



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
May 2014

<http://www.njbmwcca.org>

Volume 45 Number 5

Winner



Winning 1st Place Photo from April Meeting's Photo Contest. See more photos inside.
Photo By: Mark Mallory

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BMW NA Vehicle Distribution Center Tour

By John Sullivan

Editor's Note: John Sullivan, North Atlantic Region Vice-President of the BMW CCA, came down from the Boston area to join the NJ Chapter's visit to BMW NA's Vehicle Distribution Center (VDC). The following is his summary of the tour.

"I wanted to share my thoughts about my visit this past Saturday (March 29th) to the BMW VDC Center in Jersey City NJ. Paul Ngai, the NJ Chapter's former VP and current Member-At-Large, organized the Event with Bryan Burke who is the new Center Manager. Paul also acted as the MC for the Event.

At the front desk we were issued typed name badges, made a donation to the BMW Foundation, treated to coffee and bagels etc. in the cafeteria, and grouped up. At 9AM sharp we were ushered into the Center's main area for a talk from Bryan Burke. We split up into three groups (100 Club members were in attendance). The Center's Managers led each group to various stations throughout the complex, which was huge (picture about 9 football fields linked in a rectangle). The group that I was with first went to the Paint shop that had two state-of-the-art down-draft spray booths, and we questioned the lead painter about various paint-related topics. Frozen paint was a big subject! I was happy to see some former "Drive for the Cure" Komen car hoods adorning the walls of the paint shop. No, I could not find my signature on any hood!

Next, we went up to the second floor and third floor in the garage where they store cars classified into various groups with specific priorities. Talk about a candy factory! Mike, one of the managers who led our group, told us about the process when a car comes off the ship and into the complex; the next step for a car depends on its priority. When a car is scheduled to go through the quality control process, it is put through a car wash (touch-less of course) and then brought into the building. The first station that every car in the complex goes through is a quality control station to check for any flaws, and the car has all the US stickers applied. If there is a problem with any car it goes deeper into the bowels of the building for mechanical, Paintless Dent Removal, minor mechanical issues, or if there has been a recall campaign on a specific model, the correction is applied. Once the car has passed the quality control check it is brought back out to the garage to a holding area for transport to a Dealership.

After our tour we had Dave Buchko from Corporate Public Relations give us some info on the Electric models as well as the rest of the model line-up. Dave then put on his fire suit and did a Q&A session (of course manual transmissions came up as a topic). Afterwards we were treated to lunch compliments of local BMW dealer Flemington BMW. The dealer also raffled off two Driving Schools at the Performance Center. The raffle winners for the one day Performance Driving School donated by Flemington BMW were: Jordan Lynch and Rick Cauthen. Congratulations!

An i3 and an i8 were available for us to inspect inside the Center. Bryan Burke mentioned that last year they processed 85,000 (that's 85 thousand) cars through the facility. I believe North American BMW production was approximately 308,000 units. There are three other VDC complexes in the States. There is one in Brunswick GA, in Baltimore MD, which has just been separated from a shared complex with Mercedes Benz, and in Oxnard CA.

I was so impressed as to the level of detail that goes into the quality control check process that it really took my loyalty and appreciation up another notch for the BMW Marque. It was an outstanding Tour and I highly recommend that other chapters contact the VDC Managers in their respective Regions to request a tour.

The Event went very smoothly and was a testament to BMW NA's attention to details and Paul's planning and MC abilities.

Best,

John"

Editor's Epilogue: The Tour was enjoyed thoroughly by everyone and we thank BMW NA and VDC's personnel, and Byron Brisby, Jr. from Flemington BMW, for their time and energy to share this amazing Center. One final comment—imagine what obsessing looks like when it comes to treating and preparing your new BMW, from MINI to BMW to Rolls-Royce. This is the attention to detail and dedication that permeates the VDC.



May Meeting

We are happy to announce that we will be back at Circle BMW. The event is scheduled on May 20th at 7:00pm and will include presentations from two BMW NA managers: the Chemical Sales Manager who will tell us all about the line of car care products available in the lineup, and the M Performance Manager who will tell us about all the parts and accessories available in his catalog.

We are also working with the Circle BMW parts manager to ensure that his department will remain open during the meeting and that members will be able to benefit from a even higher discount rate on parts and accessories. As usual, food and beverages will be served. We look forward to seeing you all at this meeting!!

Finish Lines

By Thom Rossi

"Luck is what happens when preparation meets opportunity," Seneca. The Romans knew it two thousand years ago, yet it seems that I am doomed to rediscover this basic truth through endless trial and error as I work my way through the beginning of the 2014 racing season.

The Number 726 got a seemingly thorough inspection in the off-season. Dozens of parts were replaced and some were improved. Oil leaks were cured. Body work was straightened. And the alignment/corner weighting was adjusted. I did much of the work myself, but I also brought the car to a very well established shop just before her first event. They applied a few more new parts; she passed with flying colors, and was deemed ready for the commencement of the racing year.

Being no stranger to unanticipated problems and gremlins, I decided to take her out for a thorough shake down run at VIR in advance of putting her into a racing environment. This gave me a chance to experience the new surface at VIR and get a little coaching. She ran strong, with lap times well below two minutes when driven by my coach for the weekend, Bimmerworld's James Clay; and even I was able to flirt with the 2-minute mark. Good results for the track conditions (the weekend started with the track under 3 inches of ice and we were the first group to put rubber on the new surface), they boded well for the April VIR race. There were a few minor problems noted in the car set-up, all of which I worked to address before her next big outing - the BMW CCA Club Race at Circuit of the Americas in Austin, TX. But the car ran seemingly flawlessly. Could it be that the gremlins had been killed by preparation?

No. They were merely lying dormant in wait for the conclusion of the 1700 mile tow from New Jersey to Austin, TX. There was the oil gremlin: oil insisted on spewing out of the dry sump breather whenever we had what looked to be a proper fill level. Then there was the wheel stud gremlin: as I was sitting in the car ready to get on grid for a race, a rear wheel stud snapped while being torqued. It was quickly replaced. Then another snapped! And who could forget the fuel pump seal gremlin? Ready to get on grid for a race, we filled the tank with fuel only to see it streaming out of the bottom of the car due to a failure of the sealing gasket that mates the fuel pump to the tank. The coup de grace of the gremlins came seconds before gridding up for the final enduro race: a race for which I had managed a very respectable qualifying position. Push the start button and... nothing. Fuel pump relay harness failure. This was quickly fixed by Zach Ketring, who was there as my part time crew member, but not before missing the first four laps of the final race.

If there was a silver lining at COTA, it is that Anthony Magagnoli, who was there as my coach and co-driver, managed to get me

up to speed with very competitive lap times and also to set a CMod track record in the 726 during the final stint of the last race.

Still, it was a long way to travel for such little reward in terms of championship points. And it opened my eyes to the fact that there are three fundamentals that I have to work on in order to someday contend for a national CM championship. 1 - the right car with adequate pace; 2 - the right preparation and adequate reliability; 3 - the right driving with adequate pace and race craft. The No. 726 is able to generate competitive pace - as demonstrated by the COTA results. And we really haven't even gotten to tuning the car to optimize that; she has more pace in her. My driving skills can be improved with coaching and seat time. But all of that depends on having the car turn enough laps. So the primary question becomes one of preparation. What else could I do to better prepare the car and get past the reliability issues that have so severely limited its success for the past two seasons?

The answer to that question may be provided by Zach Ketring and Nate Thuline, expert mechanics and race tech support guys. Starting with the April race at Virginia International Raceway, Zach is to come out to my shop a few days in advance of an event, "nut and bolt" the car, and perform any necessary maintenance and repairs. Prior to the club race at VIR, during this pre-race routine, Zach discovered the root cause for a leak in the brake lines and came up with a solution. He also discovered that the BMW Motorsports headers were cracked in places and had gotten brittle to the point that one of the O2 sensors was completely blown out from the pipes. Belatedly, I was to learn that those headers were designed with ultra-thin stainless steel and are expected to be a seasonal wear item. Hmm... All repaired prior to a somewhat late departure for VIR.

It seemed that we might finally have gotten the gremlins beaten down to submission, but that was not the case. Two laps in to the first race of the VIR weekend my motor threw a rod. Ughh... lots of noise, smoke, and oil. A quick dive off the racing line and onto the grass was followed by a little bit of flame for dramatic effect. [What, no pics? -Editor]

Post race, the engine is out and being analyzed in an attempt to identify the root cause of the failure. Data review did not point to any obvious driver errors. A new engine is ready to install with new oil lines, pump, cooler and sump. Zach has booked his flight back to NJ to do another week of pre-event repairs and preparation. The battle against the gremlins rages on; with preparation being our primary weapon. This time I feel sure we must be on the verge of gaining the upper hand. Memorial Day weekend at Mid-Ohio will tell the story. I am hoping that there, at last, we will generate some luck.

M3 - Generations



Photo By: Paul Ngai

NJMP - 2014 NJBMWCCA ITS - April 8, 2014

Photo by Paul Ngai

April Meeting at

Our passion for finely engineered German cars often intersects with other interests we have in our lives. Whether it is our sense of aesthetics and pure lines that leads us to enter our classic cars into Concours, our aspiration for freedom and open spaces that puts us on road trips or our need for speed and adrenaline rushes that leads us to the race track, there are many different ways of enjoying our Bimmers!

This past week, it was a joint passion for automobiles and photography that led more than fifty members to the state of the art facility of **Unique Photo** located in Fairfield NJ, the 3rd largest camera store in the nation, where we had been invited once again by **Matt Sweetwood**, the company's president and a long time (active) club member. After the usual social interactions and other mingling as well as pizza degustation, we all admired in awe the amazing photos of cars, trucks, planes, motorcycles, etc... taken by **Rick Gerrity**, one of the professional photographers who often teaches at Unique Photo and who is also one of the official Panasonic Lumix Luminary. Rick gave us an introductory course on how one can best use a DSLR camera and even a point-and-shoot one to create amazing photos of cars at speed or at rest. Everybody enjoyed the technical knowledge and advice that was shared with the audience, and many members (including myself) were ready to sign up for one of the many classes that the Unique Photo University does offer, including field trips that give you prime access to locations such as the Rutgers football stadium, the Manhattan skyline, bridges and Statue of Liberty when enjoying a cruise on one of the Waterways ferries or to local state parks and during which you can practice your photography talents. Check it out at www.uniquephoto.com

The highlight of the night, though, was to hear the results of the very contested photo contest. More than 160 photos were submitted for the review and critic of our two judges: Matt

Sweetwood himself, as well as **David Haueter**, contributing writer and photographer for *Roundel* and *Bimmer* magazines, to only name the most famous ones. I am not sure how exactly they were able to pick the winners based on the great number of amazing photos that we were able to see during the slide show (not including mine that was completely blurry...) but in the end four amazing shots were rewarded with prizes that had been donated by, **Canon**, one of the leader in the digital camera industry and a great supporter of aspiring photographers, and **Zeckhausen Racing**, a local specialist in big brake kits and other racing parts:

- first place for **Mark Mallory** for his night shot of the Turner Motorsports Z4 GT LM competing at this year's Rolex 24 at Daytona!!
- second place for **Jeff Thompson** for his photo of a Phoenix Yellow e46 M3 near Port Jervis
- third place for **Gene Kowalski** for his black and white shot of vintage racing
- honorary mention to **Doug Finley** for his photo of the white "Planters" car driven by Paul Newman at Lime Rock

You saw Mark's photo on the cover. Jeff, Gene, and Doug's are on page 11. Also see the photos on our website.

We look forward to seeing you soon at one of our many events such as our next monthly meeting scheduled on May 20th at Circle BMW located in Eatontown, NJ (please check our website for the latest details), and until then, please be safe on the roads while enjoying your BMW.

- Marc Goeller

NJ Chapter of BMW CCA Board Meeting Minutes

March 12, 2014

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

President

Jeff Caldwell called the meeting to order at 7:38 PM at Alfonso's in Somerville. Ross Karlin moved to accept the minutes of the February meeting and Jeff White seconded (carried unanimously). Jeff reported that he, Jeff White, Ross and Paul Ngai will attend the combined Chapter Congress, Driving Events Committee, and Club Racing Stewards Conference in Dallas (3/14-16). Email Jeff any questions you want raised at the conference. Response to Jeff's query on interest in an adult car control clinic was overwhelmingly positive, with over 40 emails received. A price of \$100 to \$125 seemed to be acceptable to potential attendees. We would need a venue and instructors. Ross will check the availability of Campgaw Reservation. Jeff is handling the request for matching funds from National for the Westlake donation and other events. He thanked Ross, Larry and Doug for the presentation to the Westlake School. A representative of our sponsor, JMK, also attended. There may be a write-up in local papers. The proposed change to the bylaws, with one modification requested by Matt Baratz (Section 4J to read: "manages business relationships"), will be distributed by Jeff via email and voted on at a future membership meeting.

Vice-President

Marc Goeller passed along Paul Ngai's update that the tour of the BMW Vehicle Distribution Center (VDC) is full. Marc thanked Vic and all the participants for the Tech Panel at the February Membership Meeting. Matt Sweetwood can host the April meeting at Unique Photo, with a photo contest as part of the program. Marc will publicize the request for photo submissions via the website, Bulletin and email blast. The May Membership Meeting, Tuesday, May 20th at Circle BMW in Eatontown, is arranged with BMW NA managers in charge of M Performance and Car

Care Products presenting. The Parts Department will be open, with a discount for club members. June is anticipated to be at BMW NA, and August will be a repeat of last year's successful swap meet. The new website will be operational shortly.

Treasurer

Ron Gemeinhardt distributed the current financial report. He will provide information on taxes at the next meeting. He will be starting a new job Monday, and during this transition, he asked to be prompted if anything needs immediate attention. We have received reimbursement for the September Tire Rack Street Survival School. In the interest of good financial practices, Ron requested that any optional expenses be deferred until we have a better idea of 2014 revenues.

Business Manager

Doug Feigel reported that Matt Baratz has been very active in pursuing new advertisers and renewals, as he transitions to the position of Business Manager. Once the transition is complete, signatory rights will be moved from Doug to Matt. It was noted that our current procedures provide sufficient checks and balances on club monetary transactions.

Social Events

After a successful 2014 banquet, John Gyorfy has locked in February 28 at the Madison Hotel for next year. We will repeat the Casino night, and John floated the idea of a DJ. As part of our June Drivers School 40th anniversary, John reached out to Bill Foster who is interested in attending. Jeff Caldwell plans to contact others. John also mentioned the idea of a car show in Mid-September at Flemington BMW in partnership with the DelVal Chapter.

Newsletter

Jerry Faber relayed a reminder that the deadline for the April issue is this weekend. As always, content and photos are needed.

(Continued on page 6)

Initial Ramblings

By JT Burkard

Times are changing

The world is changing. I am not talking about climate or polar ice caps melting. I am talking about the automotive world. 20, 15, even 10 years ago parts buying was best done through a paper catalog or maybe going to the local dismantler. Today that search is almost instant and without human contact via the Internet in the comfort of your home, clothing optional. You can find just about anything you need for your car with a couple key strokes and click-click of the mouse. Bigger brakes, old 2002 parts, turbo kits, even a restored vintage 507. It's all out there waiting for you. All you need is WiFi access, a credit card - preferably yours, and a shipping address - not a random back alley. And for a bonus you can watch a video of a monkey riding a bicycle if that strikes your fancy. Yup, it's all at your fingertips.

Even though the internet has its convenience, I still like to go old school from time to time. As an obsessed car guy some of my biggest thrills are wandering large junkyards for hours on end looking for nothing in particular and going to Swap Meets. I am not talking about flea markets where you can buy fruit, old jeans, costume jewelry, a fishing pole and a broken lawn chair. No, I am talking greasy grimy car parts lying on the ground with thousands of other vendors peddling crusty rusty gold.

Long before those Picker and Dickering shows I have mastered the art of junk. Right out of high school a bunch of friends and I got one 20'x20' swap spot at the fall Englishtown Raceway Park swap meet in 1990. I have been a vendor there ever since. For years I had spring and fall spaces and the last 17 years or so I had the same spring spots. I have never missed a year and I do not plan to either. I treat it like a man's weekend out. Car parts and show cars, grilling food, cold drinks and 3 full days of BS'n about cars/trucks/engines etc. How does it get any better than that? I am also lucky to have had the same sellers around me for most of that time too who have become friends. It's a good time catching up with everyone. We talk about family, the new auto projects, old ones, and ones we wish we still had.

I have noticed within the last few shows there is a change occurring. First was the shift from mostly American muscle car parts to and addition of Japanese vehicle vendors and a few Euro vendors. Next changes are non-automotive vendors. Not only can you buy a spoiler, a set of heads, wheels and tires but also cell phone cases, underwear and lawn equipment. I used to see these guys pushing show blowers and chainsaws around thinking they came here to buy that? Now with the addition of

undergarment peddlers and electronics I am starting to think power equipment isn't that bad now. At least they have engines.

As a seller I have to deal with the bargain shopper. Of course everyone wants a good deal, that's why we go to these things. But I sometimes wonder why I still bother. I had a guy offer me \$100 for a pair of brand new tires that were \$450 when new and I was firm at \$300. Then another guy try to chop me half price of another item. Countless times buyers will come up and ask "how much" and then just walk away without another word. No thank you or I'll think about it - just walk away without saying a word. Years ago you just had to hope someone would pay what you need and on Sunday you might have to give stuff away for less just so you don't have to take it home. Now with sites like eBay and Craigslist, if you don't sell them on the weekend, you can list them on the internet and sell them for your price without the bother.

I do have to say that this is the most raw form of sales. As a career car salesman this is where skills can be honed. You and the customer butting heads like a couple Rams locking horns. There is no manager to go back to, no closer to come in and complete the deal. Just you and the cash holding buyer. You want to sell it, they want to buy it. It just comes down to price. It's the ultimate game of car parts poker. You have to know when to hold 'em and when to fold 'em. Know when to walk away, and know when to run... before they realized what they just bought from you.

I don't think actual real swap meets are going to go away any time soon. We just have to learn to embrace the fact that the virtual swap meet is becoming the easier place to sell. No more walking for hours to find that elusive part. No more sunburn, sore feet, complaining children or wives. Still, there is something to be said for searching acres of parts and interacting with other enthusiasts. But when it's over, you can still just sit at the computer with a cup of Joe and click click click away until you find that perfect item without going anywhere. And you can surf the net in the underwear and socks you bought at the last swap meet, right after you cut the lawn with the lawn tractor you bought there too.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net

Board Meeting Minutes (Continued from page 5)

Website

Colin asked to be notified of any needed updates or issues with the website. He has updated the sponsor list. His prompt handling of a spammer was noted and applauded.

Driving Events

Jeff White reported that we already have some registrants for every driving school. ITS is full, and there are just 12 drivers school spots remaining. DelVal's Spring driving school was cancelled due to weather delaying work on the Summit Point track. We worked with DelVal to offer their students the opportunity to transfer to our Spring school. The 40th Anniversary logo designs are being spearheaded by Jeff C. They are needed within a month for use on club race trophies and event shirts.

Autocross

Jeff C. conveyed Elihu Savad's autocross update. We were unable to secure the Wall Township site, but are still looking at South Plainfield. Confirmed autocrosses are 4/27 at PNC Bank Arts Center and 5/18 at NJ Expo Center.

New Business

Ross brought up the advisability of purchasing A-frame tent signs to assist attendees at track events. For example, a sign pointing the way to registration. John said some of the signs might also be appropriate for use at social events. Ross will send a proposal to board members via email. Larry, Mark Mallory and Jeff W. attended the Tire Rack Street Survival national meeting. Larry provided info on our chapter's 2014 plans, with registration opening mid-April for the June 22 event at Campgaw Reservation and September 30 reserved for a second event. He will continue to look for a Central Jersey location.

While the scales are part of the Chapter Toolbox, Jeff C. will assume responsibility based on his plans to attend all club races. Doug requested that they be labeled property of the NJ Chapter. The next Board meeting was set for Wednesday, 4/23 at Alfonso's. Ross moved to adjourn the meeting at 9:20 PM and Ron seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary, with thanks to Deb Kolar



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2014 Driving Season is Underway

By Jeff White

Although we all felt that this winter would never end, we broke free on April 7-8 with the NJ Chapter's annual season-opening driver school and instructor training school at New Jersey Motorsports Park on Thunderbolt raceway. We had a full event with 17 instructor candidates and 52 regular driver school students and a waiting list of 8 students.

Monday's weather was winter's final gasp with cold temperatures and rain (sometimes light and sometimes coming down sideways). However, the rain is always a learning experience in a driver school with students exploring the limits of traction in the wet, how to control throttle inputs and finding the line that provided maximal grip. When members ask "How does a driver school and driving on a track make me a better driver on the street?" I always talk about driving in the rain. The speeds that students attain on the track in the rain are no different than speeds everyday drivers experience on the turnpike. Taking a turn on a wet track is no different than negotiating the on-ramp to the turnpike. Understanding vehicle dynamics and mastering smooth inputs will make you a better driver everywhere.

Tuesday saw brighter skies and a drying track. Students were now able to translate the good habits they learned in the rain and use those skills in the dry. Speeds increased and smiles got wider. By the end of the day, everyone agreed it was a great start to the season.

During all of this, the ITS candidates were being put through their paces. For those of you who don't know, our instructor training program is the model that BMW CCA is attempting to develop and spread nationally. Instructor candidates go through a rigorous two-day program in which they alternate between classroom sessions that explain instructing techniques, vehicle dynamics, event management and other topics and on-track sessions that involve role-playing scenarios with an experienced instructor acting as the student so that our instructor candidates are prepared for any type of student and situation. This year our pool of candidates came from NJ, DelVal, Patroon, NY, Nittany and CT chapters. The ITS program in the NJ chapter and in the Genesee Valley Chapter has been running since 2001 so that the majority of our current instructors are graduates of the program. Because of that, the

instruction our students receive is second to none and is highly consistent across chapters throughout the North Atlantic.

Thanks again to all our Tech and pit lane workers whose tireless work allows our events to run smoothly and on time. Thanks also to Geoff Ehrman and Blake Smith for leading the ITS program and to Tom Fitzgerald for classroom instruction for the driver school students.

Archive photos needed! Our June 2-3 event to benefit the Westlake School will be even bigger and better this year as it coincides with the 40th Anniversary of the NJ Chapter's first driver school! As we have for the past three years, the event will include a driver school, BimmerWorld Club Racing school, and BMW CCA Club Race. In addition to these usual activities, we are planning a visit from the DelVal/NJ Vintage owners group who will bring their beautiful classic BMWs to the track, take a couple of parade laps and have them on view for everyone to enjoy. BMW NA is planning to bring an interesting car or two to use as a pace car (and maybe give some rides). Then on Monday evening we will have our trackside banquet when we celebrate the 40th Anniversary, recognize the contributions of some of our long-standing members, give away some great door prizes and auction some interesting items to benefit Westlake. Who knows, we may have a few more tricks up our sleeves. During the banquet we are planning a slideshow of driving events through the years. If you have any old photos or documents from previous schools or races, please digitize them and email to me (jwhite@njbmwcca.org). Pictures of cars are welcome but pictures of people are even better. It is our members who make our club strong. On Tuesday we will be visited by students and administrators from Westlake. They arrive in time for lunch, are treated to parade laps at the mid-day break and then stay for the race. The smiles on the kids' faces after they get out of the cars are why we do all of this. This will be an event to remember. Register now to be sure you can participate – we have had a waiting list for this event every year. If you can't come to drive, then come as a spectator. There will be plenty to watch and if you want to stay for the banquet, we can accept payment at the door.

See you at the track.

Track Dates

Check our website for track promotions.

Date	Track	Type	Cost
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

By Elihu Savad

The current autocross schedule for 2014:

April 27 PNC Bank Arts Center north lot
May 18 NJ Convention & Expo Center, Raritan Center, Edison
July 13 NJ CEC, Raritan Center, Edison
Aug 24 PNC Bank Arts Center

Autocross fee: \$50 CCA member, \$65 guests.

All vehicles with street-legal mufflers are welcome at the Arts Center. A course map will be posted on our website.

All CCA members are welcome; non-CCA members may run as guests of CCA members.

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NJ CHAPTER CALENDAR

May 2014

Tuesday, 20th

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

June 2014

Sunday, 22nd

Tire Rack Street Survival program will be held at Campgaw Reservation in Mahwah, NJ on Sunday, June 22.



Welcome New Members

Harry Abrahamsen	Michael Clemente	Anthony Genovese	Raphael Maurrasse	Daryl Rubinstein
Christopher Antal	Kenneth Damato	Samani Gikandi	Daniel Mazzeo	Robert Scansaroli
Joe Antal	Alan Danser	Bryan Gold	Tom McGrew	Steve Senatore
Kyle Anthony	Diana DaSilva	Darren Guy	Jerry Merola	Mikhail Shabalin
John Antoniadis	Austin Don	John Henriquez	Michael Molina	Robert Spina
Jeremy Baron	Philip Donadio	William Monahan	Jake Mooney	Paul Taeschler
William Betts	Judy Eig	Gregory Jackson	Joseph Muscarella	Devin Teagan
Jay Bojkovic	Lewis Eig	Imran Karamat	Michael Panter-Marakis	Anthony Trama
Franklin Boots	Richard Eilers	Kalle Karu	Aman Patel	Nick Trapasso
Adam Borr	Carson Eisenach	Mark Kester	Daniel Perlas	Keith Tucker
Calvin Butts	Robert Engel	Nancy Khoury	Sylvia Perlas	Nancy Ward
Cesar Castaneda	Josh Epstein	Shannen Kirchner	Nicholas Persaud	Paul Wiegartner
Michael Cavender	Cayetano Farcon	Stephen Law	Walter Pitts	Spencer Wong
Hong Cheng	Bryan Fuerst	Thomas Lekai	Matt Polhamus	Hojun Yoo
Brandon Chow	Brian Geldziler	Jason Lockman	John Repp	

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Chief Tech Advisor	Vic Lucariello
Chief Instructor	Barry Stevens
Registrar	Jamie Kavalieros
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Member	Neil Gambony
Member	Warren Brown
Member	Blake Smith
Member	Bob Isbitski

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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 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.

April Meeting Winning Photos



2nd Place
Photo By: Jeff Thompson



3rd Place
Photo By: Gene Kowalski



Honorable Mention
Photo By: Doug Finley

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Photo by Klaus Schnitzer

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NJ Chapter
Past President



Photo by Klaus Schnitzer

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