



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
March 2014

<http://www.njbmwcca.org>

Volume 45 Number 3

## NJ BMW CCA Parties On



More Banquet  
on Page 11

Photos by Paul Ngai



## What's with M5's and snow?



E34 M5 - Photo by Brian Geldziler



E60 M5 - Photo by Thom Rossi

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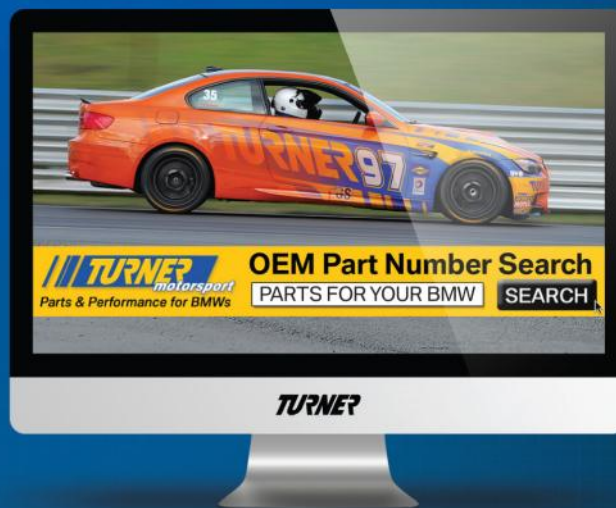
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# President's Column

By Jeff Caldwell

## Rolex 24 at Daytona

Now is a great time to be a fan of sports car racing in the United States. Grand-Am and the American LeMans Series have officially joined forces to become the Tudor United Sports car Championship. The Tudor Series is sanctioned by IMSA and fields four race classes. Returning from Grand-Am is the Daytona Prototype, which combines with LMP2 (LMP = LeMans Prototype) to form the P or Prototype class. Remaining virtually unchanged from the ALMS ranks is LMPC or Prototype Challenge (PC). In GT there are two classes going forward in the Tudor series. GT cars are more production-based and look a lot like the cars you see on the street. GT LeMans or GTLM is the faster of the two GT classes and comprises mostly factory-backed teams which came over from the American LeMans Series. These include BMW, Porsche, Ferrari, Corvette, Viper, Aston Martin, and a few others. GT Daytona or GTD comprises many of the teams and cars coming from the Grand-Am Rolex Series. These are production-based vehicles run by private teams with little or no manufacturer support. However, the cars are delivered to the racers as motorsport chassis and are different from anything a consumer can purchase. You will see the BMW Z4, Porsche 911, Aston Martin Vantage, Viper, Ferrari 458 and Audi R8.

Unchanged from Grand-Am last season is the Continental Tire Sports car Challenge, which has the Grand Sport or GS class and the Street Tuner or ST class. Both classes feature production vehicles modified for racing. The BMW M3 you see on the track likely began its life as a street car delivered to a customer at a dealership. From the street it found its way into the hands of a race team where it was fitted with a roll-cage, safety gear, and performance modifications. ST cars hail from a similar background to GS cars and are production based as well. The Conti Challenge also runs on the Rolex 24 weekend and fans were treated to a very exciting 2.5 hour race on Friday.

Remember I mentioned it's a great time to be a sports car racing fan? Well, it's an even better time to be a fan of BMW. If you love BMW and even remotely like racing then I strongly suggest you take some time to check out the Tudor United Sports car Championship and the Continental Tire Sports car Challenge. BMW is well represented in both, but is especially strong in the Conti Challenge this season. Sixteen BMWs were on the starting grid for the Conti Challenge race at Daytona, spread over the GS and ST classes. Entries in GS came from popular BMW shop Turner Motorsport, as well as BMW racing heavyweights Fall Line Racing and RumBum Racing. In ST, fan favorite James Clay and his BimmerWorld team fielded four cars, three E90 328s and the first BMW F30 3 series competing in pro-racing in the United States. Quite an accomplishment! Also in ST were multiple car entries from Burton Racing and Mitchum Motorsports, both of which campaign the 128i. Rounding out the ST field with two E90 328s was Murillo Racing. It is truly a very solid field and a strong challenge from the BMW privateers. The BMWs would end up having a lot of work ahead of them to get to the checkered flag. In addition to sixteen BMWs, there are a host of other manufacturers and models represented, including the Porsche 911, Porsche Cayman and Boxster, Aston Martin Vantage, Ford Mustang, Chevrolet Camaro, Mazda MX-5, Honda Civic, Subaru, and even a couple Nissans for good measure. Quite a diverse and fast field in both classes. In addition to the wide array of manufacturers, the driver lineups were nothing short of spectacular. Very seldom do you see so much talent so deep in a race grid, even at the pro level. It was shaping up to be an incredible race. The green flag dropped around 2:00pm on Friday afternoon and several BMWs were running at or near the front. Things were looking good with Turner, Fall Line, BimmerWorld and Murillo all showing strong pace in their respective classes. As with any great sports car race, the lead changed many times and strategy played heavily into the final 30 minutes. Several teams in GS were forced to pit late due to fuel and this allowed a group of BMWs to move up and also for several to keep their spots at the front. A late miscue by one of the Porsches with only a few laps to go sealed the deal for the BMWs, with the entire top five in GS being solely comprised of M3s! In ST the battle was equally intense, with two BMWs gunning for the top spot on the podium. The BMW 328 driven

by BimmerWorld's Greg Liefoghe was locked in a dead heat with Eric Foss in the Murillo Racing BMW 328. With only 10 minutes to go Liefoghe passed Foss only to give the pass back the following lap. Unfortunately for BimmerWorld, at that time, a yellow flag came out from an incident in the chicane on the back straight. The race took checker under yellow flag conditions and BimmerWorld's Liefoghe was never able to challenge for the win. Despite a somewhat disappointing ending under the yellow flag, BMW racing fans had reason to rejoice! The top five in GS and the top two in ST were all Bavarian machines. Quite a day for BMW and what a proud day for the fans!

Pretty exciting stuff, and the Rolex 24 hadn't even started yet. Cut to Saturday and the running of the 52<sup>nd</sup> Annual Rolex 24 at Daytona. If you have never been to the Rolex 24 and you enjoy racing it's not to be missed. Quite an experience and some of the best fun to be had anywhere. Following the departure of BMW as an engine manufacturer in the Daytona Prototype class after the 2013 season, BMW was limited to representation in the GTLM and GTD classes. In GTLM, BMW Team RLL fielded two Z4s, the black No. 55 and the white No. 56. In GTD, the lone BMW was an entry from Rolex 24 veterans Turner Motorsport with a Z4 as well. This was the first year for Turner to run the Z4, as they have campaigned the E92 M3 in years prior. From the wave of the green flag on Saturday at 2:00pm to the checkered flag at 2:00pm on Sunday is quite a long time. The BMWs from Team RLL in the GTLM class ran well all afternoon and through the night, although not able to match the pace of the Porsches. Still, the reliability of the Z4 and the perfect execution of the pit crew and strategists kept BMW in the hunt as dawn broke and the race started to get exciting. A failed wheel bearing put the No. 56 RLL machine in the garage for about 15 minutes and put them several laps down to the 911s and the Corvette. Still, anything can (and did) happen.

In a stroke of luck for BMW, one of the Porsches broke and retired. The Corvette in front also had trouble and was parked long enough for the Z4s to move back toward the top of the GTLM field. All the while in GTD, Turner was logging lap after solid lap and moving up the field. As low as 23<sup>rd</sup> at one point in the night, Turner's Z4 had moved to 10<sup>th</sup> position by noon. Now we were getting to the exciting point in the race. With only 20 minutes left the No. 55 RLL BMW Z4 driven by Joey Hand had moved on to the lead lap and was challenging the class leading Porsche. After a miscue by the Porsche on fuel mileage, Hand and the Z4 were ready to make a run at the top step of the podium. With a late yellow flag and a "wave around from God" the Z4 was within seven car lengths of the leader with only two laps to go. BMW was ready to make a charge...and charge they did. Hand put in a drive for the ages, only to be slowed down by a lapped Ferrari, which ultimately cost BMW the class win. Nonetheless, it was one of the most exciting race finishes in recent memory and certainly a great result for the factory BMW Z4s from RLL. Turner Motorsport also made a late charge and finished an incredible 7<sup>th</sup> in GTD class. Way to go guys! All in all, a very successful weekend for BMW racing across many classes and series.

If you haven't paid attention to sports car racing until now, here is my challenge, and it's a simple one. Watch a race. Many of the Tudor Series and Continental Tire Challenge races will be broadcast on Fox Sports. Pick a BMW and root for a team. Maybe you like Turner or BimmerWorld, or perhaps it's the factory RLL team you want to cheer for. Regardless of team, pick yourself a BMW, a driver, and get excited. Trust me, it's a lot of fun. More than anything it will make you a little more proud of driving your prized BMW. Winning feels good and our BMWs do it a lot. Thanks for indulging my pro racing column for this season. Hope you enjoyed it half as much as I enjoyed writing it. Just remembering the end of the Rolex race with Hand charging to the front got my heart pounding! Until next time friends!



# Philes' Forum

By Vic Lucariello

Hello, bimmerphiles! Hopefully by the time you read this the weather will have moderated. As I type, outdoor temperature is 8° F and a foot of snow is forecast for overnight. The irony here is that Joanne and I returned to Joisey from out West because the winters can be bad out there! Anyhow, this time out I have a seemingly necessary reprise of a topic that has been addressed numerous times.

Based upon what I see in my shop, and given the number of new-member names I see published in the *NJ Bulletin* every issue, it seems that some tips published in *Philes' Forum* bear repeating from time to time.

BMW, along with other manufacturers, uses a rather tight fit between the pilot bore in the road-wheel and the pilot on the hub flange. This is called a "hub-centric" design, and I think it locates the wheel on the hub more precisely than does the "lug-centric" design used by some other manufacturers, including some manufacturers of aftermarket wheels.

The problem with the hub-centric design, especially with the now ubiquitous aluminum-alloy wheels, is that you can get galvanic corrosion between the alloy wheel and the ferrous pilot on the hub. [Galvanic corrosion occurs when dissimilar metals are placed in proximity and connected with an electrolyte. A water/road salt mix is an *excellent* electrolyte.] If severe enough, this corrosion can make it seem like the wheel has been welded to the hub! You really don't want to discover this when you are at the side of the road changing a tire during "wintry mix" weather! Hey, perhaps there *is* an advantage of not having a spare wheel aboard!

With the car up in the air, a few well-placed blows with a dead-blow hammer [after partially removing the wheel bolts] *usually* suffice to dislodge recalcitrant wheels. Well, sometimes it's a *lot* of well-placed blows! On da side of da road, however, it ain't so easy. On two occasions in the shop that I can recall, I had to resort to heating the wheel and squirting penetrating oil behind it. What a mess!



Photo #1 - Hub Pilot Cleaned And Ready For Its Wheel

The prevention of this problem is so simple and straightforward that it never fails to amaze me when I encounter a, er, "difficult-to-remove" wheel. Indeed, BMW prescribes the "fix" right in their service literature. Whenever a wheel is removed, clean the pilot bore in the wheel and the pilot on the hub [a "Scotch-Brite" pad works well], and *sparingly* apply

some water-resistant grease to both surfaces. See Photo #1. In extreme cases, you might have to resort to a wire brush and scraper prior to laying on the "Scotch-Brite".

Over the years, I have tried several different "greases" in addressing the stuck-wheel problem, which I first encountered on an E12 530i whose wheels had not been removed in *years*. One would think that anti-seize compound, which is designed specifically to mitigate galvanic corrosion between dissimilar metals, might be the best choice. I have found, however, that some anti-seizes appear to be less water resistant than, say, wheel-bearing grease or my

present favorite, synthetic brake-caliper grease, such as depicted in Photo #2. If you have a "pet" product you use for this purpose, please share it with us.

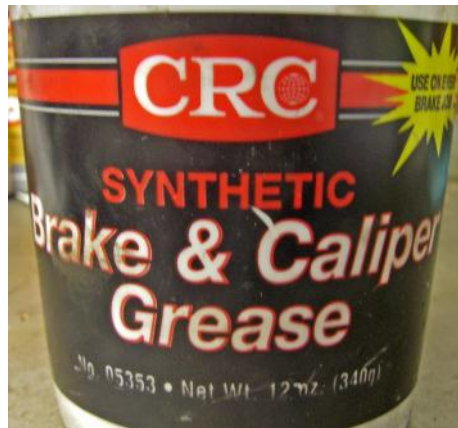


Photo #2 - Better Than Anti-Seize??

And don't forget: Always use a torque wrench when tightening wheel fasteners. The latest torque specs I have from BMW suggest 120 Newton-meters [about 89 lb-ft] for 12-mm wheel bolts and 140 N·m [about 104 lb-ft] for 14-mm wheel bolts. These specs apply to MINI BMWs as well. The 12- and 14-mm [about 1/2- and 5/8-inch, respectively] bolt sizes refer to the bolt diameter, not the

hex size. I suggest you first tighten the fasteners to about 1/2 their torque spec using a diagonal [crosswise] tightening pattern, then retighten at the torque spec. I am a firm believer in rechecking wheel-fastener torque after driving the car and letting things cool to ambient temperature. See Photo #3. If you have any questions on the proper procedure for tightening wheel fasteners, contact Rossario Karlin or Thom Rossi. [Sorry, guys, I couldn't resist.]

What's that you say? You don't have a torque wrench, yet you drive one of the world's most sophisticated automobiles? No sympathy here, pal.



You can pick up an inexpensive "click-type" torque wrench [An easy-to-use type that "clicks" and/or via lost motion informs you when the torque setting has been reached.] from good ol' Harbor Freight Tools for *less than \$15* if you watch for a sale. Get the 1/2-inch-drive model.

What's that you say? You are not worried about wheels detaching from your car because you [or your impact gun] are plenty strong and you can get the fasteners really, really tight without a torque wrench? Well, overtightening the fasteners can actually distort the hub and cause brake pulsations.

And before you tool snobs inundate me with emails questioning my ancestry and parentage, know that whenever I run a calibration check on my rather eclectic collection of torque wrenches, the inexpensive ones seem to be just as accurate as the 'spensive ones, and that includes the new electronic toy. For occasional use, I think the inexpensive wrenches are fine. Indeed, the one I keep in my trailer is more than 20 years old.

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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# News from National



## NEW O'FEST WEBSITE AND REGISTRATION NOW OPEN

The new website and registration for the BMW CCA Oktoberfest 2014 presented by Michelin, has officially been launched. You can view the new site here. Please venture over and take a look around! Here you will find all the information you need to plan a fun-filled week with your Club friends. You will find the full schedule for the week, information on the driving and social activities, lodging recommendations, and even a countdown clock.



## CAR OF YOUR DREAMS RAFFLE BEGINS FEBRUARY 28

This year you can win an M4 with European Delivery Experience, an M3, or an M235i! There is no limit to the number of tickets you can purchase and tickets are only \$25 each. One car is given away for every 5,000 tickets sold! Last year we tied the record of nine cars. Raffle ticket sales start February 28 and the entry deadline is June 6, 2014.

**Bonus:** For every ten (10) tickets you purchase, you will receive a special, limited-edition 45th Anniversary Grille Badge (Not available for purchase separately)!

There are even more ways to win again this year! Purchase a Car Of Your Dreams Raffle ticket during one of the special drawing periods and you'll be entered to win the associated prize. For every raffle ticket you buy, you'll receive 1 entry into a special drawing for 1 of the 5 prizes valued at \$1,000 each.

Proceeds of the "Car of Your Dreams" Raffle are used to offset the program and related expenses of the BMW Car Club of America. Expenses that might otherwise be borne by our members through increased dues.

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## NJ Chapter of BMW CCA Board Meeting Minutes

January 8, 2014

Board members present: Jeff Caldwell, Ross Karlin, Ron Gemeinhardt, Doug Feigel, Paul Ngai, Jeff White, Neil Gambony, Colin Vozeh, Marc Goeller, Board members absent: Dave Allaway, John Gyorfy, Jerry Faber. Others present: Not recorded.

### President

Jeff Caldwell called the meeting to order at 7:35 PM at Alfonso's in Somerville. Ron Gemeinhardt moved to accept the minutes of the previous meeting and Neil Gambony seconded (carried). Paul Ngai agreed to take the minutes. For the record, results of the December election are noted as follows. President: Jeff Caldwell, Vice President: Marc Goeller, Treasurer: Ron Gemeinhardt, Secretary: Dave Allaway, Social Chair: John Gyorfy, Driving Events Chair: Neil Gambony, Members-at-Large: Doug Feigel and Paul Ngai. A suggestion was made to allow the Business Manager to act as a voting board member. Brian Morgan will look into what it would take to amend the by-laws. Marc Goeller moved to appoint Colin Vozeh as Webmaster, Ross Karlin as Race Chair, and Jeff White as Driver School Chair [recorded as Driving Events Chair] and Jerry Faber as Newsletter Editor (motion carried). It was reported that the BMW CCA Foundation accepted the NJ Chapter donation of \$1000 in March 2013 as part of the current Foundation drive, which totals our donation as \$2000. The July driving event will be the Geoff Atkinson Memorial, and the club race has been confirmed as a Premier Event.

### Vice-President

The January meeting will be at BMW of Morristown on Thursday 1/23 at 7 PM. Two of our chapter members will discuss their recent experiences with EU delivery. Food and beverages will be provided. There was a discussion of a brighter projector for future meetings. Paul will price out a new projector and will e-mail the board on the price, purchase to be decided at a later meeting. Jeff White has an old projector which he is willing to donate if it is working, and Paul will continue to provide a projector screen for club use. The February meeting is targeted for Thursday 2/20. Suggested topic is to have a panel of technicians for Q&A. Vic Lucariello will invite the other tech panel members. The BMW Vehicle Distribution Center (VDC) event will be held on Saturday 3/29. This event is open to all BMW CCA members, with pre-registration required. Registration information will be posted on the NJ Chapter website.

### Treasurer

Ron Gemeinhardt presented the chapter's year-end financial report. The Westlake School final check was issued. We need to determine a date for formal presentation. Deposits for NJMP events have cleared. Trophies have been purchased for the banquet. We are on target for tax contributions.

### Business Manager

Matt Baratz has volunteered to help out as our advertising coordinator. Doug Feigel is working on contract renewals. Letters requesting door prizes for our banquet have been issued. A good number of our sponsors have already made some contributions. Any sponsors making a contribution will receive a pair of complimentary tickets for the banquet.

### Social Events

It was noted that sign-up is open for the banquet to be held on Saturday 2/1 at the Madison Hotel. We encourage everyone to sign up early.

### Newsletter

Jerry Faber relayed thanks to everyone who provided articles, photos, etc. on time. Keep up the good work.

### Website

The new website is coming along well. We need to decide on a date to freeze our existing forum for the migration to the new website. The target to perform the migration is early February. Any updates to the website should be communicated to Colin. Colin offered to collect photos for a photo slideshow to be shown at the banquet if a projector is available.

### Members-at-Large

No report.

### Driving Events

Jeff White reported that NJMP pricing has not changed for 2014. This year will be our 40th anniversary of chapter driving events. Special anniversary logo shirts and hats will be made available to all members and club racers. The date for this year's instructor seminar to be determined. Ross Karlin reported on the regional Driving Events Committee (DEC) meeting in Albany, N.Y., held on 12/14/13. Topics such as scheduling and tech issues were discussed. Overall, there was a good exchange of information amongst various chapters. Larry Engel reported on Tire Rack Street Survival. We are looking at doing two events this year. Tentative dates are Sunday 6/29 and Sunday 9/28. The June event will be held at Campgaw Reservation. A possible second location will be further south.

### New Business

The next board meeting was set for Wednesday, 2/12 at Alfonso's. Colin moved to adjourn the meeting at 9:15 PM and Ross seconded (carried).

Respectfully submitted, Dave Allaway, Secretary with thanks to Paul Ngai.



# Finish Lines

By Thom Rossi

Chump racing is a classic contest in which the ancient Greek gods of war battle each other for supremacy with Ares doing his best to wield chaos to ruin the strategies and elegance brought to the field by Athena. On March 8th, about 400 drivers and crew crowded around the base of the media center at Road Atlanta to hear about the day's rules in a blessedly short driver's meeting before sunrise. The only qualifications required to drive in this race were a \$500 car, safety equipment, and a valid driver's license. We stood amongst 102 teams aspiring to take both the green and, 14 hours later, checkered flags, hoping that Athena would be on our side and that we'd be untouched by Ares.

Our team ([www.4cgm.com](http://www.4cgm.com)) was one of the better prepared, with a nicely set up stock E36 325is and a solid team of experienced drivers. Team owner Mike Smith, DelVal chapter Pres Martin Bullen, team regular Chris Lee, and I were to share driving duties in a series of 8 stints starting at 8 am and extending well into the dark with a 10 pm finish. We had fast-fill jugs, a pit strategy, and a driver rotation planned. The car was primed with its off-season TLC. Athena smiled upon us.

Ares, however, made his appearance at the very start of the race. Due to the success of the BMW E36 cars in last year's Chump series, we started the race with a 4 lap penalty. Chaos and randomness were introduced to the arena early, as there is no particular starting order. Instead, at 8 am, cars make their way onto the track whenever they are ready. They circulate under full-course yellow conditions and, eventually, as Zeus looks down from Mount Olympus with merriment, the green flag is dropped. In this mix, we began the race in 70th position or so.

Early on, several cars ping ponged off each other, giving rise to an extended red flag during Mike Smith's first driving stint. But he managed to pick his way forward in the pack and handed the car off to me for the second stint in 50th place.

Jumping into a strange car to enter an unfamiliar track under green-flag racing conditions is a nothing short of an open invitation to Ares to make his presence known. After a few lucky-for-me full course yellow laps and maybe half a dozen green flag laps, things were starting to look familiar and I was building confidence in the car and the track. The Greek gods don't like too much confidence in their warriors.

An E30 that I was gapping coming down the esses became the instrument of chaos as he attempted a game of catch-up by overcooking his entrance into turn 5. Before I entered the turn I glanced in my mirror and saw that he was well behind me. The next time I saw him, he was up on the curbing next to me, sideways, pointed my way and heading for the middle of my car to serve up a T-bone. The E30 turned out to be the sacrificial offering in this match up, the Greek gods were appeased, and I was able to keep the No. 147 pointing ahead. When I handed the car to Martin Bullen for his stint we were in 32nd place, and a little crumpled looking. Martin's subsequent brush with chaos cost us nothing more than a turn signal and he moved us up to 22nd position before handing the car over to Chris Lee, who had an uneventful stint - except for the trifling matter of some loose lug nuts that almost caused the front left wheel to come off. The Fates were with us, though, and Chris noticed the wobbling in time for a quick pit stop and tightening of his nuts.

Mike Smith took the first of the night stints. By that time we had gotten into the top 20 ranks and the car was getting a little weary, having surrendered 3rd gear. Ares had claimed most of the less prepared teams and drivers, leaving the track slightly less crowded and raising the average driving competence level in the field. As the sun went down, the Hella lights came on, and Mike carried the battle forward. It can be un-nerving racing in the dark. The track is not well lit and the car's lighting doesn't

project far and wide enough to accommodate racing speeds and reaction times.

Mike was doing fine, a little slower than daytime laps, but still picking his way through the field. At one point we were running around 15th when Ares got bored with too many green-flag laps and came back out to play. We saw an RX8 being flat bedded into the pits (driver unharmed) missing virtually everything fore of the windshield. The chaos reached out to us when Mike found the other half of the RX8. By the time the rotary engine and suspension components of the Mazda came into the No. 147's headlight range, there was no place for Mike to go except right on through the carnage. He dragged a good many of those bits and pieces through turn 10 and up through turn 11 before pitting. His eyes were like saucers when he came into the pits to check for damage after his code brown moment. Amazingly, the car looked fine.



But it wasn't. It took us about half an hour to realize that Mike's laps weren't being shown on Race Monitor. And a few minutes after that to confirm that there was no signal from his transponder. We called him in, discovered that the transponder was MIA, and installed a loaner. By then, timing and scoring was hopelessly "dorked," as Mike would later phrase it. We managed to convince the stewards to make an adjustment and although we ended up credited with a decent finish, we believe the true result was a little better than recorded, but just short of our goal of a top 10 finish. Of the 102 cars that entered the fray, Ares claimed 30 who never saw the checkered flag.



L to R - Mike Smith, Martin Bullen, Jeff Ivins

Having survived the contest, the team is once again in the caring hands of Athena as new strategies are formed and preparations are made to take this top-10 contending car and turn it into a solid top-5 contender. But lurking around every turn, the forces of Ares will stand at the ready in the next contest, and will surely have a say in the outcome.



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# 2014 Driver School Registration Open!

By Jeff White

We are pleased to announce that registration for all 2014 NJ Chapter Driver Schools is now open on Motorsportreg.com (njbmwcca.motorsportsreg.com). I know it's hard to think about driving on the track with all this white stuff covering the ground but the season will be here before you know it. This year marks 40 years that the New Jersey chapter has been holding driver schools - we were the first BMW chapter to do so and we continue to lead the way in making our driving events fun and educational. We will have special things happening at every event this year so sign up early to be sure you don't miss out.

We start the year with our traditional combined Driver School and Instructor Training School on Thunderbolt Raceway at New Jersey Motorsports Park. If you participated in our season-ending event at Lightning in October, you now have a chance to try the second track at NJMP. For you experienced students (and instructors) come out and get an early start to the season. As a bonus, our friends at the DelVal chapter will be holding a school on the newly expanded Jefferson Circuit at Summit Point on the weekend preceding our event. As a special promotion we are offering a \$50 credit from each chapter toward a future event if you attend both schools - two days at Jeff followed by two days at Thunderbolt. What a way to start the year!

Next up is our Driver School, BimmerWorld Club Racing School and Club Race held at Thunderbolt Raceway at NJMP to benefit the Westlake School. Make a special note on your calendar for this event because this will be the celebratory event for our 40<sup>th</sup> Anniversary. We will have special guests from the earliest driver schools, stories and photos from schools and races through the years, unique giveaways and great auctions to benefit Westlake at our trackside banquet on Monday night. This is also a great spectator event so come down to Millville and join in the fun.

At the end of July we travel to Summit Point for the weekend Driver School and Club Race on the Main Circuit. Beginning this year this event will be known as the Geoff Atkinson Memorial Driver School and Club Race. Come down to West Virginia and help us celebrate Geoff's life and the spirit he brought to both driver schools and club

racing. For the racers, this will be a Club Racing Premier Event and we will be unveiling a new, permanent trophy for the winner. Driver School participants will also have special commemorative swag. And, as always, we will have our traditional track-side BBQ on Saturday evening.

In September we return to Summit Point for a weekend on the Shenandoah Circuit. Shenandoah is a fantastic learning track at which you will experience virtually every type of turn you may encounter on other tracks you drive. Moreover, this is the only NJ Chapter event in which we provide 2 days of skid pad time for all students. Driving this winter should have convinced you of the benefits of skid pad training. Every student who comes to Shenandoah is glad they did and has fun.

Finally, we end the year with our highly successful Introduction to the Track school. We are again holding this event on the Sunday-Monday of Columbus Day weekend. This event is designed specifically for those students who want to give the track a try and see what this is all about. First-time students have their own run group, car control exercises and classroom and have the option to attend as either a single day or a 2-day participant. In parallel, experienced students have the chance to end the year with a great 2-day event.

We have a set of Promotions that largely mirror the ones from 2013. They will be posted on the NJ Chapter website by the time you read this (and we will publish them in next month's newsletter).

When you go to register, please take the time to review your Profile on Motorsportreg.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.

Four of our five events last year sold out with a waiting list so don't delay. Register now and start thinking warm thoughts.

We look forward to a great season and seeing you all at the track.

Date	Track	Type	Cost
April 7-8 (M-T)	Thunderbolt	Driver School/ITS	\$410
June 2-3 (M-T)	Thunderbolt	DS/CRS/CR	\$405/\$435
July 26-27 (S-S)	Summit Point Main	Driver School/Club Race	\$435
Sep 6-7 (S-S)	Shenandoah	Driver School	\$360
Oct 12-13 (S-M)	Lightning	Driver School	\$160-\$405*

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

## Autocross Season

The autocross schedule for 2014 is starting to come together. Mark your calendars for:

- April 27 at the PNC Bank Arts Center north lot
- May 18 at the NJ Convention & Expo Center in Edison Raritan Center

Autocross is one of the most fun things you can do with a car, and it is something that BMWs were born to excel at. Experienced instructors will be on hand to help novices, and loaner helmets will be available.

Please check the website for more details.

Elihu Savad (aka Dr. Autocross)



Photo by Jerry Faber



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## NJ CHAPTER CALENDAR

### March 2014

Saturday, 29th

BMW Vehicle Distribution Center (VDC) Tour,  
Time: 9am-1pm. Sponsored by Flemington  
BMW. Registration opens on March 1, 2014.  
Cost: \$10 donation to the BMW CCA  
Foundation's Teen Street Survival program to  
be collected at the door. See website for  
details.

### April 2014

???

April will tentatively be a photo contest  
meeting at Unique Photo. Check next issue and  
website.

### May 2014

Tuesday, 20th

Meeting is planned at Circle BMW with guest  
speaker from BMW NA.

## Welcome New Members

Chris Albanese	Stephen Dotz	Angela Merlo	Elizabeth Szoc
Jerri Baccus Glover	Michael Fintzy	Patti Miles	Jeremy Szoc
Edward Bernstein	Eric Glover	Thomas Nelson	Robert Woods
David Bieber	Bonnie Granatir	Scott Olsen	William Yelder
Chris Booth	Nancy Gumbs_Bryan	Glenn Quatrochi	Gemad Zakaev
Frank Brearley	Mark Henry	Thomas Robinson	
Steven Bryan	Ben Hershman	Declan Roche	
Achim Buecklers	Max Jackowitz	Gonthar Rooda	
Linda Caldwell	Peter Jodogne	Matt Sabo	
Alan Chan	Ann Lewis	Sy Sadinoff	
Eric Christensen	Joe Li	Trudy Sadinoff	
Michael Chung	Jeffrey Lockenvitz	Christopher Salpento	
Raj Debah	Roy Mangold	Serge Sivtsov	
Phillip Dotz			



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Chief Tech Advisor	Vic Lucariello
Chief Instructor	Barry Stevens
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Registrar	Jamie Kavalieros
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Member	Neil Gambony
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

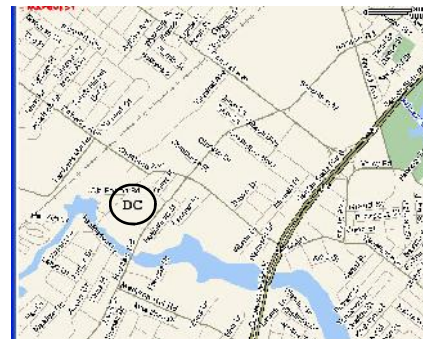
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Deutscher Club (DC)



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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.



# NJ BMW Car Club—Annual Banquet...



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Photos by Paul Ngai



Catching up on tall tales.

## Championship Series

Note: Alex Fadeev was 1st—See Jan. issue



Jeff Caldwell presents to Mark Mallory—2nd



## ...and Casino Night



Jeff Caldwell presents to Elihu Savad—3rd



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