



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Fall 2015

<http://www.njbmwcca.org>

Volume 46 Number 4

BMW CCA Oktoberfest 2015 in Photos

(More Inside)



Photo by Paul Ngai - The Concours



Photo by Paul Ngai - The Foundation



Photo by Colin Vozeh - The Track



Photo by JT Burkard - The M&M&Ms

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President's Column

By Jeff Caldwell

As President of the Chapter I am tasked with writing a column for this news bulletin. Despite being a person of many words, I am struggling today to get something down on paper. In the last few days the world has been rocked by unthinkable terrorist acts in Paris. Countless more innocent people have died in bombings and attacks around the globe, including Beirut and Kenya. This is just in the past week. It occurs to me as I sit here, that writing about cars simply doesn't measure up to how I am feeling. So, instead of writing about cars, please grant me the license to write about people. Certainly you'll agree it is people who make up the essence and heart of our club. Sure, we love the cars, but without all of you enthusiasts, where would the club be? The cars brought us here, but the friends we've made keep us coming back. It's also the good we do in the community that makes club membership that much more satisfying.

When I joined the BMW CCA I was immediately struck with how passionate and friendly the members were. The first Chapter meeting I attended was at Shade Tree Garage in Morristown. I'll never forget it. We were treated to an interesting presentation on suspension, but most of the time was spent mingling and chatting. I was new to the club and didn't know a soul, so as you would imagine I sort of hung back and was very quiet. Those of you who know me are probably shocked. I am not quiet! I assure you however, I was this evening. It didn't take long for a few members to approach me and introduce themselves. It was a welcoming group and I was pleased to be included in numerous interesting conversations. It was also that night that I met one of my best friends in the club, who also ended up being the reason I went to the track the first time. Thanks Kish for all the years of fun we've had both on the track and off, but most of all thank you for introducing yourself that night. Talk about a history changing moment! In recalling this meeting I had to think about what BMW I drove at the time (Z4M Coupe), but it didn't take me a second to remember the people I met. Many of them are still active in the club and I am happy to call them friends to this day. The cars come and go. The friendships last.

Beyond the club meetings, autocrosses, rallies and all of the other car activities we engage in, the Chapter is active with several programs worth talking about. Both have a true human aspect to them, where the car is secondary and the difference we can make in the lives of others comes front and center.

First, is our commitment to the Tire Rack Teen Street Survival program. The NJ Chapter has been active with Street Survival since its inception and typically holds two schools per year. Street Survival is a driving skills program designed to give new teen drivers the added skills and awareness they need to stay safe. Unlike traditional driver education, Street Survival exposes new drivers to "real life" situations they can and will encounter on the roads. We're not talking about parallel parking here! Students are put through a series of exercises, ranging from "panic" braking where they feel and understand modern ABS systems, to accident avoidance and emergency lane change maneuvers. Training is also done on a wet "skid pad" where new drivers likely feel their cars sliding for the first time. Instructors sit

alongside the students and coach them through the exercises, all the while offering tips on situational awareness and safe driving. Instructors, organizers and staff are all volunteers who spend a full day helping new drivers. Students are encouraged to bring their "everyday" car and most are not BMWs. It doesn't matter what brand of car they drive. We are primarily concerned with giving new drivers an expanded skill set beyond what they receive in "traditional" Driver's Ed programs. Let me tell you, it works! We have received dozens of emails from parents and teen drivers alike who praise Street Survival. Several have avoided serious incidents using the skills they learned in one of our schools. Had it not been for the program and our dedicated volunteers, the outcome of the aforementioned incidents might have been different. Speaking from experience, Street Survival is incredibly rewarding for both students and volunteers. If you have a teen driver in the house, I highly recommend you check it out. We have two schools planned for 2016, with dates pending. Visit www.streetsurvival.com for a lot more information! This is a program all NJ Chapter members should be really proud of.

Second, the NJ Chapter is very active in supporting the Westlake School in Westfield, NJ. Each year, we hold a High Performance Driver School and Club Race to benefit Westlake at the beginning of June. In addition, with the support of JMK BMW, there is an auction at the track banquet to raise even greater funds to support Westlake and its mission. The NJ Chapter is happy to host a group of students from the school at our club race as well. The students participate in parade laps on the track in race cars (a highlight for them!), get to meet the drivers and spend an afternoon watching the races. It's something many of them look forward to all year and the smiles are incredible to see. The Westlake School specializes in serving a wide range of students with intellectual and physical disabilities. The school helps prepare students not only academically, but with life skills helpful for their independence. Having toured the school and met the students, I can tell you without reservation they are doing incredible work. As President, I am so proud we can continue to partner with Westlake, not only with respect to charitable giving, but also by offering a special day at the track for the students. Special thanks to our own Ross Karlin, who has worked tirelessly over the years to make this program a success.

While there is so much negative going on in the world, there is good happening here at home. Even our little car club can have a positive impact on the community. We are a family of people who enjoy cars, but we are about so much more than the cars themselves. If you have the opportunity to come to a Chapter meeting sometime, please do. There are plenty of friendly and interesting folks who would love to welcome you. Bring your love of the cars and leave with so much more. Beyond driving events, we have so much to offer. Please come join us and see the fun you can have and the lifelong friends you can make.

It is my sincere wish that each and every one of you enjoy a healthy and happy holiday season. Thank you for the support of the NJ Chapter in all that we do.

Plan Now for the NJ BMW CCA Banquet and Casino Night

Madison Hotel Conservatory – March 5, 2016

Once again we will have an evening of fantastic food and fun at the elegant Madison Hotel Conservatory. Date is Saturday, March 5, 2016 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 NJ Chapter website at: <http://www.njbmwcca.org/>

Following a delicious buffet with lots of variety, the casino tables will open for play. 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!

A DJ will also provide music for your dancing pleasure.

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/>



The Click

Hello, bimmerphiles! Here we find ourselves closing out the twenty-ninth year of publication of Philes' Forum in the NJ Bulletin. If you look across the page to your right, you will see that this issue of the Bulletin features an installment of Elihu Savad's Fool Injection, which was the inspiration for my column to those many years ago. More on Fool Injection below, but first something related to El's topic.

Keeping an eye on your charging system is pretty important. It is the job of the alternator [which to you technophiles is a 3-phase, self-excited AC generator with solid-state, full-wave rectification] to supply virtually all of the electric-power requirements for your Bimmer when it is running. In addition, the alternator maintains the battery at full charge, so that hopefully the next time you go to start your Bavarian Wonderkind, you get more than "The Click" from under the hood and the blank stare of the multitude of warning lamps on your instrument cluster. "The Click" ALWAYS occurs when you are late for something important.



Photo #1 — You Bet It's A Genuine Hurst Shifter!

Although your charge-indicator lamp [AKA alternator or battery lamp] should [now would be a great time to switch over to Fool Injection, but please remember to come back.] inform you of a dead alternator, other problems with the alternator can result in low output, a chronically undercharged battery, short battery life, and ultimately, "The Click"

from your Ultimate Driving Machine. This without so much as a twinkle from the alternator lamp. A simple voltmeter indicating battery-bus voltage is a great way to monitor the health of your alternator. Indeed, many enthusiasts add a permanently mounted voltmeter for this purpose.ipf

While it was never easy to find a place to mount a voltmeter or other auxiliary gauge, on modern cars it can be particularly challenging. [Years ago we simply hung a gauge panel under the ol' dashboard like Photo #1 of my hot rod depicts.] Then, once it is mounted, one must figure out how to wire and possibly fuse the dang thing and illuminate it for night driving. On recent cars this ain't so easy, and one must be extremely careful where one splices into the electrical system. Trust me on this! Another problem with traditional aftermarket automotive analog voltmeters is that they are not particularly accurate. So what is a budding electrical enthusiast to do?



Photo #2 — Plug-In Voltage Monitor

I have been experimenting with two inexpensive digital voltmeters that plug into the cigar-lighter or other 12-volt port. One plugs directly into a port, while the other plugs in as well, but has a connecting cable so you can locate the meter more conveniently. See Photos #2 and #3. The voltmeter in Photo #2, a DROCK, is available on-line, while the Photo #3 meter, an Everstart, is available from Wal Mart. (You may or may not find the Everstart on the shelf at your local Wally emporium. I ended up getting mine from Wally-on-line.) The DROCK is available in three configurations: voltmeter and USB-charging port; voltmeter and degree F interior temperature indication; and voltmeter and degree C interior temp. The Wally piece is pretty trick in that it has warning LEDs to alert you to high or low system voltage. I prefer the DROCK, but depending upon the lighter and 12-v port location of your vehicle, the DROCK may not be visible to the driver.

Can you leave either or both of these meters plugged in all the time? I'm glad you asked. The DROCK draws only 7 milliamps [ma], which is 0.007 amp. You could leave this baby plugged in for weeks and not appreciably

discharge your battery. The Everstart, however, draws about 60 ma, which would about double the "normal" key-off parasitic drain on your battery of 50 ma or so, so you would not want to keep the Everstart plugged in all the time. Overnight would be okay, though. The answer also depends upon whether your cigar lighter or 12-volt accessory port stays electrically "hot" when the ignition key or fob is out and the vehicle "goes to sleep".

Depending upon your year and model, and this applies to marques other than Bimmers, the cigar lighter and/or the 12-volt port will be hot all the time, hot with the ignition on, or hot only when the accessory-module bus "wakes up". For example, on E36, E39, and E46 models, the cigar lighter should be hot all the time. On an E90-series, however, the cigar lighter will be powered down when the car "goes to sleep". Thanks to Bimmerphiles Warren Brown and Doug Feigel for consulting with me on this.

This is kind of academic if you use the DROCK with its 7 ma draw, but if you use the Everstart, you shouldn't leave it plugged in more than overnight with the car idle if your model has a "constant-hot" cigar lighter. It's easy to determine what you have, however. Simply plug in either voltmeter with the ignition on, switch off the ignition, remove the key or fob [remove the fob from the vicinity of the car], and wait about a half-hour without touching anything on the car. Then look in the car from outside, again without touching anything, and see if the voltmeter is still on. If it is, you have a "constant-hot" lighter and need to be concerned about leaving the Everstart or other accessory-power device plugged in. If the meter goes off, you have a "controlled-hot" lighter and you don't have to worry about leaving things plugged in. The same test applies to a 12-volt power port.



Photo #3 — Plug-In Voltage Monitor With Extension Cable

So now that you have your trick new voltage monitor and have impressed all your friends [Not], what do you look for insofar as what it indicates? Unfortunately, that depends upon your model vehicle. Up until recent times, car-charging systems maintained a fairly constant voltage of about 14 volts [on a 12-volt system; most of you probably don't remember 6-volt systems] when the engine is running. The advent of "smart" charging systems, which let the battery-charge level, and system voltage, fluctuate within a range depending upon driving conditions, makes things a little harder to monitor. However, you will soon determine by observation what is "normal" for your particular vehicle, and any voltage outside the range you are used to seeing is cause for concern and further investigation. Again, we are trying to preclude "The Click".

Getting back to the good Doctor Savad's column, one take away should be that one shouldn't rely on the charge-indicator light [they don't call 'em "idiot lights" for nothin'] to warn of charging-system problems. Another is that an electrical circuit should be "loaded" [connected] when one does any troubleshooting with a voltmeter.

That's all for now, bimmerphiles. See you next year. Happy Holidays!

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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Fool Injection

By Elihu Savad

There's no tool like an old fool.

I recently had an issue with the charging system in my '88 E30 M3. The battery indicator dash light would not light with the ignition on, and a voltmeter indicated no alternator output with the engine running. The problem is not unusual for many E30s, and is often traceable to a faulty wire connection at the alternator. The system requires that the field coil be energized before charging can take place. The current comes from the ignition switch, through the indicator bulb, ending at the little blue wires at the alternator. Part of the problem is that if the bulb burns out, charging may or may not take place, even though there is a resistor in parallel with the bulb. The little wires at the alternator ended in a crimped terminal covered by a rubber boot, and the problem is that the flimsy wire can break and still appear secure, held by the rubber boot.

Having experienced this problem before, I had long ago "improved" this connection by soldering a sturdy wire lead to the flimsy wires, covered the connection with heat-shrink insulation, and soldered this lead to a heavy ring terminal connector. I confirmed that all this was still firmly attached.

This happened early on the day of the last autocross. And I had a car full of timing gear, so...leave the M3 for later, and switch the equipment to the Honda.

Later using a digital voltmeter, I was able to confirm that there was voltage at the alternator connection, so the bulb and the wire to the gauge cluster was intact. There was continuity between the alternator terminal and the alternator case, so there was no open circuit in the alternator. Although the alternator was far from new, the voltage regulator had been replaced not too long ago. There was continuity between the alternator case and the engine, so the ground connection was ok.

Still, the dash bulb would not light.

At Vic Sr.'s suggestion, I disconnected the wire at the alternator and grounded it. Bulb worked. Too bad; I was hoping it was the \$3 bulb. That means it was more likely the \$250 alternator. But wait, let's reconnect the wire first. Bulb now works as it should, and the alternator charges normally! The only answer I have is that in spite of the apparent security of the connection, there may have been enough corrosion to prevent enough current flow to charge, but enough to indicate continuity. Removing and replacing it may have re-established contact. In any case, the issue still concerned that small wire connection to the alternator, and if there is no charging, first establish that this connection is electrically sound.

Word to the wise: I have been assured that many repair places would probably put in a rebuilt alternator first.



Improved wire connection.

New Jersey BMW CCA Board Meeting Minutes

August 5, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Bob Isbitski, Dave Allaway, Ross Karlin. Board members absent: Colin Vozeh, Marc Goeller, John Gyory, Vic Lucariello, Jr., Jerry Faber. Others present: Matt Baratz, Brian Morgan, Sharon Caldwell, Ron Acher, Larry Engel, Doug Feigel, Elihu Savad, Mark Mallory, Blake Smith, Warren Brown, Jamie Kavalieros.

Jeff Caldwell called the meeting to order at 7:33 PM at Alfonso's in Somerville. Jeff motioned to accept the July minutes as distributed and Jeff White seconded. Carried unanimously. Jeff expressed the intention for a briefer than usual board meeting, so that a meeting of the O'Fest committee could immediately follow.

Oktoberfest

Larry Engel provided an update on O'Fest. We had a conference call with National last week. There are close to 600 registrants so far. It was noted that not all board members have registered, and we could use additional turnout from NJ Chapter members. Larry provided details on the charity rides. We still need to finalize the contract with Bader Field, but are being assured by Atlantic City that there is no problem. Larry distributed promotional cards and small posters. The charity golf outing will be \$200, with proceeds going to the BMW Foundation. The hole-in-one prize will be a drive-it-home 18. Registrations are currently light for the Friday night awards banquet. Driver school registrations are good, except for Sunday. The Club Race School is 83% sold. Larry has recently visited JMK BMW, Flemington BMW, BMW of Morrisstown and MINI of Morrisstown. Larry also promoted O'Fest at the BMW corral for the IMSA Tudor event at Lime Rock Park and will be at Virginia International Raceway.

President

Jeff Caldwell reported the eUpdate will go out in the next couple of days, highlighting 1) O'Fest, 2) the Show, Shine & Swap event, and 3) the upcoming DelVal Chapter club race and driver school.

Vice President

Marc Goeller reported, via e-mail, that the Show, Shine & Swap event is scheduled for August 21st at the Deutscher Club of Clark (DCC); the October meeting with Philippe Defechereux, author of the book Watkins Glen, The Street Years 1948-1952, is scheduled for the 29th at the DCC; and the December meeting is scheduled for the 8th at the DCC (Pinewood Derby and election night).

Driving Events

Neil Gambony reported that Ron Gemeinhardt will be Rallymaster for the Whack-Your-Turkey Rally.

Driver Schools

Jeff White reported that the Summit Point driver school and club race event was great, and profitable. Ross Karlin noted that we need to revisit how we handle spectator waivers (such as a pop-up at the entrance as done by PCA), as

September 9, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Bob Isbitski, Dave Allaway, Ross Karlin, Marc Goeller, John Gyory, Vic Lucariello, Jr., Jerry Faber. Board member absent: Colin Vozeh. Others present: Larry Engel, Doug Feigel, Elihu Savad, Blake Smith, Warren Brown, Jamie Kavalieros, Stan Mayer.

Jeff Caldwell called the meeting to order at 7:36 PM at Alfonso's in Somerville. Ross Karlin motioned to accept the August minutes as distributed and Jeff White seconded. Carried unanimously.

Oktoberfest

Jeff Caldwell provided an update on O'Fest. Sharon Caldwell is ready with volunteers, and we are covered. Jeff has been working on Club Racing at O'Fest. The caterer for the race banquet is from Monmouth County, which lacks a reciprocal health agreement with Cumberland County, but the issue is resolved. Beer will be sponsored by Optima Batteries, with a cash bar. Racer registrations are 20-25 for the Enduro and 60-70 for the Sprints. Larry Engel reported that we have 800 O'Fest registrants, including volunteers. It will be fun with cars and a great event. GutenFest will be on Saturday at NJMP, with 300-350 E30's expected. We are still working on logistics. The NJ Chapter will be handling gate and waivers. GutenFest will be handling parking in the designated area. Bill Foster will be coordinating historic bikes. Larry Engel reported that we are good to use Bader Field. Autocross is light, with about 50 competitors each day. The Car Control Clinic is light on Thursday. There are 300 signups for the awards banquet. The Fun Rally is done. Warren Brown has people lined up for tech. Tech will be Wednesday night, Thursday morning and every day thereafter, with two lines. Larry suggested Monday or Tuesday tech at Seaview, but this was not agreed to.

President

Jeff noted that the Deutscher Club of Clark (DCC) is celebrating its 80th anniversary this year, and is printing a souvenir journal. There was board consensus that we should purchase a full-page ad (\$100). There was discussion on handling of new member signups at our autocrosses, based on a 2014 attendee whose membership application apparently fell through the cracks. There was consensus on providing this person with a two-year backdated membership courtesy of the NJ Chapter. We need a better system for tracking new signups.

Vice President

Marc Goeller reported that the Show, Shine & Swap event at DCC had about 30 chapter attendees. Larry suggested that we think hard about conducting multiple events (including DelVal events) on the same day. The October 29th meeting will be Philippe Defechereux on Watkins Glen.

Autocross

Elihu Savad reported that we had our second autocross at the Meadowlands in conjunction with Motorsports NorthEast, with limited turnout from club members. We are scheduled for October 18th at PNC Bank Arts Center.

this is a serious issue with regard to chapter and national liability.

Autocross

Elihu Savad reported that our recent autocross in conjunction with Motorsports North East was cancelled due to Jets football practice, a consequence of the MSNE contract provisions. We are rescheduling for August 23rd. Ross Karlin confirmed that we will be using our own radios for the O'Fest autocross. Larry noted that he needs to have a copy of the NJSP competition license in hand for his meeting with Atlantic City officials.

Treasurer

Ron Gemeinhardt distributed the current financials. Ron reported that, with additional income and expenses not yet recorded, we are currently at break-even. Jeff White noted that we should be \$4-5K in the black (for track events).

Business Manager

Matt Baratz reported that he has sold eUpdate ads to Bergen Smile Confidence. Matt will have a sponsor profile of Circle BMW for the next quarterly Bulletin.

Newsletter

Jeff Caldwell reported, on Jerry Faber's behalf, that the next quarterly NJ Bulletin deadline is August 15th.

Members-at-Large

Bob Isbitski reported that he is set for Bimmerfest East, with equipment arriving from National this week. We will have assistance from National Capital Chapter, but he needs two more volunteers from the New Jersey Chapter. Bob will contact Tricia Williams at National for the needed insurance certificate. Ron Gemeinhardt suggested that, in the interest of speed, the insurance cost could be deducted from the chapter rebate. Bob requested a raffie item, and it was agreed that it would be a two-day driver school at Shenandoah. Bob will obtain NJ Bulletins from Jerry.

New Business

The next board meeting was set for 7:30 PM on Wednesday, September 9th at Alfonso's. Jeff White motioned to adjourn at 8:21 PM and Neil Gambony seconded. Carried unanimously.

Respectfully submitted, Dave Allaway, Secretary

Treasurer

Ron Gemeinhardt distributed the current financials. Ron reported a huge swing to the positive since last month, with approximately \$3,000 in advertising, \$3,000 in dues and \$4,000 in revenue from Shenandoah registrations. Ron noted an IRS issue and potential penalty with our tax filing date, which he will correct with the postal receipt as in prior years.

Business Manager

On Matt Baratz's behalf, it was reported by Vic Lucariello, Jr. that we will have YTD revenue data at next month's board meeting. Matt will speak to Ron on revenue categorizations. Bergen Smile Confidence has paid. Circle BMW was pleased with their sponsor profile. Turner, Bavarian or Flemington BMW will be our next profile.

Secretary

Dave will do a forum post on 2016 board nominations, due by the November board meeting.

Newsletter

Jerry Faber reported that the Bulletin has gone out (via e-mail). Thom Rossi has submitted his final article, having moved to New Hampshire. Jerry and Colin Vozeh have discussed getting a newsfeed to the website. Jerry proposed making e-mail distribution of the Bulletin the default, with an opt-out.

Members-at-Large

Bob Isbitski reported that our booth at Bimmerfest East was a huge success, and thanked Mark Mallory, Glen Weiseneth, Doug Feigel, Larry Engel, and others including National Capital Chapter for their help. Bob noted that there was a two hour backup to get into the event. We sold 58 memberships and over \$7,000 in memberships and merchandise. The board thanked Bob for his extensive efforts to make this a success. Blake suggested NJ Chapter T-Shirts as merchandise. It was noted that October 24th will be E30 M3 SIGFest in Monmouth County, at Spring Meadow Golf Course in Farmingdale. Larry stressed the need to cross-sell these and our events.

New Business

The next board meeting was set for 7:30 PM on Wednesday, October 14th at Alfonso's. Jeff White motioned to adjourn at 9:03 PM and Marc Goeller seconded. Carried unanimously.

Respectfully submitted, Dave Allaway, Secretary

Oktoberfest 2015

By Larry Engel

Oktoberfest 2015 is in the history books. The New Jersey Chapter played host to over 800 people from around the country at this year's event, which was held in late September at Stockton Seaview Resort in Absecon, New Jersey Motorsports Park in Millville, Bader Field in Atlantic City, and Resorts International on the Boardwalk. Everybody who attended will have long lasting memories and stories to tell for many years to come.

Oktoberfest required a massive amount of planning, and the NJ Chapter crew was up to the Challenge! The work started in the Spring of last year, and really became a second full time job for several of our members this summer! Our Driving Events staff has been handling combined driver schools/club races/club race schools for many years (an accomplishment that some thought was too difficult years ago). For Oktoberfest, they had to handle that times four! We had something going on for four days on two tracks - something that we don't think had ever been done before at O'fest.

Jeff White worked a bunch of 16 hour days trying to balance the needs of all sorts of groups who wanted track time, and with the help of Chief Instructor Barry Stevens, DelVal's Mike Dion, Chief of Tech Warren Brown and his crew, and Club Race Chair Ross Karlin the task was accomplished. Chapter President Jeff Caldwell coordinated relations with track management and sponsors, and Sharon Caldwell made sure that local hosts were equipped to answer questions and guide visitors who had questions about local facilities and services.

There were also times when fast thinking was required to save the day. Some of the driving events almost didn't happen when the Pope's visit diverted part of our required emergency medical crew to Philadelphia. After some tense moments and discussions, Jeff Caldwell, Ross Karlin, Jeff White, and track management came up with an alternate plan to have the track physician (Thanks Dr. Dean!) on site during the days when the normal crew couldn't cover.

Earlier in the week, things kicked off on Monday with registration and the BMW CCA Foundation Golf Outing on the Bay Course at Seaview. The hearty souls took on the beautiful course in a stiff wind and cloudy conditions. Given the blustery conditions, it wasn't a surprise that nobody won the hole in one prize - a new BMW i8! It didn't matter to the golfers - they all had a great time and helped the Foundation with their support.

The Redd's Biergarten also kicked off on Monday, and the Oktoberfest brew was flowing all week in Seaview's courtyard. Redd's will open their Biergarten in Newark this fall - something many of our local members are looking forward to! There were dinners every night at Seaview, culminating in the Prohibition Party on Thursday night, where whiskey runners and flappers ran amuck all around the Seaview Resort. BMW NA brought a fleet of new cars for members to test drive during the week, and the M235i convertible and 340i M Sport Sedan got special attention - they were both equipped with manual transmissions! (Yay!!!) There were also lots of informational seminars and vendor receptions during the stay at Seaview.

Tuesday dawned as setup began for the Concours d'Elegance on the front lawn of Seaview. A fantastic collection of cars, both old and new, kept everyone busy well into the afternoon. At the same time, Jamie Kavalieros and his helpers conducted the Gymkhana in one of the parking lots. Golf carts replaced BMWs for this activity, and it had a real New Jersey theme - featuring toll booths, sunbathing on the beach, and a dead body in the trunk. During the week O'festers could also try the fun rally, which wound its way around AC and neighboring shore towns. JT Burkard and Karin Engel scored up the rally results and had a few laughs when reading some of the fabricated answers from frustrated contestants.

Autocross and a Car Control Clinic were the focus at Bader Field in Atlantic City on Thursday and Friday, and the closed airport's runways and taxiways allowed drivers to really let it all hang out and feel their cars' capabilities. Thanks to Mark Mallory for coordinating the autocross. Atlantic City Mayor Don Guardian dropped by on Friday morning to check out the action. (He's a BMW driver, by the

way.) Special thanks to the SJR SCCA and to Bader facility manager Ernest Coursey for their guidance and support. Thanks also to Mark's wife Jackie Turner for helping out at Bader and at the Information table at Seaview.

Back over at NJMP, things were also starting up on Thursday. Both paddocks were very busy, with Michelin at Lightning and BMW NA and Turner Motorsports dominating the view from the bridge at Thunderbolt. BMW brought a bunch of race cars for charity laps, and Turner had their GT car and a new M235R on hand. It was the M235 race's on-track debut in North America, and it was properly liveried in Turner yellow.

The BMW CCA Foundation Charity Laps were the highlight of the week for many attendees. Brian Redman was giving rides in the iconic Batmobile #25 3.0CSL that he drove to the win at Sebring in 1975. Bill Auberlen was also on hand to give rides in the 2012 ALMS GT Championship winning #55 M3. I took a ride with Bill and it was the thrill of a lifetime. I saw him a few weeks earlier at a race and mentioned that I was going to buy a ride at O'fest. I told him I wanted him to scare the wits out of me. He didn't disappoint.

After starting off slowly down pit road, he buried the throttle when he was halfway to pit out. As the narrow pit exit got bigger and bigger in the windshield and the car continued hurtling toward it, I thought I was going to die before I even got out on the track and wondered whether Bill remembered how tight and tricky the pit lane exit was. All of a sudden he hit the brakes and I was stunned how much speed he was able to erase in such a short space. From that point on it was three laps of pure, unadulterated pandemonium. What an incredible experience! What an incredible car! What an incredible driver! My advice to anyone pondering a ride like this in the future is to pay the money and hang on! You won't regret it.

Aside from a full slate of activities at NJMP and Bader, Friday featured the closing banquet in a huge dinner theatre room at Resorts International. They played a nicely produced video review of the week and said lots of nice things about the NJ Chapter. They awarded commemorative plaques to each of the chapter members who managed the individual activities, although most of them weren't there to receive them - they were busy at NJMP! The main event for the night was a Q & A session conducted by BMW NA Manager of Corporate Communications Tom Plucinsky. Legendary race drivers Brian Redman and Bill Auberlen chatted with Tom for a very entertaining session.

The fun continued for two more days, and on Saturday Guten Fest added to the fun in the paddock. There were some pretty cool cars on display to add to the spectacle. Saturday night ended with a great dinner in the Officer's Club, which was catered by Vinny Castronovo and Albivi Brick Oven in Millstone Township. It really raised the bar for future events!

As things began to wind down on Sunday, the last of the driving events were concluded and the haulers were packed up. Eventually the paddocks were vacated and the participants and organizers returned to their pre-O'Fest lives. O'Fest 2015 is done, and the New Jersey Chapter did a great job pulling it off! Thanks to everyone who helped out and to our neighboring chapters for all their support!



Initial Ramblings

By JT Burkard

Fun at Oktoberfest

Monday September 21st, 2015 - The start of the 46th annual Oktoberfest. I penciled the week off but was not going to start my participation until Tuesday. That was until I realized I needed to be at the Stockton Seaview Hotel Monday night for the Concours judges meeting at 6 pm. Panic sets in as I did not check Monday's schedule of events since I wasn't planning on being there. An email from the Concours Chair Darlene Doran, who is also the national secretary, informed me of this, at 10:16 am Monday morning. The stress meter is climbing into the orange zone.

I was excited. My first O'Fest and I am going to be a BMW Concours Judge at the biggest event of the year. I was hoping to get there early enough so I could attend the first timer's seminar which was at 5 o'clock. But if you know me, time management is not my strong suit. By the time I got to the hotel, it was 5:30. Instead of sliding into that meeting room late, I decided to just to pick up my registration package and mingle for a few minutes before my meeting. I ran into a lot of NJ members as well as others from Chapters around the country. I was there for only 20 minutes and I could tell this was going to be a great week.

I made my way to the Judges' meeting and while waiting around for everything to start, I introduced myself to everyone. While we were waiting, I went to the bar, conveniently located outside of the Oval Room with none other than Steve Johnson the CCA President, who graciously bought me a beer. This truly is the greatest club when you can get libations with the President, and HE pays! The meeting wasn't more than 30 minutes. I had my assignment for the "Clean Vintage Class" and my spanking new straw Judge's hat, which I wore for the rest of the evening mingling.

I didn't have a room at the hotel so I commuted each day 50 minutes from Brick. Tuesday morning, Concours day, and I was to be on the show field by 8:30 for parking duty and prejudging preparation. My morning consisted of a power shower and then a swift rearrangement of the garage, followed by a dusting off of the E21 and then spirited driving down the Parkway as now I was behind schedule. It's that time management thing. As I was pulling up to the hotel, most of the cars were on the judging field and the non-judging field was just starting to fill up. I got right into work duty and directed cars onto the lawn. Within a half hour I noticed there were no other E21's there. My fellow judges convinced me to put my 320i onto the non-judging show field. Someone had to represent the forgotten model. I wasn't prepared for this but the car was clean enough just to be displayed. Then it hits me... Mine really was THE ONLY E21 at O'Fest!

I find out James Liu, fellow NJ member, was also judging in this category as well. Very cool. He wasn't able to make the meeting the night before. 11 am, time to do our thing. We have a quick Judges briefing, get our clipboard, pens, white gloves, and off we go to the lovely vehicles on the grass. I quickly come to the conclusion that this is going to be the best way to see these cars. Not only do you walk around them but also open the doors and really look at the detail on each one of these cars. I am truly in heaven.

There were 6 vehicles in our group. An original Turbo 2002, 1965 3200CS, 1986 M6, a square taillight 2002, a 3.0 CS, & 1923 BMW R32 motorcycle parked in the cargo box a similar vintage 3-wheeled BMW utility trike which really drew a crowd. There was a mix of original and restored cars in our group. Each had their strong points and not many flaws. It really came down to the attention to detail while cleaning and which car has the least amount of deductions. With the white gloves, we checked for cleanliness between grill slats, behind the bumpers, tailpipes, wheels, hinges, seat belt latches, etc. With a quick glance they may all look perfect but it's the trained eye of our team that was able to decipher which car took top award. Being that the Trike was in a category to itself, we were able to get the owner his own trophy since it wasn't fair to compare a motorcycle to a car. It wouldn't have been fair since it was missing things like glass, interior, dashboard, door jams, etc. When the final tally was done, it was the 3200CS that took top in the class and people's choice for the day. I can check this experience off as another feather in my automotive hat. And a very enjoyable one at that.

On Wednesday, I signed up for the Simeone Museum tour. The CCA is a sponsor for the upkeep of the 1937 BMW 328 that is on display. Unfortunately, Dr. Simeone didn't let us drive it. Beyond that, the

display of important cars and race cars is incredible. With Nurburgring, Mille Miglia, Sebring, and LeMans winners and raced cars, how can you not want to go? Sports cars like a 1955 Gullwing Mercedes, 1962 Ferrari 250 GTO, 1966 Ford GT40, 1957 Ferrari Testa Rossa, 1970 Porsche 917LH, 1958 Aston Martin DBR1 that won Nurburgring, 1956 Jaguar D-Type, 1964 Shelby Daytona Coupe, the list goes on and on. The car that I was enamored with is the 1966 Ferrari 365 P Berlinetta Speciale. Three person seating and center steering wheel, it's \$25M I would gladly spend if I had a successful Ponzi scheme. Everyone got to tour the facility at their own pace with lunch being served around noon time. We got to take a group picture with the 328. The museum even arranged a 1929 DuPont LeMans Speedster and several other vintage cars outside for a driving display. I tell you, I could spend the GNP of a small country in my head after drooling all day at these fine machines.

On Thursday and Friday I volunteered to help out at the Autocross course where needed and even had a giggle inducing backseat ride in an M5 piloted by Mark Mallory. The course was set up on the old Bader Air Field and was the perfect setting with Atlantic City in the background. It was a treat to see everything from 2002's to Z3's, E30's and M cars getting their lean on between the cones. I tried my hand at action photography as well as mounting my GoPro on Jon Trudel's Z3 for some onboard video action. I may have caught the autocross bug.

Friday night was the Banquet Dinner. I originally did not sign up for this mainly due to being cheap. But after having an entire week of BMW-filled fun and meeting so many great people, I decided at the last minute I needed to go. Lucky for me, I was able to sign up for the dinner that night. Though I might be a bit under dressed with a BMW T-shirt and a change from shorts to cargo pants I figured no one is going to really care. Heck it's about the people, not the clothing. Jon Trudel cruised with me over to the casino in the E21 and we wound up following Mike Self in his E30 318is and John Sullivan in his E24 M6 over to Resorts. The cocktail hour was nice with good food and drinks. The room overlooked the ocean which looked a bit angry from the wind. Then the main event was starting so we moved into the Superstar Theater.

As the evening progressed, they showed videos and a slide show of pictures from the week's events like the Concours, golf outing, the Prohibition theme dinner, NJMP Track events, the autocross, etc. They presented plaques to Larry Engle and his lovely wife for being the O'Fest Chair and Spouse as well as one to Mark Mallory for being the Autocross Chair. Various presentations continued until I heard my name over the speakers - "JT Burkard, Fun Rally Chairperson, come up to the podium to announce the winners for us." Wait...what? Are you kidding me? I didn't know I was supposed to present the awards. Wait... I'm in a T-Shirt among suits and business casual attire. Now I am going to be in front of hundreds of people. This turned bad really fast! But I'm with friends so I just cruised on down and got up on that stage and did my presentation of the winners. It was probably the best that I wasn't expecting this because I probably would have been nervous. So I stood on stage, lights on me, all eyes on me. I took a look around the room and announced the 1st, 2nd, and 3rd place awards to the winners. I was on stage at the O'Fest banquet... HOLY COW! When I went back to our table I had to stand up for a few minutes because my adrenalin was still rushing. And to top off the evening, we even got to meet Bill Auberlen and get a group photo. Wow.

So in conclusion, my O'fest was spectacular. I judged, I drooled, I backseat Autocrossed, and I got to see the Banquet from a different perspective than most. I was officially the only E21 at the entire event. Plus, I set an embarrassingly casual fashion trend. That's a pretty cool week if you ask me. Who wants to drive out to Monterey for next year's O'Fest?

JT Burkard

Send comments and suggestions to jtburkard@comcast.net

An extended version of this story can be found on: jtburkard.blogspot.com

Oktoberfest 2015 in Photos



Photo by Colin Vozeh - The Real Need for Speed



Photo by Colin Vozeh - The Batmobile



Photo by Paul Ngai



Photo by Paul Ngai

Autocross News By Elihu Savad

Our 2015 autocross season of mixed venues has come to a close.

On Oct 18th we ran a terrific layout at the PNC Bank Arts Center. Despite a cold wind and equipment problems, we ran a 9-run event. As of this event, Alex Fadeev has a commanding points lead in the Championship series. However, there is still the Whack Your Turkey rally and Pinewood Derby at our December meeting, so we are not done yet.

Two of our autocross events were run in conjunction with Motorsports NorthEast at MetLife stadium. This was a real change of pace for us, with wide-open courses. Please let me know if you would like to see more of these on our schedule next year.

New Jersey BMW CCA Board Meeting Minutes

October 14, 2015

Board members present: Jeff Caldwell, Ron Gemeinhardt, Jeff White, Neil Gambony, Bob Isbitski, Dave Allaway, Ross Karlin, Marc Goeller, John Gyorffy, Vic Lucariello, Jr., Colin Vozeh. Board member absent: Jerry Faber. Others present: Larry Engel, Doug Feigel, Elihu Savad, Blake Smith, Warren Brown, Jamie Kavalieros, Stan Mayer, Paul Ngai, Barry Stevens, Brian Morgan.

Jeff Caldwell called the meeting to order at 7:32 PM at Alfonso's in Somerville. Jeff motioned to accept the September minutes as distributed and Marc Goeller seconded. Carried unanimously.

President

Jeff thanked everyone for their efforts at O'Fest. National stated that no track events at an O'Fest have ever been run better. Larry Engel (O'Fest Chair) and the board thanked Jeff Caldwell for his determination in getting it all started, and thanks to Jeff White, Barry Stevens, Warren Brown, Ross Karlin and Mike Dion. Four days at two tracks ran flawlessly. The events at Seaview went really well. Ross thanked Jeff Caldwell for organizing an awesome racer banquet. We received good feedback on the event, the track, and the staff. Thanks also went to Sharon Caldwell for her volunteer coordination, and to Jackie Ritacco for her volunteer efforts. Jeff noted that we have one more autocross this weekend. Neil will be Rallymaster for the Whack-Your-Turkey Rally. Jeff asked everyone to think about 2016 board positions and succession plans. Jeff will do an eUpdate this week to promote the upcoming monthly meeting. Jeff's current focus is to streamline our communications, including the eUpdate and website news feed.

Vice President

Marc Goeller reported that the next meeting will be October 29th, with Phillipe Defechereux as guest speaker, and the Deutscher Club of Clark has been reserved. GutenParts in South Orange is interested in hosting a meeting, with a proposed date of November 12th. After discussion, it was agreed that this would be scheduled as a chapter social event. Paul Ngai suggested a European Delivery tour agent as a future guest speaker. The December meeting will be on the 8th, with Pinewood Derby and elections.

Driving Events

Neil Gambony is coordinating the Whack-Your-Turkey Rally. Neil requested rally prizes from anyone with a source. Neil needs the scale from Doug Feigel for the Pinewood Derby. Neil thanked Jeff White for his perseverance and efforts in staging the Shenandoah event immediately following O'Fest.

Driver Schools

Jeff White noted, with thanks to instructors, that at O'Fest we ran the equivalent of seven driving schools on two tracks without a single student incident. The Shenandoah driver school was wonderful, with great weather. Jeff would like to provide denim shirts as a thank-you to all the Shenandoah instructors for their extra efforts. Our 2015 driver school program should end up financially in the black. For 2016, Jeff is coordinating schedules with the DelVal Chapter. We are anticipating that between the two chapters we will offer students an opportunity to drive eight different tracks during 2016, with no conflicts. We will have four events, and the poorly-attended Intro School will take a hiatus for 2016. It was noted that a new track has opened in Palmer, Massachusetts, further decreasing demand elsewhere. Watkins Glen International is effectively doubling their rates for 2016. Our request for NJMP and Summit Point Raceway dates will go in tomorrow. The possibility of moving the June NJMP event to the weekend (an issue for the Westlake School), or partial weekend, was mentioned. Jamie Kavalieros noted that Shenandoah has been gaining in popularity, and our recent school attendance was limited by the available instructors. Snell 2015

helmets are coming out now. We haven't purchased any helmets in the past two years. Jamie plans to purchase some new helmets for the driver school program and pass down 2010 helmets to the autocross program, as agreed by the board.

Autocross

Elihu Savad thanked Mark Mallory for his efforts at O'Fest. Elihu noted the need for online registration. Jeff Caldwell suggested that we use MotorsportReg for autocrosses next year, to be managed by the autocross committee. Elihu noted that the New York Chapter is losing their Nassau Coliseum site to development. Our last event is this Sunday, October 18th at PNC Bank Arts Center. Availability of NJ Expo dates is expected for next year.

Treasurer

Ron Gemeinhardt distributed the current financials. We have numerous outstanding expenses which are not reflected. Our current \$29,268 favorable net will be reduced by half by next month. We have not received the second installment of our O'Fest reimbursement. Ross Karlin motioned to reimburse Jeff and Sharon Caldwell for their O'Fest banquet tickets, which they were unable to use due to their extensive volunteer duties and work location. Neil Gambony seconded. Motion carried with 10 in favor and one abstention. To avoid a further issue, we have promptly paid a \$200 IRS filing penalty, and will request an abatement with proof of our timely filing.

Business Manager

On Matt Baratz's behalf, Jeff Caldwell reported that we have \$8,300 in year-to-date advertising/sponsorship revenue. JMK BMW and Unique Photo contracts are coming up for renewal. Matt has two leads on new sponsors.

Secretary

Dave Allaway will do a forum post on 2016 board nominations as soon as the date for the November board meeting is set. Nominations are due to Dave in writing (or e-mail) prior to the November board meeting.

Social Events

John Gyorffy reported that the banquet will be Saturday, March 5th, 2016. John has received the contract for entertainment, holding to the 2015 price. We are also expecting the Madison Hotel contract to be the same price. John would like to get an inexpensive (\$300 to \$400) DJ.

Newsletter

On Jerry Faber's behalf, Jeff Caldwell noted that the next Bulletin deadline is November 15th. We are looking for an additional contributor. We are working on e-mail distribution of the Bulletin, for members who do not opt for print delivery.

Membership

Doug Feigel volunteered to take over responsibility for sending out the new member welcome letters.

New Business

The next board meeting was set for 7:30 PM on Wednesday, November 18th at Alfonso's. Jeff White motioned to adjourn at 9:09 PM and Marc Goeller seconded. Carried unanimously.

Respectfully submitted, Dave Allaway, Secretary

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NJ CHAPTER CALENDAR

December 2015

Tuesday, 8th

Annual elections and Pinewood Derby were held. See website for election results and Derby winners.

January, February 2016

TBD

Check our website for details.

March 2016

Saturday, 5th

Chapter Banquet and Casino Night at the Madison Conservancy Hotel. See info on page 3.

Communications

To reach our members in the fastest way possible, we will be using email. Please make sure your email address is part of your profile at the BMW CCA National website.

Welcome New Members

Ali Acosta
Ali Adjoudani
Hector Arellano-Belloc
Robert Brathwaite
Nicholas Bravante
Tami Correll
Thomas Czerula
Gregory de Keersmaecker
Deanna Fischer
David Forgione
Ian Hecht
Kush Javia
Jo-Anne Javois
Lorenzo Javois
Anderson Matinho
Eileen Meighan

Matthew Muller
David Ortega
Don Quinn
John Ream
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Marilyn Rocks
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Chief Instructor Barry Stevens
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Registrar Jamie Kavalieros
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Member Neil Gambony
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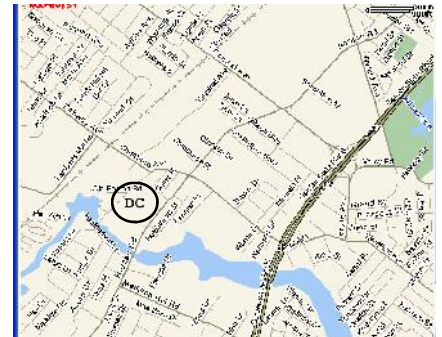
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Scrub David McIntyre
2nd Assistant Scrub Gary Bossert
3rd Assistant Scrub Justin DaSilva

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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 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.

Oktoberfest 2015 in Photos



Photo by Colin Vozeh



Photo by JT Burkard - The Classics



Photo by Paul Ngai - More Treats

Club Donates



Atlantic City Mayor Don Guardian and Deputy Police Chief Joe Nolan accept a donation to the Atlantic City Babe Ruth League from National President Steve Johnson, O'fest Chair Larry Engel, and Executive Director Frank Patek at Bader Field, the site of O'fest's Autocross.



Photo by Paul Ngai - Paul wishing he were a better golfer. (See Larry's article on page 6.)



Photo by Paul Ngai - Smiling Golfers



Photo by Larry Engel - Turner in full force.

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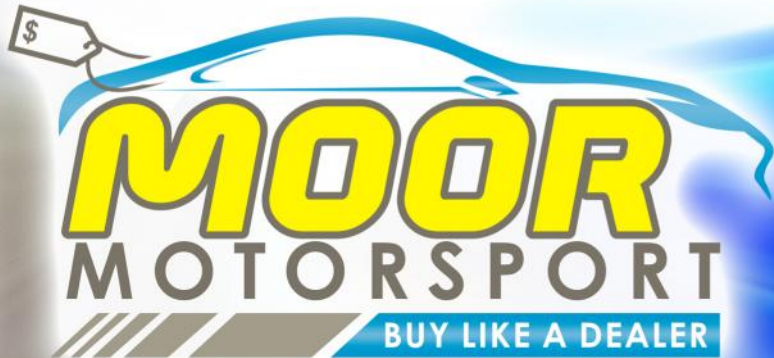


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