



New Jersey Bulletin

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NJ Chapter Members at Oktoberfest



2002s as far as the eye could see.
Photo by Jon Trudel



Million Dollar View - BMW 507s - Photo by Larry Engel

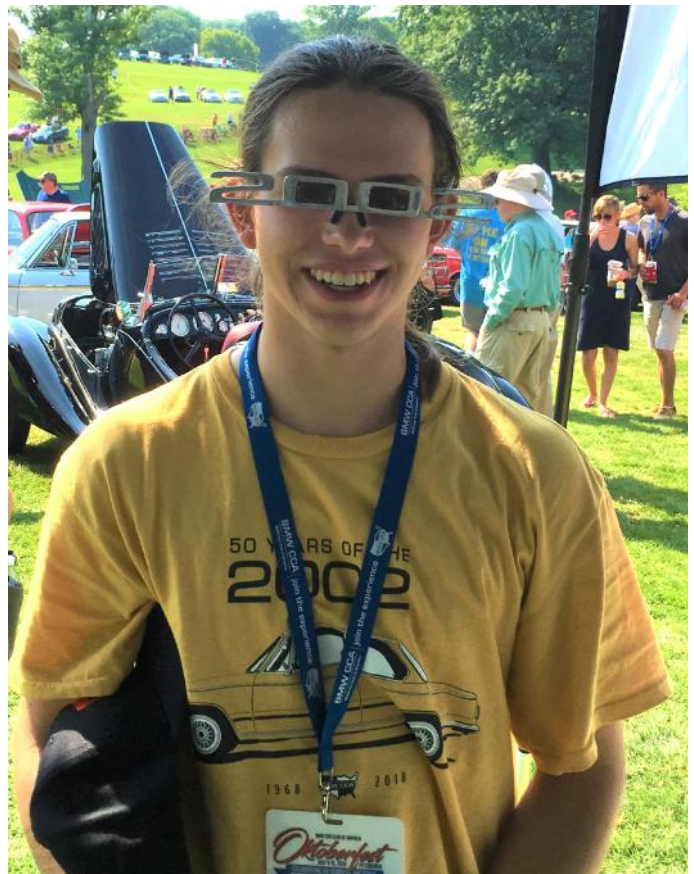
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More Oktoberfest



You Might Be a 2002 Fanatic If...
Photo by Jon Trudel

Our Kind of Traffic Jam
Photo by Jon Trudel



President's Corner



By Neil Gambony

One of the events that our Chapter does every year that you haven't heard much about lately has been the Tire Rack Street Survival (TRSS) School program. For those of you unfamiliar with the Street Survival program, it's the car control school for drivers 16-21 years of age. Yes, we put it on the schedule, lately two a year, when registration opens for it, it gets listed on the Street Survival website and in about a week's time we have 32 students and just as many more on a waitlist. The word is on the street about this program and it is selling itself. Yes, the pun was intended.

The program is funded through the BMW CCA Foundation which is a 501 (3) (C) corporation which allows children of non-Club members to attend. The Foundation has had the Tire Rack as their main sponsor since 2006 which has helped bring the program to BMW CCA Chapters, the SCCA, the Porsche Club of America and several other motorsports organizations. I want to give you some information about the Foundation but want to cover something of more significance first.

The TRSS for the NJ Chapter has been organized by none other than former Chapter President Larry Engel since 2009. Larry took over the reins of the TRSS from past President David Finch who had spearheaded the program since its inception in 2005. Congratulations are in order to Larry who has been honored by the Foundation for the year 2017 with the Tire Rack Street Survival Circle of Excellence Award in the category of "Organization Volunteer/Instructor of the Year, BMW Car Club of America". Larry is currently in the organizational stages of the Chapter's 23rd TRSS School to be held in September.

Larry spends a lot of time fine-tuning the Schools; each one is a little different from the previous one either through an idea that he has or from a directive from the Driving Events coordinator of the Foundation. He is always the first one at the gate in the morning and is the last one to leave making it a very long day for him, not mentioning any of the other time he spends beforehand with assigning students with instructors and staff with assignments. He even makes it to the course a few days beforehand to mark the pavement with chalk.

Now before I go any further, I must also recognize the myriad of volunteers from not only our Chapter but from adjoining Chapters, the men and women who tirelessly sign up for either instructing or running the course exercises so they can run efficiently. For that you have my deepest gratitude.

Now about the Foundation. It was formed in 2002 by the BMW CCA. It currently has 3 initiatives; the first is the Street Survival School program. They reached the milestone of their 1000th school in October 2017 and have educated close to 23,000 students. The second initiative is for their Library; Archive and Museum. The Foundation has both BMW-related and BMW CCA information to be kept safe for the future. It is also accessible to members. Do you have an older project that you are working on that you may need some information on? There may be information in the Archive that can help. The Museum currently has on display the ICON exhibit of the 2002, currently 28 vehicles, each with their own unique background story. They will be on display there until January 2019. Their third initiative is the Conservation and Preservation Program. There are currently 50,000 pieces in their possession, all in different stages of condition, and each as equally important.

The Foundation's Museum and Archive is located in Greer, South Carolina; directly next door to the BMW Performance Center and across the street from the BMW plant. They are open to the public and to Club members for a nominal access fee which helps to keep them going. Since they are a 501(3) (C) corporation, any additional donation would be tax deductible. You can find out more about the Foundation at www.bmwccafoundation.org.

An upcoming NJ BMW CCA event will be right in the area of the Factory, the Foundation and the Performance center; this is going to be a one-day M School at the BMW Performance Center on Saturday October 27. The Performance Center has been making arrangements for BMW CCA Chapters to use their facility at one half of their normal rate providing the Club fills the school for the day. You will get to drive several of the BMW M cars they have available there including the new M5. The cost for the School is \$750 which includes a lunch and some giveaway items at the end of the day although I doubt any of them will be the M cars used at the School.

Arrangements have been made to view the Foundation's Museum on Friday evening as well as a dinner at the Blue Ridge Brewing Company on Saturday night; these events are not inclusive of the registration cost. Information on registering for the School can be found at www.motorsport.reg under the BMW Performance Center category. You can also find hotel information there. Should this event be a success, we will definitely try to repeat it next year.

Another event you should mark your calendars for this year is the Whack Your Turkey (WYT) Rally; traditionally held the Sunday before Thanksgiving. This year the date for the Rally is Sunday November 18th. The WYT Rally is intended to be something the whole family can enjoy. There is a starting point where we congregate, hopefully in a parking lot close to where you could have coffee and donuts before heading out on about a 3 hour ride that ends somewhere for lunch.

I had the honor of being the Rallymeister last year, setting up the course on some of my favorite roads in central NJ. Being a contractor and not working in the same place all the time I get to travel the back roads where I happen to stumble upon some terrific roads either for scenery or the challenge of the road itself. It also helps if there are great landmarks that can be used for clues. It took a small team to put the event together and I am grateful to those that volunteered to help me especially with the scoring. The biggest reward for me was receiving thanks from participants afterwards telling me how much they enjoyed the rally.

This year's Rally will once again benefit the food bank of NORWESCAP (Northwest NJ Community Action Partnership); they distribute 2 million pounds of food annually to over 120 pantries, shelters, soup kitchens, senior and child care centers in Hunterdon, Sussex, and Warren counties. Last year the Chapter donated \$1000 to them and helped to provide 1400 pounds of food. Thanks to all the participants who gave generously for this cause last year. Information about the Rally will be on the Website soon as well as being sent in an e-blast to you.

It's the time of year again when we are getting ready for the election of Club officers, which is held at the December meeting in conjunction with the Pinewood Derby. If you have the time and desire to help in the organizing of the Club, please consider running for a position. The positions available are: President, Vice-President, Secretary, Treasurer, Driving Events Chairperson, Social Chairperson, and 2 Member-at-Large spots. If you have any questions regarding the duties of each position please contact me and I will give you a description of what is involved. Should you want to run for a position please contact the Club's Secretary David Allaway at david@allaway.us and indicate what position you are running for.

Regards to all.

Neil

neilgambony@njbmwcca.org



Coolant Schmoolant

Hello bimmerphiles! This time out I would like to talk a bit about that often neglected fluid inside your Bimmer's radiator and engine: the coolant.

When I got my first gas-station job, uh, some years ago, so-called "permanent" coolant [AKA: antifreeze] was a relatively new thing, and the old non-permanent coolant was still available. At the time, "permanent" coolant denoted a coolant that could be left in service year-round. It did not denote a "lifetime" coolant or "long-life" coolant. One brand's non-permanent stuff was Zerone while their new-fangled permanent stuff was Zerex, which is still available today from Ashland Oil [Valvoline].

In addition to providing freeze protection, coolant must also provide corrosion protection. Most permanent coolant is based on ethylene glycol, which provides great freeze protection - [-34 F] when mixed 50/50 with water - but little or no corrosion protection. The corrosion protection is provided by the additives in the base ethylene glycol stock.

Prior to the advent of permanent coolant, each Fall one would have to drain the cooling system of its water [with "rust inhibitor" added for corrosion protection], and fill the system with Zerone, or the equivalent in another brand. Then in the Spring, the Zerone would be drained, the system flushed, and water/rust inhibitor reinstalled for the warm weather. [If the non-permanent coolant was left in for the warm weather, it would boil out of the non-pressurized cooling systems of the day.] This was one of the first auto-repair jobs I did with my Dad on our 1951 Chevy, as prescribed in the owner manual, which I still have.

Dad taught me that, in addition to draining the radiator, we needed to remove the drain plug on the block as well. He also taught me that the pipe-thread drain plug could be replaced with a petcock so that future drains would be easier. Every car I have ever owned that had pipe-thread block-drain plugs received this modification. Thanks, Dad.

In those days, and for decades afterwards, there was really only one type of permanent coolant, and it could be used in virtually any car or truck. I recall pallets of it being delivered to the gas station each Fall. Even though the permanent coolant did not *need* to be replaced annually or semi-annually, we did so for quite a few years. In today's auto-repair-industry patois, this would be called "wallet flushing". In defense of that decades-ago practice, the owner manual for Dad's 1961 Comet, which came equipped with permanent coolant, does prescribe annual coolant changes. The manual also makes the distinction between permanent and non-permanent "antifreeze", even by 1961. Auto-repair-industry consensus is that, while traditional permanent coolant provides good corrosion protection, its service life is limited to a couple years, after which the corrosion inhibitors have become depleted.

Circa 1996, General Motors introduced its Dex-Cool coolant formulation, which is a long-life, say 5 years, ethylene glycol coolant with a significantly different additive package than traditional permanent coolant. It is also repair-industry consensus that one does NOT want to mix traditional coolant with Dex-Cool. The resulting goo is dubbed by some as "Death-Cool". This is NOT a fault of GM or Dex-Cool. Rather, it is the fault of ignorant installers, professional or otherwise.

Other vehicle manufacturers adopted their own versions of long-life coolant, each differing significantly, in terms of additives, from Dex-Cool and traditional permanent coolant. [See Photo #1 for what I use in my shop.] The automotive aftermarket followed suit with their own offerings, SOME of which have specific auto-manufacturer approval. Dex-Cool, other long-life ethylene glycol coolants, and traditional permanent coolant fall into about six major types, some of which overlap. It is a source of great confusion among

professional auto technicians, and the subject of debate on professional forums such as iATN, the International Automobile Technicians Network.



Photo #1: Coolants Used in Shop

BMW has for years had their proprietary version of long-life coolant, and I have used it for years with success. Several aftermarket coolant manufacturers offer coolants that THEY RECOMMEND for BMWs, but I know of no such manufacturer that advertises that their coolant is APPROVED by BMW. [If you know of any, please advise.] This is a significant distinction that you need to be aware of when choosing coolants and motor oils. "Recommended For" and "Approved by [auto manufacturer]" are not the same.

On the other hand, aftermarket companies such as Ashland Oil/Valvoline and Pentosin expend significant resources developing coolant-additive packages to satisfy the major coolant types used today. So I don't think these companies, with inveterate reputations to uphold, would cavalierly recommend coolant for use in a particular vehicle marque. Both companies offer coolants that they recommend for use in BMWs.

Mixing any full-strength ethylene glycol coolant with water in a 50/50 ratio will result in a freeze point of about -34 F. You may say, "Hey, it doesn't get anywhere near that cold here, so why do I need to use that much coolant?". The answer is that diluting the coolant with more than 50% water will raise the freeze point, but it will also dilute the additive package, which is designed for a 50% dilution. Diluting the additive package will shorten the life of the coolant. You can buy an inexpensive hydrometer which will tell you the approximate freeze point of your coolant. [See Photo #2.] You really should keep the concentration around 50%, preferably a bit higher



Photo #2: Hydrometer

(Continued on Page 5)

Monthly Meeting at Tyspeed

By JT Burkard

Those of us in Central Jersey do not have a lot of opportunities to participate in club events more local to us. When I saw the July meeting was being held at Tyspeed in Jackson, NJ I knew I had to make this event as it is only 20 minutes from my home. I was already familiar with Tyler Pappas before this meeting. Several years ago, I transported a vehicle to him for repair for a mutual customer and that was my first introduction to his shop, still in its infancy. Even back then I was intrigued with what was happening at this facility.

When I arrived for the event, I could already see some new faces I did not recognize. That's always a good sign when new members or at least members new to coming to an event, show up. As I walked into the shop, I was greeted by this glorious creation. Small, stout, sexy and muscular. An M2 race car! Even though there were other bimmers on display that they have built, I couldn't keep my eyes off of the M2. Everything about it seemed, well, perfect.

We started the meeting with some pizza, pasta and beverages graciously provided by the host. Then the usual announcements, items for sale and such. Finally, the main event began. Tyler started off by telling us he bought a 2017 M2 with only 10k miles on it, takes it to a track event and someone says to him "You know what you have to do with this? Turn it into a race car." Challenge accepted! Any normal person would just tear into a like-new, low mileage M2 and make it a dedicated track car within a week of owning it, right? This is not an ordinary club spec build. Oh no. Creating an M2 racer was mostly uncharted territory. It simply wasn't done before. There were no plans online. No spec sheets to follow. Nothing. This was a mountain to climb simply because it was there.

Well, Ty and his talented crew did just that. Out came the interior and a full Club Race Spec cage was custom made in house and was designed so perfectly, a piece of paper can't fit between the tubes and the body. The factory roof panel was removed and an RKP Carbon 2+2 carbon fiber roof installed. This by itself was a monumental task as I believe they said it was over 20 hours just to REMOVE the factory panel! Composite doors, hood and rear deck lid were designed and created just for this car and installed. These items were not available on the market for the M2 anywhere. The original glass was removed and Lexan front and side windows were created and installed. Tyspeed also custom designed and installed carbon fiber headlight blanks. The body mods go on from there.

One of the most impressive things that I took from the presentation

was the amount of wiring and programming that had to be figured out on this car. When you take an old E30 or E36 apart you have a minimal amount of computers to bypass. Well that's not the case with this M2. Tyspeed removed 13 ECU's from the car, thinned the factory wiring harness while leaving the I-drive, Drive Dynamics, and HVAC/Defrost operational! This was a monumental task. The car had over 300 trouble codes to try and bypass, eliminate and rectify so the car would even run. OVER 300!!! An outside computer programmer was sourced just to get everything working within itself. This was something I didn't even consider when I looked at this car in full race trim. I can't even imagine the amount of hours and frustration this took.

So you ask, what was done to the drivetrain and what kind of horsepower is this beast pushing out? How about 475 rear wheel horsepower and 500 rear wheel torque! A Pure Turbo stage 2 turbocharger was installed with a custom-built ram air system. Tyspeed fabricated a 3" oval side exiting exhaust. A CFS Racing 4-piece cooling kit was installed. Epic Motorsports did a custom tune on the car with a final dyno tuning performed by RK Tunes in Long Island. The transmission and rear were GTS flashed.

Holding this animal to the track requires some suspension and brake work. Stopping consists of StopTech 6-piston calipers up front and 4-pistons out back. Adjustable coilovers with camber plates help the suspension do its job. Bushings were replaced with poly units and spherical bearings. Dinan sway bars help the roll control. Finally, this thing has some steam rollers for tires: 275/35/18 Dot R radials mounted on 18x10 Apex Racing wheels taking up the front position and 285/30/18's on 18x10.5 wheels out back.

Unfortunately, I do not have the room to list all of the technical and mechanical upgrades that were done to this BMW. If you are interested in the full specs and modifications, just visit www.tyspeed.com, click on the Motorsport link and then the M2 build page. You really can't truly appreciate the car until you see it in person. Of course, driving it would be better.

It is truly amazing the struggles and huddles the Tyspeed team, Tyler, Jeff, Jeff and Drew, had to overcome to create such an incredible car. It put them into the limelight as a shop that can build anything, no matter what the obstacle. I look forward to the next time I visit their shop and hopefully they will consider another club meeting at their facility next year.

(See Photos on Page 9)

Philes' Forum

(Continued from Page 4)

than lower. For the more technical [anal?] among us, a refractometer will tell you the coolant concentration within a few percent.

If you have read this far, here are some suggested takeaways regarding coolant:

- If there is any doubt in your mind whether a particular aftermarket coolant is APPROVED by BMW, use BMW coolant. I do. It may cost a bit more than others, but so did your Bimmer.
- There is a nationally-known company that offers a single coolant that they claim is suitable for "all makes, all models". Given the wide variety of coolant formulations available today, I am quite skeptical of this claim.
- The color of a coolant is not a reliable predictor of its formulation.
- You DON'T want to mix coolants of differing formulations.
- Use distilled or deionized water for mixing with coolant.
- Get yourself an inexpensive coolant hydrometer to check your coolant level.

- If you have any doubt as to what coolant is in your Bimmer, have the system THOROUGHLY flushed [This takes hours, so be prepared] and refilled with BMW coolant and distilled water.
- Keep a container of BMW coolant mixed 50/50 with distilled or deionized water for topping-up use.
- Some coolants are available either concentrated or "pre-mixed". I recommend that you buy the concentrate and mix your own. You can check your work with your new hydrometer or refractometer.

If you found this column to be interesting, let me know and I will follow up with some coolant-flushing tips.

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 comments, tech tips, repair /maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

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Oktoberfest 2018

By Larry Engel

Another Oktoberfest is in the books and the 2018 version, which was held July 9-15 in Pittsburgh in conjunction with the Pittsburgh Vintage Grand Prix, was a fantastic event that featured many interesting cars, venues and activities. The fun actually started the previous weekend with club races and historic races at PittRace, so it was possible to spend a week and a half immersing yourself in BMW fun! One of the great things about O'fest is it's "scalability." You can attend the whole thing or only a portion and still have a great time! During the week over 1,300 club members from all over the country participated.

Pittsburgh has become a renaissance city with lots of things to do. Uniquely situated at the confluence of three rivers, many of the activities are centered on nautical themes. One of the featured O'fest dinners was a Gilligan's Island-themed riverboat cruise, and some of the costumes were over the top! Houston Chapter's Barry Norman won the prize for best costume as "Wrong Way Feldman" (remember him?) but former National President Scott Blazey was a dead ringer for the Skipper - and handed out business cards to complete the transformation.

The Concourse was held in front of Heinz Field, home of the Pittsburgh Steelers. Cars were positioned on the promenade between the river and the stadium - a great venue for a car show! In addition to three exceptionally rare 507s (you don't see that every day!), the event featured a wide variety of machinery from the 1930s to the modern day.

After three days of social events and seminars, the action moved back to nearby PittRace for track events on Thursday and Friday. This recently improved and beautiful facility was a great venue for the Driver School, Autocross, Michelin Driving Experience (where you get to test their tires in a F80 M3!), and my favorite activity - the BMW CCA Foundation Charity Rides, where a donation gets you a ride in one of BMW's iconic race cars with some very famous drivers.

This year I took a ride with Bill Auberlen in one of the ALMS GTLM Z4 cars that retired a few years ago. It's the second time I've ridden with Bill, and it never gets old! The g forces generated by braking and turning these cars are mind-blowing! I've driven and taken rides in fast cars on race tracks for years, but I'm never prepared for the level of violence that a ride in a Le Mans GT car involves. Just riding along for two laps is exhausting!

As the week began to wind down during Friday night's "Robber Baron" dinner at a beautifully renovated gilded-era train station, we realized that we had been thoroughly entertained for the entire week. We used the time without CCA programming to enjoy local attractions; like a ride on the inclined railway and a duck boat tour of the city. Many participants took a road trip to Falling Water, the Frank Lloyd Wright house that's not far from Pittsburgh.

The week ended with the Pittsburgh Vintage Grand Prix, a huge event that transforms the city's Schenley Park into a race course for vintage race cars. The CCA virtually took over "German Hill" with almost 800 BMWs in the corral that overlooks a climbing hairpin turn. The corral included a lunch tent and Biergarten, as well as a display by BMW NA. This year's featured race car was the BMW 2002, which is celebrating its 50th anniversary. There were 2002s everywhere - both in the corral and on the race track! Chapter member Bob Isbitski raced his recently completed 2002 race car.

Next year's Oktoberfest will be held to celebrate the BMW CCA's 50th anniversary and will be located in Greenville, South Carolina. It will start with the Petit Le Mans IMSA endurance race at Road Atlanta, and then move north 90 minutes to Greenville, a tremendous small city in "Upstate" South Carolina that's home to the Club and BMW's largest manufacturing plant. It's going to be a great event. Hopefully you'll plan to attend!



Photos by Larry Engel





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Oktoberfest 2018

Hot Rides
 Photo by Larry Engel





BMW's to the Horizon
 Photo by Larry Engel

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Roundel Editor, Satch Carlson's Ride
Photo by Jon Trudel



X2 in new BMW Individual Color
Photo by Jon Trudel

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Club Meeting at Tyspeed



Photos by JT Burkard

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Oktoberfest 2018

By Jon Trudel

For the longest time, one of my co-workers has been telling me about the Pittsburgh Vintage Grand Prix. It's several days in mid-July, full of events in and around the city, celebrating classic autos of every brand. It culminates on the weekend, where they close off Schenley Park for racing. All the local car clubs are represented, and one is chosen as host.

This year, the BMW CCA bumped up the timing of Oktoberfest, to coincide with the races. It's also the 50th anniversary of the 2002, so that was why they stepped it up. I didn't immediately sign up, but I came to realize that the last real vacation I took, not counting staycations and time off with day trips, was when the NJ Chapter hosted O'fest back in 2015! Clearly, I was overdue! Once I realized I could push around some work deadlines, I signed up. It was early June by then, but my registration number was 690, so I was way down in the queue. I was too late to book a room at the host hotel, the Sheraton at Station Square, right on the riverfront. Fortunately, they offered backups, and I picked a room at the Doubletree, only a few miles away. Next time I register for an O'fest, I'll do it a LOT sooner!

So many events, so little time. I opted to arrive on Tuesday evening, and I left a few evenings free. I'd never been to Pittsburgh, so I wanted time to explore. One friend offered to take me on a sightseeing tour, and I also wanted to spend time with my co-worker and his family while I was there. Naturally, I chose to attend the autocross, and I picked one of the driving tours to Frank Lloyd Wright's Fallingwater, and, of course, a parade lap for the Vintage Grand Prix. A few other things, too, but I'll get to those.

First order of business was getting the car ready, packing, and whatnot. I haven't been away for a while, so the whatnot was turning into an onion-peeling. So many things cropped up onto the honeydo list that I left late, several hours later than I wanted. Nevertheless, it was very straightforward drive - 5 1/2 hours and 350 miles. In my Z3, that's at least one stop, because one tankful will only take you about 250 miles. No matter, I drove to the Z3 Homecomings they used to have at the factory in South Carolina (once, by way of Cincinnati and Nashville), so this would be a piece of cake. I'll say this, though, driving top-down on the Interstates sounds like fun, but it often ends up not, especially if the temperature is high, humidity is a hair below steaming-hot-soup and you find yourself wedged in between the trucks, right at noisy bias-ply tire level. The fun ends pretty quickly. Rolling up the windows definitely helps with channeling the AC and cuts down on the tire noise a lot. Feel free to call me a faux drop-topper, I don't care.

Eventually, I passed through Harrisburg, and I merged onto the PA Turnpike (I-76), and the traffic thinned out. The road became more serene, and melded into rolling hills and tunnels through them. The views extended out to infinity, and you notice that the traffic's thinned out back to being pleasant again. After exiting the fourth tunnel, you take a moment to marvel at the half dozen or so massive wind turbines. You know you're getting close. From the East, you approach Pittsburgh from the PA Turnpike (I-76), but branch off at I-376, which leads you right into the heart of the city, which appears as you crest a hill. Pittsburgh was built where the Monongahela and Allegheny rivers end, and the Ohio River begins. The view was quite captivating, almost appearing out of nowhere, but soon you realize your GPS is nagging you to change lanes and make turns to get to the hotel.

After a quick freshening up, my friend L took me on a quick jaunt around the city, and we ended up at a restaurant on top of Mount Washington, overlooking the city. Afterward, we drove along Grandview Avenue, and yes, the view was grand, and very impressive at night. Well worth going there after sunset. If I'd stayed in the hotel, it would have been a short funicular ride up the steep hill, rather fun by itself.

Wednesday, I drove to the Sheraton to pick up my registration and was greeted by a trio of 507s out front. They had been trucked in from afar, but the owners were leaving to go to the Pirelli Conco

urs and show over at Heinz Field (where the Steelers play). I arrived shortly afterward to find a plethora of different models in the Conco competition, and there were quite a few favorites. The 507s were there, of course, as well as several E30 Racecars, Z8s, 2002s of all varieties, and so on. So nice to see these cars in pristine condition. The afternoon was spent downtown, and there were several hints of the Vintage Grand Prix crowd was there, including a small classic car show in a square, and the audience was growing. There were also a few convoys of cars parading around, including one full of exotics who felt the need to stomp on their accelerator pedals each time they drew a breath. Nothing screams "Look at Me! Please?" like earsplitting car exhausts reverberating off of city buildings. After several times around the same 4 blocks, they got bored and moved on. To each, their own, I guess. That evening, before dinner, my co-worker tried to take me around Schenley Park, but they'd already closed off the road to traffic, ahead of schedule.

Thursday was at the Pittsburgh International Raceway Complex, about 55 minutes away. It was a track day for those who registered, as well as the Michelin Driving Experience, but I was there for the Tire Rack Autocross. Their classifications were a bit different, but were essentially broken down into Stock and Tuner classes, with different cars at different levels, grouped accordingly. Stock classes allowed a few modifications, but nothing major. Since I have more than a few Dinan add-ons, I was a Tuner class car, class 3, to be precise. As luck would have it, I only had one competitor, but he kept going off course, and I managed to clear the cobwebs out of the autocrossing section of my brain, and my best run was my last of the day. I'd really forgotten how much fun it can be. Speaking of cobwebs, it was about an hour or two after leaving home on Tuesday that I realized my helmet was back home, sitting right next to the front door. Fortunately they had loaners. In the midst of all that, we were given an excellent lunch, and while I was waiting to get back in the car, I snuck over to the Michelin Driver Experience, where they'd fitted a set of the Pilot Sport 4S tires to a 2015 M3, and a set of their Pilot Sport A/S 3s to another. They provided a tight autocross course lined with tiny cones and told us to 'have at it'. I hadn't driven a new M3, but this one was a-maz-ing. Fitted with the 4S tires, it stuck like glue. I've never felt grip like that before. The A/S tires were good, but gave a little traction up for the wetter sections. They're still fine tires, but the 4Sses were just beyond good.

That evening was the dinner at the Carnegie Science Center, which had been closed to the public, for our event. It was an interactive museum, and there was plenty to see and do. Different food was available on different floors, so there was a big incentive to move about the place. I was rather amused that they had a booth that simulated the seismic readings of several major earthquakes. Several couples tried to eat their dinner there, and fortunately, no messes were made. Towards the end of the night, they had their telescopes out, and Saturn was in view, complete with rings. Quite nice.

Friday arrived, and Allegheny Chapter had organized trips to Fallingwater. It's an hour and a half away from Pittsburgh, and you could go the boring way, direct by bus, or drive there. They had organized convoys from the Sheraton, and special all-2002 groups had been formed. What made the convoys special was their route was less direct and more back-road-y, the kind of roads our cars live for - curvy, hills and valley, and very few traffic lights, the kind of roads you find when you let yourself get lost in western NJ, but better, and less crowded. The weather complied, and it was top-down driving the whole way there. Such a joy. The route even took us past Kentuck Knob, another Frank Lloyd Wright creation, which I didn't tour because I hadn't gotten tickets to go (it also wasn't part of the Oktoberfest events, but no matter). In any case, Fallingwater was everything I'd hoped it was, and the tour guide was quite knowledgeable. I'll leave it to you to go and discover it for yourself. I couldn't do it justice, anyway.

(Continued on Page 13)

Driver School Events

By Jamie Kavalieros

NJMP/NASCAR and Summit Point

We had two track events since the last News Bulletin. The June 15-16 NJMP Driver School and Club Race to benefit the Westlake School and the July 21-22 Geoff Atkinson Memorial Driver School and Club Race.

The NJMP Driver school was a one-day event on Friday. The Club Race was Friday and Saturday. On Saturday our BMW CCA Club Race was in support of the NASCAR K&N Pro series race. There is definitely a different vibe at the event with NASCAR. There are fans, lots of them, and many of our racers shared some celebrity status with fans taking pictures and asking for autographs. The weather was great and so was the racing.

In July we went to West Virginia's Summit Point Race Track for the 5th annual Geoff Atkinson Memorial Club Race and Driver School. The weather was iffy with rain storms looming the first day. I have always believed rain is the great equalizer. You must be smooth and know how to drive. The horsepower advantage goes away and people who are fast show and refine their skills over people with high horsepower fast cars. The Club Race had the racers strategizing and deciding what tires to run. Race Slicks, Dot R full tread or Rain tires? By the late afternoon the rain came in. Our Saturday night barbeque at the track features great southern BBQ

and the chance to relax, compare what you learned on the track and swap stories. Sunday the weather again called for rain. The track stayed dry the whole day and for those who braved the day we ran an extra long combined run group session to finish the day.

Our final event for the 2018 season is the Oct 6-7 Shenandoah Driver School. The Shenandoah track is extremely challenging and an absolute blast to drive. If you want to really learn how to drive, this is the venue for you. This event has gained popularity over the years and is a technical, momentum course. A skilled driver is rewarded more than a driver who owns a fast car. This means a nimble car can out run a higher-powered car. There is no better feeling than passing a Porsche or Corvette in an old BMW E30. Skill and finesse can more than make up for horsepower. There are several linked turns where you need to do the first correct in order to set up for the next. It is tricky but so rewarding when you do it right. Because of all the tight turns, some are even off cambered and some have a blind apex, you will stretch your skill set and thus come away a MUCH better driver. You will learn to really trail brake to rotate or point your car and you can learn to throttle steer to also help you point the nose. This is our only event with a skid pad. If you have never driven on a real skid pad it will humble you and help you develop the car "feel" at the edge of control.

Note that open face helmets (**Snell2010 or newer**) will be accepted for this event.

Autocross

By Elihu Savad

Autocross Season

Come join us at Patriots Park in Bridgewater. Check our website for registration information.

Our Aug 12th autocross was preceded by much hand-wringing over weather prognostications on accuweather.com and weather.com, among others. All of whom advised that we would be subject to interruptions with thunderstorms and the possibilities of heavy rain just 24 hours in advance.

Twenty-six hardy autocrossers, armed with an improved, although dubious weather forecast, showed up to run a very enjoyable autocross at Patriots Park, with 12 runs each.

So much for our faith in internet weather forecasts.

Notable among our participants was Dave Ngo, who brought his Tesla P90. His times were close to FTD, and the ethereal silence of the vehicle's progress belied its staggering acceleration. Of the Tesla at an autocross, it may be said that "In a Tesla, everyone can hear you scream".

Our next event is Aug 26, and then Oct 14. Please register in advance to avoid the higher fees on-site.



Autocrossing steeds at rest. Tanzanite Blue M3 and Imola Red E46 ZHP.
Photo by Colin Vozeh



Neither Sleet nor Snow nor Gloom of Day...
Photo by Colin Vozeh

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Club Members at Show 'N Shine Meeting



Photos by Colin Vozeh

Oktoberfest 2018 (by Jon Trudel)

(Continued from Page 11)

They had given us directions out to Fallingwater for the convoy, but nothing for the return trip. I decided I'd retrace the drive out by reverse engineering the directions, but I quickly found out that PA doesn't mark T-intersections the way you'd expect. I found myself driving 3.5 miles and guesstimating where to turn, but often doubling back because the turnoff was a mile or two further. I was in no rush, and it was quite fun getting lost, although my GPS was ready if I gave up. Eventually, I made it back to the Interstate and later, my hotel. Time well wasted.

That evening, my friend took me to a tiny, but delicious Italian restaurant. After dinner, she suggested we drive past RandyLand (<http://randy.land>). It's a public art installation in Pittsburgh, and likely closed, but she wanted me to get an idea about what it was. As luck would have it, Randy was at the doorway to the courtyard, and invited us in. We spent an hour there as I chatted with him and I wandered, marveling at all the contemporary artworks he created. He was there, painting some steps in a different pattern, so it's always a work in progress.

Saturday, the time trials begin for the races. I made my way to the park, and as host, the BMW CCA had secured one hilltop for us to park on, and they tried to organize us by model, with the 2002s in the most prominent position. They had a tent for food, and a beer garden, which made us feel right at home. At any given time, 1/3 were eating and drinking, 1/3 were watching the trials, and 1/3 were wandering amongst all the cars. Fun for everyone. BMW had a booth with the winners of the X2 wrap competition. I hadn't seen an X2 yet, and I like the design. They're really making me rethink my position of never owning an SUV.

The main banquet was held that evening and was good. I ended up sitting at a table with some longtime attendees from Texas and

North Carolina, as well as newcomers from Maryland. We talked about nothing and everything and had a lot of fun.

Sunday, it was check-out day. I had to repack the car and make my way to the conservatory, where they were lining us non-2002s for the parade lap. A few races later, we got to get on the "track" and make a big loop. I managed to do some royal-style waving as I passed the BMW area. I could have used another lap, at speed, but there wasn't time, and, they didn't let us. We all made our way back to the hilltop, and I heard there was a good chance for rain on the return trip, so I put the top up and hit the road. As I progressed, I could see the storm clouds looming ahead, but never saw anything more than sprinkles. I must've chased the storm's edge the whole way home. I had hoped to make the return trip in a shorter amount of time, but several accidents slowed the trip.

Quite a way to spend a week! The Allegheny Chapter put on an excellent Oktoberfest, and I look forward to the next one, which will be held at the factory in South Carolina. Who's up for a roadtrip?



Welcome New Members

Luciano Armenti	Jennifer Diamond	MARAT KAVALL	Michael Merkin	Joshua Schleifer
Ethan Atkins	Robert DiCostanzo	Paul Kieliszek	Jeanette Mizrahi	Sam Sheitelman
Vikas Balani	Corey Duarte	Claude Kinney	John Morgan	Stephan Siegel
Franklin Banos	Judd Eilenberg	Bill Klos	Mark Munafo	Gabrielle Simonelli
John Barrerr	Randy Faber	Nick Korinis	Aristel Nan	Bisham Singh
Roman Bauer	Diogo Fonseca	Chris Kosak	Dan Neff	Alexandra Skurka
Hezekiah Benjamin-Ottley	Harry Franco	Andrew Koutoudis	William Negvesky	Mark Sweeney
Hans Beyer	Matt Frankel	Marek Kruk	Jorge Obando	Jonathan Tabora
Ken Bizup	Andrew Garcia	Carlos Lastra	Joe O'Keefe	Shayan Tariq
Jerahmeel Blair	Kevin Ginsberg	Jaechol Lee	Joseph Owen	Neel Tilak
Kyle Borowski	Mark Giuliano	Tommy Lee	Jeenalee Parikh	Andrew Tulloch
Paul Bozek	Collin Goldbach	Greg Leonforte	Anthony Peters	Ross Wagner
Gurdeep Bumbra	Andrew Gonter	Mimi Leung	David Phimsipasom	Jia Wang
Vince Buono	Paul Goodacre	Rick Levinson	Christopher Polaski	Cole Warner
John Burke	Bailey Green	John Lewis	Linda Polaski	Victor Wei
Armand Cacciarelli	Elliot Greene	Chris Lewis	Paul Pugliese	Maureen Weiner
Hermin Calderon	Christina Guerriero	Fernando Lima	Robert Puleo	Danny M. Wong
Judd Carlton	Alexander Hartwell	Vincent Lisanti	Ashley Rallis	Lawrence Yuan
Rena Carlton	Manish Hemrajani	Hansen Lukman	Harry Ramage	
Jeffrey Chan	Victoria Hostetler	Patricia Maggio	Gary Rasmussen	
Brian Chibwe	Tsvet Hristov	Zachary Major	Michael Rivelli	
Girolamo Colella	Jacob Huddleston	Nick Mango	Yevgeny Roizengurt	
Paul Copeland	Leonard Jaffe	GEORGE MARDINLY	Nicola Salerno	
Ivori Copes	Dietrich Jander	Steven McDonald	Mark Samuels	
Nancy Dailey	Patricia Jeppoe	Kevin Meredith	Waldemarr Santos	

NJ CHAPTER CALENDAR

Check our website for
upcoming meetings.

NJ BULLETIN STAFF

EDITOR	Jerry Faber
jerryfaber@njbmwcca.org	
TECH EDITOR	Vic Lucariello
vic.sr@njbmwcca.org	
BUSINESS MANAGER	Matt Baratz
mabaratz@gmail.com	

CHAPTER OFFICERS

PRESIDENT	Neil Gambony
neilgambony@njbmwcca.org	
VICE PRESIDENT	Paul Ngai
pkngai@yahoo.com	
DRIVING EVENTS	Jeff White
jwhite@njbmwcca.org	
SOCIAL EVENTS	Vic Lucariello Jr.
vlucariello@celgene.com	
TREASURER	Ron Gemeinhardt
rgemeinhardt@njbmwcca.org	
SECRETARY	David Allaway
david@allaway.us	
WEBMASTER	Colin Vozeh
colin@availabledark.com	
MEMBER AT LARGE	Bob Isbitski
bisbitski@benco.com	
MEMBER AT LARGE	Ross Karlin
rosskarlin@njbmwcca.org	
MEMBER AT LARGE	Jamie Kavalieros
jimkavo@optonline.net	

MEMBER AT LARGE	Jeff Caldwell
jcaldwell@pci-hplc.com	
CHAPTER TOOLBOX	Ed Hansen
toolbox@njbmwcca.org	
MEMBERSHIP	Neil Gambony
neilgambony@njbmwcca.org	
DEALER LIASON	Douglas Feigel
douglasfeigel@njbmwcca.org	
LEGAL COUNSEL	Brian Corrigan
briancm3racer@aol.com	
CHAPTER LIBRARY	Neil Gambony
neilgambony@njbmwcca.org	
TECH TIPS	Vic Lucariello
vic.sr@njbmwcca.org	

DRIVER SCHOOL COMMITTEE

Chairman	Jamie Kavalieros
Chief Tech	Warren Brown
Chief Instructor	Barry Stevens
barrystevens@njbmwcca.org	
Registrar	Mark Mallory
mm9516@att.com	
Member	Neil Gambony
Member	Blake Smith
Member	Bob Isbitski
Member	Jeff White

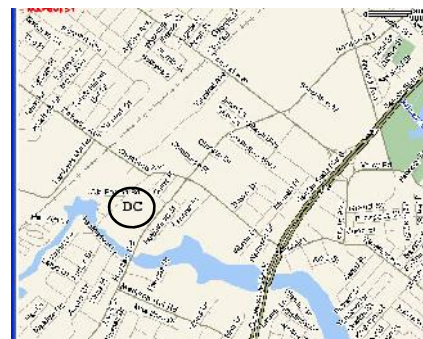
CLUB RACING COMMITTEE

Chairman	Ross Karlin
----------	-------------

AUTOCROSS COMMITTEE

Elihu Savad	drautox@comcast.net
Brent Jerolomic	autox@bjerols.com
David Ngo	dngo@commvault.com
Ivan LeGrand	ivanlegrand@gmail.com
Jim Kavalieros	jimkavo@optonline.net
Mark Mallory	mmallory@att.com
Walter Baliko	balticvid@msn.com
Colin Vozeh	colin@availabledark.com

HOTLINE: 908-322-2758
<http://www.njbmwcca.org>



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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/time 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
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Westlake School joins NJ Chapter at NJMP



Photo by Brian Morgan

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