



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Winter 2017

<http://www.njbmwcca.org>

Volume 48 Number 1

Rolex 24 at Daytona



BMW Factory Team in uniform.

Photos by Larry Engel



Pre-Race

Champ Series Winners Over the Years

Photos by Elihu Savad

Below are the names of Championship Series winners for the past 40 years! There's room for more; come join the fun.



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President's Column

By Jeff Caldwell

Performance Center Delivery

I sincerely hope my column finds all of you well and enjoying 2017 to the fullest. Yes, it's winter and despite putting appropriate tires on our cars there has been little chance to use them. I suppose no snow to speak of is a good thing, although there is a part of me that longs to enjoy an empty parking lot in the name of car control practice. I really hope I didn't just jinx it. If we get a foot of snow next week, you can blame me! [You hereby are blamed - JF]

Speaking of snow and ice, I am willing to bet many of you reading this are proud owners of one of BMW's line of Sport Activity Vehicles, like the X3 or X5. We all know these BMW "trucks" are great in bad weather, but also deliver a comfortable and refined driving experience in dry conditions. For many of us, the X vehicles are a perfect marriage of utility, convenience and driving pleasure. With that in mind, my wife and I ordered a new 2017 X3 M Sport back in September of 2016 for delivery at the BMW factory in Greenville, SC. We had always wanted to do Performance Center Delivery and this was the perfect opportunity. Without hesitation, I would recommend the experience to anyone. It was truly fabulous. Let me take you through it.

We arrived at the Greenville airport and collected our luggage. Shortly after exiting the terminal, we were greeted by a brand-new BMW X5 and driver from the Greenville Marriott. As part of the new vehicle delivery experience, BMW provides transportation from the airport and accommodations at the Marriott. Our driver was well versed in the Performance Center Delivery process and gave us a nice overview of what to expect. Upon arrival at the hotel, we were checked in and made our dinner reservation at the hotel restaurant. BMW includes dinner and breakfast the following morning as part of the experience. Quite a nice touch and the food was fantastic! If you like seafood, get the blackened Grouper. You can thank me later.

Following a restful night's sleep and filling breakfast, we were whisked away in an X5 to the BMW Performance Center. The Performance Center is located adjacent to the BMW factory and serves not only as a site for vehicle delivery, but also a testing and training facility. It is home to the BMW M School and Performance Driving School. BMW has built their own track, skid pad and off road course. You can't miss the fleet of new M3s parked outside when you arrive! The building is beautiful and very European in its design. Across the front are delivery bays, which are essentially glass rooms where excited BMW owners meet their new cars for the first time. Despite our enthusiasm, we would have to wait to be united with our new X3. BMW had a lot more in store for us.

Upon entering the building, we were greeted by Derek Leonard who was our performance driving instructor for the morning. My wife and I know Derek from racing, so it was extra special that we were able to schedule our delivery with him. Without wasting a moment, we did a short introduction meeting and then headed out to the track to do some driving. It's worth mentioning that none of the track or off-road driving is in your own car. BMW provides a vehicle nearly identical to yours so no worries about breaking your new baby. Derek directed us to an X3 sitting outside and off we went. First up, a braking exercise. It's very interesting to feel and understand how advanced and capable BMWs are with respect to stopping. From the braking exercise, we moved on to car control and eventually a small road course on the track. We did slalom, braking, sweeping turns and everything in between. I was amazed at how well the X3 handled all we threw at it. The X3 has excellent balance for a sport utility. We truly tested the limits and had a great time doing it. From the road course, we moved to the skid pad. The purpose of the skid pad exercise was to demonstrate BMW's

traction control systems. With traction control on (how you normally drive on the street) it was impossible to get the car to spin, even when trying to on the wet pavement. Turn the traction control off and watch out! We were spinning like crazy! Turn it back on...no spins. Super technology and I feel safer knowing these systems are working for me every time I get behind the wheel. Thanks BMW!

After several hours driving (and spinning), Derek took us on a ride in a new M3. I'm not talking about a Sunday drive. This was a wild ride on the road course, complete with smoking tires, drifting and sideways sliding on the skid pad. I must say we were pretty impressed. BMW had certainly put together a memorable experience and there was more to come! Once we composed ourselves from the M3 ride, we met up with Arnold, another delivery specialist who jumped back into the X3 with us. We were heading to the off-road course. Yes! We had been waiting for this.

The off-road course is a series of hills, obstacles and water crossings designed to test our X3. In addition, it offered Arnold a chance to show us the features and capability of our new vehicle. We were in awe of the X3 as it wound through the course, up and down hills and tipped sideways over obstacles. Arnold drove through the course first, then we both got to take a turn bouncing around and splashing through the water. Such great fun and the X3 handled it all with ease. Sadly, we had run out of time or we'd have done the course again! Arnold dropped us off back at the building and we were treated to a fantastic lunch. We also met Willi, who would deliver our new X3, and dined with many of the Performance Center employees. As you can imagine our anticipation was growing with every passing moment. Shortly after lunch it was time to meet our new X3.

We were escorted by Willi to one of the glass delivery bays and there she was...our brand new 2017 X3 M Sport! For the next two hours, we received a detailed education on our new vehicle and all of its features. Willi helped us pair our phones, set up the navigation and the BMW Connected app. We learned about all the X3 had to offer. When we had no further questions, and had thoroughly exhausted Willi it was time for us to load up our luggage and depart in our new BMW. What a day!

It should come as no surprise that we found this to be an incredible experience. BMW has really engineered it to be fun, educational and exciting. The best part is it's complimentary on any new BMW. All you have to do is get yourself to Greenville, SC and BMW takes care of the rest. You don't even need to be taking delivery on an X3, X4, X5 or X6. Any new BMW is eligible for delivery at the Performance Center. As a matter of fact, there was a customer picking up a new 7 series on the day we were there. So, the next time you order a new BMW be sure to add Performance Center Delivery. You'll be glad you did. Tell them the NJ Chapter sent you!

Cheers friends. From everyone at the chapter, we wish you a wonderful 2017. Come join us for an event or meeting sometime. We'd love to see you!





Philes' Forum

By Vic Lucariello, Sr.

"I changed my oil and now my Check Engine light is on! WTF?"

Hello, bimmerphiles! Here we are commencing the 31st year of *Philes' Forum*! Time surely flies, and surely the world, BMWs, and the BMW CCA have changed in the last 30 years. You decide what changes have been for better or worse. Judging by their ever-increasing sales numbers, BMW might be considered to be doing well. However, it is no accident that the newest BMW I own is a 1995 325is, which is not accused of being a less-reliable Lexus. Anyway, this time out I have an important tip for those of you bimmerphiles who change your own oil.

I hope this has never happened to you, or to your shop if you have your oil changed, but it *has* happened to both DIY bimmerphiles as well as auto-repair shops. A routine oil and filter change results in a newly illuminated "Check Engine" indication and, sometimes in addition, rough running of your Bavarian engineering masterpiece. The problem can occur immediately after the oil change or shortly thereafter. Scanning the DME [BMW-speak for the engine-control computer; anyone know what "DME" stands for?] results in diagnostic trouble codes [DTCs] related to the engine VANOS system.

What is VANOS?, you ask. VANOS is BMW's term for their variable-valve-timing [VVT] system, which was introduced on U.S.-spec models in the early '90s. Other manufacturers have their own versions. The first VANOS were applied to intake camshafts only, while later VANOS control both the intake and exhaust camshafts. Hot-rodders and engine designers have been wrestling with valve timing for more than 100 years. Valve timing, which refers to when the intake and exhaust valves open and close with respect to piston position, determines the "character" of an engine. For example, closing the intake valve later produces more high-RPM power while closing it earlier produces more low-RPM torque. A VVT system can vary the valve timing with RPM and load to produce an engine with both low-RPM torque *and* high RPM power with better fuel economy and reduced exhaust emissions. Pretty cool if ya ask me. But of course, there are downsides.

Most VVT systems are hydraulically operated using oil tapped off of the engine's lubrication system. VANOS is no exception. So any manufacturer's VVT needs clean oil of the proper viscosity and at the correct pressure. VVT also requires sensors, solenoids and engine-computer software to monitor how well the VVT is functioning. On recent BMWs, the DME not only monitors if the camshafts, and hence the valves, are at their commanded positions but also how quickly they change position when commanded to do so. So you can see how dirty oil, oil of the incorrect viscosity or oil at the wrong pressure can cause VVT malfunctions.

And that [finally] brings us to this month's topic: How to avoid causing your "Check Engine" light to come on simply by doing an oil and filter change. Beginning with the N52 six-cylinders that appeared in the E60 5-Series more than 10 years ago, one must be very careful, when removing the oil filter, not to break the filter cap/inner-cage assembly such that the filter cage remains in and is discarded with the old oil filter. The cap and cage [see Photo #1, courtesy of Ron Gemeinhardt] come as an assembly, so if the cage breaks off, one must buy the whole thing. My understanding of what happens when the new filter is installed without the cage is that unfiltered oil at a reduced pressure is supplied to the engine and therefore the VANOS. The VANOS solenoids that supply oil to the VANOS system have screens at their inlets and these screens can become obstructed when supplied with unfiltered oil. Low oil pressure just exacerbates the situation.

So how do you minimize the possibility of breaking the cage off the filter cap? Tech worker Doug Feigel suggests that, after unscrewing the filter cap, pull the cap/cage/filter straight up; don't wiggle it side-to-side or cock it in an attempt to dislodge the filter. Or, as engineer Doug puts it, "Remove the cap/filter/cage in a linear fashion". Doug also suggests the following:

- The new oil filter should come with a new o-ring for the filter cap. Be sure to install this o-ring in the provided groove in the cap, *not* above the groove flush against the cap shoulder. [Vic adds that the new o-ring should receive a coating of clean engine oil after the o-ring is happily ensconced in its groove.]
- Don't over- or under-tighten the oil-filter cap. There is a special 3/8-inch drive cap wrench that you should procure if you are changing BMW oil filters. The 3/8-inch drive allows you to use your torque wrench to tighten properly the filter cap to 25 newton-meters [about 18.5 lb-ft]. [Vic: You have the torque wrench out already for the oil-pan plug, RIGHT?]



Photo #1 - Oil Filter Cap And Cage, courtesy of Ron Gemeinhardt

I would like to thank Doug, Tech worker and Chapter Treasurer Ron Gemeinhardt, and Matt Kimple, Service Manager at BMW of Bridgewater, for consulting with me on this column. Matt provided me with a copy of BMW's service bulletin pertaining to this problem.

BMW of Bridgewater [formerly Hunterdon BMW and before that Foreign Cars of Hunterdon] is located at 655 Rt. 202/206. 888-928-4089. Prior to my leaving New Jersey, they were my dealer of choice for more than 30 years. When you are there, say Hi to Matt for me.

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

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

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New Jersey BMW CCA Board Meeting Minutes

January 11, 2017

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

President

Jeff Caldwell called the meeting to order at 7:38 PM at Alfonso's in Somerville. Jeff Caldwell motioned to accept the November minutes as distributed and Ron Gemeinhardt seconded (carried unanimously). Jeff thanked everyone who attended the December meeting, and noted that it was a good time. Jeff will attend the annual Chapter Congress 3/24-3/26 in Dallas. Ron may also attend. Jeff noted that the banquet is coming up, and that the March meeting should be interesting. Jeff reported that we have just received the form for complimentary Roundels, and that we have not sent any since 2013. We will request complimentary Roundels for sponsors, The Westlake School, Franklin Lakes FD, and NJMP.

Vice President

Marc Goeller is working on a possible April meeting at Unique Photo. There will be a members-only meeting on 3/15 in the Princeton area (to be announced). Marc solicited suggestions on dealership meetings. It was noted that BMW of Bridgewater is interested in doing a pre-event tech session.

Treasurer

Ron Gemeinhardt distributed the current financials. Ron noted that our \$19K postdated deposit for NJMP went into 2016. For 2017, Ron has added venue deposits to the balance sheet as expenses, the same as the newsletter deposits. The 2016 TSS reimbursement has been received from the national office. We are still waiting to issue the Westlake School donation check, pending a meeting date (Ross to follow-up). Jeff Caldwell attended the Regional Driving Events conference in Albany, and reported that we are one of the few chapters to turn a profit on driving events.

Secretary

Dave Allaway reported that the 2017 board nominees (uncontested) were elected at the December membership meeting by unanimous acclamation. Jeff Caldwell motioned to elect Jeff White and Ross Karlin as Board Members- at-large, Jerry Faber as Newsletter Editor, and Colin Vozeh as Webmaster. Marc Goeller seconded (carried unanimously). Jeff Caldwell motioned to appoint Jeff White as Driver School Chair, Ross Karlin as Race Chair and Paul Ngai as Business Manager. Vic Lucariello, Jr. seconded (carried unanimously). Jeff noted that th ose considering running for positions in 2018 should assist this year.

Social Events

Vic Lucariello, Jr. reported that the banquet will not include a casino this year. We will have an excellent local band instead of a DJ. He has contracted a 5-piece band for the evening at \$1,700, [previously approved not to exceed \$1,500] including our use of their audio equipment. The band will be located on the terrace.

Driving Events

Neil Gambony thanked Dave Allaway and Deb Kolar for the WYT Rally, and for contributing their expenses. The rally raised \$680 for the Northwest New Jersey Community Action Partnership, plus non-perishable food contributions. We plan to do the same in 2017. Neil is working on awards for the banquet. Neil has been contacted by Peter Schneider from SCCA about doing rallies together, which could be TSD, gimmick or poker-run format. Larry Engel reported that he would like to do two Tire Rack Street Survival (TRSS) schools this year. Target dates are the last week in June and the last week in September. Ross Karlin will obtain the available dates from Bergen County. The Southern New Jersey Region SCCA is interested in a TRSS with us at Bader Field as a joint event, and DelVal Chapter may be interested in assisting.

Driver Schools and Club Racing

Jeff White reported that the 2017 driver school/race calendar is set and posted to the website. Pricing is almost finalized. The NJMP September contract is anticipated but not yet received. It will be Saturday-Sunday, with two races each day, and the feature race on Saturday. The June race at Lightning will be a Premier Event. Our first event for 2017 is a joint event with DelVal Chapter. Pricing has been agreed upon. Friday will be open track and ITS, Saturday driver

school, ITS, and evening banquet, Sunday driver school and intro school. Ross has contacted BMW NA regarding the 2017 Instructor Seminar.

Autocross

Elihu Savad reported (via e-mail) that most of our past sites are unavailable. He asked about 5000 Hadley Road in South Plainfield and present owners expressed an active disinterest in our activities. Pfizer has not responded to our request for the blue lot at Patriots Stadium, for which we were told their risk management people gave a firm no. We checked again about another remediation site at Hamilton Blvd. and Newmarket in South Plainfield. Previously, the town wanted a variance application. The town attorney now informs us that the EPA does not want any traffic on the blacktop cap. The NJCEC in Raritan Center does not, at present, have any available dates for April or May. The rest of the year is unknown at this time. Elihu has renewed our inquiries into the driver training areas at Fort Dix. Colin is in the process of obtaining the needed Commanders License for us. According to Colin, no one has said no yet. We still needed to check on the condition of the site. We can still join with NNJR SCCA or Motorsports Northeast at MetLife Stadium, but our chapter attendance there has been poor.

Business Manager

Paul Ngai thanked our sponsors for their support in 2016. He is looking forward to a great 2017 and adding more sponsors. Paul has met with Matt Baratz and Doug Feigel. Our banquet sponsors are Guten Parts, Bavarian Autosport, BimmerWorld, and Circle BMW. Paul is working on a possible banquet speaker. The BMW Vehicle Distribution Center (VDC) tour is tentatively set for 4/22. Flemington BMW will not be participating this year. The BMW NA meeting is scheduled for 6/17. It was noted that the E30 M3 SIGFest will be at BMW NA on the afternoon of 6/17. Paul reminded the board that the end of January is the nominations deadline for the national recognition committee.

Newsletter

Jerry Faber reported (via e-mail) that the next deadline is 2/4. Content has been received from Dave, Marc and Elihu. He would like to start the new year right and get columns in on time.

Webmaster

Colin Vozeh reported that everything is up to date on the website.

Old Business

Ross Karlin asked the board to authorize \$1,500 for a projector and hard case. Dave Allaway seconded (approved unanimously).

New Business

The next board meeting was set for 7:30 PM on Wednesday 2/15 at Alfonso's. Ross Karlin motioned to adjourn at 9:15 PM and Jamie Kavalieros seconded (carried unanimously).

Respectfully submitted, Dave Allaway, Secretary



Rolex 24 at Daytona - An Annual Adventure!

By Larry Engel

It started at about 6:45am on Wednesday, January 25th. We had just put Jeff White's Mini Cooper S in my garage for safe keeping while we were away, and Jeff and I took off for a six day junket to the Rolex 24 in Daytona. As usual, this year's event was a great adventure. What we didn't count on was more than our share of adventure on the trip down and back!

For me, this annual adventure started in 2006, I think. Bob Isbitski organized a trip for NJ Chapter members. If I recall correctly we had almost 20 people. We all bought the Champion's Pass, which entitled us to infield parking (highly coveted), full access to the paddock and stands for all four days of practice, qualifying, and racing, and weekend access to the Daytona 500 Club, which is the 4 story building on the infield directly across from the start/finish line. Inside the Club, the bottom floor is a banquet hall (where they feed you very well for the two days of the race), the third floor is a bar with TV monitors, and the top floor is an observation deck with monitors, a bar, and a view of the entire track - which at 3.56 miles is a lot to look at! The only part of the track that you can't see is turn one, but the monitors allow you to see the exciting stuff that happens there.

In 2006 the Champion's pass was \$275. The price went up every year. After a while, I told myself that I was going to stop going to the Rolex 24 when the ticket price went over \$500. In 2015, it happened. I was done.

Then a miracle occurred. The BMW CCA, with the help of BMW NA, offered a corral and hospitality package for CCA members and a guest - and the price was much lower than the Champion's Club! For some strange reason Karin (da wife) wasn't interested in driving for a day and a half, watching race cars for 3 full days, and then driving another day and a half. Fortunately, Jeff White was. We had a great time and agreed to do it again if we had the chance.

Jeff couldn't make it in 2016, but he was able to join me again this year. So, at 6:45 on Wednesday the 25th, we were off! I've been driving for the past 4 or 5 years. I used to fly, but I've been driving ever since terrible snow-related travel delays a few years ago caused me to miss all of Thursday and Friday. I like having the flexibility to leave when I like and I've found I really enjoy the travel time. I crank up the tunes and forget about my cares. It's nice having someone to travel with, too. Jeff and I talk about everything from Driver Schools to politics (although not so much about politics).

There was some congestion around Baltimore and DC, but it didn't slow us down too much. The real excitement occurred later in the day as we were traveling through South Carolina. Jeff was driving, and as we approached a construction zone that narrowed I-95 to one lane, traffic began to slow from the prevailing average of 75-80 mph to a more suitable speed for the conditions. We both saw a huge cloud of smoke about 100 yards ahead of us, and then an 18 wheeler flew across the road from right to left and down into the swampy center median. As every good instructor does, Jeff checked the mirrors and slowed safely to a stop. The folks around us did the same. We were six or eight cars behind a multi-vehicle wreck that looked pretty serious. We could see that debris had blocked everyone from moving through. Someone got out of a vehicle and moved some of the bigger pieces, and a couple of cars moved through, but we were still blocked by about 10 cars ahead of us. After what seemed like a minute or so, we both heard a terrible noise behind us and looked in the mirrors to see another tractor trailer barreling across the road a couple of hundred feet behind us. Everyone around us must have drawn the same conclusion as us - we had to get the hell out of there! One thing about having two CCA Driver School Instructors in a situation like this is that a lot

of information sharing and problem solving kicks in immediately. Two sets of analytical eyes beats a trip-fatigued family when it comes to staying calm and plotting a solution!

One by one, the cars ahead of us maneuvered around the debris and through the slick of diesel fuel. When our turn came Jeff deftly navigated my car through the chunks of car parts strewn on the road. We were back underway and safe from what could have been a bigger disaster. I later learned that nobody was killed, but one person was airlifted to a hospital and the road was closed for several hours. The rest of the trip was fairly uneventful, but we did see the aftermath of another bad wreck the next morning.

Our arrival at Daytona on Thursday was met with Chamber of Commerce weather, with sunny skies and 80 degree temperature for practice and qualifying. It was great! We were able to say hi to friends of the Chapter, James Clay and Will Turner, and did our share of celebrity watching. One special thing about the Rolex 24 weekend is the variety of famous drivers who attend. This year Jeff Gordon got the headlines, but guys like Dixon, Kanaan, Hunter-Reay, Bourdais, and so many others were also racing this year. There's really nothing else like it. You can walk around the paddock all day and be right next to these guys, chat with the mechanics, and see what's going on right in front of you. It's really amazing. A bunch of CCA members from our area have made the Rolex 24 an annual event. This year Jeff and Sharon Caldwell were there, and we also saw Greg, Jason, and Tom Lockman, Brian Morgan (who was covering the event for Roundel), Lisa Mellott, Chris Faust, Steve and Steve Jr. Herchenrider, Bob Ball, and Bob Kelly from the DelVal Chapter. DelVal's Dave Wollman is on the Bimmerworld crew, and we chatted with him for a few minutes. I'm sure I've left people out, and I didn't cross paths with some who I know were there.

The Continental Race on Friday was a great one. It was the first time they ran for 4 hours, and it went right down to the wire. One of the Bimmerworld cars was close to a podium finish until a last lap incident put them down to 7th, and a Mini Cooper ended up winning the ST class race. It was a great battle to the end.

Jeff and I couldn't get dinner reservations at my favorite spot, so we ended up going to Longhorn Steakhouse. We had to wait at the bar for about a half hour for a table to be available, but we didn't mind, especially since Steve Dinan happened to be sitting right next to us. I had worked with him a couple of times in the past on club events, and he always gives me a wave when he sees me at the track. We had a great time talking about his current venture.

Race Day Saturday dawned bright but much cooler. We got to the track before 9 and needed to sign the waiver for the hot laps we had reserved earlier in the week. As a promotional tool, the participating manufacturers offer ride along laps to lucky customers. Jeff and I ended up in the back seat of a F80 M3 with the Performance Center's Tommy Van Cleef driving. It's always fun riding along with a pro driving flat out, but being next to the wall on the high banks of Daytona takes it to a whole other level!

The race is always fun to watch, and the BMW hospitality was great! As the day wore on the temperature continued to drop and the damp chill of winter took over. It started to rain at around 8pm. A little after 9, Jeff asked if I wanted to get out of there. I didn't need any coaxing, and we decided to pack it in for the night. We returned to the track fairly early on Sunday morning to find the GTLM team just out of contention for the lead, and the scrappy Turner GTD car fighting back from overnight troubles. They got within a lap of the lead before falling back near the end of the race. Jeff and I decided to head

(Continued on Page 12)

Rolex 24 at Daytona



Photos by Larry Engel

Hot Laps-Performance Center's Tommy Van Cleef driving



Pre-Race Grid walkabout.

Rolex 24 at Daytona



Photos by Larry Engel

Turner Motorsport with Don Salama (L), race strategist and former NJ Chapter member.



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NJ Chapter's Annual Banquet



Photos by Paul Ngai



Silent Auction Bike Winners



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2017 Driver School & Club Race Schedule

By Jeff White

The New Jersey Chapter is pleased to announce our 2017 Driver School and Club Racing schedule. New for this year is that 4 of our 5 events are on weekends; we feature the return of our Introduction to the Track event to start the season, our June benefit Club Race is a Premier Event and we will have 2 special days for Solo Advanced students.

March 31st to April 2nd

We start the season with a joint event with our friends in the Delaware Valley Chapter. This is a 3-day weekend of Mar 31-April 2 at NJMP on Thunderbolt with a driver school, instructor training school, special advanced driver school day on Friday and the return of our Introduction to the Track run group on Sunday.

Driver School: The regular driver school portion of the event will be on the weekend of April 1-2 (no foolin'). No need to take 2 days off work to start the season. Come on out, knock the rust off your driving and reinforce all the good things you learned last year.

Friday Special Track Day: There will be 6 hours of track time (sharing with ITS) for instructors who wish to get in some extra track time and for approved advanced Solo students. Solo students who also register for the weekend school will receive a \$50 discount!

Introduction to the Track run group: On Sunday we will be holding a special school for students who have never been to the track. This event was offered for the first-time in 2009 and was a run-away success. The Driver School Committee understands that there are hurdles for "first-time" students to overcome to try one of our events and so we have designed this school to reduce those hurdles as much as possible. First, the event is being held locally. Hotel rooms in the Millville area are relatively low priced and, for students who live in southern NJ/PA, you could even get up early and drive down the morning of the event. Second, we are offering reduced registration fees to our First Timers so that you pay just \$200 for Sunday-only. You will not find a better rate to get out on the track with personalized instruction anywhere. Third, this event will have a dedicated run group solely for First Time students. This arrangement will allow instruction on the track and in the classroom to be specific for First Time students and will provide a smaller run group for First Time students. Fourth, for our First Time students, we may also be able to loan you a helmet for the event (email helmets@njbmwcca.org). Fifth and finally, each First Time student will be assigned a Mentor who will contact you prior to the event and be a point of contact to answer any questions you might have before you arrive. Every year we have held this event, each new student leaves with a huge smile. [Note: If you are a new student and prefer the full weekend, you are welcome to register for the regular Driver School.]

Instructor Training School: Participation in the Instructor Training School is by invitation only. The Instructor Training School is for advanced students who have shown a high level of driving skill, an understanding of driving dynamics and a desire to teach. The program is a rigorous two days of on-track and classroom instruction and role-playing. If you believe that you are a candidate for the ITS and have not been invited, please e-mail the Chief Instructor.

Saturday banquet: We will be holding a track-side dinner on Saturday night included for full weekend participants. Tickets may also be purchased for guests and for Sunday Introduction to the Track students.

June 19th-20th

We hold our traditional Driver School and Club Race event to benefit the Westlake School to be held at our home track at New Jersey Motorsports Park in Millville, NJ. We will have our usual banquet, auction fundraiser and special giveaways. This year the event will be held on Lightning Raceway. For driver school participants, we will have our traditional 3 student run groups to allow maximum member participation. For Club Racers, this event has been designated a Premier Event by Club Racing. The

draw of double points is sure to mean a full field of racers. This is a perfect spectator event given the proximity of the track to the majority of our members, the excitement of Club Racing and the joy of the kids from the Westlake School who come as our guests. Take a personal day and come out to the track!

July 22nd-23rd

We have the Fourth Annual Geoff Atkinson Memorial Driver School and Club Race. Our annual combined Driver School and Club race on the Main Track at Summit Point Raceway has become the NJ Chapter's second tradition (behind our June race/school). Summit Point Raceway is in the rolling hills of the northeast corner of West Virginia near Harper's Ferry. While West Virginia sounds like a long drive, for many NJ members it is, in fact, not any further driving time than to Palmer or Watkins Glen. The School and the Club Race divide track time between student run groups in the School and Race run groups. So, when you're not on the track or in the classroom, you can take time to watch the racing. We have rented extra track time on Saturday so we will again be running 3 student run groups - plenty of open track for all. Our Saturday night barbeque at the track features great food and the chance to relax, compare what you learned on the track and swap stories.

September 16th-17th

We will follow the success of last year by offering a special Club Race to be held as the support race series for the NASCAR K&N Pro Series East race. This will be held in conjunction with a driver school open to instructors and advanced, Solo driver school students to be held on Thunderbolt Raceway at NJMP.

For Club Racing this is a tremendous opportunity; two days of racing at a professional race series event. Everyone who participated last year raved about how much fun they had and this year WE HAVE 4 RACES ON A WEEKEND DATE! This is the chance to showcase Club Racing to an audience that may not be familiar with what we do: sports car racing that has cars in different classes on the track. For other fans, this is a chance to see where current racers such as Will Turner, Bill Auberlen, James Clay, Jeff Segal and our own Jerry Kaufman started. For our participants, we get to see the up and coming NASCAR racers of the future, and maybe teach them a thing or two about road course racing. And, you can tell yourselves that spectators are actually paying to come see you drive!

The driver school portion of the event will be similar to our Friday Mar 31st event; an unstructured school open to advanced Solo drivers and instructors. Because the school is being held after the K&N race this year, no race ticket is included in your registration fee. Advanced Solo students will be accepted subject to approval by the Event Chair.

REGISTRATION FOR THIS EVENT IS LIMITED TO 50 CARS EACH FOR THE DRIVER SCHOOL AND FOR CLUB RACING.

VIP Ticket for NASCAR K&N race & Car Corral: We are offering a discounted price VIP ticket for all BMW CCA members for the Saturday K&N race activities. The VIP package includes special access to the Officer's Club, a BBQ buffet, special spectator area, special car corral parking and swag. Come on down on Saturday (whether or not you are driving Sunday) and see our BMW Club Racers, the Vipers and other high horsepower cars of NARRA and the stars of tomorrow for NASCAR. Use the Driver School registration link to purchase VIP tickets. Don't miss out on this true spectator event. Fantastic track time combined with both Club Racing and NASCAR racing for a unique experience.

October 7th-8th

We finish the season on the weekend of Oct 7-8 with our annual driver school on the Shenandoah Circuit at Summit Point Motorsports Park. This event is becoming a favorite for those students who have taken the plunge to give the track a try. We will be running the traditional complement of three student run groups (Beginner, Intermediate and Advanced). The Shenandoah

(Continued on Page 12)

Election and Pinewood Derby night 2016

By Marc Goeller

Here we are on a December Tuesday night at the Deutscher Club. It must be our annual election night meeting and Pinewood Derby competition! Indeed, another year has flown by at lightning speed. Everybody is in a festive mood, happy to catch up with their fellow club friends one last time in 2016. Once again, Elihu Savad, our autocross chairman, has brought out his high-quality pinewood derby track and fancy timing device, while Neil Gambony and Douglas Feigel inspect all the cars entered in the competition to make sure they comply with the technical requirements, especially weight limits. Thank you guys for always stewarding this competition so professionally!

As a matter of fact, this competition helped decide once again the winner of the Chapter's Championship Series. For a handful of points coming in third, Elihu's name will be engraved on our trophy for a record FIFTH time! Congratulations are in order!

The Pinewood Derby results are as follows:

- | | |
|-------------------|---------------------|
| 1. James Liu | 8. Michelle Fadeev |
| 2. Mark Mallory | 9. Larry Engel |
| 3. Elihu Savad | 10. Jeff Burgess |
| 4. Richard Fadeev | 11. Sharon Caldwell |
| 5. Colin Vozech | 12. Kevin Sheehy |
| 6. Irene Fadeev | 13. Jon Trudel |
| 7. Doug Feigel | 14. Andrew Potechko |

In addition to the Pinewood Derby competition, we held the election of our Board of Directors. Since none of the positions were contested this year, the Board was elected by popular acclamation. Congratulations to all elected officials (See results below) and especially THANK YOU to the Board for your amazing dedication to this club year after year!!

President	Jeff Caldwell
Vice President	Marc Goeller
Treasurer	Ron Gemeinhardt
Secretary	David Allaway
Driving Events Chair:	Neil Gambony
Social Events Chair:	Vic Lucariello, Jr.
Members-at-Large (2):	Bob Isbitski, Jamie Kavalieros

On this note, please note that a number of us are serving what we plan to be our last term. As a result, we need to recruit new blood to step in at the end of the year so that we ensure a healthy future for our club. We ask that anybody who would consider stepping up to such a role to please contact our president, Jeff Caldwell, so that we can devise a good succession plan and a smooth transition. Don't be shy please. Just step forward and come talk to us!

Coming back to our meeting, more than 50 members were in the attendance. While this is a very decent turnout, when one considers that we have nearly 2500 members in our Chapter, it is also evident that many of our club members have never attended a club meeting and I cannot help but wonder why?!? Why do people not come out to mingle with other great people, come out to enjoy delicious and free food or even come out to meet the many volunteers who tirelessly work in the background to bring quality events and activities?!? Is it because of lack of time and other competing family priorities? A lack of interest in our events and activities?

The Board, and myself especially (the one who is in charge of putting these monthly meetings together), would like to hear your comments so that we can enhance our program and offerings to entice you to come out and join us. Please feel free to write to me at bmw.mtmois@gmail.com.

Needless to say, we are already in full swing planning our 2017 events. Not only will we likely have a June meeting at BMW NA headquarters in partnership with E30 enthusiasts from the SIG FEST, but we are also in the process of bringing you new events which promise to be great (does anybody out there enjoy fine watches?!? I am guessing YES!!!). Stay tuned via our email communications and our website.

In conclusion, let me wish you all an excellent 2017 that is filled with good health and lots of BMW fun!!

See you out there.

Marc Goeller

Rolex 24 at Daytona

(Continued from Page 6)

out a little before the end of the race, wanting to get to our overnight destination in Santee, SC at a reasonable hour to have a nice dinner. Both the Turner #96 and Rahal Letterman #19 art car finished 8th in their respective class.

We finished the trip home on Monday, and were fortunate to have almost no traffic all the way! The only complication was a snow squall that created white-out conditions for about 15 miles in Maryland and Delaware. Once again, it was nice having another instructor riding shotgun, as we checked off possible

threats and stayed on course, despite being caught out in a small car with all-season (no-season) tires. Very calm and professional the whole way, unlike a certain winter-phobic spouse I know. (I got her permission to say this.)

After attending 12 straight Rolex 24 at Daytona Races, I still count it as a trip I really look forward to every year. If you're a racing fan, you need to find a way to experience this tremendous event first-hand.

Larry Engel

2017 Driver Schools and Club Racing

(Continued from Page 11)

Circuit is the newest track at Summit Point Raceway and is known for its interesting layout and technical challenges. The hallmark of the track is a dimensional replica of the famous carousel turn at the Nurburgring featuring 20 degree banking! Driving Shenandoah will make you a better driver on every other track you visit - almost every type of turn you may experience on track is on this circuit. Note also that this is the only school run by the NJ Chapter that offers 2 days of skid pad training for all participants. If you truly want to improve your car control skills, skid pad training is a must. Beyond great in-car and classroom instruction, we also try to have one of our instructors give a track walk at lunch. This gives students a different perspective on the track and yields additional driving tips that

will improve your driving and fun.

Registration for all NJ chapter events is open on Motorsportreg: <https://njbmwcca.motorsportreg.com>.

We also have a cooperative promotion agreement with DelVal this year so be sure to check out their events on May 8-9 at Watkins Glen, June 24-25 at Palmer and August 18-20 at NJMP on Lightning for their charity driver school and club race. Between our two chapters you have the opportunity for a full driving season.

As a reminder, SNELL2005 helmets are no longer accepted. 2017 will be a fantastic year and we look forward to having you come out and join us.

Jeff White

Initial Ramblings

By JT Burkard

An Unlikely Result

As with every Whack Your Turkey Rally, we begin our preparation the night before. I find the clipboard, make sure the mechanical pencil is in working order, fuel and clean the car, and check out the directions to the start location. Well it took a while before I found either of the clipboards. The one is black plastic. The other is a cheaper brown colored hardboard style. Both were MIA. After an exhausting search with helicopters, bloodhounds, and a professional tracker on horseback, the later of the two was found, in the trunk of the E21. I guess it's true, it's always in the last place I left it. The pencil was still attached. It still worked and had refills in case we run low. Next was looking at the start location. I Google it to get a visual so I have an idea where we are going and write the address down for the Bimmer Barn on highway 202 in Branchburg (note this detail for a little later). For whatever reason, I forego the filling of the car. Procrastination? Lazy? I don't know.

The next morning we get up, amazingly on time. We get ready and head out of the house. We stop on the Parkway to fill our vintage 320i because of my lack of petrol attention the night before. 5 minutes wasted. As we cross the Driscoll bridge going north on the Parkway Sandy says "Don't forget we have to get off here" in reference to the other year I wasn't paying attention and we had to go to the next exit, u-turn and head back to get onto 287. I said "no I remember, we are not going to screw up this time." Famous last words? You have no idea...

As we travel up the road I figure we would get to the start at 9:15am, which is typical for us on arrival time, well, actually 9:30 is more like it. We exit and get onto RT 22 then 202. At the split we get onto 206. We go down 206 for approximately 9 miles and find another BMW shop that wasn't Bimmer Barn. I said to Sandy "Um, can you double check the directions? We are not where we are supposed to be." Sandy looks at the address I wrote down which was 999 RT 206, Branchburg. Something was wrong. We are not in Branchburg but possibly Hillsborough. I actually said to her "You must have put in the wrong directions. We are way off." She insisted she had everything correct from what I gave her and was getting mad at me for blaming her. We pull off the road and she looked up the address on our club's website. 999 RT 202... wait... 202? We had 206, correction, I wrote 206! And I was blaming her when it was my fault. ARGH! Now it's around 9:40, and we are WAY out of the way, and I have an angry wife.

We plug in the new and correct address and hurry through the back roads to cut the straightest path to the start point. The entire time we were saying this was a disaster and we are probably not going to make the rally. There was a moment where we were just going to find a diner, have breakfast, and head home. We did, however, arrive at Bimmer Barn at 10:15, an hour and 15 minutes late. The lot was empty and no one was there. Darn! We turn around and park in the driveway in search for the nearest diner so we can at least feast our troubles away. Then there was a knock on the window. It's Rallymaster Dave! They were waiting for us after all inside the building. It's a good thing we didn't just pull out. We get our instructions, laugh at our misfortune and off we go. We were quite thankful they waited for us.

At this point, we decided that the rally was going to be a bust so we ran it for the scenery and to get lunch with our fellow club members at the end. And perhaps some redemption from my directional screw up. Getting lost to the start point is never a good sign. With zero pressure on us we just laid back and started to grab clues and run the route. After the first page was complete we said to each other "We are actually doing pretty decent, wouldn't it be crazy if we actually won?" Highly doubtful.

We continue on and missed a clue or two. No big deal. I told Sandy I wasn't going back because it won't make that much of a difference. I was more concerned about time. I think we turned around for only one clue since it was only a half mile section, and we got it. As we filled the pages, it looked like we were, dare I say, confidently optimistic? The best thing about running the rally so late was we didn't see another car from the club. We were alone on this journey, which I think actually helped. Towards the end we just drove the last couple miles to make up for the time we were about to lose and if we see any clues along the way, we will grab them on the go.

We arrived at the Niks Wunderbar German Restaurant on RT 22 in Readington Twp. I dropped Sandy off at the door so she can run in so we don't lose any further time. We were 5 minutes late as it was. I park our trusty E21 and join her. With cheers from our other members, and an hour late to the party, we find some seats and order lunch. Within 30 minutes the winners were announced. I hear "With 5 minutes late and 11 wrong, Team Burkard 3rd Place" - What? You are kidding me right? We thought we did well but honestly didn't think we were going to be anywhere near a podium finish. 3rd place, WOW! Perhaps this is going to be our new strategy. Show up late, and win! I guess that was a perfect end to an imperfect start. Very unexpected.

If you have never done one of our rallies, I encourage you to try one. It will be three hours of fun for you and a friend/spouse in the Competition class or fun for the whole family in the Family class. The route we ran this time around was fantastic. The back roads of Somerset and Hunterdon counties are filled with streams, ponds, lakes, farms, plus many historic locations and buildings. It is truly picturesque. You can't get a better day in your BMW at legal speeds than doing one of our Chapter's rallies. Don't think about it, just do it.

And if I have learned something from this experience, don't blame your spouse for your mishandling of information. It may result in a silent ride home, or perhaps a 3rd place finish. Until our next adventure, stay Bavarian my friends.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



NJ CHAPTER CALENDAR

2017

April
Saturday, 22nd

Tour of the BMW Vehicle Distribution Center in Jersey City. Always a great time. See website for details.

May

Thursday, 4th

Monthly meeting at Guten Parts in South Orange. Unveiling of their special project car. See website for details.

June

Saturday, 17th

Meeting at BMW NA in Woodcliff Lake. Held in conjunction with SIGFEST. This is a very special gathering.

July

Friday, 7th

Biergarten at the Deutscher Club in Clark. 6PM start. Admission: \$2/pp.

Communications

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

For those who indicated delivery preference of email, we will be doing this in the near future.

Welcome New Members

Faisal Ahmed	Andrea Gasior	Satyajit Menon	Jillian Rice	Yuan Yao
Guven Balci	Tobin Gibert	ANGELA MERLO	Steven Riecker	Bingxin Ye
Ceyan Birney	David Greene	James Merrill	Mark Roberts	Angze Yu
George Boudoughian	Peter Grieco	Frank Minervini	Adam Ross	
Michael Boudway	James Haddad	Shivam Mital	Dana Ross	
Russell Calderone	Laura Henschke	Sunil Mital	Matthew Ross	
Carlos Camacho	John Hestvik	Carlos Montes	Jason Santlofer	
Peter Cappello	George Holderied	Anatoly Morosov	Sal Savino	
Egidio Carlino	Danny Huff	Mark Munafo	Andrew Schrank	
Christopher Carreira	William Hulburt	Mark Naso	Ethan Seal	
Timothy Casey	Monahan	Bob Neal	Andrew Seletsky	
Dennis Cassidy	Jihforg Kao	Mark Novara	George Sereikas	
Luis Catanho	Thomas Kaplan	John Olsen	Yury Slobodsky	
Pengyu Chen	Sandeep Kapoor	Robert Ortiz	Shawn Stahler	
May Chong	Roman Korotun	Barry Oser	James Szot	
Leo Chow	Nicholas Kostins	Roger O'Sullivan	Theodorsius Talkpa	
Robert Croxton	Gary Koupf	Tyler Pappas	Ahmed Tarek	
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Viraj Desai	Raymond Lee	Stanley Pietruska	Bryan Villamil	
Michael Echols	Warren Lockburner	Philip Leonardo	Anne Walsh	
Mark Fereshteh	William MacVittie	Platania	Nick Wecal	
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Member	Neil Gambony
Member	Blake Smith
Member	Bob Isbitski

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Deutscher Club (DC)



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MEMBERSHIP MEETING INFORMATION

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

MEMBERSHIP INFORMATION

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

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

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

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Photo by Klaus Schnitzer



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