



# New Jersey Bulletin

BMW CAR CLUB OF AMERICA  
NEW JERSEY CHAPTER  
November-December 2014

<http://www.njbmwcca.org>

Volume 45 Number 11

## October Autocross—Fast and Frigid



Photos by Jerry Faber



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# President's Column

By Jeff Caldwell

## It's a Brave New World

Remember the way it used to be? Ah yes, the new E30 M3 was glimmering on a showroom floor. Cell phones were referred to as "car phones" and were relegated to, of all places, the car. Heck, nowadays we should not even be talking on the phone in a car! How about more recently? Do you remember a time without Facebook or Twitter? Can you imagine not being able to text someone and get an immediate response? Regardless of how we answer these questions, one thing is undeniable. The way we communicate, access information, and interact with each other is fundamentally different than it was ten years ago. Forget twenty or thirty years ago, that's ancient history with respect to the digital age. It is with these very truths in mind that I come to you, our members, to report that the New Jersey Chapter is embracing this brave new world in our own way.

For quite a long time we have created content, arranged, designed, and printed this news Bulletin eleven times a year. Thanks to the tireless efforts of our editor and contributors we have managed to bring the publication to your mailboxes each and every month. It has not been without its challenges. Still, we felt as though the monthly printed Bulletin was a worthwhile endeavor and pressed on. In some regards, nothing has changed. We still believe in the concept of a printed news Bulletin and the value it brings the membership, as well as our generous chapter sponsors and advertisers. However, it has become increasingly apparent that the frequency of issues was beginning to wear on the chapter. Printing and mailing costs have risen markedly over the years. We have struggled for content more often than not. It was time we took a hard look at the news Bulletin and its future. The chapter leadership has agreed unanimously that we can no longer financially support a monthly Bulletin. It would be irresponsible for me as your President to allow things to continue on as they are. The news Bulletin is, by far, the greatest expense we have as a chapter. Despite our best intentions, the Bulletin has continued to drag down the Chapter's balance sheet. Financial realities, as well as a true shift in the paradigm of how we get information in a digital world are the main driving forces behind our decision to discontinue a monthly printing of this bulletin.

There is no denying that it is nice to receive a printed piece in the mail and sit on the couch to read it at your leisure. That's fine for recaps on our events, the whimsy you generally get from me in my articles, or even the informative tech tips Vic Sr. offers up. What a printed news Bulletin is not really good at is giving timely information on upcoming events and communicating new and useful information. We are aware of the shortcomings in our ability to get you all information effectively and in a timely fashion. One of the biggest complaints I have heard from members is that they often receive the Bulletin and an event they would like to attend has either already happened, or is happening with too little time to juggle schedules and attend. The New Jersey Chapter is the last chapter in the country still producing a monthly publication. Most chapters have moved to a quarterly bulletin, and after long discussion, this is the path we have chosen as well. Going forward you will receive a printed news Bulletin approximately once a quarter. The first Bulletin of 2015 will arrive in your mailboxes sometime in March.

But wait, there's more! It is our belief that a quarterly publication offers our contributors more time to craft interesting and fun pieces. It gives our stalwart editor expanded freedom to grow the size of the bulletin, with more rich color photos and new features. Essentially we are going to up the game and give you more content, simply on a reduced schedule. In order to effectively communicate events, special news, and sponsor highlights we will begin a monthly e-mail bulletin delivered to

your inboxes on or around the first of each month. Within this email you will find our updated calendar, upcoming opportunities, and links to vital information. It is our sincere belief that in this age of instant digital communication you are best served by receiving a timely email each month with news, links, calendar information, and other interesting tidbits. Over the past several years we have used "blast" emails with great success to target a specific event and have heard from many members that they like this form of communication. We listened. In addition to the monthly emails, we will endeavor to expand our offerings on Facebook and through other forms of social media. Of course, you will still receive a printed news Bulletin on a quarterly basis. Remember, the first one should be to you in March of 2015.

As with anything new, I am certain there will be some of you out there who will be unhappy with this change in the chapter landscape. Trust me when I tell you, I understand. This was a difficult decision for us as a Board, and we resisted it for quite some time. As I mentioned, the facts became too big to ignore and ultimately this will be a positive change for the chapter. It will free up the Chapter to offer new events and expand on the calendar we already bring to you. That's a good thing.

This transition will not be perfect. There will be bumps. We will make mistakes as we learn how to best communicate and share information with you. I ask for your patience and understanding as we embark on this new path. As always, I welcome your input and suggestions. You can reach me at: president@njbmwcca.org. I promise I read and reply to every email I receive. Don't hesitate to let me know how we are doing. We have a great website that you can access at [www.njbmwcca.org](http://www.njbmwcca.org). The calendar listings on the site are updated regularly and that's a good way to stay in the know on what's coming up. If you have not gotten email blasts from us before, please take a moment to visit the BMW CCA national website and update your information. That's at [www.bmwcca.org](http://www.bmwcca.org). The email addresses we use for mailings come directly from the national database. You can also call the National BMW CCA headquarters in South Carolina at (800) 878-9292. A National representative will assist you in making sure your information is correct if you would prefer that method.

In closing, please allow me to wish each and every one of you a safe, happy, and wonderful holiday season. Thank you for your continued support of the chapter. We are looking forward to a super exciting 2015!

## Autocross Safety



Photo by Jerry Faber





## Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! As we close out yet another year, I have a follow-up to my recent column about rotor-retaining screws.

My July column talked about the fasteners that secure brake rotors to their hubs and how they can sometimes be difficult to remove. I mentioned that I always replace these screws.

Shortly after the column ran I received a very nice email from bimmerphile and driver-school instructor Dave Stine. From the email it is evident that Dave is no stranger to brake work. Quoth Dave:

"I've been meaning to contact you in reference to your guidance regarding brake rotor retention screws. While I found your advice on removal of these troublesome little buggers helpful (if you think getting out one with an internal hex is "fun", just imagine the joy you can have with hardware used by some other brands, which just use Phillips or straight-slot screwdriver heads), I was mystified by your recommendation that they actually be replaced once the ordeal of removal is complete.

"I have it on very good authority that the primary purpose of this annoying piece of hardware is to retain the rotor or drum during production line assembly of the incomplete vehicle. The other, purely secondary and accidental, purpose is to provide endless frustration for anyone attempting to remove said rotor/drum after a few years of service, particularly in high-corrosion environments. Clearly, these insubstantial fasteners provide absolutely no functional enhancement to the location and retention provided by the hubcentric center bore and the properly torqued wheel bolts/lugnuts - and, if you're really concerned about the rotor/drum coming adrift during service operations, a single wheel bolt/lugnut can be temporarily installed.

"Personally, once I remove one of those things, it goes straight in the hardware can or scrap (depending on condition) and I don't even think about replacing it. In over 40 years of wrenching (including many track-driven vehicles), the deletion of these PITA fasteners has never caused me an issue, and I'd also note that many vehicles do not even have an OEM provision for them. Anyway, I'd be interested to know your rationale for keeping them. Always enjoy your monthly submissions, BTW."

I agree with Dave that the primary purpose of the rotor-retaining screw is to keep the rotor in place during vehicle assembly. Certainly the rotor won't be going anywhere after the wheel is installed and its fasteners tightened. Heck, given the number of hammer whacks I usually need to dislodge a rotor in order to remove it (once the rotor has been in place for a bit and its marriage to the hub has been consummated), one really does not need be concerned about "the rotor/drum coming adrift during service operations" as Dave so adroitly puts it.

There is an advantage, albeit arguably beyond the interest of most *Philes' Forum* readers, to installing a new rotor without a retaining screw. Any rotor, new or otherwise, will exhibit a measurable amount of lateral runout (wiggle). Sometimes this runout is visible to the eye, and sometimes it is not, but it is *always* there, even if you need a dial indicator to measure it. There is also lateral runout in the rotor hub, although you usually do need a dial indicator to see it.

The true card-carrying, lunatic-fringe car nut (we don't know any of *them*, do we??) measures the runout of a newly-installed rotor and keeps re-indexing the rotor on the hub until the lateral runout of the rotor is minimized. With this approach, the rotor-retaining screw is usually not used because the minimum-runout position of the rotor will not coincide with the one position where the retaining screw can be installed.

Dave wrote that he is interested in knowing my rationale for recommending that rotor-retaining screws be replaced. While I wrote that I always replace them, it would have been more accurate for me to write that I always replace them when working on someone else's vehicle. After as many years working on cars as Dave, I have come to believe that even a "modification" as innocuous as leaving out a rotor-retaining screw is to be avoided.

So it is for you to decide whether you want to retain the rotor-retaining screws on your Bimmer. I do recommend that you not reuse them. If you install one, it should be a new one.

Much thanks to bimmerphile Dave for taking the time to write and share his perspective and experience.

I would very much like to receive a copy of *your* NJMVC vehicle-inspection report. You can either email a scan of your report (preferred), or simply email the test data. (Include your name, too, if you want to be famous and be mentioned in *Philes' Forum*!) There is no need to send in reports of "passed" OBD II inspections (This is where they scan your car for fault codes.), as these reports contain no useful information. However, for failed OBD II tests and for passed or failed OBD I tailpipe tests, there is good info for my database.

Please include both the test results for each pollutant along with your exact model and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.). You can obtain copies of passed OBD I tailpipe tests from the NJMVC website.

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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## Autocrossing



Photo by Jerry Faber

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# Oktoberfest 2015

By Larry Engel, Oktoberfest Chairman

## Appeal for Volunteers

Plans are already underway for Oktoberfest 2015, which will be held from September 21<sup>st</sup> through 27<sup>th</sup> right in our own back yard! The host hotel will be the historic Seaview Resort in Gallo-way Township, across the bay from Atlantic City. The track driving events will be held at NJ Motorsports Park, of course - and we've reserved both tracks for 4 days! (Thursday through Sunday) We hope to secure space for our Autocross events in the near future, so everything's starting to come together. In addition, National is forming the schedule for rallies, concours, a golf outing, and more!

One thing we know for sure is that we'll need plenty of volunteers to help run everything smoothly. We're happy to have Jeff White spearheading the effort for the track events and Elihu Savad is already discussing the Autocross events with his committee! Each of them is essentially putting a 4x version of their normal events together!

I've set up a mailbox for O'Fest communications - [ofestchair@njbmwcca.org](mailto:ofestchair@njbmwcca.org), and I'd like each of you who can help in any way to let me know. (The Driver School group will be looking for Driver School instructors and tech crew separately.) I'll be assembling a database of willing volunteers in several categories, from general hosts and hostesses to autocross credential checkers and paddock traffic cops

Please send me an email letting me know you want to help out, and include any specific areas of interest or expertise. Also let me know if there are any days you can't work. It would be great if you could make the subject "Ofest Volunteer" so I'm sure to see it. I don't know exactly when we'll start getting things together, but figure on late winter or early spring.

We're very excited to be the host Chapter for O'Fest 2015, and we hope to make it a wonderful, memorable event for everyone!

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## New Jersey BMW CCA Banquet and Casino Night

Madison Hotel Conservatory—February 28, 2015

Come join the NJ Chapter of the BMW Car Club of America for an evening of fantastic food and fun at the elegant Madison Hotel Conservatory on Saturday, February 28, 2014 from 6:00-10:00 pm. All chapter members and spouses/ guests are encouraged to attend. Tickets are \$65.00 per person and must be purchased in advance. A cash bar will be available. Registration will soon be open on the chapter website at <http://www.njbmwcca.org/>

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

their goal is to maximize your enjoyment instead of house winnings!

As usual, our wonderful BMW dealership sponsors will provide exciting door prizes and merchandise handouts. We will be inviting our sponsors to attend in person. Come meet and greet them. It's a great chance to find out about the latest and greatest from our favorite car company!

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

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## New Jersey BMW CCA Board Meeting Minutes

October 15, 2014

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Doug Feigel, Neil Gambony, Marc Goeller, Colin Vozeh, Dave Allaway, John Gyorfy, Ross Karlin, Jerry Faber. Board members absent: Paul Ngai. Others present: Larry Engel, Matt Barratz, Mark Mallory, Chuck Schmidt, Bob Isbitski, Ron Acher, Bill Ethem, Elihu Savad, Brian Morgan.

Jeff Caldwell called the meeting to order at 7:34 PM at Alfonso's in Somerville. Jeff White motioned to accept the September minutes as distributed, and Doug Feigel seconded (carried unanimously).

### Oktoberfest

Larry Engel reported that the latest proposal from National is that O'Fest run from Thursday through Sunday, with the concours possibly as a separate event on Tuesday. The NJ Chapter will work to accommodate whatever dates National decides. We are still looking to secure Bader Field as the autocross site. Sharon Caldwell will coordinate the host activities.

### President

Jeff Caldwell noted the recent driver school at NJMP Lightning, and thanked Jeff White for a great event and a great season.

### Vice-President

Marc Goeller reported that the October meeting will be on the 22 at JMK BMW in Springfield. The centerpiece will be an i8 on display. Marc is working to secure a speaker. The November/December meeting will be Tuesday, December 9th at Deutscher Club of Clark, with Pinewood Derby and elections. Marc is working on a meeting with a representative from Turner Motorsport as guest speaker, for early 2015. Marc will send a blast e-mail for October, covering the upcoming autocross, JMK meeting, Whack Your Turkey Rally, elections, and the December meeting.

### Treasurer

Ron Gemeinhardt distributed the current financials. Additional charges are expected for Lightning and Shenandoah. No reimbursement has been received from National for the Regional Instructor Seminar. Per Jeff White, Shenandoah should be break-even. If we receive all owed funds, we should have a net income of approximately \$4,500 from driver school/race events. Per Ron, this should put us at an approximate \$6,000 loss for 2014, including planned autocross purchases.

### Secretary

Dave Allaway reported that Jeff Caldwell has been nominated as 2015 President. All nominations need to be received in writing (or e-mail) prior to the November board meeting.

### Business Manager

Doug Feigel reported that Open Road BMW has been taken off the active prospects list. Turner Motorsport will renew and provide a speaker. Zeckhausen Racing has renewed. We have approximately \$19,000 in year-to-date sponsor revenue for print and electronic, vs. approximately \$30,000 for 2013. Matt Barratz reported positive support from the sponsors he has spoken with on changing our print/electronic mix.

### Social Events

The same venue and format has been planned for the 2015 banquet as 2014, but no deposit has been made.

Following the newsletter discussion (below), Marc Goeller motioned to allocate \$3,800 toward subsidizing the 2015 banquet and Jeff Caldwell seconded (carried unanimously). The banquet will be February 28.

### Newsletter

There was an extended discussion on newsletter costs, issue reduction, and impact on advertising revenue. This included discussion on expanding the news and advertising content of the website, and redesigning the blast emails to include expanded content and sponsor advertising. Jeff Caldwell expressed the need for one of the 2015 elected Members-at-Large to be responsible for electronic communications. Following the discussion, Jeff Caldwell motioned to change the newsletter issues from 11 to 4 per year, and Marc Goeller seconded (carried unanimously).

### Website

Colin Vozeh reported that the recent spam postings issue has been resolved.

### Driving Events

Jeff White reported that the recent Intro school at NJMP Lightning was very successful, although not full. The Board thanked Jeff for a great year. Jeff noted that BMW NA engineers actively engaged our NJMP Lightning participants regarding track events and BMW vehicle track performance.

### Autocross

Elihu Savad reported that this Sunday at TD Bank Ballpark will be our last autocross event of the season, and probably our last event there, due to landowner restrictions on site use. Elihu noted that the latest Chapter 62 regulations (NJ Administrative Code 13:62) require SA2010 helmets for autocross events. Elihu is still pursuing South Plainfield as a venue, and may submit a request for zoning variance as required. He is also looking into an Ericsson property in Piscataway.

### New Business

Larry asked for more postings mentioning our events on non-club BMW forums (Bimmerpost, etc.).

The next board meeting was set for Wednesday, November 12 at Alfonso's in Somerville. Colin motioned to adjourn at 9:43 PM and John Gyorfy seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary

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# Finish Lines

By Thom Rossi

Gas prices are dropping lower than the pants of the audience at a Li'l Wayne concert, and with all the time I've been spending on the road, this couldn't be a more welcome development. The gas prices, that is, not the pants. My time on the road in 2014 has brought the expected collections of highs, lows, close calls, insights, and some awe-inspiring as well as head-scratching sites.

**Insight:** Massachusetts drivers, we get it. There is no need to festoon the rear of your econo-crap-can with stickers proclaiming your support for a certain political party, peace, legalization, and the desire to COEXIST. Your Massachusetts license plate says it all: give it a rest.

**Insight:** Never buy gas in Connecticut. Come on you guys. What the heck have you done to your gas taxes? Also, why can't you drive through Hartford without causing an accident? Ever.

**Insight:** I need a commercial truck navigator system because...

**Close call:** In April we had some late snows as far south as Virginia. On one particularly snowy and icy afternoon I set out in my truck and trailer loaded with race car and fuel (about 24,000 lbs) from Bimmerworld's shop in Dublin, Virginia to reach Virginia International Raceway in Danville. Unfortunately, as smart as Waze (a smartphone navigator app) is, it does not know what you are driving. So it routed me through a tiny road cutting through the blue ridge mountains, more well suited to donkeys than to trucks as it is full of switch backs, sheer drop offs, and was coated with slush turning into ice as the sun began to set. The memory of one particular turn taken at about 10 mph, with the trailer scraping on the steeply inclined road, tires struggling for grip, and me peering down a heavily wooded mountain slope where I presumed I would soon be tumbling to my death is burned deeply in my cerebral cortex. Shudder.

**Insight:** Let's say you bought a Nissan or Infinity. One of those fancy sports sedan models with multiple exhaust pipes. It is still possible that the car behind you in the otherwise empty left lane has the capability and the desire to pass you. Never thought of that, didya?

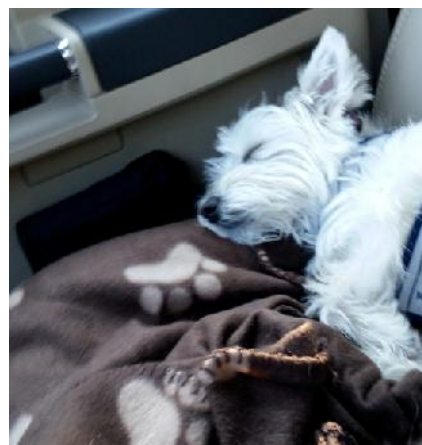
**Low:** With only sixty some odd thousand miles on the odometer, my F350 is giving every indication that it is sick and tired of hauling the gooseneck trailer around for me. First the radiator sprung a leak and was since replaced with a fancy aluminum part without the plastic bits that failed on the original equipment. Then the truck

decided on the way up to Watkins Glen that it needed to go into limp mode - the Ford dealership up there figured out that it needed new water thermostats. Problem solved. Oops, not really. Recently the truck has started again with the limp mode problem while towing. The problem was diagnosed as inadequate oil cooling. After installation of an auxiliary oil cooler, still we have the same problem. Sigh. Fix Or Repair Daily is starting to have a ring of truth to it.

**High:** Kentucky's really got it going on these days. Corvette finally got it right. The National Corvette Museum race track is superb. Small batch and single barrel bourbons have been surging in quality. And Louisville turns out to be a pretty hip little city.

**High:** Sometimes the raw beauty of our country just socks me right between the eyes. On a trip through the Allegheny mountains one cloudy afternoon, the clouds literally parted, the shafts of sunlight came piercing through, and it looked as if God Himself were pointing the way forward for us. To a racetrack, of course.

**One final insight:** It's not the road that makes a trip memorable, it's your traveling companions and the friends you meet and make along the way. Coco and I are ready to take advantage of the lower fuel prices in 2015, and I look forward to seeing my fellow racers and driving enthusiasts at the biggest event on the calendar - October-Fest 2015 at NJMP!



Coco, the traveling companion

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## October Meeting at JMK BMW

By Marc Goeller

Meetings held at dealerships have historically drawn a large crowd of attendee. Our October meeting at JMK BMW in Springfield was no exception with more than 60 members, friends and guests in attendance.

Roger Kosempel, President and Owner of JMK BMW, and his team made of Carlos Duarte- BMW Service Director, Tino Pereira- Service manager, Pedro Santos- Parts director and Ken Park- Body-Shop Manager, put together an amazing program for us. There should be no surprise as to why these meetings are so popular!

The meeting started with every member being greeted with a goody bag full of BMW Lifestyle accessories. After this initial treat, which for many of us came after a very rainy commute from work, we were able to replenish our energy levels with a very appetizing buffet that was setup along with drinks and other sweet deserts. Then came a raffle drawing for exciting door prizes such as BMW duffel bags, model cars and a sporty BMW watch. This all took place before the main event of the meeting that featured a presentation of the i8 BMW hybrid super-car, of the i3 plug-in "daily driver" and the i-Experience by two BMW North America representatives.

As much as we are all "petrol heads", I must say that there were a lot of questions and interest about these two electric vehicles.

Admittedly, the 80 to 150 mile range of the i3 could suit my daily commuting needs pretty well. If you are like me and would like to learn more about these vehicles, then please make sure to contact Manny Antunes, JMK's BMWi certified client advisor, to schedule a 3-day trial of the i3 to evaluate, in real conditions, whether this vehicle meets your lifestyle or not. Manny can be reached at mantunes@jmkbmw.com or at 908-209-2146.

I am certain that you can see now why everybody had such a great time. I will not end this report without emphasizing how special the relationship between JMK BMW and our club has been over the years.

Indeed it must be highlighted that after nearly two decades of continuous support, JMK BMW is our longest club sponsor. This has allowed us to bring numerous events to you year after year. What many of us especially enjoy when dealing with the staff at this family-owned business, is the quality of service, the knowledgeable and detail-oriented staff and, as a result, the very close relationships that have been developed over the years. It should thus be no surprise that so many of us have purchased our car(s) from this top notch dealer.

For all these reasons, please join me once again in simply saying Thank you to Roger and his team.



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# Initial Ramblings

By JT Burkard

## Passing the torch

As this year comes to a close I find myself in a direction I need to follow. My E38 has served me well for the 4 years I have owned it. My intention with this car from the day I bought it was to repair what was needed and bring it up cosmetically, a restoration in progress as I drive it. For the time I have been its keeper that is what I have done. Earlier this year this glorious 740il sat for months as a driveway statue for no real reason. Much like that last bottle of beer in the back corner of the fridge, cold, dark, possibly stale. Finally, its time came where I couldn't stare at its unmoved status and back into use it went after some servicing.

Each time I get behind the wheel, I am reminded that even after 18 years, it still has that drive quality I haven't experienced with any other car I have owned. Large and comfortable yet it handles like a sports sedan and does not act the size it is. Like a 350lb man riding a Trek Modone road bike down the side of Alpe d'Huez at ludicrous speed. Except the 740il is a bit more pleasing on the eyes.

I ponder who was the original owner? What was its history? Was he or she an executive? Was it purchased as a status symbol or was it more of an enthusiast's ultimate road car? My CARFAX reveals it was registered Corporate for its first owner of almost 8 years. The second owner enjoyed it for 5 and half years. Why did they buy it? Was there a point where the love was lost? I can tell you that the sad state of its cosmetics says yes. It bounced from a couple of dealers before it fell into my hands at a dealer auction. At that moment, it was up to me to bring it up to the former status symbol it once was.

I started with getting this car mechanically sound. The first item that needed immediate attention was the front control arms. When you apply the brakes, you can actually see the front passenger wheel move a full inch. That was not safe for anyone. Next was the leaking radiator and associated cooling system items. Down the road, Mr. M Car checked out a few issues I had under the hood and took care of them as well. New tires, brake pads, rear struts, etc were installed. All of this made this a better car. It has taken my wife and me to Maine and back. I even carted my cat Shadow back and forth to Pennsylvania for treatments so she could rest on the heated seat. I am proud of what I have done. I don't know if anyone else would have put that effort into this car.

For me, when I see a car like this, I think back on what this car was new. What it meant to its first owner and second owner and down the line. The people it carried. The families it hauled. The special events it attended. Its history you can feel. My job is to preserve this and then add to its history, its story. I sometimes feel these cars choose me more that I choose it. A little neglected but still good enough that with a little work it can be brought back. It's not fiscally sane, but then again, I could be spending my money on worse things.

At this time of my life I face a change. I have opportunities I need to explore. For years I have sold cars on consignment for other people as well as my own buying and selling. I also offer transportation of classic, European and specialty vehicles. Lately, the requests have been coming in more often and I cannot commit my time completely to both my full-time position and part-time sales. So with that I need to focus on my end goal. The unfortunate thing is some of the "toys" and extra vehicles will have to be sold in order to raise the appropriate funds that will be needed. My short-term loss will return long-term gains.

One of those things is this E38. It is time for me to pass the baton onto the next owner. Someone clearly qualified to continue my good work and keep this grand touring vehicle alive. I will be sad the day I exchange the keys and title for a handful of dead presidents. My wife and I, once becoming BMW club members, said one day we will own a 740il. I fulfilled that request and for 4 years, we had full enjoyment. I doubt this will be my last e38. I already have plans of finding a 2001 740il Sport with Navigation and all the bells in whistles down the road, just not any time soon.

One vehicle that isn't going anywhere is my E21. That is part of my permanent collection and has been featured on my business cards as well as my personal website. I have been offered several times to sell my 320i but I refuse to sell that car. That was the one that set me off on the path of Bimmer ownership, the club, and ultimately the focus of my possible endeavors.

I am not sure what the future will bring. I can only think that my purge of extra vehicles will result in a positive outcome. Hopefully it also doesn't include stale beer or a Clydesdale on an expensive bicycle hurdling down the side of a French mountain.

JT Burkard

[jtburkard.blogspot.com](http://jtburkard.blogspot.com)

Send comments and suggestions to [jtburkard@comcast.net](mailto:jtburkard@comcast.net)



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# The 2014 Driver School season comes to a close

By Jeff White

It seems like only last week that we were announcing the beginning of our 40th anniversary driver school season and yet here we are at the end. It has been a terrific year. We welcomed 17 new instructors through our Instructor Training School, celebrated our 40th anniversary in June at our Westlake School driver school and club race honoring Scott and Fran Hughes as well as other long-term volunteers to our program, remembered our dear friend Geoff Atkinson at our July Summit Point driver school and club race, enjoyed an unusual but successful Shenandoah school with a record number of students and then closed out the year with our now traditional Introduction to the Track driver school.

2014 marks the sixth time we have offered the Introduction to the Track School. This year we witnessed a shift in the composition of our students in that the majority of new drivers selected the option to attend for two days rather than one. Indeed our group of Monday-only students was the lowest we have seen. The word is getting out about the huge benefit, and fun, of attending the school for two days. All the skills you learn the first day are reinforced on day 2 and you really enjoy the track. For those who are unfamiliar with this event, it is the only school in which we have a run group solely for people who have never been to a track. In addition to their own run group, these students have a separate classroom session as well as skid pad and slalom exercises. We have loaner helmets available to help keep the costs down to "dip your toes into the water" and we subsidize the cost for our new students. It really is the best possible way to see if driving on the track is something you will enjoy while you improve driving skills that you can apply in everyday life.

As to the event itself, it could not have been better. Sunday saw sunny skies, warm temperatures (for October) and a dry track. Apart from a couple of mechanical problems, the day was without incident. Sunday night, forty of the students and instructors enjoyed a delightful banquet at the NJMP clubhouse. Monday began with dry weather but dark skies. Everyone got in a dry run before lunch but then the skies began to open and we had off-and-on rain the rest of the day. Despite the wet weather most of the students stayed the entire event and realized how much you can learn in the rain. Smooth inputs and car control were the watch words of the day and thanks to attentive students and expert instructors, the tow truck remained parked the whole day. Many

thanks to all our students, instructors and volunteers for a great last event.

As I do every year, I want to thank again all the volunteers who work incredibly hard behind the scenes to make our schools run so well. Remember that everyone here has a regular day-job so please thank them for the long hours they put in to ensure you have fun. Jamie Kavalieros is our Registrar who answers your emails and takes care of all the special requests made by students and instructors. Barry Stevens is our Chief Instructor who works his magic to get instructors and students matched up. We have a fantastic group of in-car and classroom instructors whose dedication is always to helping students learn while staying safe. Vic Lucariello is Chief of Tech and his crew of Tech Workers who toil in the dark, rain or shine, heat or cold to get everyone's car through Tech on time deserve special thanks. Our pit lane workers, including Lisa Mellott, Big Al Drugos, Doug Feigel, Neil Gambony, Mark Mallory, Ron Gemeinhardt and Mark Derienzo, provide that final safety check before everyone goes out on track. Finally, thanks to all our students. Your enthusiasm, willingness to learn and the joy on your face when you "get it right" are the reasons we do this.

So we look forward to 2015. As you have heard by now, the NJ Chapter will be the host chapter for BMW CCA O'Fest next year. We will not take on this task alone and will be joined by volunteers from DelVal, the NY Chapter and other chapters throughout the North Atlantic. Larry Engel has graciously accepted the huge job of being the Chair of our O'Fest efforts and he will need help from as many of you as possible. As I write this the event schedule is being finalized but look forward to 4 days of driver schools and club racing on both tracks at NJMP, autocross events, a fun rally, a Time-Speed-Distance rally, concours and other social events at the host hotel. We are expecting a huge turnout so be sure to sign-up early when registration opens. Look for many more announcements throughout 2015.

As the leaves begin to change and we close out this year, I extend everyone best wishes for the holiday season and a healthy and prosperous New Year. In the off season remember to keep your vision up, your inputs smooth and we'll see you at the track next April.

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## Autocross

By Elihu Savad

We had our last season autocross on Oct 19. It was a cool, blustery day, and the cones were flying south for the winter. We had 42 drivers and we got 12 runs! The course was fast and fun.

I got to ride in an i3 brought by Morristown BMW. Great low-end acceleration, good handling. Quiet....spooky quiet (duh!). Good for events with sensitive neighbors. I imagine this with sticky tires and an MR2 body.

The results for the season show Alex Fadeev and Mark Mallory neck and neck in the champ series. Still two big points events remain: Whack Your Turkey and Pinewood Derby, so the season is not over yet. We will be awarding trophy plaques for the autocross season winners of at least 4 1st, 2nd or 3rd place finishes. The champ series is posted on the events results page.

I await your tips for undiscovered parking lots that we can use for our events.



Photo by Jerry Faber



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## NJ CHAPTER CALENDAR

**December 2014**

Tuesday, 9th

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

**January 2015**

TBD

January monthly meeting. See website as details become known.

**February 2015**

Saturday, 28th

Club Banquet and Casino Night at the Madison Hotel Conservatory in Convent Station.



## Welcome New Members

Ariella Adika  
Ivan Alfaro  
Victor Almeida  
Jason Andrews  
M Steven Artz  
Anthony Barbosa  
Saul Barrasa  
Alana Bichutsky  
Mario Blasie  
Frank Brophy  
Kinsey Bruno  
Emilio Budet  
Carlos Camacho  
James Cassella  
Lisa Chiovetta  
Allison Choi  
Jack Chong  
Christopher Decker  
Ryan Dromsky  
Stephen Dwyer

Cassidy Fazio  
James Fazio  
Stanley Goldman  
Richard Goncalves  
Joel Gramling  
Andrew Gray  
Konstantin Grinberg  
Jeremy Haas  
Matthew Haas  
Ben Hirsch  
Raleigh James  
Eugene Kopshin  
Sono Kuehn  
Brandon Langschultz  
Brandon Malloy  
Ben Merberg  
Gillian Moschetta  
Mark Munafo  
Romea Noel  
Catherine Orlando

Joseph Palatini  
Elizabeth Plaza  
Thomas Presti  
Roger Quintana  
Collin Reilly  
Tim Rimmeler  
Wallace Santos  
Frank Sgambati  
Saarah Shaikh  
William Sisti  
Tom Strickler  
Meghan Summers  
Griffin Tubbs  
Rebecca Vargas  
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**Member** Blake Smith  
**Member** Bob Isbitski

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**Scrub** David McIntyre  
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**3rd Assistant Scrub** Justin DaSilva

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### MEMBERSHIP MEETING INFORMATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date and/or location. Please check the calendar of upcoming events (or the Club's website).

### MEMBERSHIP INFORMATION

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

BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
800-878-9292 (Mastercard or Visa)

Please do not send applications, renewals, and address changes to the newsletter, the PO Box or any of the club's officers; contact the National office. Members of other BMW CCA local chapters may additionally join the New Jersey Chapter. Contact the National BMW CCA office for details.



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Photos by Marc Goeller



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