



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
October 2014

<http://www.njbmwcca.org>

Volume 45 Number 10

Shenandoah Driver School



Having fun coming out of the replica of the Nürburgring-Nordschleife's banked Karussell and its 20 degree banking.



Shenandoah is a technical but fun track. Put it on your calendar for next year.

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President's Column

By Jeff Caldwell

As President of the chapter I truly like to hear feedback from you, our members, with regard to what we are doing well and also what we can improve on. If you have an idea for an event, a drive, social gathering, go-karting, or even something more off the wall, please don't hesitate to get in touch with me and share your thoughts. You would be surprised how much we debate within the chapter leadership in deciding what events to offer and how best to schedule them. Without a doubt we are a driving events focused chapter. There are some chapters who are more socially oriented than we are. There are even some who are more driving event-centric than us. Really? Hard to believe right? Well, it's true and every so often we need to take a look at our calendar and ask: "Is there anything we could be doing differently?"

Our chapter history is firmly rooted in high-performance driving and more recently in autocross. We also have a rich tradition with BMW Club Racing and are the home chapter to many national champion drivers. No doubt the NJ Chapter likes hitting the track or darting through cones at an autocross. However, should be we offering more social events? Would you like to go on a guided drive for an afternoon? Would you like to meet up for an ice cream social and look at other members cars? Would you like to drive to a winery or craft brewery and do a tasting? Would you like something more family friendly where the kids can attend? All of these activities are within our reach as a car club and we'd be interested in putting together one or more of them for you. What we don't know is whether anyone will actually show up!

So, once again I am asking for your input. Please feel free to reach out to me at: president@njbmwcca.org and give me your ideas, feedback, kudos, or criticisms. The only way we can enhance and enrich the member experience is by knowing what you would like to do. Thanks for the help and I hope to see you at an event in the near future. Come to think of it, why don't you join us at JMK BMW for a fun and educational evening with the new BMW i8? That's on Wednesday, October 22nd at around 7:00PM! There will be some nice door prizes and the parts department will be open late with some GREAT discounts for members. So, order what you need in advance and pick it up from the fine folks at JMK when you are at the meeting. It's a win-win for all!

Keeping with the event theme, I'd like to take some time to talk about our autocross program. NJ Chapter has had an active and strong autocross program for almost two decades. We have seen ups and downs with attendance, site availability, and competition from other events over the years. Despite the challenges, we're still hosting a full slate of events each season. Perhaps you have never been to an autocross. Maybe you don't even know what it is. Don't worry, autocross is a relatively simple concept, but it's darn near impossible to master. Let me

explain. Basically, we start with an empty parking lot. We've used the Somerset Patriots ballpark lot, PNC Arts Center lots, Raritan Expo Center lot, and a host of others over the years. Within the empty lot our team of autocross experts design a course for the day. They add slaloms, turns, braking, fast corners, slow corners, and everything in between. The course is marked out with orange traffic cones.

As with anything we do, safety and fun are the primary focus. Our course designers set things up to be totally safe not only for you and your car, but the course workers and volunteers. It's truly the most fun you can have in second gear. No, I'm not kidding, you almost never get out of second gear. You are probably thinking "how much fun can that be?" Trust me, you'll be surprised how great it is! All the grinning aside, it's more than just an adrenaline rush. Autocross is an opportunity to practice car control skills and become a better driver on the street in a safe and controlled environment. So, it's fun AND learning, which is always a good thing. Autocross is a timed event, but just being fast isn't the only challenge. You must be precise with your driving inputs and not knock over any cones. Every cone you knock down adds time to your run. You'll learn things like better braking technique, looking ahead, and anticipating what's coming. You will also find, exceed, and better understand the grip of your tires. All valuable skills for navigating the highways and roads of our lovely Garden State...or maybe you just want to avoid potholes! How you use the skills is up to you, but I guarantee you'll have a great time, learn a lot, and meet some very nice, helpful people. It's not an exclusive group and we're always looking to welcome first timers to the events. Your BMW doesn't need any special equipment or modifications. We even have helmets to loan out, so the barrier to trying autocross is quite low. Our dedicated staff of instructors is also on hand to ride along with you and offer coaching. So truly, you have nothing to lose and everything to gain. Come out and make some new friends. You'll be glad you did.

Our next autocross is Sunday, October 19th at the Somerset Patriots "Blue Lot" in Bridgewater, NJ. Please consult the chapter website for further details, times, and information for the event.

With regard to the autocross program, we are currently looking for sites to hold events. If you know of a large parking lot that might be suitable for an autocross, please contact me directly via email or contact the chapter Autocross Chairmain, Elihu Savad. His information can be found on page 10 of this Bulletin. We really need YOUR help to continue a thriving autocross program for you and future drivers to enjoy. Thanks for your help and I hope you can make it out for some big fun in a parking lot on October 19th!

October Monthly Meeting

By Marc Goeller

Our October monthly meeting will be held on October 22nd at 7:00pm and will be hosted by our long-time club sponsor, JMK BMW located on Route 22 in Springfield, NJ.

This event will feature the brand new BMW i8 plug-in hybrid! The BMW i8 is no ordinary sports car. It's an icon of progress – an extraordinary evolution of The Ultimate Driving Machine®. As an all-wheel drive plug-in hybrid sports car, this revolutionary vehicle combines the power of a 3-cylinder TwinPower Turbo engine and the efficiency of an all-electric motor for an exhilarating 357-hp and 420 lb-ft of torque driving experience that's every bit BMW. Please join us at JMK BMW to see for yourself!

In addition to door prizes, JMK BMW's parts department will remain open late that night and will be offering a discounted pricing to you. We look forward to seeing you soon there!

Philes' Forum

Hello, bimmerphiles! Sorry I missed the September issue of this august publication, but Joanne and I were traveling out West. I hope you missed reading Philes'.

Regular readers might recall reading my occasional rants about arguably silly things, such as the vinyl appliques of stick-figure families usually displayed on the rear glass of SUVs, and such as my proposal in August that SUV driver seats be fitted with electrodes that "suggest" more intelligent driving behavior.

Regarding the vinyl appliques, I see that they are devolving into appliques that suggest the driver's hobby or profession. I have seen appliques for golfers, archers, soccer players, and pilots. Who knows where this will go? If you see a particularly interesting and/or humorous one, please photograph it and send it in.

In the interest of fair reporting, I am compelled to share with you an appliqué that I actually think is pretty cool, and I hope, given my rants thus far, you don't think me hypocritical. See Photo #1.

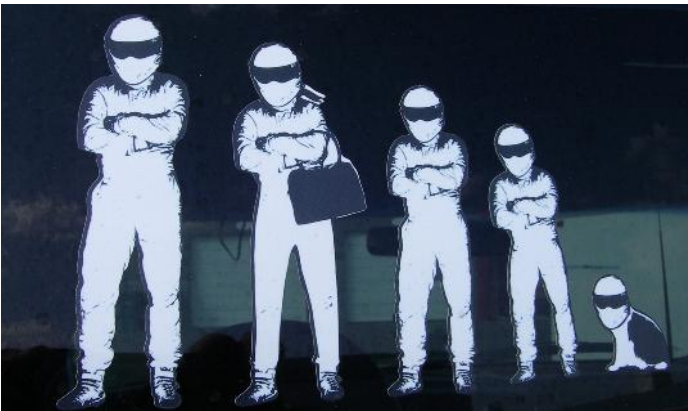


Photo #1 - I must admit this is pretty cool.

I have a follow up to my August column, wherein I wrote about serpentine-drive-belt tensioners. You may recall I wrote that BMW uses two types of belt tensioner: hydraulic and mechanical. I did not have a photo of a hydraulic tensioner available when I submitted the column, and I promised to include a photo in a future Philes'. See Photo #2. For reference, Photo #3 depicts a mechanical tensioner.

I recently had a rather interesting diagnosis/repair that did not cost me a penny (my FAVORITE kind). I noticed that the cruise (speed) control on Joanne's 1995 325is (E36) was not working. Given that we were preparing for a 2000-mile trip with this 200,000-mile beauty, the "cruise" was on the "must-fix" list right up there with new filters, fresh brake fluid, and an AC top-off.

The cruise on an E36 is pretty simple by modern-car standards, as once it is set, it simply maintains the set speed regardless of surrounding vehicles, your closure rate, etc. Also, the cruise is a stand-alone module with a speed input (from the instrument cluster), inputs from the clutch- and brake-pedal switches (an automatic would have an input from the transmission-range switch in lieu of a clutch switch), and of course multiple inputs from the column-mounted cruise switch. So it is fairly straightforward to diagnose a non-intermittent problem such as I was facing, because everything is hard-wired and there are no bus-communication considerations.

This is a good example of, while the proper diagnostic software/equipment can expedite a diagnosis, the same result can be obtained with a voltmeter, an electrical schematic, and some good old-fashioned troubleshooting.

I began by ensuring that the two fuses that supply the cruise were in place and not blown. Notice I say "in place". Simply scanning the fuse box for blown fuses, as some folks do, is not the way to go, as sometimes one will find that the fuse, or one of the fuses, for a particular system is missing. Don't ask me how I learned this! (And no, it was not on a car of mine.)

Next I connected diagnostic software that allows one to view all the inputs to the cruise module on a computer screen. Then I operated each input one-by-one and observed that the input was changing state when, for example, I stepped on the brake. I found that the cruise module was not seeing the clutch-pedal switch change state, and indeed the module thought that the clutch pedal was depressed.



Photo #2 - Hydraulic tensioner

BINGO! So I had a bad clutch switch. Well, maybe not. Still could be a module or wiring problem.

Photo #4 depicts the brake- and clutch-pedal switches on an E36; the clutch switch being on the left. The switches are shown with their wiring connectors removed, as removing the connectors was my next step in the diagnosis. With the clutch-switch wiring connector disconnected, I bridged the two wires in the connector while watching the clutch-switch input. The input did show a state

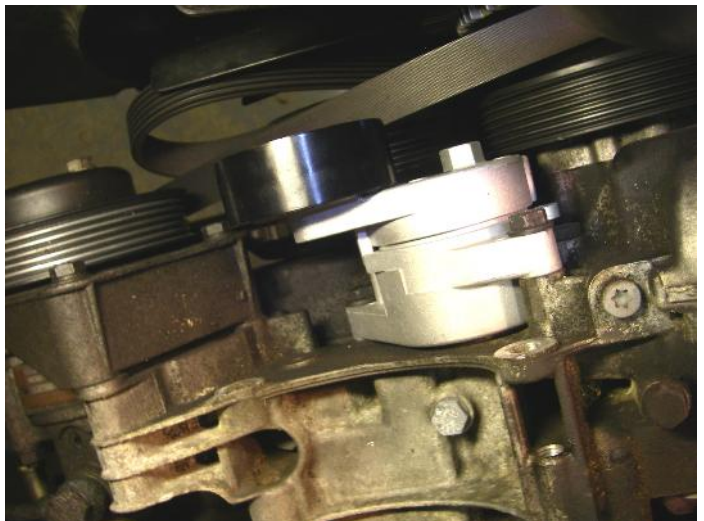


Photo #3 - Mechanical tensioner

change when I bridged the wires. This ruled out a module or wiring problem so BINGO! The clutch-pedal switch is bad! Well, perhaps not.

I reconnected the wiring to the clutch switch and manually depressed the switch plunger, and the input changed state! The dang clutch-pedal switch is working! How can this be? Closer examination revealed that the switch plunger was not being sufficiently depressed by the clutch pedal when the pedal was in the

(Continued on Page 5)

Philes' Forum (Continued from page 4)

full-up position. Sorry I could not get the camera positioned for a photo of this, but everything sure looked OK under there. A slight adjustment of the switch plunger was all that was needed to correct the problem, which 2000+ miles later has not recurred. Why did this problem take 20 years to surface? Could it be that when I changed

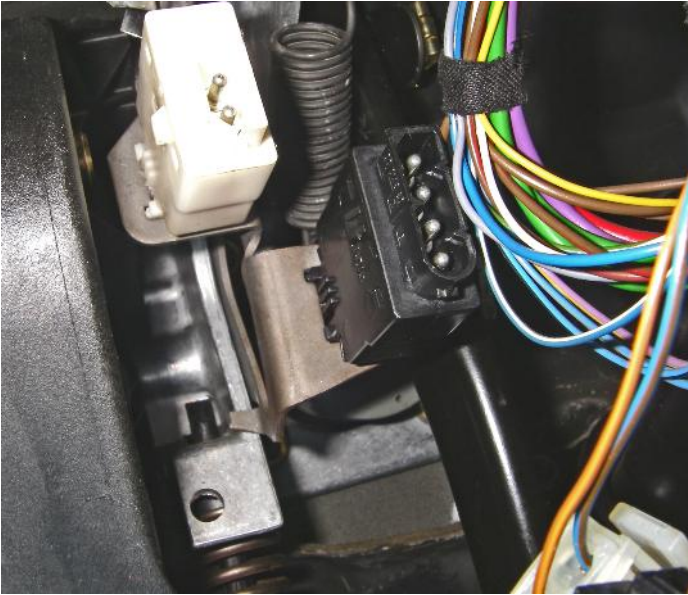


Photo #4 - Clutch and brake switches

the clutch master cylinder last year I disturbed something? I guess it will have to be one of those unsolved mysteries of Philes' Forum.

I would have taken the same diagnostic steps if I had been using a voltmeter for my diagnosis. Even without a schematic of the cruise control, after I verified the fuses I would have gone to the easily-accessed clutch switch and put my voltmeter leads across its two wires and then stepped on the clutch pedal. I would not have seen a voltage (or resistance; depending upon how I had set up the voltmeter, but voltage testing is usually preferable) change when I stepped on the clutch, so I would have known the problem was related to the clutch-switch input.

I would very much like to receive a copy of your NJMVC vehicle-inspection report. You can either email a scan of your report (preferred), or simply email the test data. (Include your name, too, if you want to be famous and be mentioned in Philes' Forum!) There is no need to send in reports of "passed" OBD II inspections (This is where they simply scan your car for fault codes.), as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database. Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

That's all for now, bimmerphiles. See you next time.

Anyone wishing to contribute to Philes' Forum can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair / maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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New Jersey Chapter of BMW CCA Board Meeting—August 13, 2014

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

Jeff Caldwell called the meeting to order at 7:35 PM at Alfonso's in Somerville. Jeff White moved to waive the reading of the July minutes and John Gyorfy seconded (carried unanimously).

Oktoberfest

Jeff Caldwell asked Larry Engel to offer his update/report on Oktoberfest 2015 planning. Larry informed the board that BMW CCA National would be holding their September board meeting in the Philadelphia area and would also visit New Jersey Motorsports Park (NJMP) and Stockton Seaview Hotel & Golf Club. The meeting and visits are planned for September 10th-13th, although no specific calendar has been agreed upon. Larry plans to meet with the BMW CCA National representatives and accompany them to NJMP and Seaview. Jeff White and Ross Karlin also expressed interest in participating, should the timing work out. Larry reported that he is working to secure Bader Field in Atlantic City as the autocross site for Oktoberfest, thus freeing up paddock space at NJMP for Michelin and for other track-related activities. He is working with his contacts from South Jersey Region SCCA and attempting to contact the Bader Field reps. Larry also mentioned that he has been in contact with Frank Patek regarding organizing Yom Kippur services during Oktoberfest. Seaview has also been consulted on this and we are working to implement a plan to offer religious services for those who wish to attend. Jeff Caldwell thanked Larry on behalf of the chapter and its members for the work already done with planning Oktoberfest.

President

Jeff Caldwell brought up the need for a more organized and systematic approach to the use of email blasts to inform the membership of our upcoming events and activities. It was agreed that the chapter would like to start employing a monthly e-mail, similar to the one used by National Capital Chapter. Jeff will investigate this further and report back at the September meeting. The board also discussed the possibility of appointing a communications manager to oversee email communication and social media interactions with the membership, but for the time being this idea was tabled for later discussion. Brian Morgan reminded the board that Members-at-Large can be assigned duties by the board and suggested the delegation of responsibility for email blasts and communication to a Member-at-Large. This was received well by the board and open for further discussion in September. Everyone agreed the chapter needs to be more proactive and organized with the email communication. It was discussed that the website needs some updating with regard to back issues of the bulletin and board meeting minutes. Jeff was going to follow up with Charles Craig on this matter.

Vice-President

Jeff Caldwell gave Marc Goeller's report that we will have a chapter meeting at

Guten Parts & Service / Left Lane Cars in South Orange, NJ on Wednesday, September 24th. Shop owner Levent Erhamza has graciously invited everyone to explore the newly expanded facility, enjoy project cars, and partake in food and drink.

Treasurer

Ron Gemeinhardt reported the chapter financials and everything looks good at this time. Ron thinks he will have an end-of-year projection available in the next month, but sees no glaring differences from 2013.

Business Manager

Doug Feigel reported that Matt Baratz has been hard at work with our sponsors and processing renewals for advertising in both the bulletin and online. Doug suggested that Matt would have mid-year reports for the board at the September meeting.

Social Events

John Gyorfy reported that the DelVal Chapter vintage group was attending a vintage aircraft fly-in and car show in Pittstown, NJ in early September. All NJ Chapter members are invited to attend as well. The event is open to the public.

Driving Events

Neil Gambony asked the board to clarify our age requirements for autocross and it was determined that the minimum age of 18 be held going forward. Jeff White reported that the Geoff Atkinson Memorial Driver School and Club Race at Summit Point was a huge success. We had over 70 students and 43 racers. Jeff thanked the NJ Chapter instructor corps, volunteers, race stewards, and attendees for such a wonderful event. Jeff also would like to see more instructors sign up for the Shenandoah event, as we are at 36 students already.

Autocross

Elihu Savad reported that the autocross at the TD Bank Ballpark - Blue Lot on August 10th was a success. The chapter is saving on the site with respect to other venues and there is a lot of space for good courses. Elihu was able to secure the lot for an event on September 10th. Elihu brought up the need for autocross supplies for Oktoberfest, including a new laptop, display screen, and possibly software. Ron Gemeinhardt reminded the board there are still approximately \$600 in chapter funds allotted for a laptop from the 2013 budget. Elihu will look into replacement of the computer and also report on costs for upgrade of the software and display screen. Volunteers are needed for autocross!

New Business

Jeff Caldwell asked the board to approve the purchase of a new wheel bearing removal/install tool and the request was approved unanimously.

The next board meeting was set for Wednesday, September 10th [since changed to the 17th] at Alfonso's in Somerville. Jeff White moved to adjourn and John Gyorfy seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary, with thanks to Jeff Caldwell

Finish Lines

By Thom Rossi

This year I've spent an unusually large amount of time travelling the highways of our country. With all the time I spend in my new home state, New Hampshire, coupled with the various stops along my travels, I feel like a politician in the early stages of a grassroots run for my party's nomination. Have no fear - I am NOT running for office, but, I've done a lot of observing and would like to share some of what I've seen.

I've had a chance to visit several racing-oriented businesses in various stages of development from start-up to established and even one throwing in the towel.

Bimmerworld's shop in Dublin, Virginia was literally my first stop of the season in early April. There the 726 received a new alignment, inspection, and pre-season prep. This is a growing business, running a race team that consists of several cars in the Continental Tire Challenge series, ST (Street Tuner) class. My hat's off to any businessman who can turn racing into a self-sustaining and profitable enterprise like these folks have. Their model - they sell racing and street performance upgrades to the BMW community and provide racecar build and support services. If you are using your BMW for driving events (DEs) or planning on racing and you DON'T have any Bimmerworld upgrades, you soon will. They also pair professional and gentleman drivers in their ST cars to support their racing program. The pro's don't pay to drive, the "gentleman" (also known as rich gentlemen) do pay a large portion of the cost of campaigning the car. It's clear that they are passionate about their business, love racing, and do a lot to support the growing community of racers in the BMW Club.

Closer to home, I've had a couple of opportunities to visit Tony Saloum's VAC shop in Philadelphia, PA. They have been supporting the newest addition to my racing stable, the number 99 GTS-2 E36 325. They also provided a few custom parts for the 726. Like other successful businesses, they have a strong customer-focus. I walked into their shop with a racing clutch/flywheel combination from the 726 and asked them to take a look at it. While I waited, they evaluated and repaired the unit while Tony gave me a tour of their very impressive fabrication facilities. I've never seen so many CNC machines in one place! Once again, if you are not running any VAC parts in your car and you are serious about driving it on the track, it won't be long before you find the need for some. VAC is also a long-time sponsor of the BMW Club racing program, fostering the community's growth.

Closer to my new home, I've been to visit Dan Fitzgerald at Diffsonline for transmission and differential rebuilds. This business

just blows my mind. Starting basically with nothing but the skills he'd learned over the years, Dan has turned Diffsonline into the premier builder of racing differentials, not only for the BMW club community, but also for a broad array of professional racing teams. Walk into his shop and you will be treated to an in-depth technical seminar on how differentials work, ramp angles, clutch packs, etc... I've had the seminar twice, and I still don't understand! But the enthusiasm is plain to see and easy to understand.

I've been impressed with two start-up stage businesses, as well: Zakspeed and Ratchet Head. Ratchet Head is Mig Aponte-Rios's latest business venture. Located in New Hampshire, this is an innovative business model combining racecar rental/support with rentable shop time and a motorsports club atmosphere. New on the scene for 2014, the business seems to be off to a good start. If you are an enthusiast in the Mass/NH area, Ratchet Head is well worth a visit. Zakspeed, owned by Zacherle Ketring, is in the earliest stage of start-up. This is an up and coming race shop/independent BMW repair shop. Zach will travel and support racecars track-side as crew chief/mechanic/general helping hand. Zach provides that support for the 726 and this is a service that is absolutely essential if you are running a very highly tuned car.

Sadly, one of the businesses that many of us in the region worked with last year has closed its doors and liquidated its assets: Bent Splitter Racing. This was Bob Wright's Pittsburgh-based business focusing on rental of racecars. His small fleet of cars was used extensively in both DE and racing environments. However, this model ultimately was not sustainable.

There are other businesses I could have highlighted that I also have a lot of respect for (Bimmerparts, Bimmertools, Bavarian Specialties, Vicari Motors - to name a few), but these examples will suffice to prove my point. And that point is, that despite everything you hear from the talking heads who claim that our economy has killed the American dream, the truth is that the dream is alive and well. Entrepreneurism is what it always has been: individuals taking risk, pouring all of their personal resources into their businesses, working like crazy to make them a success, and facing the risk of failure. If I were a politician running for office, I'd do my photo-ops at places like these, because in the process of pursuing their dreams, they are not only enabling ours, but inspiring us and teaching us that it's still all out there if you care to go for the brass-ring. I wish them all much success.



Mig Aponte-Rios in Pit Lane with Ratchet-Head Racing



Thom in the paddock at Pittsburgh International Race Complex

Initial Ramblings

By JT Burkard

E46, the next cult car?

I might be eating my words. I have always preferred older BMW's with round headlights. You know, 2002's, E21's, E30's, E12's and E28's, E24's... you get the drift. Lately I have grown a fondness for the E46. My dealership has been getting quite the selection, thanks to my influence and purchasing, I have had the pleasure of driving all of them. I am impressed. These are well-rounded sports sedans and depending on mileage and age, you can actually pick up one for a very reasonable price.

If you have been watching the prices of E30 325is's, they are going through the roof, especially later 1989-1991 versions. Even a quality M42 318is is pulling some decent cash. E30 M3's are well beyond the reach of anyone with a modest salary. I have also noticed an upswing on clean E21's as well. That is good and bad news for me. Good because it's about time my beloved E21 got the recognition, bad because I will have a harder time finding good ones for cheap. So what does a hobbyist do to quench his/her insatiable thirst for a car that can pull double duty as a driver as well as a weekend autocross and driving school vehicle?

The E46 fills that void. Built for the U.S market between 1999-2005 (Coupes and Convertibles 2006) you can find them out on the internet for \$3,500-5,000 with a lot of life left in them. These will be higher mileage units but if you are planning on using this for mostly track events, that is not going to be as big of a deal. These are BMW's, they will last. The aftermarket has a large variety of performance parts that can turn even the most mundane 4-door family sedan into a corner carving beast with a small investment. There is even a Spec E46 class for the 330's for those who want to try their hand at club racing.

So how did I come to this awakening? Three letters ZHP. The very same car I discovered in my June article. I had to restrain myself from buying this for myself. The moment I drove this car, I was in love. I am happy it found a new home but that was one of the cars I wish I could have kept for myself. We have had a few other 4-door 325's and 330xi's in and out of the showroom since then but that one really clicked. Also, the manual transmission helped with the love affair. That car was perfect, I just couldn't keep it.

Then my boss calls me up a week ago and tells me he is standing next to an 05 325Ci with about 75,000 miles. Schwarz with Saddle leather and super clean. It is an automatic but I have to look at the resale not my own needs. Auto fits for 90% of the public. I told him he better come back with it. He did. This car did not disappoint. Clean CARFAX, beautiful interior, excellent body with minimal scratches in the black paint. It reminded me of that ZHP, just its little brother. Of course I had to drive it. Even with the automatic, there was the fun factor. Lots of power, excellent handling, comfortable, and sporty, everything anyone would want. So now my eyes are open again. [You should have kept the ZHP - JF]

I want an E46. I don't know when but I know I will wind up buying one for myself. I don't have many needs and wants for this future purchase just that it has to be manual transmission, a 2-door coupe, and I prefer black or white paint with black or tan interior. I will start by going to autocross events, take in a driving school or two and see what ways I can improve the car once I got my own skills in order. I believe I was living under a rock this whole time because I didn't realize what an incredible car the E46 is.

So why do I think this is going to be the next cult car? I am not talking Heaven's Gate cult, you don't have to buy Nike shoes and wait for the mother ship to come and take you away. Not even Scientology. No, it's just a car that has the makings of a great all around ride like the E36 was as well as its predecessor the legendary E30. Cheap to buy, lots of them still out there, plenty of aftermarket interest, durable drivetrain, and inexpensive to run. Plus it's a comfortable car with options that can make anyone happy. That is why I think this is going to be the next cult car.

Now, if you will excuse me, I have to establish the Order of the Bimmer Movement out of my garden shed in the backyard.

JT Burkard
jtburkard.blogspot.com

Send comments and suggestions to:
jtburkard@comcast.net

Whack Your Turkey Rally

Mark your calendars for Sunday, November 23rd, the Sunday before Thanksgiving, for the annual Whack Your Turkey Rally. We plan to start in the main part of Duke Island Park, in Raritan, NJ. More up-to-date information will be available on the NJ Chapter's website (<http://www.njbmwcca.org>) as it comes available.

For those of you unfamiliar with road rallies, everyone is given a set of directions to follow, and you are asked questions about the things you see along the route. The roads are fun to drive on, and hopefully ones you've never enjoyed before. The questions can be straightforward, complex, confusing, silly, and puzzling, sometimes all at the same time, but all in the spirit of fun. There is a time limit for your drive. Winners are chosen based on the most correct answers. The rally ends at a restaurant, where everyone can have a meal, and try to relax while the results are tallied.

We split all participants into two classes - Family/Fun, and Competition. The Competition class results count towards our Chapter's Driver of the Year competition, and are restricted to having a driver and a navigator (points are awarded to each). The Family/Fun class is for all other entrants with more passengers. Children are welcome, provided you fill out a permissions form and bring the form to the start. Please complete one form per child. The form is available on our Chapter's website in the forms subsection.

If you want to participate, please drop an email to rallymaster@njbmwcca.org. Please state your name, and the names of your passenger(s). Your membership number(s) would help, too. The entrance fee is \$25 per car. Please bring exact change if you can.

Registration will start by 8:30 AM on Sunday, 11/23, and we will have our drivers' meeting at 9:00 AM. We'll review the rules and answer any last-minute questions you may have. Expect to be all done by 2-3 PM. Please come prepared - you'll need a clipboard and pens. Please have a full tank of gas, though you shouldn't need all of it.

Club Members Save Shenandoah Driver School

By Jeff White

When the sun rose on Saturday September 6, the day looked like a great day for a driver school at Summit Point. The temperature was a bit higher than usual for September, the humidity a bit elevated, there was the possibility of rain in the late afternoon but the track was dry and everyone was in good cheer. Importantly, we had a record number of students and instructors registered for our Shenandoah event allowing us to provide event shirts for all the participants, a first in the history of this school. This was not, however, to be the only "first" for this event.

Tech proceeded smoothly, the morning Drivers' and Instructors' meetings were underway and then the day changed when a voice from the back of the room said: "Jeff, the guy from the track needs to talk to you right away." So what was this urgent message? A first for me in the 16 years I've been coming to driver schools: "You have no flaggers!" The new track manager believed that we had arranged our own flaggers while I believed that the track was supplying them. There is a management lesson here that I'll discuss later but after some back and forth discussion, the track manager went in search of flaggers and we had to create a Plan B.

This was one of those "When the going gets tough..." situations and our members really came through with flying colors. First, our classroom instructor Miriam Schottland had the brilliant suggestion to have the beginner students and instructors take low speed laps (no helmets or flaggers required) to learn the track layout. This was expanded to allow anyone who had not been on Shenandoah before to participate. This was also a first for this event and it had the benefits of getting the event underway and allowing us to improve the learning experience for the new students on a track that can be a challenge to master. Next, we put out a call for volunteers to man the flag stations in the event that the track was unable to get enough, or any, flaggers. Vic Lucariello, Jr. organized a meeting of the volunteers and devised a schedule to swap people in and out and still allow them to drive and instruct. After a quick lesson in how and when to display specific flags and how to communicate on the radio (it's not as simple as it looks), we had our substitute flaggers ready. The track manager then returned with the head flagger who worked pit out, and three more flaggers. With only a one-hour delay, we were underway.

The day was proceeding smoothly, the volunteers were being shuttled to and from their stations, the run groups were getting out, everyone was driving well and then during the second run of the day for the intermediate group, lightning was spotted near the track. For everyone's safety, the run group was stopped, corner workers called back in and we waited for rain to appear. But, nothing happened, no rain, no more lightning. OK, so we put the corner workers back out, got the run group lined up and sent them out again. No sooner had they finished two laps, lightning was again spotted. Black flag all, corner workers back in, wait...and nothing. So we try a third time and now we get the whole run group in. This was the last of the "firsts" for this school. The first time I can recall taking three tries to get a run group finished. The day continued well until the skies got very dark, the lightning got serious and we got everyone off the track just in

time before the rains and wind came in. An eventful Saturday was over.

Sunday was the day every driver school participant dreams about. The rains cleared out the heat and humidity. The track was clean. The track manager had managed to recruit a full set of flaggers with the exception of pit out. Neil Gambony and Barry Stevens handled the bulk of that work and we had a great day. Everyone left with a smile and an appreciation for what Shenandoah can teach.

I want to specifically thank all the volunteers who stepped up to man the flag stations. None of them did it for recognition and that makes their work all the more noteworthy. Quite literally, they saved the event. Our volunteers were: Anne Saul, Jeff Morriss, Matthew Cahn, Gary Roach, Bill Truslow, Ramon Domingo, Scott Swanson, Vic Lucariello Jr, Marc DeLaVergne, Brandon Fetch, and Dave Kaufman. The next time you see one of them, buy them a beer. A volunteer organization is only as strong as the members who are willing to help. This event demonstrated once again why the NJ Chapter is so strong.

I also mentioned a lesson in management that this event illustrated. The track manager at Summit Point is new having replaced a woman who had worked with us for many years. She knew we used the track's flaggers for this event. I made the assumption that the new person would also know that. Conversely, the new track manager looked at our old contracts and not our old invoices to conclude that we contracted our own flaggers rather than checking that assumption with us. The lessons are: 1) Institutional knowledge is not always transferred; 2) check every detail when working with someone new, assume nothing. Attention to detail is better than resorting to plan B.

It is hard to believe but the next event is our last event for 2014, our now traditional Introduction to the Track School. The mission of this school is to encourage more members to come out and try a driver school. We do this by lowering as many barriers as possible: we have a dedicated run group and classroom time for first-time students. No more worries about being the only newcomer in a group of experienced drivers. We hold the event at NJMP - the closest track to our membership and where hotel rates are low. We have car control exercises, including skid pad, for new students to complement what they learn on the track. We allow new students to sign up for either Sunday or Monday alone or for both days. We have loaner helmets in case you need a helmet and are uncertain about whether you will do future schools. Finally, the Chapter subsidizes the cost for new students to make it the most affordable way anywhere to get on the track. How do we do this? By also holding a regular 2-day driver school for experienced students. The day is long with 4 student run groups and an instructor run group but the format allows everyone to have a great last event of the season. This school has sold out every year we have run it so don't delay - register now. Come on out and finish the year on a high note.

We'll see you at the track.

Autocross

By Elihu Savad

On Sept 14th we had a modest turnout for a wonderful event. We had a great course: it started as work, but quickly became fun as drivers found the course rhythm, and times came down. Please take advantage of this great site. We have one more event this year on Oct 19th at the Patriots Park in Bridgewater. This is one of the NJ Chapter's premier events, and I hope more of you can make it there.

Our champ series leaders Alex Fadeev, Mark Mallory and John Lewis continued to dominate their classes and their positions for 2014.

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

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

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

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NJ CHAPTER CALENDAR

October 2014
Wednesday, 22nd
Monthly meeting at JMK BMW in Springfield.
See announcement on page 3.

November 2014
Sunday, 23rd
Whack Your Turkey Rally—another adventure awaits club members. Rally masters Jon Trudel and Ron Gemeinhardt have a fantastic route that will entertain you. See page 7 for details.

December 2014
Tuesday, 16th
Board elections and the Pinewood Derby, is set for December the 9th at the Deutscher Club.



Welcome New Members

David Alves
Thomas Brogan
Michael Browne
Michael Cascaineira
John Cole
John Paul Connelly
Kevin Cummings
Tobin Gibert
Thomas Graziano
Jennifer Greene
Debarun Gupta
Debasis Gupta
Jason Gurda
Ryan Hoppock
Terry Jackman
Sudhir Kalra
Larry Karpinsky

Daniel Kolbanovskiy
Hartmut Kraft
martin kress
Anthony Lepore
Jonathan Lieberman
Jennifer Luzes
Saley Maiga
Fred Marchev
holger meier
jay Menzo
Andrew Murray
Dan Neff
Fabio Oliveira
Ricardo Oliveira
Albert Pak
Michele Paylor
Camille Sgro

Otto Sgro
Robert Shomo
Neal Stoeckel
Denis Stypulkoski
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Member Warren Brown
Member Blake Smith
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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

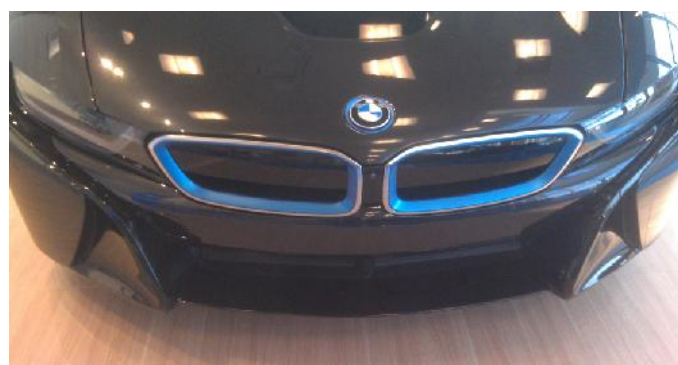
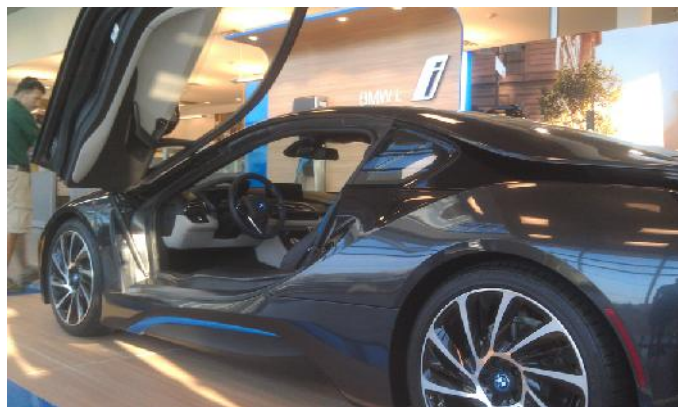
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800-878-9292 (Mastercard or Visa)

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Photos by Jerry Faber



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