



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
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The Summer's Over



Running on the bridge straight at Shenandoah.

Photo by: Bill Hughes

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President's Corner

By Jeff Caldwell

Thanks for five great years!

As I write this last President's column it's really sinking in that my time as leader of the NJ Chapter is coming to an end. Hard to believe, honestly. It has been a fun, challenging, sometimes stressful, but always rewarding experience. It has truly been my honor to serve as your President and it is my sincere hope that as a Chapter we have continued to exceed your expectations. We've worked very hard to bring you, the membership, a diverse offering of events that add value to your BMW ownership experience. That is truly the mission of the BMW CCA, to enrich your experience as BMW enthusiasts.

One of the biggest goals I had when taking over as President was for the NJ Chapter to host a national Oktoberfest. As most of you know, we accomplished this in 2015, when we successfully presented Oktoberfest to the national membership in southern NJ at the Seaview Resort and New Jersey Motorsports Park. I am extremely proud of Oktoberfest and know that we put New Jersey's best foot forward. It was a massive undertaking and could not have been realized without the hard work of many incredible volunteers. Volunteers are heart of our Chapter and everything we do is supported by the efforts of folks who toil away behind the scenes to make all of our events special and successful. In addition, as your President, I have been blessed with wonderful Board members who have been with me every step of the way. Please indulge me as I take this final opportunity to recognize those people who have been instrumental in the Chapter's success, not only for my term as President, but well before it in many cases.

As a new President five years ago I was overwhelmed. Thankfully, past President Larry Engel was available to help me as I navigated the new world I was facing. He was and is instrumental in my growth as the leader of the NJ Chapter. Thank you Larry for your counsel, friendship, and hard work. Larry also should be commended for his continuing work organizing and putting on Teen Street Survival events. TSS is a feather in the cap of our Chapter and helpful in training young drivers to be safe out on the roads.

There are two other Board members who really made my time as President easier, more enjoyable, and certainly less stressful. Huge thanks to Jeff White and Ross Karlin. These two men are invaluable to the NJ Chapter and provided me with a backstop when I was unsure of how to handle a situation, or which direction to take the chapter. I can't count the number of calls, texts, emails and meetings we had over the years. Jeff and Ross...THANK YOU from the bottom of my heart. Larry, Jeff, and Ross were also the leaders of our Oktoberfest effort. We could not have pulled off the event in the style and efficiency we did without their tireless dedication.

Now on to my incredible Board. People have come and gone over the years, so this list will be a tad long. Still, I feel it is only appropriate to thank each and every one of them. First and foremost, my eternal gratitude goes to Doug Feigel, who served as our Business Manager for many years. Doug was responsible for spearheading the Chapter's advertising effort for the News Bulletin and website. Doug built the advertiser roster to something we never could have imagined. He also organized and codified the position of Business Manager for those who would follow after him. Doug was responsible for shaping a big part of the Chapter business model and I can't thank him enough for it. Matt Baratz also did a fantastic job succeeding Doug as Business Manager. Cheers Matt!

I've been fortunate to have two great Vice Presidents work with me: Paul Ngai and Marc Goeller. Both have done an excellent job overseeing the NJ Chapter meeting schedule, as well as

organizing marquis events like the VDC tour and BMW NA annual get together. Thanks Paul and Marc for your hard work, organization, and energy.

On the social side I started as President with "Big Al" Drugos as Social Chair. Despite the gruff exterior, Al's love for the Chapter was evident and I thank him for the years of service. After Al stepped down, we were lucky to have John Gyorfy and Chuck Schmidt jump on board to tag-team the social responsibilities. John and Chuck were the catalyst for moving our Chapter banquet to the Madison Hotel! These guys were also responsible for the super successful casino night aspect of the banquet and so much more. Thanks John and Chuck. Finally, Vic Lucariello, Jr. has assumed the Social Chair duties and is doing a fantastic job. Look for the new NJ Chapter winter party that will take the place of the banquet. Vic has some great stuff in store. Stay tuned, information will be coming shortly to your email inbox!

What about our media? You are reading the News Bulletin right now and that comes to you via the hands of Jerry Faber. Jerry has been a constant for NJ Chapter and likely has the most thankless job on our Board. Between chasing delinquent contributors (mainly yours truly...), organizing and laying out the Bulletin, and staying on top of advertising, Newsletter Editor is a big job. Jerry does it with an ease and style that is uniquely his own. Jerry, thank you for your patience and the incredible product you continue to put out. Amazing! Also on the media side is our Webmaster Colin Vozeh. Colin is a very "behind the scenes" guy, and keeps the website up to date and running smoothly. Thanks Colin for sticking with me all these years. I really appreciate it.

No Board would be complete without a Secretary and Dave Allaway has filled the position for many years. I am so thankful to Dave for the dedication he shows. Dave never misses a board meeting, always has a smile on his face, and has been a constant calming force on the board. Thank you Dave. I could not have done this without you. Dave is also a bit of a Chapter historian and along with Brian Morgan they can usually give us background on pretty much anything we need to know with regard to NJ Chapter. I'd be remiss if I didn't shout out Brian Morgan. I so much appreciate you attending the meetings and being an advocate for me over the years. Means more than you know!

Who next, but the money man! Ron Gemeinhardt has been a fabulous Treasurer for NJ Chapter. Also a thankless job, handling the finances for a Chapter as large as NJ is no small task. I and the board have worked with Ron continually to improve and stabilize the Chapter's financial position. I am proud to say that through his and the Board's efforts, our balance sheet is strong and the Chapter is on solid footing. Ron is a tireless advocate for fiscal responsibility and I am thankful for his counsel. Ron, I will miss working with you. Thank you for the great enthusiasm you show. Oh, and thanks for figuring out the dinner bill at all of the board meetings!

We've had many "members at large" over my term and it's hard to thank them all individually. To all of you who have served on our Board as members at large, thank you for your unique talents and contribution. Special thanks to Bob Isbitski, who has stepped up our game with regard to member recruitment in the past couple years. Bob is responsible for our presence at big events like BimmerFest East. We are seeing results. Thank you!

Last, but not least, let's talk about Driving Events. Neil Gambony has handled duties as Driving Events Chair and overseen a large and thriving program. We are truly blessed in our Chapter to have such a strong Driver School, Club Racing and Autocross program. NJ Chapter is one of the most active in the country with respect to these events. Thanks again to Jeff White
(Continued on Page 5)



Philes' Forum

By Vic Lucariello, Sr.

Hello, bimmerphiles! Here we are ending the 31st year of *Philes' Forum*! The first, introductory column appeared in the January, 1987 *Bulletin*, and the first regular column ran the following month. In that column I addressed questions about valve adjustment and oil-filter replacement by colleague and then-co-worker Paul Kujawski's E21 320i. I also had a tech tip regarding small stainless-steel-wire brushes that are useful in cleaning off the grunge on a drum-brake backing plate. [They also work very well for cleaning disc-brake-caliper slides.] Fast-forwarding to the present, this time out I have an item pertaining to valve-cover replacement on driver-school *padrone* Jeff White's E39 touring. This car has provided a veritable cornucopia of *Philes' Forum* fodder, so I hope Jeff and spouse Tricia keep it for a long time!

Jeff contacted me in a panic. He had been replacing the valve-cover gasket on the 2000 528it and he had been provided with the wrong torque spec for the 6-mm diameter valve-cover hold-down studs. Jeff had been given 18.5 lb-ft [about 25 newton-meters (n-m)], but this is the common spec for tightening an 8-mm stud or bolt, not a 6-mm [6 mm is about ¼ inch]. The usual spec for an M6 fastener is more like 8 lb-ft [about 11 n-m], so you might predict what happened: one of the hold-down studs broke off.

Jeff was worried that the cylinder head would need to be removed in order for the failed stud to be replaced, but luckily these particular studs not only screw into the head, but they have a nice hex-head boss right where the upper-stud portion meets the boss. Jeff was able to unscrew the broken stud and replace it with a new one from Bridgewater BMW. In replacing the stud, I suggested that Jeff clean out the threaded hole in the head and install the new stud with a bit of Loctite thread locker. This will minimize the possibility of the stud unscrewing the next time the valve-cover gasket is replaced.

I also suggested to Jeff that he replace all the "rubber" grommets under the valve-cover hold-down nuts, but as a regular reader of *Philes'* he already had done this.

While Jeff had things apart, he decided to replace the spark plugs, and he also had a question, this one posed *ahead* of time, about the recommended torque spec for the spark plugs and whether I recommended that anti-seize compound be put on the threads of the new plugs.

The torque-spec question was easy as all I had to do was consult BMW's service information to see that the recommended tightening torque for Jeff's application [14-mm-dia plugs] is 15-21 lb-ft [20-28 n-m]. I have been using 18 lb-ft [24 n-m] on unlubricated threads on new plugs for a long time, with nary a one loosening on its own or being particularly difficult to remove *provided it was not left in place for an extended period*.

The question about using anti-seize compound is difficult to answer unequivocally. Most modern spark plugs have plated-steel casings, while any BMW I have worked on over the last 40 years has had an aluminum-alloy head. While these differing metals in close contact under heat and pressure might present the classic case for the use of anti-seize compound, things are not quite so simple.

First of all, the major spark-plug manufacturers universally agree that they do not want *anything* put on the threads of their new spark plugs. Some manufacturers claim that their spark plugs are treated with a "special compound" that prevents seizure of the spark plug in the cylinder head. Others claim that the plating on their spark-plug casings obviates the need for any lubrication. Of these two claims, the second one seems more plausible to me.

Secondly, some professional technicians claim that if you use anti-seize compound on the plug threads, you will need to reduce the tightening torque in order not to over-tighten the plug. This makes perfect sense from an engineering point of view, but by *how much* do you reduce the torque spec? This can actually be calculated, but *really*...

Thirdly, some claim that using anti-seize compound on spark-plug threads has an effect on the effective heat-range of the plug. I am not sure about this one.

Finally, we have thus far been talking about the installation of *new* spark plugs. Suppose you remove your plugs for whatever reason, is the "special compound" still there for reinstallation?

This subject has been frequently debated on iATN [International Automobile Technicians' Network] and there are many differing opinions. Moreover, former *Motor Magazine* columnist Mike Dale, an electrical engineer, wrote a column on the subject. At the end of the column, Mike conceded that using a *bit* of anti-seize probably wouldn't hurt anything, and I tend to agree.

My advice is: In most cases, do not leave your spark plugs in for the interval recommended by BMW. For example, I had great success changing 100,000-mile-recommended plugs at around 70,000 miles. With this approach I did not put anything on the new plugs' threads and I had no problem removing them after 70k. Removing plugs after 100,000 miles or more is sometimes a different story.

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

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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NEIL R. GAMBONY

LA Chapter Sponsors BMW M-Club Day at Western VPC

By Matt Baratz

(The following is from Matt Baratz, NJ Chapter member who now resides in Southern California. JF)

Next to Chapter events and vehicle rebates, one of the best benefits of BMW CCA membership is its discount on products and services. The Club has negotiated many great offers, but perhaps the most is the 15 percent savings on programs at the BMW Performance Driving School. Few things beat driving fast and furious in BMW's cars using their tires, brakes and gas.

A few years ago, some chapter friends and I used the discount for a car control school and a two-day M-school at BMW's Performance Driving School in Greenville, South Carolina. Greenville is a mecca for all things BMW. We capped our studies in efficient dynamics with a visit to BMW's Zentrum and a tour of the factory. Our next field trip to Greenville will include a stop at the BMW CCA Foundation's museum, which is also very close to the School.

Recently, BMW opened a west coast Performance Driving School at the Thermal Club near Palm Springs, California. The Club is extraordinary with three beautiful tracks that can be connected to create a circuit that's more than five miles long. The School has its own sleek new building and dedicated training facilities



including an autocross track and skid pad.

Recently, BMW introduced a new program at the Performance Driving School to showcase its M cars and provide a special benefit to Club chapters. It's called an "M-Club Day" and a number of Chapters have already scheduled events. BMW offers

half-day, full-day and multi-day programs. A full day program is approximately \$750 and is equivalent to a one-day M-School, but at less than half the cost.

Like M-School, half-day program attendees are divided into groups and rotate among four events in the morning. Full day program attendees rotate through another four events in the afternoon and multi-day programs include both more track-time and more events. All programs culminate in instructor hot laps.

I recently attended the Los Angeles chapter's M-Club Day at BMW's west coast facility in Thermal, California. LA's M-Club Day was part of a weekend of activities in nearby Palm Springs, which included drives, dinners and both full and half-day programs at the BMW Performance Driving School.

Our morning activities included practicing autocross laps in M2s, drifting the School's wet, polished concrete skid pad and down and back drag racing in M3s, and perfecting autocross corners in M4s.



After a gourmet catered lunch in BMW's café that overlooks the Thermal Club and the Coachella valley, we adjourned to timed autocross laps in M2s, a rat race around the now dry polished concrete skid pad, laps around the Thermal Club's Desert Palm circuit in M3s, and all-out autocross circuits in M4s. The day ended with instructor hot laps that magically converted lateral Gs and tire smoke into big smiles.

Chapters are now booking M-Club Days at both the east and west coast Schools. They are a terrific value and a great way to spend the day with fellow Club members and enthusiasts. M-Club Days sell out quickly so don't hesitate to sign up if you are interested in attending one.

President's Corner (Continued from Page 3)

and Ross Karlin, our Driver School Chair and Race Chair respectively. Thank you Jamie Kavalieros, Mark Mallory, and all the other volunteers who make our Driver Schools and Club Races run smoothly. Thank you Barry Stevens and Blake Smith for your work as Chief Instructor over the years. Thank you Vic Lucariello Sr. for the indelible mark you left on NJ Chapter Driver School Tech. We miss you! Thank you Warren Brown for stepping in to fill Vic's shoes and thank you to the countless tech workers who brave early mornings and cold temps to keep our events safe. Thank you Elihu Savad and your band of Autocross volunteers who soldier on, despite fewer lots and fewer dates. You ALL make tough jobs look easy.

I am sure I have forgotten someone, that is inevitable when you have so many great people surrounding you. Please know that if I did miss you it's not a conscious omission, and I am so very grateful for everyone's dedication to our mission over the years.

A very special thank you to my amazing wife Sharon for her advice, support, and often times, tough love when it comes to

BMW-related activities. Sharon also was a huge contributor to our Oktoberfest in 2015. Thanks for joining me on this crazy ride. I love you.

Well, that leaves only one last "Thank you" and that's to all of you. I am grateful for the opportunity to serve you as President of the NJ Chapter. It is an honor I will cherish and reflect on proudly for the rest of my life. I promise I am leaving you in capable hands. As always, if you need anything, please don't hesitate to reach out. Have a wonderful holiday season and New Year.

See you at the track!



Event Report: BMW and NASCAR at Thunderbolt

By Ross Karlin

September racing in New Jersey had some special excitement. BMW Club Racing participated as a support race for the NASCAR K & N Pro Series East JustDrive 125 at New Jersey Motorsports Park's Thunderbolt Raceway on Sep. 16-17.

For the second year, Club Racing split the track time with the big machines of this NASCAR feeder series. This was a rare and special opportunity for our racers to run at a spectator event, with large crowds checking out the cars in the paddock throughout the day, including many club members who came down for this very special event. Race fans admired the BMWs, asked about the cars and the people and took lots of photos. Kids were especially excited to be up close, some getting an opportunity to sit in our racers' cars and showing big smiles for pictures.

The feature race was scheduled shortly before the NASCAR race, so our field of 31 cars took the green flag in front of thousands of cheering fans. The racing did not disappoint, as there were several close races among different clusters of cars, with a mixture of classes.

In Saturday's feature Todd Brown took his familiar lead in his C-Mod E46 M3, maintaining it comfortably until taking the checker. Following behind him were the E36 M3s of C-Mod runner-up Jeff Bruce, I-Prepared winner David Leblanc, and IP runner-up Matt Noonan.

The crowd enjoyed seeing the wide variety of BMWs, from Wade Wilson's 2002 to Mark and Alex Zmiewski's M235i factory-built racecar. Added into the mix was Club member Frank Celenza's Porsche Spec Boxster, racing with us for the second time.

Sunday was much quieter, with the K & N cars having left Saturday night, off to their next venue. Quieter, maybe, but no less busy, with two races scheduled.

The first race on Sunday featured three IP cars on the podium: David Leblanc took the checker, followed by Chad Waddell (E36 M3) and Matt Noonan. They were followed by Shaun McKenzie (CM E46 M3) and B-Modified winner Bob Solomon (E92 M3).

The same three IP cars led the pack in the second sprint of the day. Leblanc was first again, with Noonan second and Waddell third. McKenzie was fourth overall and first in C-Mod, followed by Greg Teese (IP E36 M3) and H-Prepared winner David Guida (E46 M3).

This was the third race of the season hosted by the New Jersey Chapter. Many thanks to the racers who participated. A special thanks to the stewards and all the volunteers who helped put these events together and to VAC Motorsports for event sponsorship. Kent Williamson was competition steward, Mark Connelly was tech steward, and Larry Fletcher was timing and scoring steward.

2016 New Jersey Chapter Financial Statement

Prepared by Ronald Gemeinhardt on 10 May 2017

Balance Sheet

<u>Assets</u>	
Cash in Bank Accounts	87,828.68
Inventory	0.00
Equipment	0.00
Accounts Receivable	0.00
Prepaid Expenses/Deposits	21,377.50
Other	0.00
Total Assets	\$109,206.18
<u>Liabilities & Equity</u>	
Accounts Payable	0.00
Other	0.00
Equity/Retained Earnings	109,206.18
Total Liabilities & Equity	\$109,206.18

**BMW Car Club
of America
New Jersey Chapter**



Income Statement

<u>Income</u>		<u>Misc./Other Income</u>	
Membership Dues	35,596.95	Cash donations to charity	3,875.00
Rebates from National	0.00	Street Survival Rebates/CCC	4,172.92
Advertising Revenue	7,914.00		
Driving School Fees	145,095.20		
Autocross Fees	6,010.00		
Other Event Fees	6,415.00		
Merchandise Sales	0.00		
Interest	16.02		
Misc./Other	8,047.92		
Total Income	\$209,095.09	Total	\$8,047.92
<u>Expenses</u>		<u>Misc./Other expense</u>	
Newsletter Costs	19,102.56	Street Survival/CCC	2,831.71
Postage	396.00	Instructors seminar	648.65
Insurance	539.81	Charitable donations	9,390.00
Driving School Expenses	139,101.20	Income tax	550.18
Autocross Expenses	9,855.12	New member expenses	1,579.55
Meeting Expenses	2,257.16	Web site & electronic media	153.99
Other Event Expenses	10,161.27	Oktoberfest 2015	3,000.00
Telephone Expenses	527.01	Bank fees & Other	437.58
Misc./Other	18,591.66		
Total Expenses	\$200,531.79	Total	\$18,591.66
Net Income (Loss)	\$8,563.30		

Circle BMW Oktoberfest

Photos by Colin Vozech



Rather looks like an Mfest



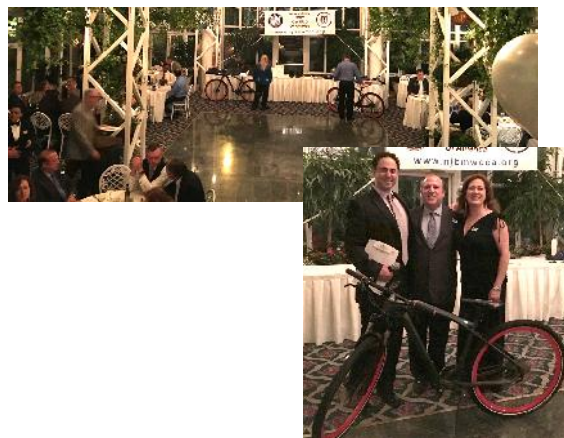
This Was the Year That Was

Club members went to the Rolex 24 at Daytona and saw the BMW Factory Team.



Photo by Larry Engel

We held our annual Banquet and the silent auction.



Photos by Paul Ngai

We went autocrossing.



We raised money for the Westlake School.



We watched club races.



Photos by Brian Morgan



This Was the Year That Was

We went to the BMW NA-sponsored E30 M3 Sigfest where (l to r) Elihu and Ross won awards.



We went to driver schools where it wasn't always about driving. It was also about schooling and friends.

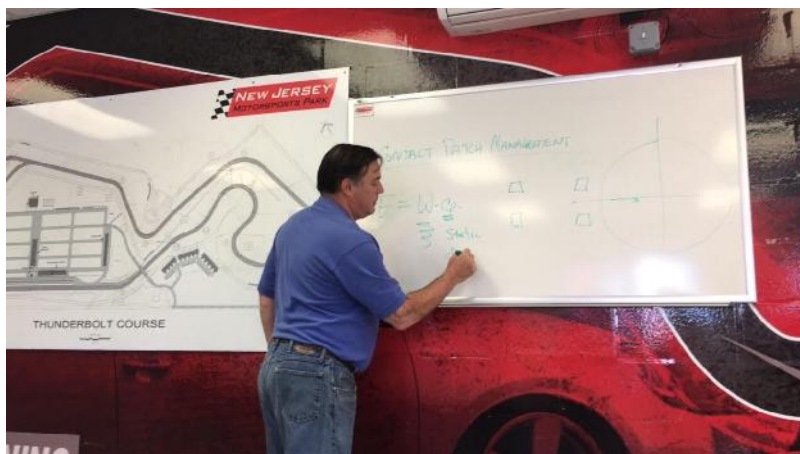


Photo by Thomas Lawrowski



Photo by Neil Gambony

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Initial Ramblings

By JT Burkard

The Mysteries of BMW

Something happened that I can't explain. Paranormal events? Aliens? How were the Great Pyramids built? Does the Money Pit on Oak Island still contain treasure? Is there such a thing as Government Intelligence? Why did Elvis Presley's 1958 BMW 507 have a horrendously hard life before it was rediscovered? Ponderous questions I know, but something even more perplexing happened that I simply don't have an answer for.

It was a warm summer day. The squirrels were gathering acorns. A light breeze was in the air. It was the perfect day to clean some cars. I jumped into our E21 to move it into the car washing position at the house so I could bathe it. I turned the key and nothing; the battery was dead. Not an uncommon occurrence. I originally thought the 1986-era Blaupunkt stereo was the cause of the drain so I disconnected the power to it. Apparently something else was causing a draw. I will most likely install a battery cut-off terminal, as soon as I find where I put it in the garage of plenty. This time though, it was the hazard switch. A familiar flaw for E21s. The red hazard button has a small pin holding it in. After time, it will bend ever so slightly, releasing the button and engaging the hazard lights. Apparently they went all night and this was enough to drain the battery fully. I removed the switch so I could take it apart to repair it.

I took my jump box and fired it up. As I depressed the brake pedal, it went right to the floor. It had as much resistance as that forgotten eggplant left in the corner of the refrigerator for 3 months. Not that I know anything about that. I found this very odd because I had just driven the car within the last 2 weeks, so I was surprised it failed just sitting there. I remembered the master cylinder and rear wheel cylinders were replaced within the first two years of ownership. But that still was about 13-14 years ago. I opened the cap on the reservoir and the brake fluid had all escaped leaving a dry void in its place. I topped it off and tried to see if there were any leaks. It remained drier than comedian Steven Wright's delivery. It is a 40 year old car, so anything can happen. I figured maybe a brake line rusted out and finally failed. Perhaps in the next day or so, something will start dripping. I parked the car until I had the time to address the issue.

Let's jump ahead to a week before Halloween. A good friend of mine had his lift open and I had to trailer the BMW up to his shop. I hate having our 320i on the trailer because it means something is wrong. It's only been on the trailer 4 times. The day I bought it and took it home. The Chapter's summer rally where it failed to start as we were about to depart. Another time when the transmission started slipping and I had to drop it off to the transmission shop, and finally this day. The day before I was to bring it up, I topped off the brake fluid again and pumped the brakes a bunch of times to see if I got any pedal. Nothing, not even the slightest bit of resistance. Like that eggplant. The following morning I prepared the trailer for loading, hop in the E21 and drive it onto the trailer. Strange thing, I had a hint of brake pressure at the very bottom of the pedal stroke. That's odd, but then again I did top off the fluid. Some of it could have flowed back into the lines just enough so it would stop itself at a crawl. I wouldn't trust it to drive down the street though.

When I arrived at my buddies place, I slid in to roll it off the trailer, using the hand brake to stop it. I pressed the brake pedal, which was now hard, like it's supposed to be. Well, that's just odd. I cautiously got it off the trailer and what do you know? The brake isn't fading, and it is stopping perfectly. I pressed really hard and again, no brake fade. I get out and look on the trailer to see if there was anything leaking. It was all dry.

This can't be. A self-healing car? That's absurd. I had a "Christine" movie flashback where Arnie was standing in front of his 58 Fury saying "show me".

We got it up in the air on his lift and started inspecting everything. There were no leaks for moisture around the master cylinder. There was slight dampness around the proportioning valve but no actual drips or any signs of recent leakage. We traced the lines, hard and rubber. We inspected the calipers and wheel cylinders. Not a sign of any brake fluid leakage at all. This is some sort of wizardry. After an hour of head scratching, mild cursing, and an impromptu inspection of the exhaust system resulting in discovering some small rusty cracks and holes in the pipes, we concluded that either some seal was dried up from lack of use and the fresh fluid got everything soft again or maybe the fluid loss was occurring between the master and the brake booster and it was gathering in the chamber. Without definitive proof of where the liquid was going, I conceded to watching the levels and look for any signs of future leakage. In all my years as a semi-professional, half-assed backyard mechanic, I have never seen or heard of anything like this.

As of the time of this writing, the brakes are still rock solid and the car stops perfectly. The fluid level is holding steady and nothing is leaking. Did I just stumble across the Bimmer fountain of youth where all issues resolve themselves? Perhaps there was an extraterrestrial intervention when I wasn't looking? If I leave it alone, will the exhaust leaks fix themselves as well? Probably not. I really don't know why just topping off the reservoir without bleeding the system the brakes are now cured. Some mysteries may never be solved. [Time to call Vic Lucariello, Sr. - JF]

Now if you will excuse me, I have some produce to buy and leave to ferment.

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to jtburkard@comcast.net



Freude am Fahren - mit Freunden

By Jeff White

For those of you who read this column you know that it generally recounts our just transpired track events and looks to the next round. I'll do that briefly but then there is something else I want to discuss. So, our return as a support race to the NASCAR K&N series at Thunderbolt on Sep. 16-17 was a tremendous success - actual paying fans to watch us race - followed by a Sunday session with racing and a special driver school for Advanced Solo students. Look for Ross Karlin's report in this issue. Our season-ending weekend driver school on the Shenandoah circuit at Summit Point Motorsports Park on Oct. 7-8 reinforced the fun and value of learning to drive this track. A day in the sun and, matching the rest of the season, a day in the wet. This is always the perfect track on which to end the year - plenty of interaction among the attendees and great times. If you haven't experienced this track, you owe it to yourself to try next season.

Now, to the title above. Freude am Fahren is a phrase that BMW has used in its marketing materials for many years. While the translation is imperfect, let me use "Joy of Driving" for what I want to discuss. It is this joy that prompted each of us to take the plunge and join the Club. Whether it is the joy of feeling connected to a machine, the joy of driving up a rural winding road while the sunlight streams through the bright yellow and orange leaves of fall like a soft-focus Hallmark Channel movie, the joy of putting the top down on the convertible on a summer's night and enjoying the warm air and the stars or the very basic joy of driving your family in a vehicle that you know will keep you safe and give you the capabilities to help avoid an accident. We all share and celebrate this joy.

There is no shortage of written words in which driving is nominally involved - think of Travels with Charley by John Steinbeck, Blue Highways by William Least Heat Moon and countless others. However, these works are generally solitary journeys in which the driving is merely a means to an end. In some, the author is searching for America, as if it had somehow become lost (perhaps in Middle Earth with the Entwives), rather than admitting it is the author who is lost. Others are an existential journey to find one's self by slowing down and actually talking with and listening to people met along the way (a worthy goal but not really about driving). Ross Bentley, Carl Lopez and Mark Donohue have each written (and, in some cases, continue to write) about how to become a better race driver but these works focus on the mechanics, physics, physiology and psychology of driving. In racing, the joy comes with winning not the driving *per se*. However, we are a club. We belong to a club because we enjoy doing things and conversing with other enthusiasts - this is a shared activity and the pleasure of these activities is enhanced by sharing with others (the "Hermit Club" never really caught on). What makes social media powerful is sharing your experience with others, sometimes over great distances, but what makes our club meaningful is that we share experiences together, in person, side by side. As Jeff Caldwell and JT Burkard wrote in the last issue, we join for the cars but we stay for the people.

This brings me to the full title above - Freude am Fahren mit Freunden: Joy of Driving with Friends. This is what we as a club are all about. Much of what I have written about over the years has been about driver schools. I attended my first driver school event as a spectator in June of 1999 at Lime Rock Park- the annual club race and driver school. I watched Ross Karlin, Gary Bossert and Don Salama battle on the race track and then walked around the paddock where Vic Lucariello saw me and said "Hey, let's get you a helmet and go for a ride with an instructor." Before I knew it, I was belted in next to Wade "Cold Trail" Wilson, taking corners at speeds I did not believe to be possible. Wade kept asking me if I was ok, because I wasn't talking, and the truth was I was having so much fun and trying to absorb what

was going on, I wasn't able to speak. I got out of the car and had a grin that didn't go away the rest of the day. Deb Kolar convinced me to stay for the BBQ; I won a shirt as a door prize. I knew immediately that this was something I wanted to do more of and these were the people I wanted to do it with. By August I was enrolled in the Summit Point school and then in September back at Lime Rock. I was hooked.

There is no doubt that there is joy in driving your car at the track as you challenge yourself and begin to fully appreciate how truly capable your BMW is. It is both rewarding and exhilarating as you improve the smoothness of your braking, master heel and toe down-shifting, trail brake as you hit the apex perfectly and get on the power as you unwind the wheel. Doing it turn after turn and lap after lap is not boring because there is always something to improve and something more to enjoy. Importantly however, this joy is magnified when you share it with others. Maybe it is when our dear friend Geoff Atkinson is sitting in the right seat at Shenandoah and says "there's something I want you to try on this next turn" and then when you do it, you magically execute the turn better and in your E30 you pull away from the E36 M3 behind you to a chorus of "Yeah baby!". Maybe it is when you're at Lime Rock and Vic Sr. is in the right seat and guides you through taking the turn onto the main straight off the downhill without touching your brakes (that was a "pucker" moment!) and then whooping it up down the main straight. Maybe it is when Barry Stevens is taking some laps with you on Shenandoah in the Mini and you're both laughing as the car goes exactly where it is pointed, and catches M4s in the turns. Maybe it is when you're sitting in the paddock with your friends talking about a particular turn and you mention a little something that you do and then after the next run group that friend comes back equally thrilled that your suggestion worked. And maybe it is when you're not driving at all but are sitting in the right seat helping a new student discover a whole new world and seeing that same grin that you had at your first school.

The joy that comes with driver schools comes in the quiet moments too. It's when you leave the hotel with Mark Derienzo in a mini-caravan for the track and pass the manicured lawns and picture postcard New England colonial homes in northern Connecticut, pass through the wooden gates and over the bridge at Lime Rock where driver schools started in 1974 and then roll down the hill into the paddock and see the clouds still in the tops of the hills surrounding the track. You look around and everyone agrees this is going to be a great day. It's when you drive the local roads in Watkins Glen then up to the track and get out of your car looking over Seneca Lake and think about all the great races and drivers who have been here before. So, in your momentary fantasy, you happen to be at a track or at the bar in the Seneca Lodge and meet Mario Andretti or Jackie Stewart, and you talk to them about driving the Glen and what F1 was really like back in the day. It's when you get the chance at NJMP to sit in the paddock and talk to a first-time student who just happens to be a combat pilot, test pilot, and two-time pilot of the space shuttle and wanted to give driver schools a try now that he's retired. It's when you and Warren Brown leave the hotel in West Virginia, drive past the old hewn log homes in Middleway, through the rolling countryside where George Washington's brother was a surveyor, past the small farms with sleeping cows and apple orchards and into the paddock at Summit Point remembering that Paul Newman raced SCCA here. Then, at the end of the day, after the barbeque (you shouldn't have had that second helping of brisket), you walk back into the woods and enter the modern version of a Civil War encampment, pull up a chair under a tent with the campers and tell stories.

The joy of driving with friends (and family) comes off the track
(Continued on Page 13)

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Freude am Fahren - mit Freunden

(Continued from Page 12)

as well. If you ever have the chance to take delivery of your BMW in Munich, then do so. It is pure joy to climb into your car at the delivery center and start out on the roads across Germany. Whether you drive through medieval cities like Regensburg, past castles in the countryside, take laps on "the Ring" or find your way on the winding back roads of the Black Forest, you get the chance to understand the heritage behind your car and understand the passion of the engineers to build a machine that connects you to the full experience of driving. The joy also comes from climbing into your good friend Larry Engel's M235ic on a cold, early morning in January, turning the car south and heading down I-95 past Baltimore harbor, around the beltway of Washington DC (while hoping that dysfunction is not contagious), through the grand old city of Richmond with its complicated role in US history, down through North Carolina and into the low country of swamps and palmetto palms of South Carolina. After a stop for dinner at an odd seafood restaurant (and a memorable waiter) across from the hotel, the morning brings sunshine and open road down through the pine trees of Georgia, past the new economy and glistening towers of Jacksonville then finally turning onto International Speedway Boulevard where the top comes down and we both feel alive with sunshine on our faces and the wind through our receding hair. We turn into Daytona, pass through the tunnel, marvel at the banking (how do cars not fall off?) and then greet Sharon and Jeff Caldwell (among others) in the paddock and find it to be completely normal to once again be among fellow club members a thousand miles from home together watching a 24-hour race. Sometimes the road is anything but joyous but when you are headed to an afternoon game Yankee Stadium with Ross Karlin, it's the company and the occasion that matters and you count the little victory of avoiding traffic by clever use of streets in

Manhattan. Similarly, the joy of the drive can be packing the dogs in the car with Trisha, the person who has shared and humored my automotive obsession with more support than I deserve, and heading north up the NY Thruway through the gentle mountains of Adirondack Park, realizing that sometimes a road trip includes water passage via ferry and then a drive into the White Mountains ending at a summer cabin of a friend overlooking Lake Champlain. Yes, joy can be either exhilarating or quiet and equally satisfying.

I am sure that each of you has your own magical memories of drives shared with friends and family. I am equally sure that the memory is all the more vivid because of who it was shared with. The point is that we don't need existential journeys to find ourselves; we are blessed with a group of like-minded friends and family who are on the journey with us. We don't care about political, religious, occupational or any other affiliation, we are here to share the Joy of Driving with each other.

This is my final article as the Driver School Chair - Jamie Kavalieros is taking over the reins next year and will provide much needed fresh vision to our programs. You will still see me at the track and I will stay involved with our instructor training program. If our editor needs some content and I have something worth writing about, then perhaps another submission is in the future. Let me close with words I used at the end of each driver's meeting: be smooth, be safe, have fun and embrace Freude am Fahren mit Freunden.

See you at the track,

Jeff White

Welcome New Members

Eden Abrahamian	Manouri Dias	Joachim Heppner	Sean McGowan	Catherine Schenone	Nancy Ward
Joseph Aiello	Nalaka Dias	Marie Humenik	Barbara Merz	Daniel Scholz	Rashad Watson
Mark Aikins	Chris Dobre	Nhut Huynh	John Merz	Laszlo Sebo	Sara Wichtendahl
Mohammed Ali	John Driesse	Ali Jaffari	Joseph Miranda	Jimmy Segreto	Edmund Wong
Lawrence Aronson	Mike Dubovsky	L. Justry	Lisa Morgado	Dr. Daniel Seigerman	Patryk Wysocki
Parker Aukakmp	Kevin Dumont	Lilly-Anne Kalderen	Mike Morgado	Genc Selimi	Robert Yeung
David Ayres	Marlin Easter	Zibi Kaminski	Nicholas Newman	Ashley Sersen	Taylor Youngblood
Jeb Bailey	Ken Ernsting	William Karafel	Scott Nibbling	Kiana Severe	Afrim Zeka
Amanda Barbosa	Christopher Escue	Ji Rook Kim	Anthony Nicoli	David Shin	Andrzej Zielinski
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Jeff Behson	Jeffery Fiedler	Alex Kingsley	Kelsey O'Connor	Greg Sowa	
Alex Bernardini	Charles Fink	Shawn Kollmer	Peter Olnowich	Adam Stonier	
Richie Bocanegra	Dustin Fleischer	Tyler Kudrick	Vsevolod Onyshkevych	Glenn Swinson	
Richie Bocanegra	Diego Fonseca	Nicole Lachowicz	Lourdes Sydney Otis	Yazin Tadmuri	
Laura Boden	Michael Foreman	Thomas Lachowicz	Richard Palmadesso	Gore Temelkoski	
Janet Brice	Ralph Friedman	John Leatherdale	Michael Perrino	Arthur Tinkelenberg	
James Cathers	Ricardo Ganda	Michael Lee	Christian Pinedo	Michael Tomon	
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Praveen Chilumula	Michael Giambattista	Robert Levy	Pablo Rancier	Joe Van Mater	
Robert Chrzanowski	David Goldschmitt	Daniel Lin	Linda Rannavang	Alex Vassilowitch	
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Katarina Cvetkovic	Abraham Han	Nick Mates	Arthur Saul	Lukasz Wabia	
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NJ CHAPTER CALENDAR

Check our website for upcoming meetings and our annual banquet.

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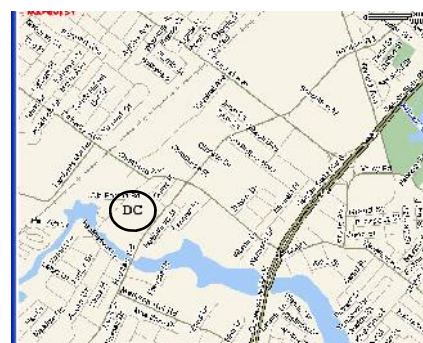
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The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date and/or location. Please check the calendar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

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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:

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