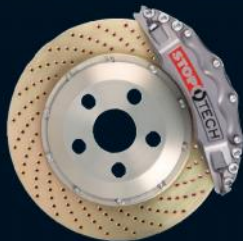
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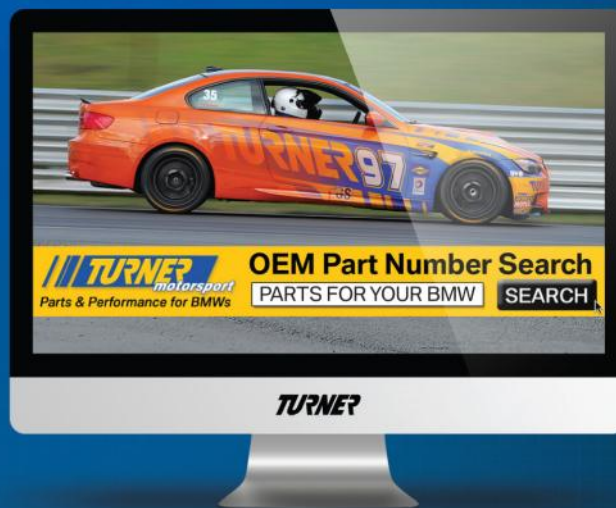
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President's Column

By: Jeff Caldwell

Close Encounters of the Front-Wheel Drive Kind...

Any BMW purist will tell you there is nothing finer than a "proper" rear-wheel drive car. BMW has built the Ultimate Driving Machine with that very premise in mind for decades. You won't find an M3 with front wheel drive. Even mentioning M3 and front-wheel drive in the same breath is shocking! Do you think it could happen? Could we see a front-wheel drive M car? How about a front-wheel drive BMW? I am here to tell you it is a reality folks. Front-wheel drive is coming...and it's coming to a BMW near you. No, it's not the topic of a far-fetched, low budget sci-fi film, although many of you probably wish it was!

Let me be clear. I am not suggesting that the next generation M3 will be front-wheel drive. It won't be. However, it will feature a turbo engine and the coupe version is an M4. Say what? M4? Turbo? They call THAT an M car? What gives? We all know the M3 is based on a naturally aspirated engine and rear wheel drive. It's an M3 after all, the purest BMW. It is the gold standard by which all other sport sedans are measured. Right? Yes! The new M3/4 will be amazing. It will be fast. You will love it. Trust me. However, this article is not about how much we will love the new turbo M cars. It is about us as enthusiasts accepting front-wheel drive as a BMW reality. Are you ready? I am.

As hard as it is for me to admit, I think the front-wheel drive BMW will be a great car. It will be fun to drive. It will be well balanced. The engine will be peppy. I have one don't you know? It's called a MINI Cooper. Yes, I drive a MINI Clubman S and I love it. All kidding aside, anyone who has been under a MINI recently will tell you that it's pure BMW behind the sheet metal. Many of the components carry BMW part numbers. It is not a stretch to believe BMW could market and sell a front-wheel drive car with a roundel on the hood. They already have the engineering. They already have the chassis. Makes sense, no? I have heard that such a vehicle is in the offing. Will it come to our shores? I have no idea, but I can tell you that if it does...it will be fantastic. It will be a real BMW. Part of me finds it nearly impossible to comprehend writing these words. I am a BMW purist of the truest kind. I believe the E30 M3 is the greatest touring car of all time. I race an E30 325is and it is a raw, visceral experience that connects me with a racing heritage that has no equal in motorsport. BMW has mastered the touring car. No one will ever convince me otherwise.

Still, as sure as the sun will rise tomorrow, I sit here and tell you that a front-wheel drive BMW will not be the end of the world. In fact, as I mentioned earlier, I have first-hand experience with one. I have spent the last two years piloting a six-speed MINI Clubman S every day. As a long time driver of rear-wheel drive BMW street cars and more recently BMW race cars, I feel like I

have a fair depth of knowledge to call on. Imagine an E30 with front-wheel drive -- this is the best way to describe the feeling of driving the MINI Clubman. The car has the balance and general feel of the E30, but with a little more "get up and go" and of course the trademark "power oversteer" of front wheel drive. I find myself having to be a tad more careful with the MINI than the E30, especially in wet conditions, as it is not as predictable as a rear wheel drive car. Nonetheless, the MINI is tremendous fun to drive and I have thoroughly enjoyed my time with it. It is from this perspective that I approach the prospect of a front wheel drive car sporting a BMW badge. Regardless of what parts are used, a MINI is still a MINI and a BMW is still a BMW. Undoubtedly, it will be difficult to convince purists to accept such a BMW, but in the recent past I distinctly remember the cries of "how dare BMW sell us a car with a turbo engine?" Many of those cries have been replaced by hoots of joy as enthusiasts far and wide accept the E92 335 and F30 328 as "real" BMWs. Imagine that.

I wonder if the front wheel drive BMW of the future will enjoy the same acceptance as the turbo cars. Will enthusiasts embrace them as true BMWs or will this simply be a "close encounter" with an alien species they would rather forget? I suppose only time will tell. Until then, you can find me happily behind the wheel of my front-wheel drive "BMW". Come to think of it, that really does sound like science fiction!

While a front wheel drive BMW is probably quite a way off, 2014 is already here and the chapter has a full calendar in store for the upcoming year. The annual banquet is rapidly approaching and is being held at the Madison Hotel in Morristown, NJ on Saturday, February 1st. Sign up is available on the website at www.njbmwcca.org. Hope to see you there. Please come find me and say hello! In addition to the banquet/casino night we have our annual tour of the BMW Vehicle Delivery Center scheduled for late March. Immediately following the VDC tour we kick in to high gear with the start of driving school season.

Our first track event will be held in early April at New Jersey Motorsports Park on Thunderbolt. If you have wanted to bring your BMW to the track and try out high performance driving...this is the time. Our highly capable corps of instructors will be ready to get you started or help you continue your on-track education. Early June brings another driver school and club race at New Jersey Motorsports Park and at the end of the month we plan to be at BMW NA headquarters in Woodcliff Lake, NJ. The BMW NA meeting is a highlight of the year, so keep a look out on the website and in this bulletin for exact date and time.

So much to do and so little time! I am sure we have an activity or event that YOU would be interested in attending. Come out and join us!

New Jersey BMWCCA Banquet and Casino Night **Madison Hotel Conservatory** **February 1, 2014**

Come join the NJ Chapter of the BMW Car Club of America for an evening of fantastic food and fun at the elegant Madison Hotel Conservatory on Saturday, February 1, 2014 from 6:00-10:00 pm. All chapter members and spouses/ guests are encouraged to attend. Tickets are \$65.00 per person and must be purchased in advance. A cash bar will be available. Registration will soon be open on the chapter website at: <http://www.njbmwcca.org/>

Following a delicious buffet with lots of variety, the casino tables will open for play. Enjoy your favorite games of chance and try some new ones. There's nothing to lose and fun to be had! Professional dealers will be there to coach players on winning strategies. Since the games are for entertainment only, their goal is to maximize your enjoyment instead of house winnings!

As usual, our wonderful BMW dealership sponsors will provide exciting door prizes. The big prizes will go to the winners of the casino games, but there will be many merchandise handouts available as well. We will be inviting our sponsors to attend in person. Come meet and greet them. It's a great chance to find out about the latest and greatest from our favorite car company!

Be sure to watch the chapter website and look for e-mail updates as the event gets closer. In the meantime, be sure to mark your calendars for this special evening. For more information on the Madison Hotel, including photos of the beautiful venue, go to: <http://www.themadisonhotel.com/>



Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! Well, here we are in 2014. Hard to believe. This month I have an interesting story about Alex Avedis' E46. But first ...

Joanne and I were away for a few weeks, so I find myself catching up on some reading material that arrived in our absence. For those of you who have not seen it, the December, 2013 *Car and Driver* has an interesting comparison test of the F10 535xi [with M-Sport package], an Audi A6, a Cadillac CTS, and the requisite Mercedes E350. Having previously lost in a *C/D* comparo with the Audi, the Lexus GS350 was excluded from this test. I thought some of *C/D*'s comments were rather telling.

One was "Clomping ride, ponderous handling, wooden steering". You might think this would pertain to the Caddy, right? Well, unfortunately it refers to the Bimmer.

Another was "Shocking[ly good] body control, stunningly quick steering, spectacular brakes". "Wow, they MUST be talking about the Bimmer!", you sez. ["Is that your final answer?", sez *Philes' Forum*.] Sorry, but the correct answer is the Caddy. *C/D* also referred to the CTS as "the dominant sports sedan" of the test cars.

In *C/D*'s view, the CTS pretty much trounced the other contenders in the areas of steering feel, brake feel, handling, and the important "fun to drive" category, and finished second to the Audi. In defense of the F10, which finished last, it has been in U.S.-spec production since early 2009, while the Caddy is "All New" for 2014. But still: "ponderous handling", "wooden steering"??? Give us a break. I don't think we can blame all that on the test car's all-wheel drive. [The rear-drive Caddy is among *C/D*'s 10Best Cars for 2014.]

Okay, time to return to a time when Caddys were "ponderous" and BMW had not yet slipped quite so far down the "we build a less-reliable Lexus" slope. Specifically: Alex Avedis' E46 ['99-'06 3-Series].

Former co-worker, inveterate *Philes'* correspondent, and consummate gentleman, Alex contacted me regarding a couple problems with his '01 325i with 147,000 miles. The E46 had an "oscillating" idle speed and the secondary-air monitor would not run [execute]. [This E46 uses an electric secondary-air pump to push air into the exhaust manifolds to speed catalytic-converter warm-up after a cold start.] Perhaps a bit of description of "monitors" is in order before we proceed.

In OBD II argot [jargon - Editor] [OBD II is "On-Board Monitoring Level II; found on passenger cars and some light trucks starting ca model year 1996], "monitors" are tests run by the DME [BMW-tech-speak for the engine-control computer that regulates pretty much everything your motor does.] to determine inferentially if tailpipe-emissions levels are within specification. These monitors are grouped as "continuous" and "non-continuous".

An example of a continuous monitor is the crankshaft-position sensor and its circuit. Any time the motor is running and the sensor's signal or circuit values fall outside of what the DME considers normal, a trouble code [DTC] will be set in the DME's memory and the "Service Engine Soon" lamp [AKA: MIL] will illuminate in the instrument cluster.

Alex' secondary-air monitor is a non-continuous monitor. This type monitor only executes after specific enabling criteria are met. For example, the secondary-air system, which, depending on temperature, only operates for a short period after a cold start, can only be monitored while it is operating. Another example of a non-continuous monitor is the evaporative-system monitor, which requires, among other criteria, that the fuel

tank be between ¼ and ¾ full.

The E46 secondary-air system, in addition to the pump, has a vacuum-operated valve that opens when the pump runs. The valve prevents corrosive exhaust gasses from flowing back through the pump when it is off. Alex's diagnosis included verifying that the pump was in fact running when it should and that the valve was allowing air flow. So, what might cause the secondary-air monitor not to execute?

The answer lies in knowing how the secondary-air system and its monitor on Alex's year E46 operate. The monitor looks at the upstream-O2-sensor [OBD II cars have O2 sensors upstream and downstream of their catalytic converters] values before and after the air pump is started. The upstream sensors, mounted in the exhaust manifolds, detect the extra air supplied by the pump, and bingo, the monitor executes and is happy. However, an enabling criterion for the E46 secondary-air monitor is that the O2 sensors are operating as they should be. If the DME does not "like" the signals it is seeing from the O2 sensors, it will not execute the monitor. One might think that O2 sensors, which have their very own monitors, would set a DTC if they were bad enough to prevent the secondary-air monitor from running, but this is not always the case. Moreover, to complicate the situation, there are "generic" OBD II DTCs as well as "enhanced" or "manufacturer-specific" DTCs, not all of which turn on the MIL. A simple OBD II scanner may not pick up enhanced DTCs.

Given that Alex's diagnosis had ruled out the usual problems of a failed air pump and/or a stuck air valve, and that the E46 was still sporting its original O2 sensors, which I normally replace around 100,000 miles, I suggested to Alex that he consider changing the upstream O2 sensors. Alex changed 'em and reported that the secondary-air monitor then executed with no other problems and that the E46 passed NJ emissions inspection.

As for the unstable idle speed, you all will have to wait for next month for the denouement on that.

For those of you who read *Philes' Forum* simply for the photos [probably the same folks who claim to read *Playboy* for its editorial content], I do have one photo for this issue. The photo is of a minivan that was [of course] blocking the left lane on I70 during Joanne's and my recent trip out West. As Vic, Jr. is wont to say, "These cretins shouldn't be allowed to reproduce". Alas, as evidenced by the photo, they do.

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.

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Photo by Vic. Left-lane bandit minivan.

Initial Ramblings

That's not a Walrus, that's a Manatee!

The Sunday morning started off with the enthusiasm of a sloth. Roll out of bed at 7ish (heavy on the ish), into the shower and then realize we needed to be in Flemington at 9am. It would take us at least an hour+ from our home in Brick meaning we should be leaving at 7:45 to make sure we get there on time, get breakfast, socialize and pump ourselves up for what should be a fun day of clues and driving enjoyment. It must have been an omen 6 days prior when I jokingly said on the club's website that Sandy and I will be showing up at 9:30am. Looks like that premonition will come true. This was how we started the Whack Your Turkey Rally.

Last year we missed the Rally, the first one in all the years I have participated in and we can't miss this one too. We rush out of the house into the frigid morning air with the clipboard, mechanical pencil, phone chargers, cup of hot beverage, and a GPS just to make sure we get there. We hit the Garden State Parkway and head up. Rough calculations show we might get there about 10 minutes after 9. Not bad for non-morning people. After about 4 miles of highway travel, we see taillights. Lots of them. Accompanying those red lights are also flashing lights of Police and Tow Trucks. Accident! Nuts. Five Lanes merging into one. After 20 minutes to travel 2 miles, we get past this ugly scene and got back up to speed. At that point we realized that we were going to be late and might as well drive safely, especially after what we had just seen.

This changed the entire outlook of the day. No more rushing; just take it easy and we will get there. So as we arrive at the Flemington Mall, the website directions said we will be meeting in front of the Panera Bread. Guess what? No BMW's in sight. It's probably around 9:35am and I am thinking to myself there is no way they had the drivers meeting and EVERY car left and the rally masters packed up and took off by now. Thankfully we found the group at the other end of the lot. I made sure the Rally masters knew we had arrived. Since we were going to be the last car off we had a few minutes for a last minute nature break, a cheese Danish and another beverage.

Now we are old pros at this. We didn't need no stinkin drivers meeting to tell us what to do. Just hand us the instructions and let us loose on the roads. 740il's heated seats were set to broil and we were ready. 3, 2, 1 and we are off. Clues to the left of us, clues to the right of us and within 5 minutes, we already had to turn around thru a parking lot because I missed the road, and a clue I think. Up hills, down streets, turn here, drive there. Obscure and not so obscure clues everywhere. We were doing pretty darn well... I think. Bonus question #1 was a small figurine on top of a tire in front of some house/business/scrap yard that looked like something right out of American Pickers or even Hoarders. The type of place you can find old furniture, car parts and Tetanus. BAM, got that clue. A little while later we nail the second bonus question. And amazingly, we are not freaking out. Both of us were calm just getting clues.

At one point we drove all the way down the wrong road, about 4 miles before we realized we are at a road that didn't match the directions. We also didn't get one clue so we turned around and headed back. Sandy neglected to tell me within ½ mile of turning we had to go slight right onto another road. There was 10 minutes burned up. I still only think we got one out of 4 clues on that leg. We figured we would make it up on the next section and as long as we get in on time and get the other two bonus questions, we should be safely in the top 5. So we thought.

On another road we were getting clues left and right, we were on fire. There was a black cat just sitting in the middle of the road. We have 5 black cats so of course Sandy said "stop I want to pet him" - More like she was trying to take him. I roll up to

the feline so Sandy can attempt to make a friend, or kidnap him, and then I look up, two Bucks on a mailbox. Thanks kitty, you helped us with our last clue for that leg. Fortunately, the furry dude wanted nothing to do with us and just wandered up the road without saying goodbye. We were better off as he may have changed our rally status from Competition to Family class as an unscheduled third member of this team. This isn't the first time Sandy wanted to take a cat on a Rally. Several years ago we wound up with a Christmas Kitty cookie jar that was apparently leftover at a garage sale out at the curb for free. In mid-stride I had to stop and back up so she could take it.

So now comes the best moment of the entire day - Clue - "The Eggman lives here" or something similar to it - We are driving and are looking at everything. I am thinking there is a Rooster on a mailbox or maybe one of the farms has a sign that says Fresh Eggs. A lot of times you can guess what you are looking for ahead of time. We pass by this Manatee mailbox that is wearing a Darth Vader mask and cape and I just stopped to look at it. Why isn't this thing one of the clues? Is it too obvious? I mean come on, it's completely bizarre and totally out of place. This is something you would find in Florida, not NJ farm roads. Plus, it has gone to the Darkside. Laughing hysterically, I got my phone and took a picture of it because it was just too funny. Another 100 yards down the road was a farm with what looked like a multilevel rolling Chicken Condo by the driveway. That must be the Eggman.

As we got to the last page of clues we just said heck with it. We had to get to the end before time was up so whatever final clues we had we will try to grab them as we go and if we miss them we miss them. We slide into the parking lot 10 minutes late as Sandy tries to exit the car while we are still moving. We missed the last two bonus questions too. Not good. Into the restaurant we went, and looked at the answer boards to see what we got and what we missed.

Then I see it, Darth Manatee. IT WAS AN ANSWER - THE EGGMAN! It was a damn Beatles reference. Then I said to myself, "That's not a Walrus, that's a Manatee!" I protest, or at least I make a clear statement that this is not correct to Rally masters Jon and Ron. They both said they didn't even realize it wasn't a Walrus. I think we should have got credit for the Chicken Condo on wheels. Unfortunately rule #1, the Rally masters are always right. With that, we wind up 11th overall. Not our best result but not our worst either. [Yeah, we remember the worst—Editor] But we had fun and that is the most important thing.

So with that I leave you with this:

I am the Eggman
Manatee is Darth Vader
Ross Karlin is the Walrus
Goo goo g' job

JT Burkard

jtburkard.blogspot.com
Send comments and suggestions to:
jtburkard@comcast.net



Photo by JT: Alleged Walrus

Finish Lines

By Thom Rossi

The 2013 racing season didn't go exactly as I had planned. My plan, of course, was to capitalize on the many improvements made to the No. 726 during the previous off-season to create a world-dominating series of wins and an insurmountable points advantage in the championship. It didn't quite work out that way, though.

I did discover that it's cheaper to drive ON the track, than off (duh!). My season was bracketed by two costly incidents in the No. 726. In the first race of the year at NJMP, I was quite over optimistic in a pass at T1 on Thunderbolt, resulting in a "kiss" of the tire-wall. As might be expected, tires are not fun to kiss. In my last event of the year, a test & tune outing at Monticello, I rode over a curb, tore off my splitter and bumper and destroyed my oil cooler and radiator: another expensive ouchie. That sets an obvious goal for 2014 - stay on the dad-gum track! Secondary goal: never have to ask Mrs. R. to help push a non-functioning car into the garage.

I really should have planned more test & tune days in 2013. It's absolutely no fun putting a car into competition before all the little glitches that go along with a build are worked out. My 2013 would have been a lot more productive if I had spent more time shaking down the improvements to No. 726 in a non-competitive environment and more time getting good quality driver coaching. Even though my off-season build plans are nowhere near as extensive this year as last, I will certainly rebalance my track time allocations with the goal being to bring a robust car and a more talented driver to every competitive venue.

That brings me to off-season wrenching plans. Primarily, I am focusing on giving myself a little more "forgiveness" to minor mishaps by changing the design and materials of the front end. That late season "off" at Monticello really made me re-think the radiator/oil cooler and splitter configuration. As run in 2013, the oil cooler was in typical E46 M3 configuration, riding below the radiator and just a centimeter or so above the splitter. The splitter, being made of carbon fiber, is prone to self-sacrifice in the slightest disaster. In fact, I noticed that in most of my off-track landscaping excursions the splitter didn't survive more than a few feet beyond track edge. That makes it the world's most expensive single-use lawnmower. Furthermore, a good portion of my reliability problems had to do with oil over-heat.

The first off-season project, therefore, is to reconfigure the oil cooler to position it in front of the radiator, well above the splitter surface and squarely in the high airflow area behind the

bumper cover. I'm also having a custom splitter fabricated out of a marginally heavier material, but 50x the strength of carbon fiber. Not any cheaper, but hopefully a little less anxious to disintegrate at the instant of impact with a stout blade of grass.

That project should make the car a little more robust. Then, of course, there are a few tweaks (not twerks!) that I'm working on primarily for the purpose of speed. But I'm not going to relate the details of those. We'll just have to see how that plays out when the new season rolls in.

The other half of my 2013 experience was focused on the fledgling BMW CCA Club Racing Endurance series along with team mates Geoff Atkinson and Rob Jackowitz. This series netted an unplanned bounty of fun! Endurance racing has a great mix of extended seat time plus time spent in pit lane with your teammates all working together for a shot at a win. It gives you a way to benchmark your own performance against that of other drivers in the same car on the same day. The track time feels different - more laid back - because you know that you have to preserve the tires and car for the next driver while eking out a few more miles on a tank of gas. There's also a lot of "hoopla" surrounding the Endurance series, with catered food and sponsor activities, photo sessions, and all-around fun. Sure, it's had its growing pains in its inaugural season, including a points controversy, a few questionable rules interpretations, and late additions to the schedule that were hard for me to adapt to. But overall, it's worth the price of admission and I'm sure that the organizers have set their own goals for improving the series next year.

Having said that, the No. 726 is not an endurance oriented car, and it never will be. It is built strictly for sprint racing and would be insanely expensive to use 4-6 hours at a time. In 2013 my ride was a rental SE36 from Bent Splitter Racing. I liked having to hone my momentum driving skills in a low HP car, and I also liked the full service arrive and drive experience. Exactly how I will participate in 2014 remains to be seen. I think I have a good solution developing to this question, but it's a little too early to write about it. Stay tuned.

My first planned event of 2014 will be Jeffapalooza 4 as a test & tune day, followed, hopefully, by a long haul down to Texas for my first sprint race at Circuit of the Americas. But as we all know, the best laid plans of mice and racers often go awry. And that, in a nutshell, is what makes this sport a challenge worth undertaking.

See you all at the track!!

New Jersey Chapter of BMW CCA Board Meeting

October 23, 2013

Board members present: Jeff Caldwell, Ross Karlin, Ron Gemeinhardt, Jeff White, Neil Gambony, Colin Vozeh, Dave Allaway, Paul Ngai, John Gyorffy, Marc Goeller, Bob Isbitski. Board members absent: Jerry Faber. Others present: Doug Feigel, Larry Engel, Ron Acher, Jamie Kavalieros, Brian Morgan, Blake Smith, Chuck Schmidt, Charles Craig.

President

Jeff Caldwell called the meeting to order at 7:46 PM at Alfonso's in Somerville. Colin Vozeh moved to accept the September minutes as distributed. Marc Goeller seconded (carried unanimously). After discussion, Jeff Caldwell moved to designate the Summit Point driver school and club race event as an annual memorial to Geoff Atkinson. Jeff White seconded (carried unanimously). In regards to 2014, it was noted that Doug Feigel and Paul Ngai are interested in serving in other capacities.

Vice-President

Paul Ngai reported that the October meeting will be tomorrow (10/24) at Shade Tree Garage in Morristown. The November/December meeting will be the Pinewood Derby and elections, held Tuesday 12/3 at Deutscher Club of Clark starting at 7:00 PM. The BMW Vehicle Distribution Center tour will be Saturday 3/29/14, limited to 200 members, details to follow. Jeff Caldwell will reach out to DelVal for a joint event at the Simeone Automotive Museum. Jeff is also interested in arranging a tour of the Oscar Davis collection.

Secretary

Dave Allaway noted that nominations for 2014 Board positions are due by the November Board meeting.

Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). Ron noted that the event sponsorship check from JMK has been received, and also a refund check from NJ Expo Center. We are still awaiting reimbursement from National for the ITS and Regional Instructor Seminar. There were discussions on remaining expenses for 2013, and on improving the attendance and profitability of the autocross program.

Social Events

John Gyorffy distributed the details on the banquet, scheduled for Saturday 2/1/14 at the Madison Hotel in Morristown, including a proposed Casino Night to boost attendance. After discussion, Jeff Caldwell moved to authorize a maximum \$4,000 expenditure for the banquet and Casino Night. Colin Vozeh seconded (carried unanimously).

Newsletter

No report.

Website

Colin Vozeh reminded the Board to notify him promptly of any needed updates. A prototype of the new website was distributed by Marc Goeller earlier today, with to-do's for going live by the end of 2013. Marc reviewed the recent changes, which were well-received, and asked for any additional feedback.

Members-at-Large

Bob Isbitski reported that the newly ordered instructor jackets appear to be of adequate quantity and sizes. A review of the new driver/instructor evaluation system shows that we are receiving more detailed comments and a higher percentage of respondents.

Business Manager

Doug Feigel reported that Flemington BMW has renewed their sponsorship. Park Ave BMW has not renewed.

Driving Events

Neil Gambony noted that the Whack-Your-Turkey Rally will be 11/24, with a starting point in Flemington.

Driver Schools

Jeff White reported that the Intro school was a sell-out, with 34 first-timers, 67 experienced students, and 55 instructors. The event went very well, with positive feedback received. Jeff is working on 2014 track dates, and should have NJMP dates by the next board meeting. We will have a possible \$5-10 increase next year, having held the price constant for the past 3-4 years. The board congratulated the Driver School Committee for an outstanding year. Ross Karlin noted that the regional DEC meeting will be 12/14 and solicited any comments or ideas, and appropriate additional attendees.

Autocross

The Champ Series points have been posted.

Old Business

Jeff Caldwell reported that the tools authorized at the last meeting have been purchased and received.

New Business

The next Board meeting was set for Wednesday 11/20 at Alfonso's. Ross Karlin moved to adjourn the meeting at 9:21 PM and Paul Ngai seconded (carried unanimously).

Respectfully submitted,
Dave Allaway, Secretary



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Driver School

By Jeff White

Driver School Notes

By the time this hits your mailbox we will have rung in the New Year and will be lamenting the excesses of the holiday season. Let me start off by extending my best wishes for a happy, safe and prosperous New Year. The winter is pretty quiet for driver schools as we prepare for our new season but there are three short pieces I wanted to share.

The first is what we can call "Reason #1: Why we hold driver schools". Shortly after our Introduction to the Track school last October, we received the following email.

Jamie and Jeff,

I wanted to let you know that the New Driver Program is very effective. I attended the New Driver DE Sunday October 13th at Millville, and drove my 750Li. The following Friday, I was on the Atlantic City Expressway cruising at highway speeds in the far left lane while passing cars. A car in front of me lost control and spun. Using my training from Millville, I kept the wheel straight and applied my brakes with all my strength, which fully activated the ABS. I was able to stop my car as the front of the other car spun into me. The result was minor, with damage to the outside casing of my headlights and a little fender damage. The other car had similar damage.

I credit my recent training with saving me and the occupants of the other car, as well as those around us on the road, from what could have been a disastrous high-speed wreck.

Sandy Nordstrom

It is feedback like this that keeps us going to hold our events. We will do our very best to continue to connect what you learn at the track to how it can help you be a better and safer driver on the street.

Next up is "Reason #2: Why we hold driver schools." In last month's Bulletin both Jeff Caldwell and Thom Rossi spoke about the passing of our very dear friend Geoff Atkinson. What they did not talk about was a small event at NJMP in November that Jeff C. held in memory of Geoff A. As several of us sat around swapping stories, Thom Rossi again spoke about what was really

important. To paraphrase, Thom said that he had spent some time looking through old photos for pictures containing Geoff. His comment was that too many of the photos were of the cars and he realized "...we were taking pictures of the wrong things. We'll forget the cars but the friends are who we remember and what is important." Thom's comment made me realize that we don't spend enough time talking about the social aspects of our driving events. When we gather at the track everyone there has left the external world behind and is joined by a shared passion with no other purposes than to enjoy a wonderful privilege and help the other participants do the same. The friendships that are forged in that environment last a lifetime. One of my 2014 resolutions is to do a better job in highlighting both the people and experiences of our driving events.

Last up is the first announcement for our 2014 driving season. 2014 marks the 40th year that the NJ chapter has been running driver schools! We are spending this off-season planning ways to celebrate this anniversary. Look for special promotions and event specials throughout the year. Our tentative calendar is given below but remember that none of the dates are final until we have contracts signed.

- April 7-8 (M-T): NJMP Thunderbolt: Driver School and ITS
- June 2-3 (M-T): NJMP Thunderbolt: Driver School, Club Race and Club Racing School to benefit Westlake School
- July 26-27 (S-S): Summit Point Main Circuit: Geoff Atkinson Memorial Driver School and Club Race
- Sep 6-7 (S-S): Summit Point- Shenandoah: Driver school
- Oct 12-13 (S-M): NJMP Lightning: Introduction to the Track school

We will have announcements early next year in the newsletter and on the chapter's website when registration is open.

As you navigate our winter roads, remember the lessons you learned about understeer, oversteer and the smooth application of power to drive safely.

Think warm thoughts and we'll see you in the Spring.

New Jersey Chapter of BMW CCA Board Meeting

September 18, 2013

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

President

Jeff Caldwell called the meeting to order at 7:42 PM at Alfonso's in Somerville. Jeff White moved to accept the August minutes as distributed and Neil Gambony seconded (carried unanimously). Jeff reported that the Car & Driver event in Lambertville was very successful, and will be covered in a BMW NA video featuring the 4-Series. The Rob Siegel meeting was well attended. The Chapter sold 27 of the 30 signed books purchased at a discount, and the remainder will be used as giveaways. Jeff suggested that we continue to do Show & Shine events for the portion of the membership that specifically attends these events.

Vice-President

Jeff Caldwell reported on Paul Ngai's behalf that Princeton BMW has not yet committed to the October meeting. Any other meeting suggestions should be forwarded to Paul.

Secretary

Dave Allaway noted that nominations for 2014 Board positions are due by the November Board meeting.

Treasurer

Ron Gemeinhardt distributed and reviewed the year-to-date financial reports (income & expense and balance sheet). The advertising/newsletter income and dues/membership income have been separated, as requested. Ron noted that we need to wrap-up the laptop purchase by the end of the year.

Social Events

Jeff Caldwell reported on Gyorfy's behalf that the banquet has been scheduled for Saturday, February 1 at the Madison Hotel in Morristown. The event will be \$65 per person, with no minimum attendance required. The Chapter contribution covers the room rental and bar staff. Jeff suggested that this could be combined with a Casino Night or some other program/speaker, at additional cost, but that would be up to the Social Events Committee.

Newsletter

No report.

Website

Colin Vozeh requested that any needed updates be e-mailed to him. As a follow-up to a prior discussion on space for member uploads, Colin noted that we are paying \$6/mo. for 6 GB, which can be expanded to 24 GB for \$12.95 per mo.

Members at Large

No report.

Business Manager

Doug Feigel reported that Flemington BMW is up for renewal.

Driving Events

Neil Gambony reported that Jon Trudel will be Rallymaster for the Whack-Your-Turkey Rally on 11/24.

Driver Schools

Jeff White reported that Shenandoah was a fantastic event, with great weather. We had 49 paying students, 6 more than forecast. Jeff is getting special T-shirts as a thank-you to the instructors, as they worked particularly hard at this event. The Intro School is filling up, with room for 15 or more experienced students. Jeff reported that we are currently \$12,000 in the black for driving events this year, and he anticipates a \$10,000 year-end profit. Ross Karlin moved to purchase two extra-small helmets prior to the Intro School. Jeff Caldwell seconded (carried unanimously). Jeff White noted that DrivingEvals.com has been tried at Shenandoah for the instructor/student evaluations, with excellent results. Ross Karlin, as DEC representative, reminded the Board of the need to enforce all driving event standards, with a special note on the importance of non-participant waivers. Non-compliance by any chapter could have serious consequences on our insurance rates.

Autocross

Elihu Savad reported that this Sunday's autocross (9/22) will be at the PNC Bank Arts Center - North Lot, and we should be extra-vigilant on adhering to local noise standards. The 10/20 autocross will be at the same venue.

Old Business

Ed Hansen is taking over the toolbox from Jeff Caldwell and the engine hoist from Jeff White. Jeff Caldwell moved to spend \$562.43 (including \$300 previously approved) for the purchase of an E46 control arm bushing master tool and differential

mount tool. Colin Vozeh seconded (carried unanimously). Larry reported that the TireRack Street Survival school is next week. Jeff Caldwell noted that with several other track and resort venues under discussion, National does not seem to have any current interest in Oktoberfest at NJMP.

New Business

The next Board meeting was set for Wednesday 10/23 at Alfonso's. Ross Karlin moved to adjourn the meeting at 9:08 PM and Ron Gemeinhardt seconded (carried unanimously).

Respectfully submitted,
Dave Allaway, Secretary



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NJ CHAPTER CALENDAR

January 2014
Thursday, 23rd

Our January monthly meeting will be held on January 23rd, 7:00pm at the BMW of Morristown state-of-the-art facility located at 111 Ridgedale Ave. in Morristown. Hear fellow NJ BMW CCA members Vin Ramundo and Bill Berenbroick report on the wonderful experience they had as they traveled to Munich to pick up their brand new cars acquired through the BMW European Delivery program.

February 2014
Saturday, 1st

New Jersey BMW CCA Banquet and Casino Night at the Madison Hotel Conservatory. 6pm to 10pm. See page 3 for details.



Welcome New Members

Spencer Aukamp	Alex Giacchi	Eric Olsen
Coby Bernstein	Vincent Giliberto	Lawson Penney
Claudia Boyajian	Hannah Glaser	Taylor Quickel
Paul Bujnowski	Marc Grossman	Casey Rutko
Olivia Burdack	Andrea Kalliaras	Jason Sedell
Peter Chan	Peter Kern	Daniel Shaw
A Cioffari	Steven Margherita	Nicholas Shenkler
Cory Czyzewski	George McGuirk	Jonathan Tam
Julianne Depardieu	Craig Miller	Patrick Trainor
Nick Diaco	Matt Morgantini	Sarah Troast
Harold Fayorsey	Jessica Nagy	Julia Usinowicz
Nancy Feigel	Adam Neely	Emily Walczyk
Bruce Fenska	Nicolas Neverov	Samuel Yakovlev
Joe Garzillo	Ethan Ngai	

NJ BULLETIN STAFF

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

CHAPTER OFFICERS

PRESIDENT	Jeff Caldwell
jcaldwell@pci-hplc.com	
VICE PRESIDENT	Paul Ngai
pkngai@yahoo.com	
DRIVING EVENTS	Neil Gambony
neilgambony@njbmwcca.org	
SOCIAL EVENTS	John Gyorfy
jbajm61@aol.com	
TREASURER	Ron Gemeinhardt
rgemeinhardt@njbmwcca.org	
SECRETARY	David Allaway
david@allaway.us	
WEBMASTER	Colin Vozeh
colin@availabledark.com	
MEMBER AT LARGE	Bob Isbitski
goinfastmbob@yahoo.com	
MEMBER AT LARGE	Marc Goeller
bmw.mtrois@gmail.com	
MEMBER AT LARGE	Jeff White
jwhite@njbmwcca.org	
MEMBER AT LARGE	Ross Karlin
rosskarlin@njbmwcca.org	
CHAPTER TOOLBOX	Jeff Caldwell
toolbox@njbmwcca.org	

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

Neil Gambony	Ed Walters
Douglas Feigel	Ivan LeGrand
Brian Corrigan	Jim Kavalieros
Neil Gambony	Larry Engel
Vic Lucariello	Mark Mallory
	Mo Karamat
	Robert Steele
	Steve Pulvers
	Walter Baliko

edw@teamdfl.com
ivanlegrand@gmail.com
jimkavo@optonline.net
larryengel@njbmwcca.org
mmallory@att.com
manko@optonline.net
steele@whafh.com
sbspulvers@msn.com
balticvid@msn.com

DRIVER SCHOOL COMMITTEE

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

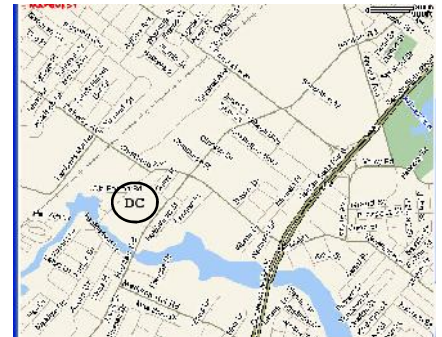
CLUB RACING COMMITTEE

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

AUTOCROSS COMMITTEE

Elihu Savad	drautox@comcast.net
Brent Jerolomic	autox@bjerols.com
Chris Graf	frafff1@gmail.com
David Ngo	dngo@commvault.com
Douglas Feigel	douglasfeigel@njbmwcca.com

HOTLINE: 908-322-2758
<http://www.njbmwcca.org>
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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

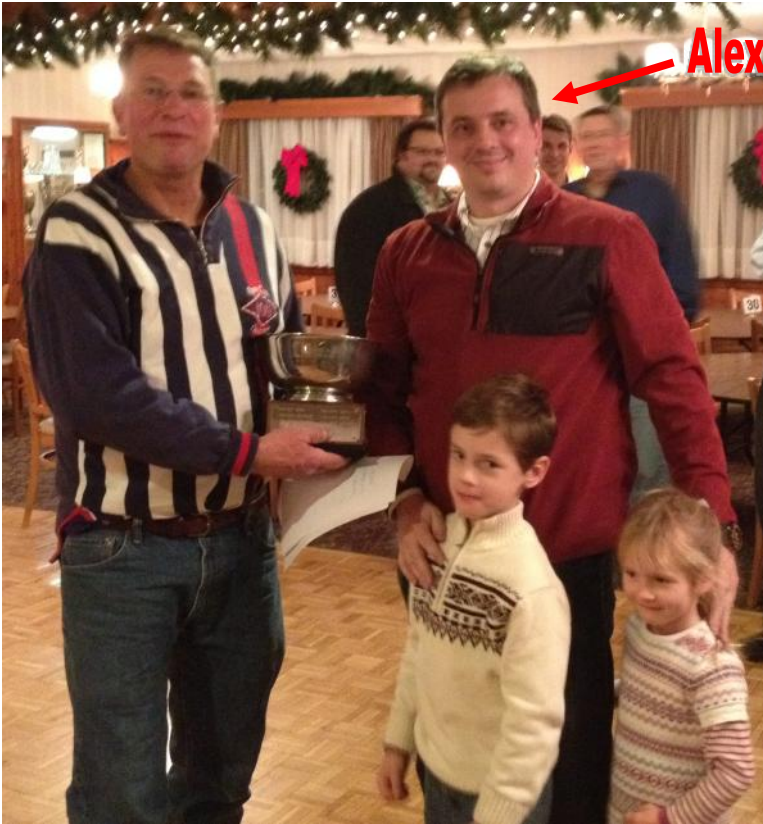
Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. All membership applications, renewals, and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be 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.

Club Event Photos

Championship Series Winner



Champ Series Trophy being handed from our driving events chair Neil Gambony to our champs series winner Alex Fadeev at the Pinewood.

Photo by Doug Feigel

From a Warmer Season



There's clean. And then there's Larry Engel Clean.

Photo by Elihu Savad

Shots from October meeting at Shade Tree Garage in Morristown



Photos by Paul Ngai



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